CAPITAL CIRCLE OFFICE COMPLEX (CCOC) PUD

Application for

Planned Unit Development Amendment

Prepared for

State of Florida

Department of Management Services

Prepared by

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Submitted to City of Tallahassee

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Approved 2/20/24

TRZ220011

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1. OVERVIEW AND GENERAL APPLICATION REQUIREMENTS

This Planned Unit Development amendment is to be titled "The Capital Circle Office Complex (CCOC) PUD." The PUD Concept (Map A), Existing Zoning (Map B), Public Facilities and Existing Conditions (Map C), Soils (Map D), Drainage and Proposed Utilities (Map E), and Vehicular and Pedestrian Circulation (Map F), are provided at the end of this Application.

The original application was prepared by the firm Keith and Schnars, P.A., with supporting services and documentation provided by the staff of the Department of General Services, Camp Dresser and McKee, Inc., Smith-Gilchrist, P.A., and Sasaki Associates, Inc. A revised application was prepared by Hatch Mott McDonald Florida, LLC, with supporting services and documentation provided by the Department of Management Services (formerly the Department of General Services), Kimley-Horn and Associates, Inc, and Wendy Grey Land Use Planning. This revised application has been prepared by George and Associates Consulting Engineers, Inc., with supporting services and documentation provided by the Department of Management Services and Holtzman Vogel Baran Torchinsky & Josefiak PLLC.

The project site is located within the City of Tallahassee. At the time of the original PUD application, the project was located within unincorporated Leon County. The City, County, and Developer, along with adjacent property owners, worked to create the original development agreements. DMS, the City, and the County finalized a development agreement addressing the annexation process and the status of DRI, zoning, environmental, and concurrency approvals for Phase I. The approval process for this development will be in accordance with the final executed agreement.

The purpose of this application is to establish a new development district, the EOC District, with distinct design standards for Phase 5, Parcel A1, and revise the PUD to remove Phase 5 from District 2. Additionally, entitlements will be increased and reallocated among parcels as shown in Table 2.2.1.

2. GENERAL DESCRIPTION OF THE PROPOSED PROJECT/PROJECT NARRATIVE

2.1 Configuration of Lands

The CCOC is located on approximately 341.41 acres located in the vicinity of the intersection of Capital Circle Southeast and Shumard Oak Boulevard. See Figure 2.1.1 General Location Map. The size of this tract allows for construction of the proposed 3,840,000 gross square feet of development and related facilities, while maintaining and preserving the important landforms, open space, and forested areas of the site.

2.2 History

In October 1990, the Florida Department of General Services, now known as the Florida Department of Management Services (DMS), filed an Application of Development Approval for a Development of Regional Impact (DRI) with the Apalachee Regional Planning Council. The ADA proposed 1,800,000 square feet of office facilities, 182,000 square feet of ancillary facilities, and 18,000 square feet of day care facilities for a total facilities area of 2,000,000 square feet. Other proposed improvements included 5,660 parking spaces, 137.5 acres of open space, of which at least 82 acres was to be set aside as a Habitat Management Area (previously called Conservation Area), and a maximum of 22 acres of stormwater ponds. The overall project area approved at that time was 273.1 acres.

On February 18, 1992, the Board of County Commissioners approved a change in zoning from Agriculture-2 to Planned Unit Development (PUD) for the 273.1 acres. The PUD identified five office clusters: North, West, Northeast, East, and South. It also identified a visitor center and an open space/habitat area (see Figure 2.2.1).

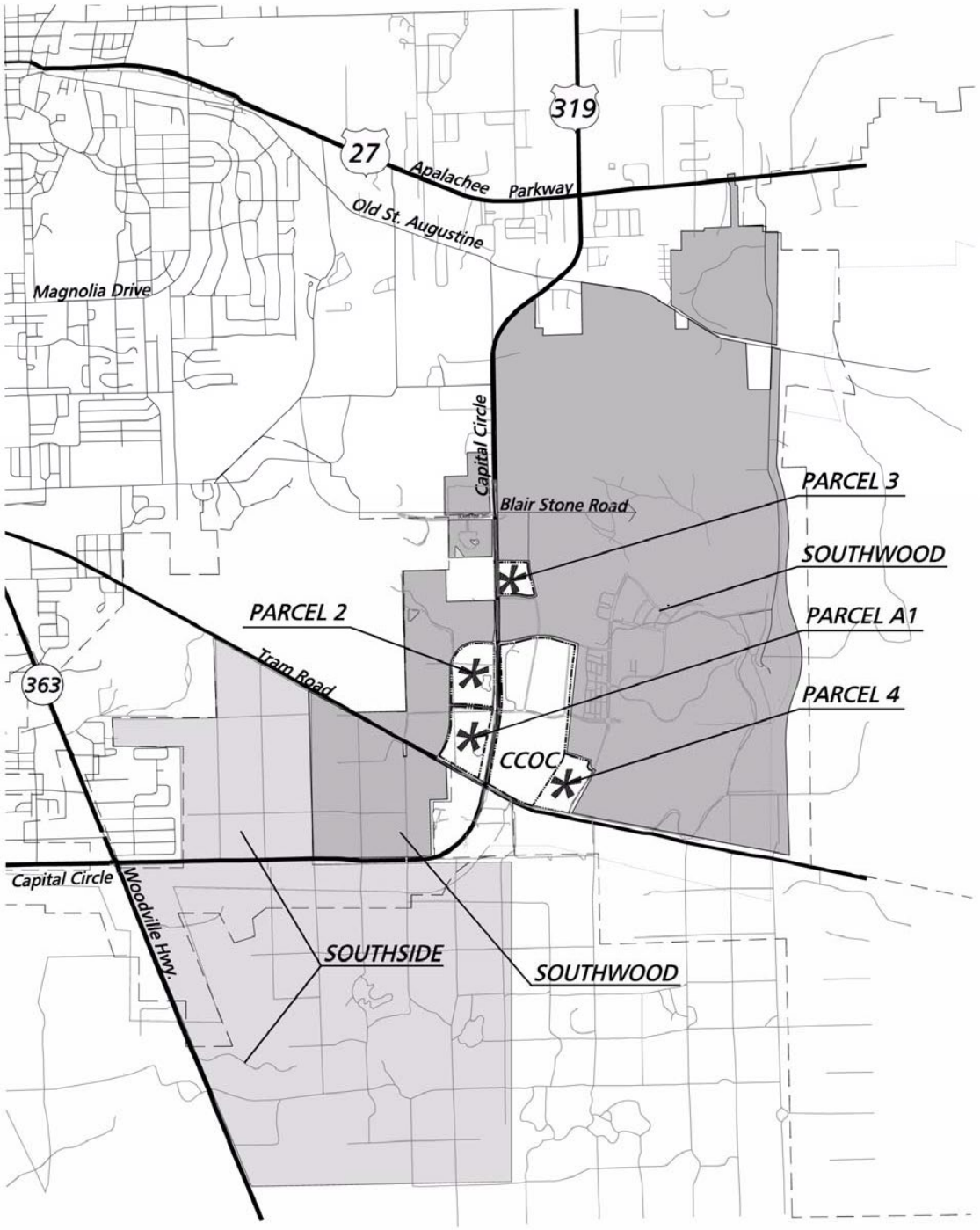


Figure 2.1.1 General Location Map

Original DRI Boundary with Office Clusters

(October 24, 1990)

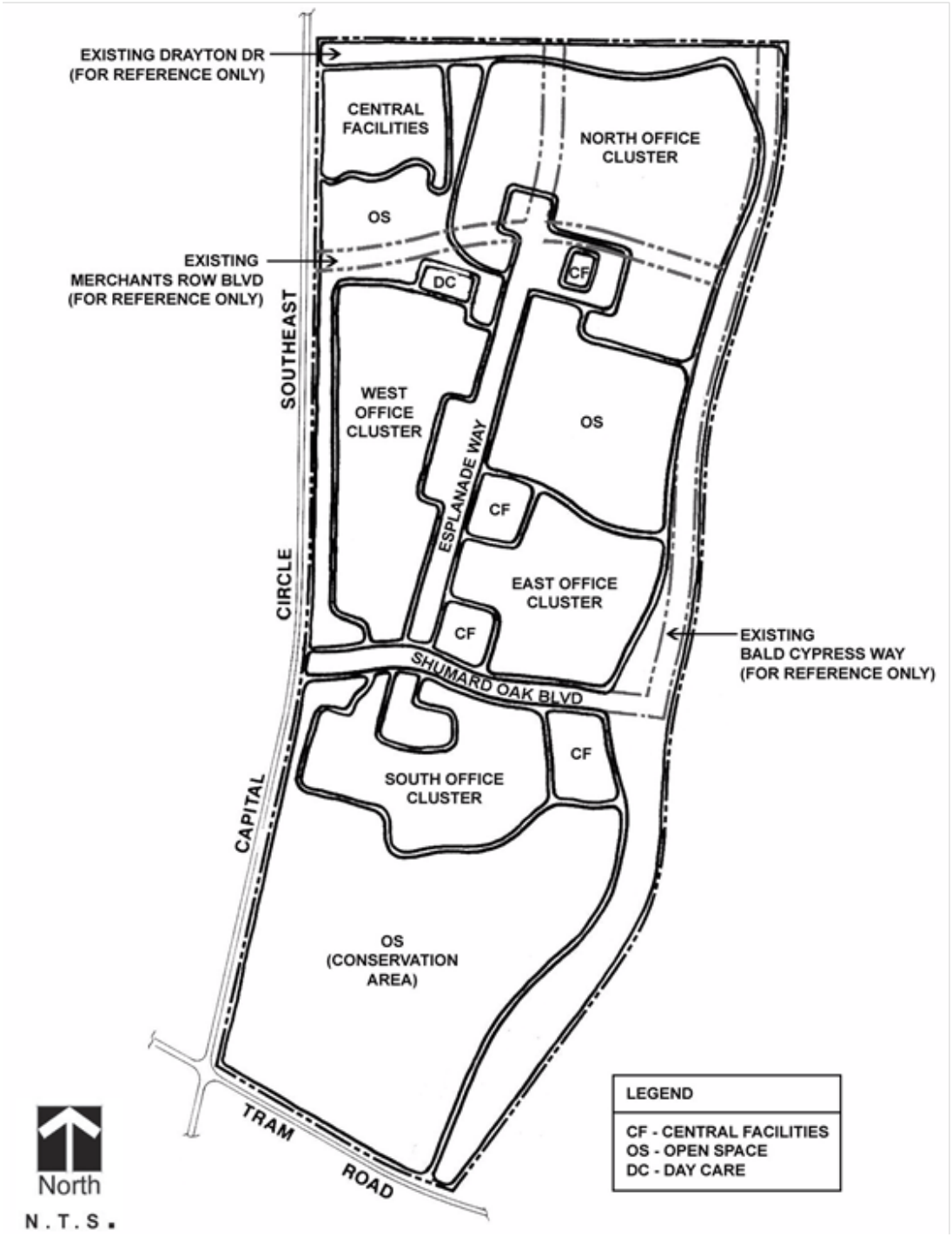


Figure 2.2.1 Original Office Clusters

On March 17, 1992, the Leon County Board of County Commissioners, setting conditions for development of the Capital Circle Office Complex (CCOC), approved a Development Order. The County approved amendments to the Development Order on September 27, 1994, and on November 12, 1996. On July 8, 1998, the City approved the ADA and the Phase 2 Amended Development Order (DO).

The East Central Cluster, West Central Cluster, and South Office Cluster envisioned in the original ADA and PUD have been combined to function as CCOC Phases 1 and 2 of the overall development and are zoned PUD 30 on the City of Tallahassee official zoning map (See Map B). The original minimum design standards for this area are retained in this amendment to the PUD. The property now designated as Phases 1 and 2 is described in this PUD as CCOC PUD District 1 (see Figure 2.2.2).

After the approval of the initial development order and the amended Phase 2 Development Order for the CCOC, the State and St. Joe exchanged properties. The properties currently held by the State are shown in Figure 2.2.3. The land exchange reduced the amount of land initially included in the Amended Development Order and PUD and added five additional parcels, designated as Parcels 1, A1, 2, 3, and 4. Subsequently, Parcel 1 reverted back to St. Joe Company and is not part of this project. The four remaining parcels (A1, 2, 3, and 4) total 149.93 acres. Two of these four parcels (2 and 4), which represent Phases 3 and 6, are collectively designated in this PUD as CCOC PUD District 2. Parcel 3, which will be developed in Phase 4, is designated in this PUD as CCOC PUD District 3. Parcel A1, which is to be developed in Phase 5, is designated in this PUD as CCOC PUD EOC District.

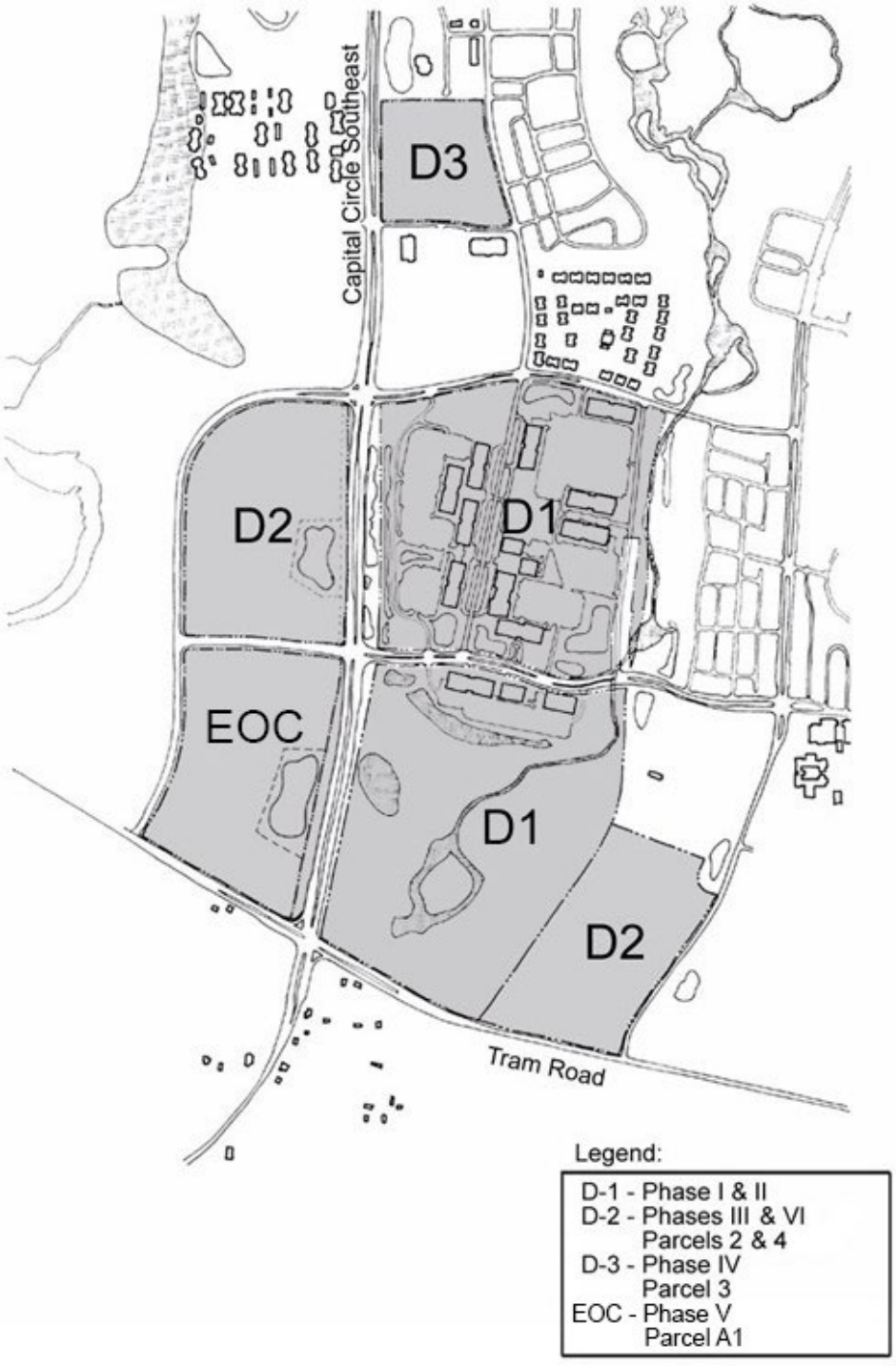


Figure 2.2.2 Amended District Plan

PHASE	PARCEL #	DISTRICT	ACREAGES					TOTAL OFFICE SPACE		
			Total (Acres)	ROW (Acres)	Open Space	Development (Acres)	Stormwater (Acres)	Proposed GSF	Constructed GSF	Remaining GSF
Phase 1 & 2	Parcel N/A	District 1	191.48	19.1	91.60	55.38	11.36	1,290,000	1,082,892	207,108
Phase 3 A, B	Parcel 2	District 2	47.84	-	22.10	26.09	4.29	1,000,000	458,903	541,097
Phase 4 A, B	Parcel 3	District 3	18.39	-	12.80	7.98	3.05	230,000	104,287	125,713
Phase 5	Parcel A1	EOC District	46.57	-	23.25	27.94	5.89	320,000	-	320,000
Phase 6	Parcel 4	District 2	37.13	-	TBD	22.03	TBD	1,000,000	-	1,000,000
TOTAL			341.41	19.1	149.75	139.42	24.59	3,840,000	1,646,082	2,193,918

Table 2.2.1 CCOC Existing and Proposed Land Development

Notes:

1) Open space on a parcel may be more or less than 40%, provided the cumulative total for Phases 1-6 is not less than 40% of the overall PUD acreage.
2) Urban forest on a parcel may be more or less than 10%, provided the cumulative total for Phases 1-6 is not less than 10% of the overall PUD acreage.
3) Phases 1 & 2 include an 82.46-acre habitat management area discussed in Section 5 is included as open space and Urban Forest.
4) Constructed office space is calculated by subtracting penthouse space from the total gross square footage. Ancillary space is allowed but is not included in the constructed gross square feet. Penthouse and ancillary space are not counted against entitlements or traffic concurrency calculations.
5) As of January 28, 2024, 149.75 acres has been set-aside in open space, which exceeds the required 136.56.

PUD Boundary without Office Clusters (per latest DRI-ADA)

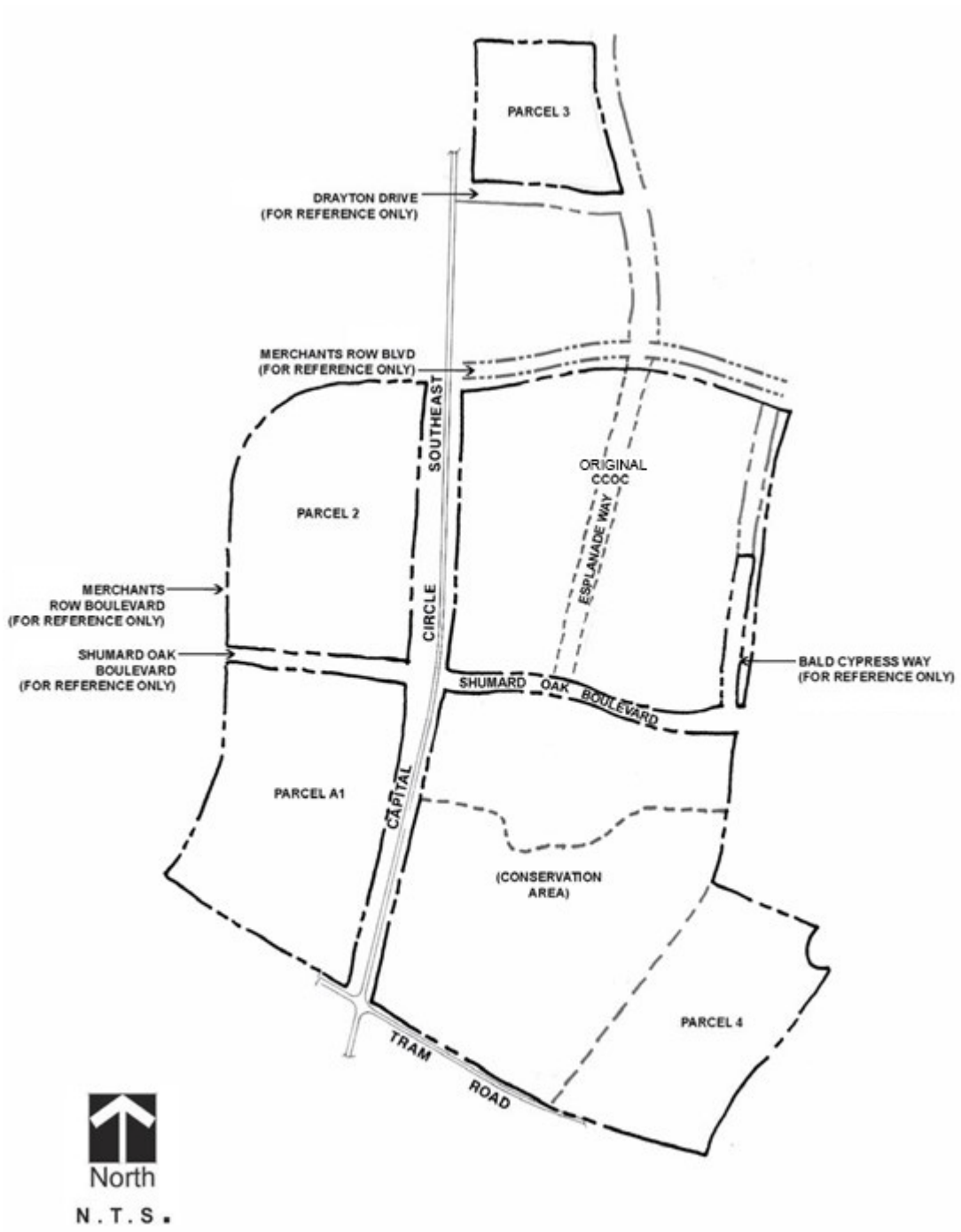


Figure 2.2.3 PUD Boundary

2.3 General Project Description

This application for amendment to the PUD reflects changes to CCOC PUD District 2 to remove Phase 5 and establishes the EOC District for Phase 5; this includes the establishment of minimum design standards. Minimum design standards for CCOC PUD Districts 1 to 3 remain unchanged. Entitlements are also being increased overall from 2,840,000 gross square feet to 3,840,000 gross square feet. The entitled building square footage is also reallocated among parcels to meet updated development goals. Ancillary space is still allowed, but no longer counts against entitlements or traffic concurrency calculations. The phases are described in greater detail below:

Phases 1 & 2: These phases are composed of 191.48 acres and comprise the property of the original PUD. Total proposed office development is 1,290,000 gross square feet.

Phase 3 - Parcel 2: Parcel 2 is composed of 47.84 acres lying west of the existing CCOC and Capital Circle Southeast between westerly projections of Merchants Row and Shumard Oak Boulevard. Total proposed office development is 1,000,000 gross square feet. Blueprint IA has constructed a 4.29-acre stormwater treatment facility on the east side of the parcel.

Phase 4 - Parcel 3: Parcel 3 is composed of 18.39 acres lying north of the existing CCOC development and north of Drayton Drive. Total proposed office development is 230,000 gross square feet.

Phase 5 – Alternate Parcel 1 (aka A1): Parcel A1 is composed of 46.57 acres lying west of the existing CCOC site and Capital Circle Southeast, and between Shumard Oak Boulevard and Tram Road. Total proposed office development is 320,000 gross square feet. Blueprint IA has constructed a 5.89-acre stormwater treatment facility on the east side of the parcel.

Phase 6 - Parcel 4: Parcel 4 is comprised of 37.13 acres at the northwest corner of the Tram Road and Four Oaks Boulevard intersection and adjacent to the east side of the existing CCOC Habitat Management Area site. Total proposed office development is 1,000,000 gross square feet.

3. OWNERSHIP

The site for this PUD is owned and under the control of:

Owner:	Board of Trustees of the Internal Improvement Trust Fund c/o State of Florida Department of Natural Resources Division of State Lands 3900 Commonwealth Blvd. Tallahassee, FL 32303
Lessee:	State of Florida Department of Management Services (Lessee) Building 430 Suite 335 4050 Esplanade Way Tallahassee, FL 32399-0950 (850) 488-2521

Please note that the legal description shows a ±9.3-acre area identified as an "Easement for Access and Utilities." This area was shown because it provides access to the Satellite Office Complex (now known as CCOC). However, because it is not owned by the State, it will not be rezoned PUD. This 9.3-acre area was included in the "Agreement for Land Donation and Development – Satellite Center Office Complex" between St. Joe Paper Company and the State of Florida Department of General Services, entered into in November 1989.

4. LEGAL DESCRIPTIONS

Legal descriptions for the CCOC PUD boundaries and the parcels included in the PUD follow.

Legal descriptions for the boundary of the amended original CCOC PUD boundary (Phases 1 and 2) after the exchange of 80 acres +/- on the north end of the original PUD to St. Joe for Parcels A1, 2, 3 and 4:

NORTH PARCEL

as described in Leon County, Florida Official Records Book 1432, Pages 1262-1263)

Commencing at a concrete monument marking the Southeast corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida, thence run North 00 degrees 13 minutes 37 seconds East 937.73 feet to a nail and cap marking the centerline of the 66 foot right-of-way of Tram Road (County Road No. 259); thence run North 76 degrees 58 minutes 41 seconds West along said centerline a distance of 1469.04 feet to the point of a curve concave Northeasterly, thence run Northwesterly along said curve having a radius of 3205.07 feet, through a central angle of 06 degrees 12 minutes 55 seconds for an arc distance of 347.68 feet (the chord of said arc bears North 73 degrees 52 minutes 14 seconds West a distance of 347.51 feet), thence leaving said centerline run North 35 degrees 42 minutes 40 seconds East 34.43 feet to the Northerly right of way boundary of Tram Road, thence run North 35 degrees 42 minutes 40 seconds East a distance of 1562.71 feet, thence run North 27 degrees 52 minutes 52 seconds East a distance of 214.31 feet, thence run North 21 degrees 57 minutes 48 seconds East a distance of 22.24 feet, thence run North 22 degrees 01 minutes 11 seconds East a distance of 95.66 feet, thence run North 10 degrees 59 minutes 33 seconds East a distance of 219.92 feet, thence run North 03 degrees 00 minutes 00 seconds East a distance of 603.13 feet, thence run North 08 degrees 00 minutes 00 seconds East a distance of 112.78 feet; thence continue North 08 degrees 00 minutes 00 seconds East along said line, a distance of 76.74 feet, thence run North 13 degrees 00 minutes 00 seconds East a distance of 76.78 feet to the POINT OF BEGINNING. From said POINT OF BEGINNING thence run North 44 degrees 14 minutes 31 seconds West a distance of 0.30 feet to the Easterly boundary of Bald Cypress Way, thence run Northerly along said Easterly boundary as follows: North 01 degrees 56 minutes 39 seconds West a distance of 113.13 feet to a point on a curve concave to the east, thence run northerly along said curve having a radius of 1357.00 feet, through a central angle of 08 degrees 56 minutes 39 seconds for an arc distance of 211.84 feet (chord of said arc bears North 02 degrees 31 minutes 40 seconds East for a distance of 211.62 feet), thence run North 07 degrees 00 minutes 00 seconds East a distance of 105.16 feet, thence run North 83 degrees 00 minutes 00 seconds West a distance of 10.00 feet, thence run North 07 degrees 00 minutes 00 seconds East a distance of 559.14 feet, thence run North 83 degrees 00 minutes 00 seconds West a distance of 120.00 feet to the Westerly boundary of said Bald Cypress Way, thence run Southerly along said Westerly boundary as follows: South 07 degrees 00 minutes 00 seconds West a distance of 559.14 feet, thence run North 83 degrees 00 minutes 00 seconds West a distance of 10.00 feet, thence run South 07 degrees 00 minutes 00 seconds West a distance of 105.16 feet to a point on a curve concave to the east, thence run southerly along said curve having a radius of 1497.00 feet, through a central angle of 08 degrees 56 minutes 39 seconds for an arc distance of 233.69 feet (chord of said arc bears South 02 degrees 31 minutes 40 seconds West for a distance of 233.45 feet), thence run South 01 degrees 56 minutes 39 seconds East a distance of 113.13 feet, thence run South 40 degrees 21 minutes 13 seconds West a distance of 17.75 feet to the Northerly boundary of Shumard Oak Boulevard (width varies), thence run Westerly along said boundary as follows: along a curve concave to the south, having a radius of 806.68 feet, through a central angle of 04 degrees 30 minutes 41 seconds for an arc distance of 63.52 feet (chord of said arc bears South 79 degrees 58 minutes 11 seconds West for a distance of 63.50 feet), thence run South 77 degrees 42 minutes 54 seconds West a distance of 80.32 feet, thence run South 12 degrees 17 minutes 08 seconds East a distance of 10.00 feet to a point on a curve concave to the north, thence run westerly along said curve having a radius of 614.00 feet, through a central angle of 32 degrees 59 minutes 59 seconds for an arc distance of 353.63 feet (chord of said arc bears North 85 degrees 47 minutes 08 seconds West for a distance of 348.77 feet), thence run North 69 degrees 17 minutes 08 seconds West a distance of 225.52 feet to a point on a curve concave to the south, thence run westerly along said curve having a radius of 1697.00 feet, through a central angle of 24 degrees 51 minutes 08 seconds for an arc distance of 736.08 feet (chord of said arc bears North 81 degrees 42 minutes 42 seconds West for a distance of 730.32 feet) to a point of reverse curve to the right having a radius of 1577.00 feet and a central angle of 12 degrees 29 minutes 33 seconds; thence westerly along the arc, a distance of 343.84 feet to the Easterly boundary of Capital Circle Southeast, said point being on a curve concave to the west, thence run northerly along said curve having a radius of 3944.83 feet, through a central angle of 06 degrees 04 minutes 50 seconds for an arc distance of 418.64 feet (chord of said arc bears North 03 degrees 24 minutes 25 seconds East

for a distance of 418.44 feet), thence run North 00 degrees 21 minutes 59 seconds East a distance of 897.83 feet, thence run North 00 degrees 22 minutes 00 seconds East a distance of 538.27 feet to the Southerly boundary of Merchants Row Boulevard, said point being on a curve concave to the north, thence run along said Southerly boundary as follows: Easterly along said curve having a radius of 1145.90 feet, through a central angle of 13 degrees 56 minutes 07 seconds for an arc distance of 278.70 feet (chord of said arc bears North 85 degrees 15 minutes 35 seconds East for a distance of 278.01 feet), thence run North 78 degrees 17 minutes 32 seconds East a distance of 534.04 feet to a point on a curve concave to the south, thence run easterly along said curve having a radius of 1495.50 feet, through a central angle of 28 degrees 41 minutes 51 seconds for an arc distance of 749.05 feet (chord of said arc bears South 87 degrees 21 minutes 33 seconds East for a distance of 741.24 feet), thence run South 73 degrees 00 minutes 38 seconds East a distance of 648.09 feet, thence leaving said boundary run South 17 degrees 00 minutes 00 seconds West a distance of 242.80 feet, thence run South 11 degrees 00 minutes 00 seconds West a distance of 286.37 feet, thence run South 04 degrees 00 minutes 00 seconds West a distance of 288.47 feet, thence run South a distance of 403.15 feet, thence run South 07 degrees 00 minutes 00 seconds West a distance of 313.63 feet, thence run South 13 degrees 00 minutes 00 seconds West a distance of 424.27 feet to the POINT OF BEGINNING, containing 91.94 acres, more or less.

SOUTH PARCEL

Commencing at a concrete monument marking the Southeast corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida, thence run North 00 degrees 13 minutes 37 seconds East 937.73 feet to a nail and cap marking the centerline of the 66 foot right-of-way of Tram Road (County Road No. 259); thence run North 76 degrees 58 minutes 41 seconds West along said centerline a distance of 1469.04 feet to the point of a curve concave Northeasterly, thence run Northwesterly along said curve having a radius of 3205.07 feet, through a central angle of 06 degrees 12 minutes 55 seconds for an arc distance of 347.68 feet (the chord of said arc bears North 73 degrees 52 minutes 14 seconds West a distance of 347.51 feet), thence leaving said centerline run North 35 degrees 42 minutes 40 seconds East 34.43 feet to the POINT OF BEGINNING, said point being on a curve concave Northeasterly. From said POINT OF BEGINNING thence run along the Northerly right of way boundary of Tram Road as follows: Northwesterly along said curve having a radius of 3172.07 feet, through a central angle of 11 degrees 04 minutes 24 seconds for an arc distance of 613.05 feet (the chord of said arc bears North 65 degrees 24 minutes 09 seconds West a distance of 612.10 feet), thence run North 59 degrees 51 minutes 57 seconds West a distance of 733.08 feet to the Easterly right of way boundary of Capital Circle, thence run Northerly along said Easterly right of way boundary as follows: North 12 degrees 04 minutes 00 seconds East a distance of 1852.00 feet to a point on a curve concave to the west, thence run northerly along said curve having a radius of 3944.26 feet, through a central angle of 03 degrees 52 minutes 37 seconds for an arc distance of 266.89 feet (chord of said arc bears North 10 degrees 07 minutes 43 seconds East for a distance of 266.84 feet) to the Southerly right of way boundary of Shumard Oak Boulevard (120 feet wide), said point being on a curve concave to the North, thence run Easterly along said Southerly right of way boundary as follows: Easterly along said curve having a radius of 1697.00 feet, through a central angle of 12 degrees 25 minutes 09 seconds for an arc distance of 367.83 feet (chord of said arc bears South 87 degrees 55 minutes 42 seconds East for a distance of 367.11 feet) to a point of reverse curve to the right having a radius of 1577.00 feet and a central angle of 24 degrees 51 minutes 08 seconds; thence easterly along the arc, a distance of 684.03 feet, thence run South 69 degrees 17 minutes 08 seconds East a distance of 225.52 feet to a point on a curve concave to the north, thence run easterly along said curve having a radius of 734.00 feet, through a central angle of 32 degrees 59 minutes 59 seconds for an arc distance of 422.75 feet (chord of said arc bears South 85 degrees 47 minutes 08 seconds East for a distance of 416.93 feet), thence run South 12 degrees 17 minutes 08 seconds East a distance of 10.00 feet, thence run North 77 degrees 42 minutes 52 seconds East a distance of 80.32 feet to a point on a curve concave to the south, thence run easterly along said curve having a radius of 666.68 feet, through a central angle of 13 degrees 32 minutes 10 seconds for an arc distance of 157.50 feet (chord of said arc bears North 84 degrees 28 minutes 57 seconds East for a distance of 157.14 feet), thence leaving said Southerly boundary run South 08 degrees 00 minutes 00 seconds West a distance of 112.78 feet, thence run South 03 degrees 00 minutes 00 seconds West a distance of 603.13 feet, thence run South 10 degrees 59 minutes 33 seconds West a distance of 219.92 feet, thence run South 22 degrees 01 minutes 11 seconds West a distance of 95.66 feet, thence run South 21 degrees 57 minutes 48 seconds West a distance of 22.24 feet, thence run South 27 degrees 52 minutes 52 seconds West a distance of 214.31 feet, thence run South 35 degrees 42 minutes 40 seconds West a distance of 1562.71 feet to the POINT OF BEGINNING, containing 99.54 acres, more or less.

Legal descriptions for the boundaries of the amended CCOC PUD boundary (Phases 3, 4, 5, 6):

ALTERNATE PARCEL 1 (AKA PARCEL A1)

Leon County Property Tax Identification Number: 3121209040000
as described in Leon County, Florida Official Records Book 2245, Page 47

Commencing at a concrete monument marking the Southeast corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida, thence run North 00 degrees 13 minutes 37 seconds East 937.73 feet to a nail and cap marking the centerline of the 66 foot right-of-way of Tram Road (County Road No. 259); thence run North 76 degrees 58 minutes 41 seconds West along said centerline 1469.04 feet to a nail and cap marking a point of curve to the right having a radius of 3205.07 feet; thence continue along said centerline curve 957.24 feet (chord bears North 68 degrees 25 minutes 19 seconds West 953.69 feet) to a nail and cap; thence run North 59 degrees 51 minutes 57 seconds West along said centerline 846.38 feet to the centerline of Capital Circle (State Road No. 261); thence continue along said centerline of Tram Road, North 59 degrees 59 minutes 41 seconds West 131.43 feet; thence leaving said centerline run North 12 degrees 00 minutes 27 seconds East 34.47 feet to an iron rod and cap on the northerly right-of-way of said Tram Road marking the POINT OF BEGINNING. From said POINT OF BEGINNING thence run North 59 degrees 59 minutes 41 seconds West along the right-of-way boundary of Tram Road 1302.84 feet to a iron rod and cap marking the easterly right-of-way boundary of a proposed 100 foot roadway; thence run North 30 degrees 00 minutes 19 seconds East along said easterly right-of-way 253.21 feet to a point of curve to the left having a radius of 1575.00 feet; thence run northeasterly along said right-of-way curve 812.67 feet (chord bears North 15 degrees 13 minutes 25 seconds East 803.69 feet); thence North 00 degrees 26 minutes 30 seconds East 396.20 feet to a point of curve to the right having a radius of 30.00 feet; thence run northeasterly along said curve 47.12 feet (chord bears North 45 degrees 26 minutes 30 seconds East 42.43 feet) to the southerly right-of-way boundary of a proposed 100 foot roadway; thence run South 89 degrees 33 minutes 30 seconds East along said south right-of-way 254.27 feet to a point of curve to the right having a radius of 4325.00 feet; thence run southeasterly along said curve 512.70 feet (chord bears South 86 degrees 09 minutes 44 seconds East 512.40 feet); thence run South 82 degrees 45 minutes 59 seconds East 407.94 feet to a point lying 125 feet west of the centerline of said Capital Circle; thence run southerly along a line lying 125 feet west of and parallel to the centerline of said Capital Circle along a curve to the right having a radius of 3694.66 feet for an arc distance of 257.83 feet (chord bears South 10 degrees 00 minutes 30 seconds West 257.78 feet); thence run South 12 degrees 00 minutes 27 seconds West along said parallel line 1769.49 feet to the POINT OF BEGINNING; containing 46.574 acre, more or less.

PARCEL 2

Leon County Property Tax Identification Number: 3121209020000
as described in Leon County, Florida Official Records Book 2245, Page 44

Commencing at a concrete monument marking the Southeast corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida, thence run North 00 degrees 13 minutes 37 seconds East 937.73 feet to a nail and cap marking the centerline of the 66 foot right-of-way of Tram Road (County Road No. 259); thence run North 76 degrees 58 minutes 41 seconds West along said centerline 1469.04 feet to a point of curve to the right, thence along said curve with a radius of 3205.07 feet through a central angle of 17 degrees 06 minutes 44 seconds for an arc length of 957.24 feet (chord of 953.69 feet bears North 68 degrees 25 minutes 19 seconds West), thence North 59 degrees 51 minutes 57 seconds West 846.38 feet to the intersection of the centerline of Tram Road with the centerline of Capital Circle Southeast (State Road No. 261), thence North 12 degrees 00 minutes 01 seconds East along said centerline 1.97 feet, thence North 12 degrees 00 minutes 27 seconds East along said centerline 1844.79 feet to a point of curve to the left, thence along said curve with a radius of 3819.66 feet through a central angle of 05 degrees 31 minutes 26 seconds for an arc length of 368.25 feet (chord of 368.10 feet bears North 09 degrees 14 minutes 44 seconds East), thence leaving said centerline run North 82 degrees 45 minutes 59 seconds West 125.01 feet to the POINT OF BEGINNING. From said POINT OF BEGINNING run North 82 degrees 45 minutes 59 seconds West along the northerly right of way of a proposed road (100 foot right of way) a distance of 407.94 feet to a set iron rebar and cap marking a point of curve to the left, thence along said curve with a radius of 4425.00 feet through a central angle of 06 degrees 47 minutes 31 seconds for an arc length of 524.55 feet (chord of 524.25 feet bears North 86 degrees 09 minutes 44 seconds West) to a set iron rebar and cap, thence North 89 degrees 33 minutes 30 seconds West 254.27 feet to a set iron rebar and cap marking a point of curve to the right, thence along said curve with a radius of 30.00 feet through a central angle of 90

degrees 00 minutes 00 seconds for an arc length of 47.12 feet (chord of 42.43 feet bears North 44 degrees 33 minutes 30 seconds West) to a set iron rebar and cap on the easterly right of way of a proposed roadway (100 foot right of way), thence North 00 degrees 26 minutes 30 seconds East along said right of way 992.45 feet to a set iron rebar and cap marking a point of curve to the right, thence along said right of way curve with a radius of 750.00 feet through a central angle of 92 degrees 45 minutes 19 seconds for an arc length of 1214.16 feet (chord of 1085.85 feet bears North 46 degrees 49 minutes 10 seconds East) to a set iron rebar and cap, thence South 86 degrees 48 minutes 11 seconds East along said right of way 444.13 feet to a set iron rebar and cap, thence leaving said right of way run South 00 degrees 18 minutes 28 seconds West 1433.65 feet to set iron rebar and cap marking a point of curve to the right, thence along said curve with a radius of 3694.66 feet through a central angle of 06 degrees 09 minutes 02 seconds for an arc length of 396.61 feet (chord of 396.42 feet bears South 03 degrees 22 minutes 59 seconds West) to the POINT OF BEGINNING, containing 47.835 acres more or less.

PARCEL 3

Leon County Property Tax Identification Number: 3116209010000
as described in Leon County, Florida Official Records Book 2245, Page 45

Commencing at a concrete monument marking the Southeast corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida, thence run North 00 degrees 13 minutes 37 seconds East 937.73 feet to a nail and cap marking the centerline of the 66 foot right-of-way of Tram Road (County Road No. 259); thence run North 76 degrees 58 minutes 41 seconds West along said centerline 1469.04 feet to a point of curve to the right, thence along said curve with a radius of 3205.07 feet, through a central angle of 17 degrees 06 minutes 44 seconds for an arc length 957.24 feet (chord of 953.69 feet bears North 68 degrees 25 minutes 19 seconds West), thence North 59 degrees 51 minutes 57 seconds West 846.38 feet to the intersection of the centerline of Tram Road with the centerline of Capital Circle Southeast (State Road No. 261), thence North 12 degrees 00 minutes 01 seconds East along said centerline 1.96 feet, thence North 12 degrees 00 minutes 27 seconds East along said centerline 1844.79 feet to a point of curve to the left, thence along said curve with a radius of 3819.66 feet, through a central angle of 11 degrees 41 minutes 59 seconds for an arc length of 779.97 feet (chord of 778.61 feet bears North 06 degrees 09 minutes 27 seconds East), thence North 00 degrees 18 minutes 28 seconds East 2903.59 feet, thence leaving said centerline run South 89 degrees 57 minutes 06 seconds East 125.00 feet to the POINT OF BEGINNING. From said POINT OF BEGINNING run North 00 degrees 18 minutes 28 seconds East 812.00 feet to a set iron rebar and cap, thence South 89 degrees 41 minutes 32 seconds East 778.83 feet to a set iron rebar and cap on the westerly right of way of a proposed roadway (65 foot right of way), thence South along said westerly right of way 176.04 feet to a set iron rebar and cap marking a point of curve to the left, thence along said right of way curve with a radius of 2550.10 feet through a central angle of 13 degrees 38 minutes 55 seconds for an arc length of 607.47 feet (chord of 606.03 feet bears South 06 degrees 49 minutes 28 seconds East) to a set iron rebar and cap, thence South 13 degrees 38 minutes 58 seconds East 31.65 feet to a set iron bar and cap, thence leaving said proposed right of way run North 89 degrees 57 minutes 06 seconds West 867.59 feet to the POINT OF BEGINNING, containing 14.91 acres, more or less.

AND ALSO (per O.R. 2495, Page 2222) as follows:

Commence at a found terra-cotta monument marking the northeast corner of Section 16, Township 1 South, Range 1 East, Leon County, Florida, thence along the northerly boundary of said Section 16 run North 89 degrees 56 minutes 26 seconds West 2545.79 feet to a point on the centerline of Capital Circle (State Road 263), thence along said centerline run South 00 degrees 01 minutes 41 seconds West 1420.35 feet, thence run South 00 degrees 18 minutes 28 seconds West 1967.71 feet thence to a point on the centerline of Drayton Drive (a 50 foot proposed roadway), thence along said proposed centerline run South 89 degrees 57 minutes 06 seconds East 514.39 feet, thence leaving said proposed centerline run North 00 degrees 02 minutes 54 seconds East 25.00 feet to a point on the northerly right of way boundary of said Drayton Drive and the POINT OF BEGINNING. From said POINT OF BEGINNING thence leaving said northerly right of way boundary run South 89 degrees 57 minutes 06 seconds East 498.21 feet, thence run North 13 degrees 38 minutes 58 seconds West 134.56 feet to a point of curve to the right, thence run northwesterly along said curve with a radius of 2550.00 feet through a central angle of 13 degrees 38 minutes 58 seconds for an arc distance of 607.48 feet (chord of 606.04 feet bears North 06 degrees 49 minutes 29 seconds West), thence run North 175.89 feet to a point of cusp on a curve concave northeasterly and the westerly right of way boundary of Esplanade Way Extension (a proposed roadway), thence along said right of way curve with a radius of 1388.67 feet through a central angle of 14 degrees 45 minutes 06 seconds for an arc distance of 357.53 feet (chord of 356.55 feet bears South

07 degrees 22 minutes 33 seconds East), thence run South 14 degrees 45 minutes 06 seconds East 603.00 feet to a point of curve to the right, thence run southeasterly along said curve with a radius of 2500.00 feet through a central angle of 00 degrees 08 minutes 35 seconds for an arc distance of 6.24 feet (chord of 6.24 feet bears South 14 degrees 40 minutes 48 seconds East) to a point on the northerly right of way of said Drayton Drive, thence along said northerly right of way run South 75 degrees 57 minutes 52 seconds West 16.32 feet to a point of curve to the right, thence run southwesterly along said right of way curve with a radius of 575.00 feet through a central angle of 25 degrees 05 minutes 51 seconds for an arc distance of 251.87 feet (chord of 249.86 feet bears South 88 degrees 30 minutes 47 seconds West), thence run North 78 degrees 56 minutes 17 seconds West 136.45 feet to a point of curve to the left, thence run northwesterly along said right of way curve with a radius of 1025.00 feet through a central angle of 11 degrees 00 minutes 49 seconds for an arc distance of 197.03 feet (chord of 196.72 feet bears North 84 degrees 26 minutes 42 seconds West) to the POINT OF BEGINNING.

AND ALSO A 100 FOOT PORTION ALONG THE NORTHERLY BOUNDARY OF PROPERTY CONVEYED TO THE STATE OF FLORIDA IN OFFICIAL RECORDS BOOK 1432, PAGE 1260 OF THE PUBLIC RECORDS OF LEON COUNTY, FLORIDA.

BEING MORE ACCURATELY DESCRIBED IN AGGREGATE BY SURVEY AS FOLLOWS:

Commencing at a concrete monument marking the Southeast corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida, thence run North 00 degrees 13 minutes 37 seconds East 937.73 feet to a nail and cap marking the centerline of the 66 foot right-of-way of Tram Road (County Road No. 259); thence run North 76 degrees 58 minutes 41 seconds West along said centerline 1469.04 feet to a point of curve to the right, thence along said curve with a radius of 3205.07 feet, through a central angle of 17 degrees 06 minutes 44 seconds for an arc length 957.24 feet (chord of 953.69 feet bears North 68 degrees 25 minutes 19 seconds West), thence North 59 degrees 51 minutes 57 seconds West 846.38 feet to the intersection of the centerline of Tram Road with the centerline of Capital Circle Southeast (State Road No. 261), thence North 12 degrees 00 minutes 01 seconds East along said centerline 1.96 feet, thence North 12 degrees 00 minutes 27 seconds East along said centerline 1844.79 feet to a point of curve to the left, thence along said curve with a radius of 3819.66 feet, through a central angle of 11 degrees 41 minutes 59 seconds for an arc length of 779.97 feet (chord of 778.61 feet bears North 06 degrees 09 minutes 27 seconds East), thence North 00 degrees 18 minutes 28 seconds East 2903.59 feet, thence leaving said centerline run South 89 degrees 57 minutes 06 seconds East 125.00 feet to the POINT OF BEGINNING. From said POINT OF BEGINNING thence run North 00 degrees 18 minutes 11 seconds East a distance of 812.04 feet, thence run South 89 degrees 41 minutes 49 seconds East a distance of 778.83 feet to the Westerly boundary of Esplanade Way (width varies), said point being on a curve concave to the east, thence along said Westerly boundary as follows: run southerly along said curve having a radius of 1388.67 feet, through a central angle of 14 degrees 45 minutes 06 seconds for an arc distance of 357.54 feet (chord of said arc bears South 07 degrees 22 minutes 38 seconds East for a distance of 356.55 feet), thence run South 14 degrees 45 minutes 39 seconds East a distance of 603.25 feet to a point on a curve concave to the west, thence run southerly along said curve having a radius of 2500.00 feet, through a central angle of 00 degrees 08 minutes 14 seconds for an arc distance of 5.99 feet (chord of said arc bears South 13 degrees 55 minutes 12 seconds East for a distance of 5.99 feet), to the Northerly boundary of Drayton Drive, thence along said Northerly boundary as follows: run South 75 degrees 57 minutes 47 seconds West a distance of 16.32 feet to a point on a curve concave to the north, thence run westerly along said curve having a radius of 575.00 feet, through a central angle of 25 degrees 05 minutes 51 seconds for an arc distance of 251.87 feet (chord of said arc bears South 88 degrees 30 minutes 42 seconds West for a distance of 249.86 feet), thence run North 78 degrees 56 minutes 22 seconds West a distance of 136.45 feet to a point on a curve concave to the south, thence run westerly along said curve having a radius of 1025.00 feet, through a central angle of 11 degrees 00 minutes 48 seconds for an arc distance of 197.02 feet (chord of said arc bears North 84 degrees 26 minutes 47 seconds West for a distance of 196.72 feet), thence run North 89 degrees 57 minutes 23 seconds West a distance of 389.24 feet to the Easterly right of way boundary of Capital Circle, thence run North 00 degrees 18 minutes 11 seconds East a distance of 99.79 feet to the POINT OF BEGINNING, containing 18.39 acres, more or less.

PARCEL 4

Leon County Property Tax Identification Number: 3121209040000
as described in Leon County, Florida Official Records Book 2245, Page 46

Commencing at a concrete monument marking the Southeast corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida, thence run North 00 degrees 13 minutes 37 seconds East 937.73 feet to a nail and cap marking the centerline of the 66 foot right-of-way of Tram Road (County Road No. 259); thence run North 76 degrees 58 minutes 41 seconds West along said centerline 642.68 feet to a nail and cap marking the intersection of the Tram Road Connector (a 120 foot right-of-way) and the centerline of said Tram Road; thence run North 13 degrees 01 minutes 22 seconds East along the centerline of said Tram Road Connector 86.22 feet; thence leaving said centerline run North 76 degrees 58 minutes 38 seconds West 60.00 feet to a concrete monument on the westerly right-of-way boundary of said Tram Road Connector for the POINT OF BEGINNING. From said POINT OF BEGINNING thence run South 13 degrees 01 minutes 22 seconds West along said westerly right-of-way 53.22 feet to a concrete monument marking the north right-of-way boundary of said Tram Road; thence run North 76 degrees 58 minutes 41 seconds West along said northerly right-of-way of Tram Road 766.36 feet to a set iron rod and cap marking a point of curve to the right, thence run northwesterly along said right of way curve with a radius of 3172.07 feet through a central angle of 06 degrees 02 minutes 20 seconds for an arc distance of 334.34 feet (chord bears North 73 degrees 57 minutes 31 seconds West 334.18 feet) to a concrete monument marking the easterly boundary of the existing Capital Circle Office Center; thence leaving said northerly right-of-way run North 35 degrees 42 minutes 40 seconds East 1562.71 feet to a concrete monument; thence run North 27 degrees 52 minutes 52 seconds East 214.31 feet to a concrete monument; thence run North 21 degrees 57 minutes 48 seconds East 22.24 feet to an iron rod and cap; thence leaving said easterly boundary of the existing Capital Circle Office Center run South 69 degrees 42 minutes 56 seconds East 739.36 feet; thence run southwesterly along a non-tangent curve to the right with a radius of 140.00 feet through a central angle of 40 degrees 16 minutes 49 seconds for an arc distance of 98.42 feet (chord bears South 14 degrees 04 minutes 23 seconds West 96.41 feet) to a point of reverse curve to the left; thence run southeasterly along said curve with a radius of 110.00 feet through a central angle of 101 degrees 55 minutes 47 seconds for an arc distance of 195.69 feet (chord bears South 16 degrees 42 minutes 26 seconds East 170.89 feet); thence run South 67 degrees 43 minutes 00 seconds East 81.70 feet to the westerly right-of-way boundary of said Tram Road Connector; thence run southwesterly along said westerly right-of-way along a curve to the right with a radius of 690.00 feet through a central angle of 14 degrees 01 minutes 10 seconds for an arc distance of 168.83 feet (chord bears South 29 degrees 17 minutes 35 seconds West 168.41 feet) to a concrete monument; thence run South 36 degrees 18 minutes 10 seconds West along said westerly right of way 873.23 feet to a concrete monument marking a point of curve to the right, thence run southwesterly along said right of way curve with a radius of 810.00 feet through a central angle of 23 degrees 16 minutes 48 seconds for an arc distance of 329.11 feet (chord bears South 24 degrees 39 minutes 46 seconds West 326.85 feet) to the POINT OF BEGINNING; containing 37.133 acres, more or less.

The westerly 100 feet of the above property being subject to a 100' utility and drainage easement.

5. STANDARD COMMITMENTS

DMS agrees to develop the property in accordance with the Concept Plan presented in this document, City of Tallahassee regulations, and other conditions or modifications as may be attached to the PUD. Any deviation from the conditions presented in this PUD will require a Type B Site Plan Review.

The Department of Management Services also agrees to provide agreements, contracts, and conditions in the 163 Development Agreement acceptable to the City for completion of the PUD in accordance with the adopted Concept Plan, as well as for the continued operation and maintenance of the complex functions and facilities, prior to constructing any facility within the boundaries of the PUD. The Department further agrees to bind successors in title to any commitments made within this document or as a condition of approval of this PUD.

The Department of Management Services understands that traffic concurrency and operational analysis may be required for proposed development for review and approval by City of Tallahassee Traffic Engineering.

The Department of Management Services understands that the 82.46-acre Habitat Management Area will continue to be maintained and preserved for habitat management, listed species habitat, and passive recreation according to the existing approved Habitat Management Plan mutually agreed upon by DMS and the City of Tallahassee. Allowed and prohibited uses within the Habitat Management Area shall be consistent with those uses identified in the Habitat Management Plan. Nothing in the Habitat Management Area management plan shall be construed to prohibit adding other habitat management area(s) to the PUD as a result of environmental assessment of future development.

The Department of Management Services understands that all future development shall be subject to site plan review, including any environmental analysis, as required by the City of Tallahassee Land Development Code. Any deviations required for future site plan reviews shall be subject to Type B Review with regards to the design standards established in Sections 14 through 16.

6. SUPPORTING REPORT

The site for the CCOC is located east and west of Capital Circle Southeast and north of Tram Road (see Figure 2.1.1). After many years of planning, this site was selected based on its location and physical development characteristics. It also has been designed to further many of the long-range goals of the State of Florida, Leon County, and the City of Tallahassee.

Demand for this project was determined through an internal analysis of the space requirements for state departments. That analysis is documented in two reports: "Location Study for State Agencies in Leon County" and "Comprehensive and Long-Range Plan for Development 1987 to 2010" (not contained herein). After examination of the total space needs, the availability of office space in the area, and the costs associated with providing additional space, the decision to construct an office complex resulted. During a search for land to contain the proposed office complex, the present location was acquired under an agreement with the St. Joe Company for this purpose. The new office complex relieves crowding of several departments and ensures office space for future demands of various departments.

By assessing the various responsibilities of the numerous State agencies and their projected growth needs, determinations were made to consolidate those agencies that are operationally dependent on a Capitol Center location and those that can function independently. This assessment allowed for management strategies to be established that provide for cohesive patterns of growth. The Capitol Center can then be re-evaluated to optimize downtown land uses, alleviate problems of congestion, preserve the historic value of existing public buildings, and better accommodate the growth of agencies that must remain within the Capitol Center.

The State determined that there is a need for consolidation of existing facilities or expansion plans which cannot be realized within the Capitol Center. The CCOC provides 341.41 acres to accommodate the 3,840,000 square feet of office space for State agencies. This location is an ideal setting for a new Capitol Sub-Center, as environmental impacts can be minimized, access routes occupy under-utilized roadway networks, and infrastructure capacities can satisfy project needs. However, the most compelling rationale for the location is the promotion of orderly growth of the Tallahassee metropolitan area.

Leon County has historically experienced tremendous growth rates in the northeast quadrant of the community. Large land parcels under single ownership have been subdivided, which has stimulated large-scale residential developments. The high rates of growth have created patterns of urban sprawl, which dictate conditions of congestion, lack of adequate infrastructure, poor urban design standards, and degradation of environmental amenities. As a result of these conditions, the Leon County Board of County Commissioners and the City of Tallahassee City Commission made a formal mandate to redirect growth into the Southern quadrant of the City.

The objective of the effort, referred to as the "Southern Strategy," is to curtail the negative consequences of sprawl. The southern district is prepared to accommodate growth with an efficient, effective growth plan. After the adoption of this PUD, the City and County Commissions also adopted a long-range plan for the development of privately owned property in the vicinity of the CCOC. This Southeast Sector Plan furthers the goal of creating high quality mixed-use development in this part of the community. The CCOC has contributed to both the success of the Southern Strategy and the Southeast Sector Plan by promoting this area as a magnet for development and establishing high standards of site design and building quality. The development of the CCOC, Southwood, Southside, and, ultimately, the English property, will become a catalyst for a sub-center in the southeast quadrant and a symbol of development quality.

7. CONSISTENCY WITH THE COMPREHENSIVE PLAN

The CCOC is consistent with and furthers the Tallahassee-Leon County 2030 Comprehensive Plan. The site is designated as Suburban land use on the Future Land Use Map.

The State is committed to developing a plan that is sensitive to its impacts on vegetation and wildlife, and as a result, the development furthers the related goals and policies of the Tallahassee-Leon County 2030 Comprehensive Plan.

The southern area of Phases 1 and 2 has been set aside as a habitat management area. A habitat management plan has been approved and has been implemented for the Habitat Management Area. The plan addresses managing vegetation to create a better habitat for the gopher tortoise, pine snake, and bent golden aster. The plan provides for a mechanical means of managing the underbrush should burning not be acceptable. Further, to satisfy concerns raised by review agencies, the natural hydro-periods of the existing depressions in the southern open space area are being retained. Excavation will not occur in these areas—this will also assure retention of the area as a feeding ground for the wood stork.

Through the original DRI process, which addressed Phases 1 and 2 of the development, the buildings and associated parking were first moved from the southern 69.4 acres of the 273.1-acre site. A redesign then occurred in December 1991 to address specific concerns raised by the Leon County Environmental Division. The revised Plan protects the necessary native forest areas and bent golden aster habitats. The redesign also reflects the revisions outlined at the November Planning Commission Workshop on this item.

The distribution of development on the rest of the site for Phase 1 and 2 was influenced by a qualitative analysis of natural features – primarily vegetation. The plan responds to the oak forests, which are the most distinctive natural features of the region. However, a redesign required some intrusion into the area covered with oak groves and a number of specimen oak trees that would have been preserved were removed. There are few wetland areas other than the drainage- way immediately to the east of the site and within the Habitat Management Area.

For Phases 3, 4, 5, and 6, the environmental character of the property is substantially different. These areas have been previously disturbed. They do not contain substantial suitable habitat or significant environmental features. Where endangered and/or threatened species are found to exist,

appropriate management and protection measures will be implemented through the environmental resource permitting and management mechanisms.

For Phases 1 & 2 there are little significant topography changes, except at the north end. The development will minimize topographical changes. The proposed CCOC development fits the site location. The four parcels (Phases 3, 4, 5, and 6) proposed for addition to the existing Capital Circle Office Complex Planned Unit Development are within the transition zone of the Tallahassee Redhills and the Cody Sandhills immediately north of the intersection of Tram Road and Capital Circle Southeast. The topography throughout the four parcels is generally flat to gently sloped. Parcel A1 contains 46.574 acres and ranges from elevation 51 feet to elevation 61 feet National Geodetic Vertical Datum (NGVD), with a high spot of elevation 69 feet at the southeast corner of the parcel. Parcel 2 topography ranges from approximately elevation 50 feet to elevation 60 feet over the 47.835-acre site. Parcel 3 topography ranges from elevation 111 feet at the south edge to elevation 127 feet at the north edge and contains 18.39 acres. Parcel 4 is comprised primarily of a large 37.133-acre sand hill that ranges from approximately 50 to 70 feet.

The parcels have features regulated by the City of Tallahassee Growth Management Ordinances, including significant slope and two karst features. A site-specific geotechnical investigation on Parcel 2 identified no sign of karst activity. The limits of the significant slopes identified by the Tallahassee-Leon County Geographic Information System database were utilized initially to identify significant slopes. Site-specific topographic surveys have confirmed the significant slopes initially identified at the southeast corner of Parcel A1 and the southeastern corner edge, and the middle and northern portions of the eastern edge of Parcel 4. The identified significant slopes are man-made by the construction of Tram Road and Four Oaks Boulevard, where the roadside drainage and utilities construction work in the shoulders changed the earth grade to and beyond the right-of-way line/property line.

An archeological assessment was conducted for the entire site and the assessment report concluded that none of the cultural resources identified during this project are considered eligible or potentially eligible for inclusion in the National Register. Further, none were recommended for preservation or additional testing.

The CCOC is being designed to comply with the City's Environmental Management Ordinance and conditions of the Integrated Development Order (1992-2007).

The site is within the established urban service area. The City of Tallahassee provides a full range of urban services to the property. It is additionally noted that the proposed amended PUD is consistent with the Comprehensive Plan in the following ways:

- The project will comply with the concurrency requirements, established in the Comprehensive Plan.
- Connectivity within the proposed development will be supported through a system of internal roadways, sidewalks, and bike paths. Alternative modes of transportation for on-site travel will be encouraged with enhanced walking and cycling opportunities. The CCOC development plan provides for pedestrian, on-street, and off-street bicycle facilities as part of its "campus master plan."
- Connections to the Southwood system of bike routes and to the Heritage Trail extension will be provided.
- All buildings in Phases 3-6 will provide bike facilities and showers for bike riders and runners.
- CCOC sidewalk systems will connect to sidewalks along Capital Circle Southeast, Merchants Row Boulevard, Shumard Oak Boulevard, and the Southwood sidewalk system.
- Phases 3- 6 landscaping will be irrigated using reuse water from the City of Tallahassee Water Utility Department.
- Energy conservation measures are incorporated into all buildings. Buildings constructed during Phases 3-6 will incorporate the sustainability concepts outlined in Leadership in Energy and Environmental Design – New Construction (LEED-NC).
- The stormwater management facilities (SWMFs) will be designed to meet the stormwater regulations that apply to the parcels. The City of Tallahassee has stormwater regulations for projects that are located in "closed basins." All of the CCOC parcels are located in closed basins. The SWMFs will be designed to provide on-site water quality treatment of the post-development runoff increase from the 100-year/24-hour storm event. The post-development runoff will be based on the impervious coverage for each parcel. All of the SWMFs will be built, operated, and maintained in accordance with their environmental permits.

8. PROVISION OF URBAN SERVICES

The Department of Management Services has finalized a development agreement in which the City of Tallahassee agrees to provide the full range of urban services. These urban services include, but are not limited to, potable water, reuse water, sewer, electricity, gas, solid waste management, and mass transit (via StarMetro). Please note that the City has constructed a 12-inch water main along the east side of Capital Circle, a 12-inch reuse main in the median, and a 42-inch sanitary sewer force main along the west side of Capital Circle Southeast. The DMS intends to provide communications and specialty electronics within the boundaries of the CCOC.

9. PUD DEVELOPMENT CONSISTENCY

Consistency with the Planned Unit Development Regulations, as described in Section 10-165 A-C of City of Tallahassee Zoning, Site Plan and Subdivision Regulations, including the following:

Section 10-165.a: Purpose and intent of district

The planned unit development zoning district is intended 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 this chapter may be evaluated. The planned unit development district may be located in any future land use category established by the comprehensive plan. The standards and procedures of this district are intended to promote flexibility of design and permitting planned diversification and integration of uses and structures, while at the same time retaining in the city commission the absolute authority to establish such limitations and regulations as it deems necessary to protect the public health, safety, and general welfare. In so doing, the planned unit development district is intended to:

(1) Promote more efficient and economic uses of land.

Response: The development proposed by this amendment to the PUD will result in the relocation of state employees. This may result, in part, in a number of properties in the downtown area converting to private ownership and becoming available for redevelopment at the earliest possible opportunity. Additionally, the CCOC promotes an efficient and economic use of land by consolidating many of the State offices into a single location. The office buildings are designed to maximize the use of space by reducing the amount of square feet required per employee.

(2) Provide flexibility to meet changing needs, technologies, economics, and consumer preferences.

Response: Buildings are being designed to maximize utilization of space. DMS has consistently decreased the square footage allocated per employee thereby, making buildings more efficient.

(3) Encourage uses of land, which reduce transportation needs and which conserve energy and natural resources to the maximum extent possible.

Response: This project provides the efficiency of co-locating various state agencies adjacent to (and partially within) a mixed-use community. At the time the State of Florida chose this general site for its state office complex, it was understood that the mixed-use community of Southwood would be developed adjacent to the complex. Southwood as it exists provides a diversity of housing types, educational facilities (both public and private), food services, banking services, personal service establishments, medical services, a grocery store, a fitness center, and retail businesses. Passive public recreation is provided

via the internal trail and sidewalk systems. CCOC Phases1, 2, 4, and 6 have easy access to commercial and residential uses within the adjacent Southwood development. The location of Phases 3 and 5 require employees to cross Capital Circle Phase 3, 4 and 6 will be executed consistent with the principles and practice of transit-oriented design and development. Although this PUD is predominantly a single-use development, accessory (ancillary) uses may be provided for the introduction of mixed-uses (retail, food services, personal services etc.) into the project in the future.

(4) Preserve to the greatest extent possible, and utilize in a harmonious fashion, existing landscape features and amenities.

Response: As noted previously, extensive coordination occurred between the State and local agencies in establishing the Habitat Management Area. The State of Florida has implemented the management plan associated with the Habitat Management Area. Land within CCOC PUD District 2 does not contain significant natural features. However, design standards are incorporated into this PUD to achieve an attractive landscape.

(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.

Response: Property within the PUD shall connect to City of Tallahassee and Southwood pedestrian, bicycle, and greenway systems via shared or multi-modal paths.

(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.

Response: Building technologies, systems and materials that reduce energy demand and increase efficiencies will be utilized in the building design and construction (as required by code) and U.S Green Building Council LEED-NC criterion (as directed by the office of the Governor Executive Order Number 07-126) will be utilized for all new building construction and operation. The development will be served by the existing road network or roads and existing utilities adjacent to the development parcels. Roads and utility systems to serve the parcels are in place or will be designed, permitted, and constructed (i.e., the extensions of Shumard Oak Boulevard and Merchants Row Boulevard) in concert with the parcel development.

(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.

Response: The expansion of the CCOC PUD furthers the goal of the State Master Plan to provide more efficient (at many levels) office space for delivery of services to the citizens of Florida. The State has typically taken a position that State facilities would not compete

with private enterprise. Any accessory (ancillary) use in the project should be supportive of the functions occurring in the Complex rather than to the adjoining area. The building types utilized will conform with the Florida Building Code. Secondarily the Governor's Executive Order Number 07-126 directs new State buildings to conform to the U.S. Green Building Council LEED-NC criterion. Building orientations and relationships to each other and adjoining road will be influenced by the LEED criterion and transit-oriented design principles.

Section 10-165.b Eligibility

Urban planned unit developments are encouraged in this district. Please see section 10-200 for detailed criteria and procedures. The planned unit development district is designed to allow an applicant to submit a proposal for consideration, for any uses or any mixture of uses that are consistent with the comprehensive plan, and to allow the city commission to approve any proposal which it determines to be in the best interest of the public health, safety, and welfare, along with any conditions or requirements or limitations thereon which the city commission deems advisable. The approval of planned unit development rezoning requests rests with the city commission. However, no rezoning to a planned unit development-zoning district shall be eligible for approval unless the following minimum conditions are met:

(1) *Minimum area for a planned unit development zoning district.* The minimum area required for an application to a planned unit development district is three acres with the following exception: properties subject to development which are required by schedule 10.3 development standards and/or comprehensive plan to be filed as a planned unit development or site plan review required. In such cases, there is no minimum size requirement.

Response: The subject property is 341.41 acres and therefore eligible for the Planned Unit Development district designation.

(2) *Configuration of the planned unit development zoning district.* The tract or tracts of land for which the planned unit development zoning district is made shall be adjoining with sufficient width and depth to accommodate the proposed use. A tract of land within the planned development future land use category that is divided by the dedication of right-of-way from a landowner to or created through the amicable resolution of a condemnation proceeding by a governmental entity, shall be considered adjoining for purposes of creating a planned unit development zoning district.

Response: The original configuration of the PUD contained only contiguous parcels. As noted in the project description, through series of land transfers between St. Joe and the State of Florida, one parcel, Parcel 3, is not contiguous with the remainder of the property. However, the entire property is being evaluated as a single Development of Regional

Impact. Based on these circumstances, it is requested that the entire State-owned property be treated as a single Planned Unit Development.

(3) *Unified control/ownership.* All land included for the purpose of development within a planned unit development district shall be owned by or be under the complete control of the applicant for such zoning designation, whether the applicant be an individual, partnership, corporation, other entity, group, or agency. The applicant shall provide the city all of the necessary documents and information that may be required by the city attorney to assure the city that the development project may be lawfully completed according to the plans sought to be approved. No application shall be considered until the requirements of this section have been fully complied with.

Response: All land is owned and under the control of the applicant.

10. CONSISTENCY WITH OTHER ORDINANCES

With the exception of alternative development standards that are established within this PUD document, the development proposed by this PUD will comply with the City Concurrency Management Ordinance, Environmental Management Ordinance, and other applicable ordinances.

11. ROADWAY CONSTRUCTION

Public roadways will not be constructed in any phase. Access to Parcels 3 and 4 will be via existing public roads. Internal vehicular circulation will be via driveways and within parking areas. Access to Parcels 2 and A1 is via the westerly extension of Merchants Row Boulevard and Shumard Oak Boulevard beyond the west side of Capital Circle Southeast. No driveway connection is allowed on SR 263 (Capital Circle Southeast).

12. CIRCULATION

The hierarchy of access to the development parcels predominantly relies on the separation of employees and visitors. Typically, visitors will be directed to vehicle and bicycle parking near the front destination of a building. The building designs should structurally define the main building entrance. Minimization of visitor penetration into a development parcel shall be considered in the site planning and design for each parcel. Depending on the relationships to be established between buildings, clustering of buildings will allow for all weather accessibility between buildings via covered walkways, reduce travel distance between buildings and minimize the need to use an automobile to access other CCOC buildings.

Upon entering the Complex, visitors whether in a vehicle or as a pedestrian will be directed to their destination by directional signage. Employees accessing the sites from collector roads if in a private vehicle, whether personal or carpool/vanpool or motorcycle, will be able to have direct access to parking. Accessible handicap parking will be located closest to the building entrances preferential (reserved) surface parking for carpool/vanpool, low emitting and fuel-efficient vehicles and motorcycles will also be close to building entrances, but not closer than handicap parking. Non-preferential employee surface parking shall be located not closer than one hundred (100) feet from a primary or secondary building. Pedestrian access from parking to buildings will be via sidewalks in medians within the vehicular use area medians. Pedestrian access via public transportation will begin or end at a transit stop. One or more shelters will be provided along the Main Transit Thoroughfare. From the transit stop, pedestrian can access the building via all-weather sidewalks. Passage through vehicular use areas from a transit stop will be on a raised cross walk. Pedestrians accessing the parcels from public roads will utilize all-weather sidewalks connected to the public right-of-way sidewalks. Where provided, a shared-use pathway may be used in lieu of an adjacent public sidewalk to access the site or traverse through a site for transit or recreational purposes. The pedestrian system of sidewalks, walkways and pathways will link parking areas to buildings, public rights-of-way, and adjacent properties. Bicycle access to the parcels and buildings will be via hard-surfaced bikeways in the public right-of-way and driveways and sidewalks on the parcels. Where provided, a shared-use pathway can be used to access a site and buildings. Bicycle parking for visitors and employees shall be located in close proximity to the building entrances.

13. DISTRICT 1 MINIMUM DESIGN STANDARDS

13.1 Permitted Uses and Development Activities

The CCOC Phases 1 and 2 consists of an approved 1,290,000 square feet of building space. The PUD Concept Plan Map showing the proposed arrangement and development of land is provided at the end of this chapter. Table 2.2.1 identifies the existing and proposed land development for the complex.

Any development standard not outlined or specified in the PUD District standards and guidelines shall conform to the City of Tallahassee standards. Should a conflict arise between the adopted standards and the design standard, the most stringent standards shall apply to the resolution of that conflict. In addition to these minimum design standards, the Department of Management Services will also continue to maintain its own set of design guidelines to further the purpose of ensuring harmony with the City of Tallahassee and Leon County. DMS's Design Guidelines, if applicable, will be used in conjunction with its building standards. The PUD Concept Plan and these documents will guide planners, architects, and engineers to achieve the quality and aesthetic goals, which DMS has for the CCOC. The design guidelines will continue to require that the predominant exterior finish material of office building is brick with accents and trim in limestone, granite, or pre-cast concrete and that roofs are sloped. Greater latitude is permitted for ancillary central facilities. At a minimum, however, brick will be used to develop a common bond and contextual link among all buildings. Stone or pre-cast concrete can be used in the building base.

13.2 Property Description

District 1 of the CCOC PUD contains office development parcels and a substantial open space parcel linked by both a 2,500-foot Esplanade and a unique underground utility tunnel. The parcel sizes generally range from just under 20 acres to over 40 acres. The Esplanade is a landscaped pedestrian avenue that provides the overall design orientation for the site, serves as the formal address for all buildings, is the arrival point for visitors and provides for internal pedestrian and vehicular circulation. The utility tunnel consists of a pre-cast or poured-in-place concrete enclosure with provisions for chilled water piping, hot water piping, a system of conduits for the centralized building automation system cabling, a cable tray system for the site distribution

of broadband information and video system signals via coaxial cables, fiber optic cabling and copper data cabling. Sump pumps will be placed at appropriate intervals and the tunnel may be mechanically ventilated. Local dry type transformers and distribution panels are proposed to be located in the tunnel to provide task lighting and hand-tool convenience outlets.

Because the overall concept provides for preserving as much open space as possible, specific lot sizes have not been used. Figure 13.2.1 shows a typical building cluster. Rather, design standards reflecting minimum and maximum building separations are used. The following are the minimum design criteria for each building parcel.

1. Individual building parcels vary in overall size and shape depending on the space requirements and design of the buildings. A typical building parcel is illustrated in Figure 13.2.2.
2. Only visitor parking pedestrian spaces, site furnishings, and landscaped open spaces are allowed in front of the buildings within the building parcel. All employees parking is located behind the buildings.
3. As shown in Figure 13.2.2, the minimum distance from the face of front building walls to the nearest curb of visitor parking, drop-offs or roads is 30 feet.
4. Where the front of a building faces the west side of the Esplanade, the closest part of the front building wall will be 113 feet from the centerline of the avenue.
5. Buildings facing the east side of the Esplanade will have the closest part of their front building wall a minimum of 50 feet from the centerline of the avenue. The layout of the Esplanade is shown on Figure 13.2.3. The cross-section of the Esplanade is provided on Figure 13.2.4.
6. The minimum distance between the closest part of the rear building wall to the curb of employee parking or drop-offs is 30 feet.
7. The minimum distance between the closest parts of adjacent buildings (with the exception of covered walkways which may connect the buildings) is 40 feet.
8. The buildings are oriented so that their long axis (if the building is rectangular) is parallel to the road in front of the building. If the road curves, the building will be sited so that it is generally parallel with the segment of road directly in front of the building.

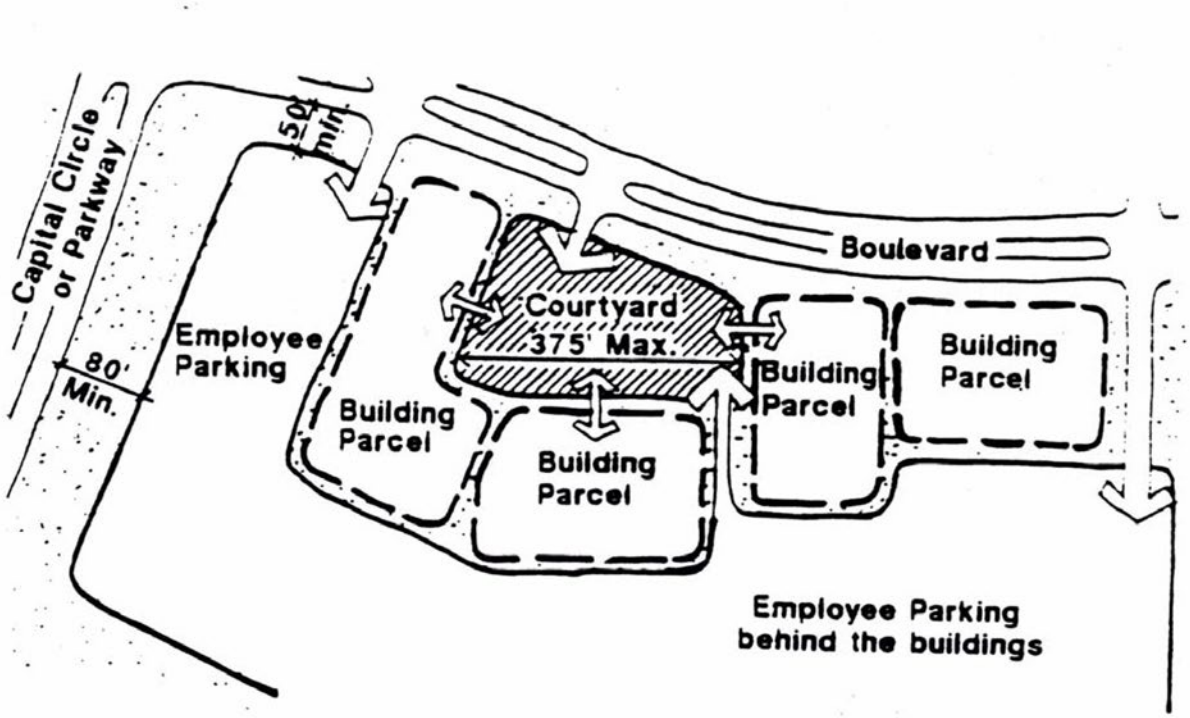


Figure 13.2.1 District 1 Typical Building Cluster

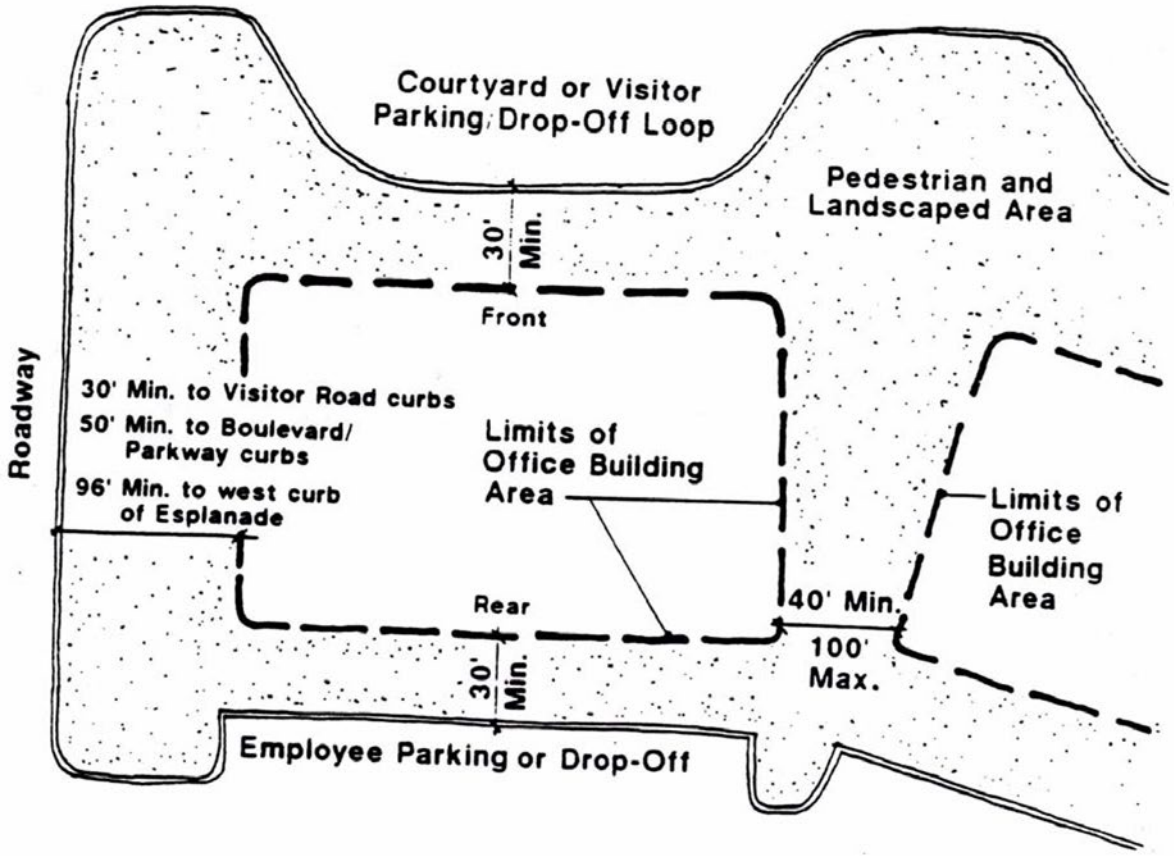


Figure 13.2.2 District 1 Typical Building Parcel

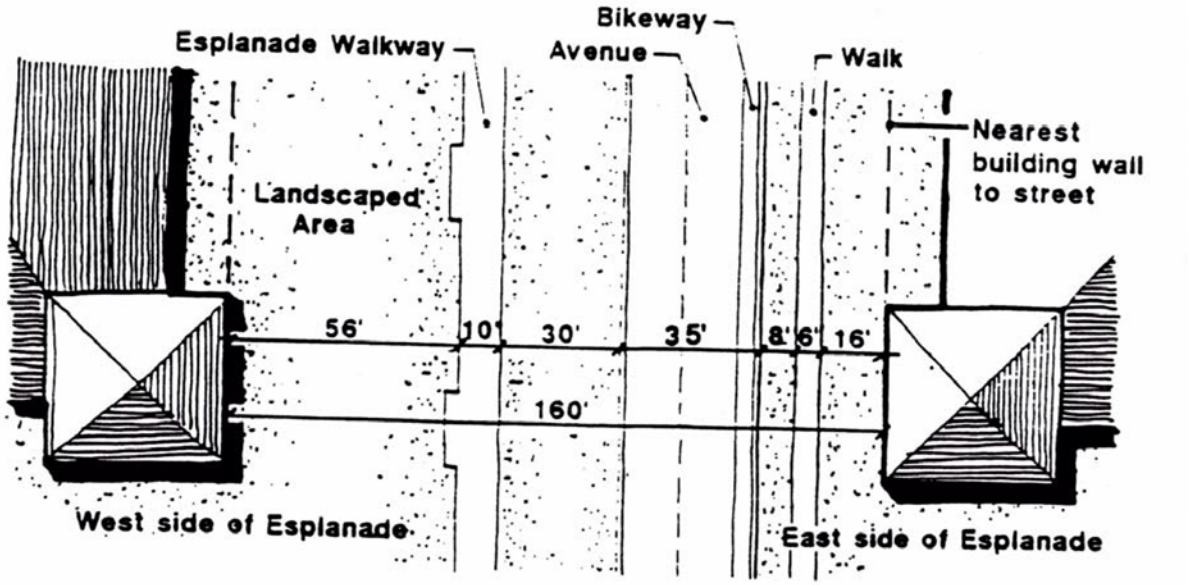


Figure 13.2.3 District 1 Esplanade Layout

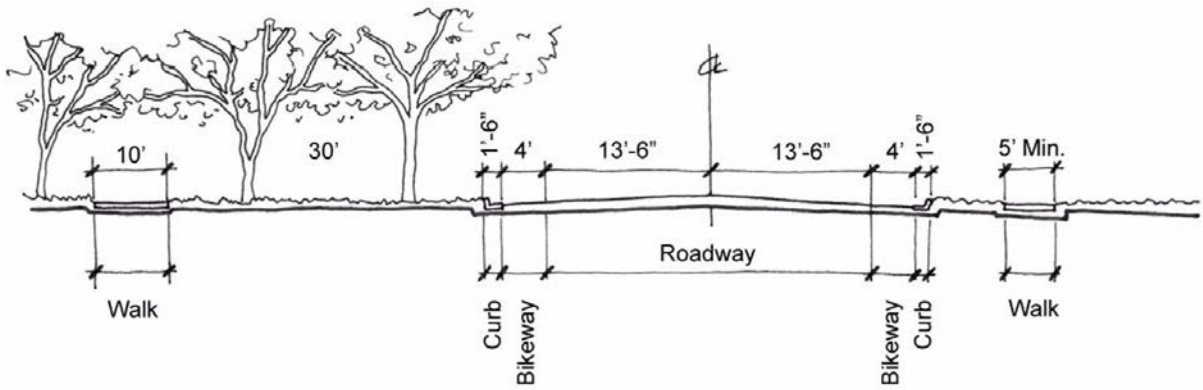


Figure 13.2.4 District 1 Esplanade Section

13.3 Internal Streets and Pedestrian Ways

The design and functional elements of the CCOC PUD are to be serviced by a purposeful hierarchy of streets and pedestrian ways. One of the major design elements of the PUD is the distinctive separation of employee and visitor traffic. This is achieved through the creation of 4 levels of roadway each with carefully planned access from the regional roadway network and to the particular building clusters. Each level has a distinctive visual character, with different cross sections and alignments. The design and characteristics of the 4 levels of roads on the site are as follows:

- The Parkway: To be dedicated to the public. See Figure 13.3.1. Defined as a Collector Roadway for the Comprehensive Plan purposes.
- Boulevards: To be dedicated to the public. See Figure 13.3.2. Defined as a Collector Roadway for the Comprehensive Plan purposes.
- Visitor Roads: To be dedicated to the public. See Figure 13.3.3. Defined as a Local Street for the Comprehensive Plan purposes.
- Esplanade: To be built to public road standards. DMS is planning on dedicating the Esplanade roadway without its east and west sidewalks. See Figure 13.3.3. Defined as a Local Street for the Comprehensive Plan purposes.
- Parking Access Drives: Currently planned to be private. Depending on final design, DMS may consider dedicating some of the parking access drives. Defined as driveway circulation aisles providing access to employee parking areas.

The intent is to satisfy City, County and State adopted standards as appropriate to that jurisdiction. Any conflicts between the adopted standards and the following design standards will be addressed at the time of the submittal of the final plans.

Parkway (Collector Roadway)

1. The parkway is a four-lane divided road that has been designed to meet most of the standards of a minor arterial. This road runs north and south along the east side of the property, terminating at the south boulevard. It collects traffic from the boulevards, visitor drives (local streets), and parking access drives.
2. The parkway has two (2) 12-foot lanes and a 5-foot-wide bikeway path along the right side of the pavement in each direction. See Figure 13.3.1 for a more detailed description of the parkway cross-section.
3. The parkway will have independent alignment of northbound and southbound lanes, so that the median will vary in width from 20 feet (8 feet at turning lanes) to 150 feet. This is to allow for large trees to be preserved and for stormwater retention/detention areas to be located in the median at its widest points.
4. While local standards require curbs and gutters on all collector roadways, DMS intends to pursue a deviation from this specified design standard to provide curbs and gutters only at turning lanes and transitional areas of the parkway where the median is less than 20-feet wide. The other portions of the parkway are planned to have no curb or gutters. A 2-foot-deep swale with 3:1 maximum side slope is planned on both sides of the parkway. If the swales are not approved, DMS will construct curb and gutters.
5. There are 5-foot-wide sidewalks located outside of the swales along both sides of the parkway.
6. At parkway/boulevard intersections, a free right-turn lane is provided to allow for a 12-foot lane and a bikeway. The space between the right turn lane and the main intersection is a curbed median.
7. All parkway intersections (including driveways) are at least 275 feet apart. Roads and parking access drives intersect the parkway at 90-degree angles.
8. The parkway is being designed to abate impact on natural features. The construction plans will orient the traffic lanes to retain oak trees. The plan has always been to locate the parkway south of the south boulevard. This is not included in the revised PUD plan due to environmental considerations.

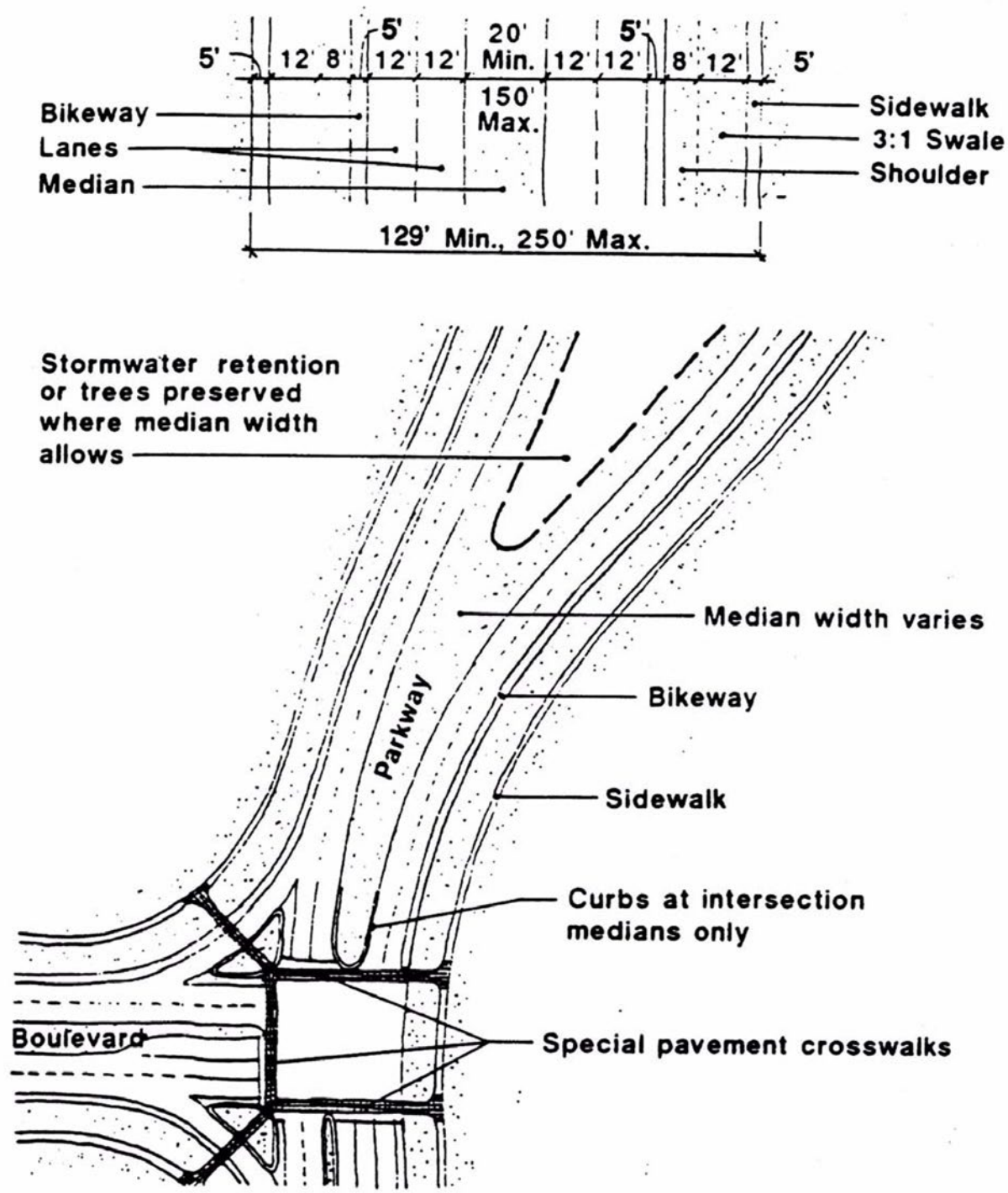


Figure 13.3.1 District 1 Parkway Design

Boulevards (Collector Roadway)

1. The boulevards are four-lane divided roads that have been designed to meet the standards of a major collector. These roads run east and west between Capital Circle and the Parkway and collect traffic from visitor drives and parking access drives.
2. The pavement in each direction of the boulevards has two (2) 12-foot-wide lanes and a 5-foot-wide bikeway. See Figure 13.3.2 for an illustration of the boulevard cross section.
3. The boulevard will have a minimum of 125-foot-wide dedicated right-of-way. The intent is that the north boundary of the North Boulevard right-of-way will be contiguous to the north property line of the Satellite Office Complex property and that any additional land area between the roadway and North Boulevard will be dedicated for roadway access, utility and/or drainage purposes.
4. While local standards require curbs and gutters on all collector roadways, DMS intends to pursue a deviation from this specified design standard to provide curbs only on the median of the boulevard. The median is 20 feet wide and has curbs. The median tapers to a minimum of eight feet at turning lanes. The rest of the boulevard will not have curbs and gutters unless swales are not approved. If the swales are not approved, DMS will construct curb and gutters.
5. At intersections with Capital Circle and intersections with the parkway, a free right-turn lane is provided as described above in the criteria for the parkway.
6. All intersections (including driveways) are at right angles. Intersections are at least 225 feet apart.
7. The boulevard has 5-foot-wide sidewalks along both sides of the road.
8. No on-street parking is allowed on the boulevards.
9. At the intersections of the boulevards and the local visitor roads or at the boulevards and the parking access drives, a 30-foot radius used on the face of the curbs at the corners.
10. While no specific roadway connection is shown from the North Boulevard except for the parkway, the PUD Concept Plan does not prohibit a future connection to the north from the North Boulevard.

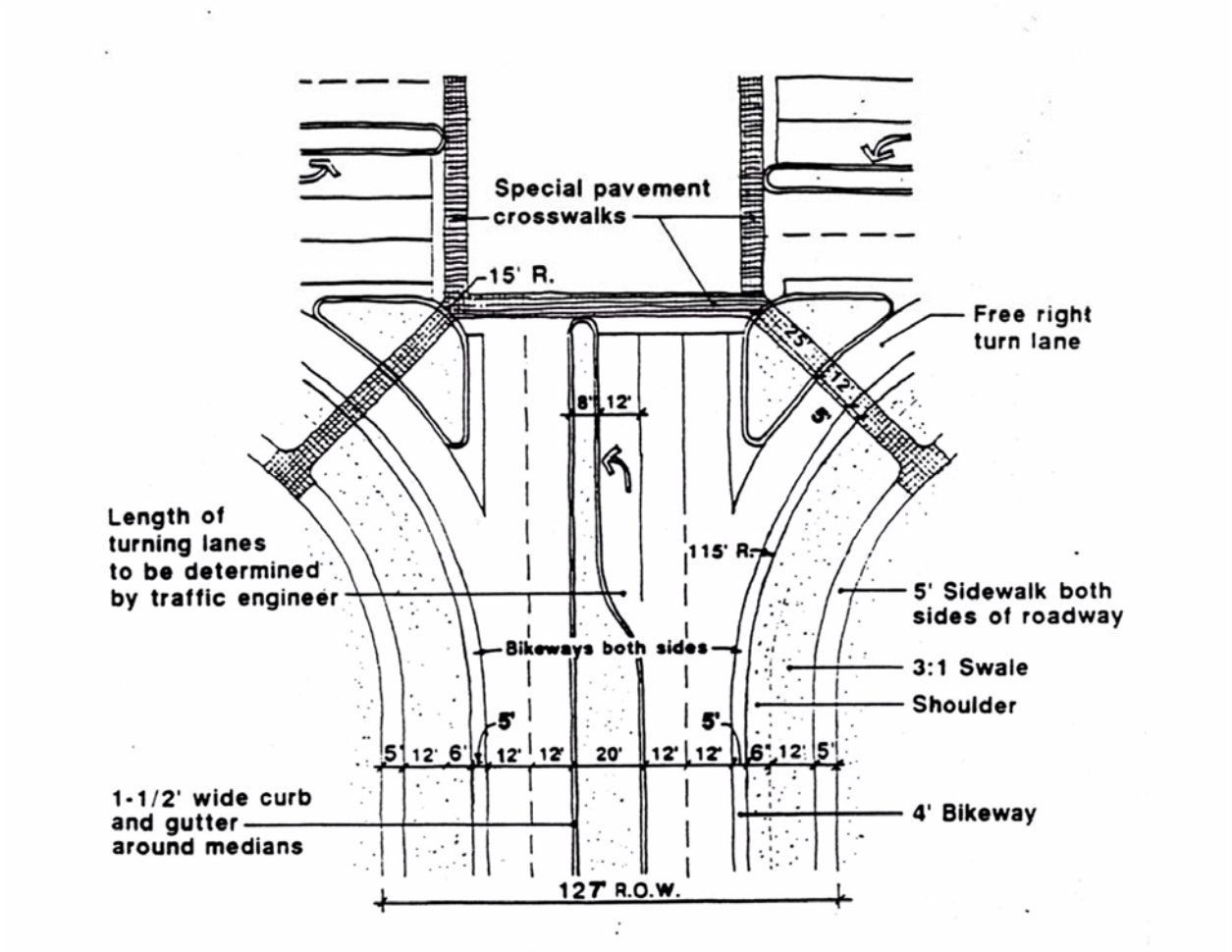


Figure 13.3.2 District 1 Boulevard Design

Visitor Roads and Esplanade (Local Streets)

1. The visitor roads are two-lane private roads that meet the standards of the minor local street. The visitor roads carry traffic from the boulevards to the courtyards and to the visitor parking areas located in the building clusters.
2. The road has a 13.5-foot-wide lane in each direction and a 5-foot-wide bikeway in the pavement on both sides of the road. The only exception to this standard is found in the Esplanade, where the bikeway will be located only on one side of the roadway. The edge of the bikeway is designated by a solid white painted line. See Figure 13.3.3 for an illustration of typical visitor road design features.
3. Visitor roads have a 1.5-foot-wide curb and gutter on each side of the road.
4. Visitor roads have a five-foot wide concrete sidewalk on both sides of the road.
5. No on-street parking is allowed on the local visitor streets.
6. All intersections and curb cuts are at least 150 feet apart.
7. The pavement is asphalt except at pedestrian crosswalks where special pavement is planned as shown in Figure 13.3.3. All curbs and gutters are concrete.
8. The roadway within the Esplanade meets the standards described above for the overall roadway size and roadway design. The roadway within the Esplanade follows a linear pattern that runs north and south between the North Cluster and the South Cluster. The Esplanade layout is shown on Figure 13.2.3 and a cross section of the Esplanade is provided on Figure 13.2.4.
9. At intersections of two local visitor roads, at a visitor road and a boulevard, or at a visitor road and a parkway, a 30-foot radius is used on the face of the curbs at the corners.
10. DMS will plan the extension of the Esplanade north of its location as shown on the PUD Concept Plan Map to provide pedestrian, bicycle, and mass transit connection to the property north of the CCOC site. DMS will reserve during Phase 1, a 45-foot corridor to be used for this extension. The extension will be required to be constructed no sooner than Phase 2.

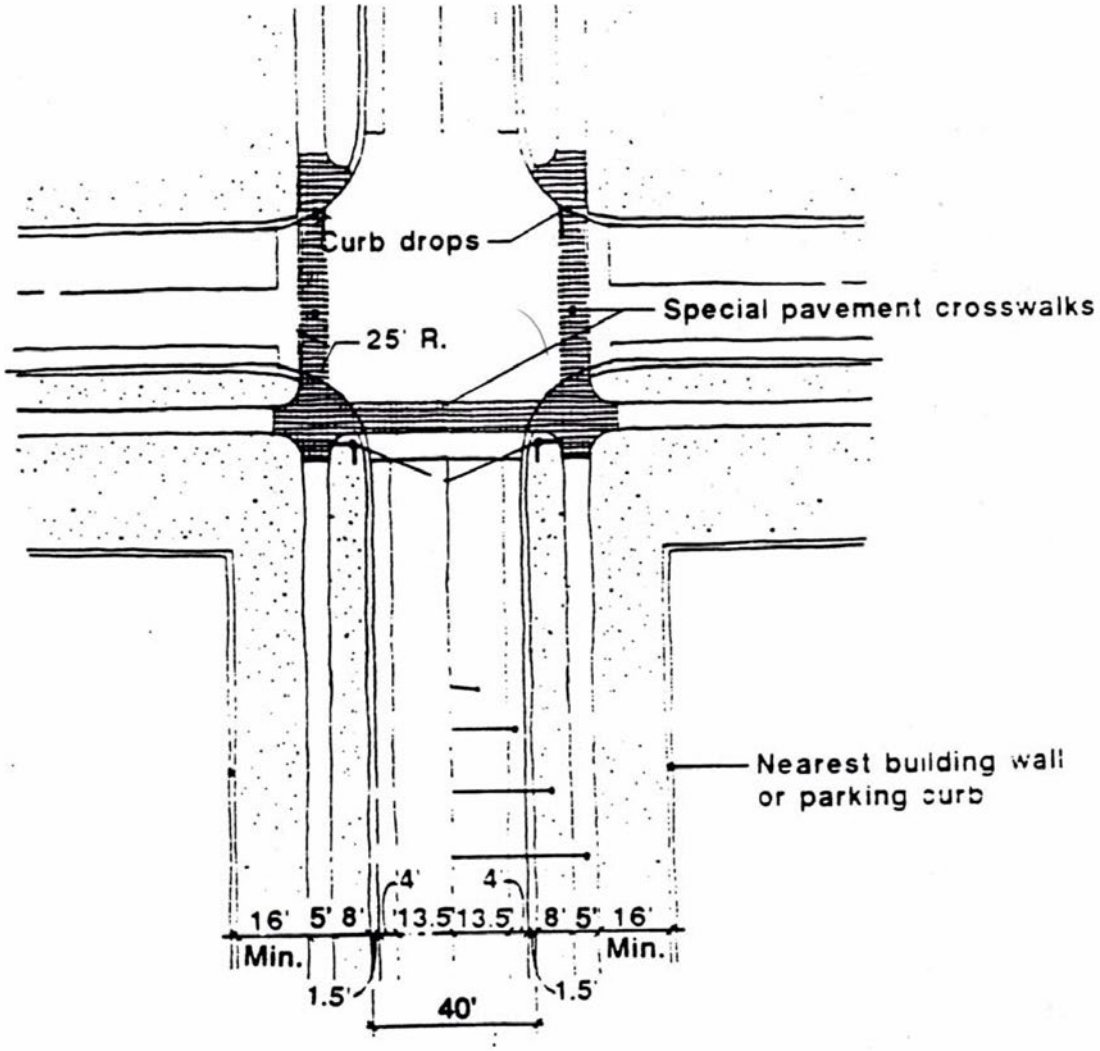


Figure 13.3.3 District 1 Visitor Road Design

Bicycle Circulation

1. Bikeways are intended to provide a safe lane for bicycle travel on higher-speed-limit roads and are intended to be free from conflicts with automobiles or pedestrians.
2. Bikeways are located on both sides of the parkway, on both sides of the boulevards and visitor roads and on one side of the Esplanade. There are no bikeways on the parking access drives.
3. Bikeways are a 5-foot-wide lane at the edge of the road pavement between the vehicle lane and the concrete gutter. The location of the bikeways is illustrated in Figures 13.3.1-13.3.3.
4. A solid white painted line denotes the edge between the vehicle lane and the bikeway.

Pedestrian Ways

The Satellite Office Complex (now known as CCOC) PUD was designed to provide for a comfortable, safe, and easily identifiable pedestrian network. To further consistency with Traffic Circulation Policy 1.8.2.A, a pedestrian security analysis and plan addressing the entire development will be prepared and submitted by DMS before or with the submittal of the first final development plan, based on guidelines to be provided by the Tallahassee-Leon County Planning Department and the Tallahassee Police Department.

The pedestrian network is divided into four levels as discussed below:

- The Esplanade links each cluster.
- A trail and/or walkway system will link clusters to the open space.
- Service walks link parking to each building or to the Esplanade.
- Sidewalks within collector roadways and sidewalks in an alternative pedestrian pathway/bikeway system will link the complex to adjacent properties.

Alternative location and design of pedestrian pathway/bikeway systems to those indicated along the roadway system will be evaluated at the final development plan review to address comprehensive plan considerations for interconnection to adjacent properties. The DRI development order requires:

- The provision of two (2) pedestrian pathways/bikeways that will be designed as a separate transportation corridor to provide access to the Satellite Office Complex (now

known as CCOC) site adjoining its eastern boundary. The pedestrian pathway/bikeway system will be required to be constructed at a time to link up with a similar pedestrian pathway/bikeway system required for development on adjacent parcels; and

- At least one (1) free-standing pathway system will be linked with the Esplanade and continue westward to Capital Circle to provide access to parcels located across this arterial.

As a result of these separate systems, the PUD allows the removal of sidewalks/bikeways shown along the roadways. Dedicated pedestrian/bicycle systems will be designed according to local government standards.

13.4 Open Space Provisions

The CCOC PUD was designed with one of the overriding concepts being the preservation of maximum open space. Together with that concept, the design attempts to provide the maximum amount of usable and/or visible (for vistas) open space.

The open space within the PUD is comprised of the most environmentally sensitive land and the most attractive landforms on the site. Significant portions of the existing natural landscape of tree grove and oak stands are to be maintained.

To maintain the natural quality, open space areas will have minimal to no modification of their natural features. Formal landscape design will be restricted to the Esplanade and building parcels. Buffer areas will soften the visual impact from adjacent roadways.

The two primary site entrances will be set in open space areas. Little will be added to the natural/existing landscape.

1. The northern entry will overlook the Memorial parade. It will be simple and open with a panoramic view of the site.
2. Southern entry will feature the grove of mature oaks with meadows beneath.
3. The open space will contain free flowing walkways, stormwater detention/retention. Overflow parking for special events will also be accommodated in the open space areas, which line the access roads.

The open space consists of the elements as summarized below:

1. Oak Groves: Contains specimen oaks and the surrounding meadow.
2. Buffer is created through a 120-foot landscaped separator between Capital Circle and the West Central Office Parcel.
3. The Esplanade: A 2,500-foot-long, tree-bordered avenue that runs north and south through the site. The Esplanade is the major axis of all site design elements.
4. Habitat Management Area: Consists of approximately 82 acres and will be maintained for habitat management, habitat, and passive recreation (including bikeways and pedestrian features).

These uses total approximately 137 acres (50% of District 1). Approximately ± 82 acres are associated with the Habitat Management Area and the remaining areas are associated with the office development. The County environmental staff has agreed to DMS's delineation of natural features in this area. The limits of the area to be developed for the southern portion of these Phases and the resulting Habitat Management area have been agreed to by both the County environmental staff and DMS.

13.5 Parking, Loading and Unloading, and Transportation Systems Management

Off-Street Parking Ratios

The CCOC has been designed with the specific intent to retain the maximum amount of landscaped and natural open space. For that reason, the Department of Management Services (DMS) agreed to minimize the number of paved parking spaces located within Phases 1 and 2. To address concerns raised during the PUD process, DMS has agreed to limit the maximum number of spaces to 5,000 spaces for employees with additional parking for visitors.

The CCOC has been designed with the specific intent to retain the maximum amount of landscaped and natural open space. For that reason, the DMS has agreed to minimize the number of paved parking spaces located within District 1. To address concerns raised during the original PUD and DRI process, DMS agreed to limit the number of parking spaces as follows:

1. There will be a total of 5,660 paved parking spaces on site plus overflow parking on pervious surface, which equates to 10% of the total paved parking spaces.
2. The overflow parking will be within controlled areas in the form of stabilized grass or other pervious materials. The overflow parking will be used for special events. Overflow parking areas will be located along the local streets and parking access drives.
3. The placement of parking facilities for employees will be designed to encourage and provide incentives for the use of high occupancy vehicles (HOV) by restricting vehicle access to buildings and placing financial disincentives for single person vehicles.

Phases 1 and 2 will contain 1,150,000 square feet of building area when completed and will be controlled by a single employer. The volume of employees on the site makes program implementation associated with ride sharing and car-pooling very effective. DGS had agreed to implement the Transportation Systems Management (TSM) list of policies that follow for the Satellite Office Complex.

Overflow parking will be available in the form of stabilized grass areas for peak times. These overflow parking areas will accommodate approximately 1,100 cars and will be located along the local streets and the parking access roads. A minimum of four acres of open space along the access drives will be stabilized to accommodate this parking. For further site efficiency, the access drives

are proposed to be used for a double purpose, i.e., for access and to service the overflow parking needs.

Visitor Parking Lot Design

1. All visitor parking is proposed to be located off of the visitor roads or Esplanade. Visitor parking areas are in the visitor courtyards or just outside the courtyards in drop-off loops in front of the building(s) the parking serves.
2. At the East Central Cluster, which has no courtyard, visitor parking spaces are provided in visitor drop-off/parking loops in front of the buildings. The visitor loops are for one-way traffic with a single row of parking spaces arranged on an angle. See Figure 13.5.1 for an illustration of these visitor loops.
3. Where angle parking is used, curbed islands with landscaping are located at the ends of the row of parking, and along the row at an interval that averages no more than one island for every five parking spaces. These islands will be located to preserve existing trees where possible.
4. Visitor parking spaces inside the courtyards may be arranged in a 90-degree parking configuration for two-way traffic as shown in Figure 13.5.2.
5. Where angle parking is used, curbed islands with landscaping are located at the ends of all parking rows and throughout the parking lot at an interval that averages no more than one island every 5 spaces.
6. Dead-end parking lots that would require the driver to back out or make a three-point turn to exit the parking area are not proposed.

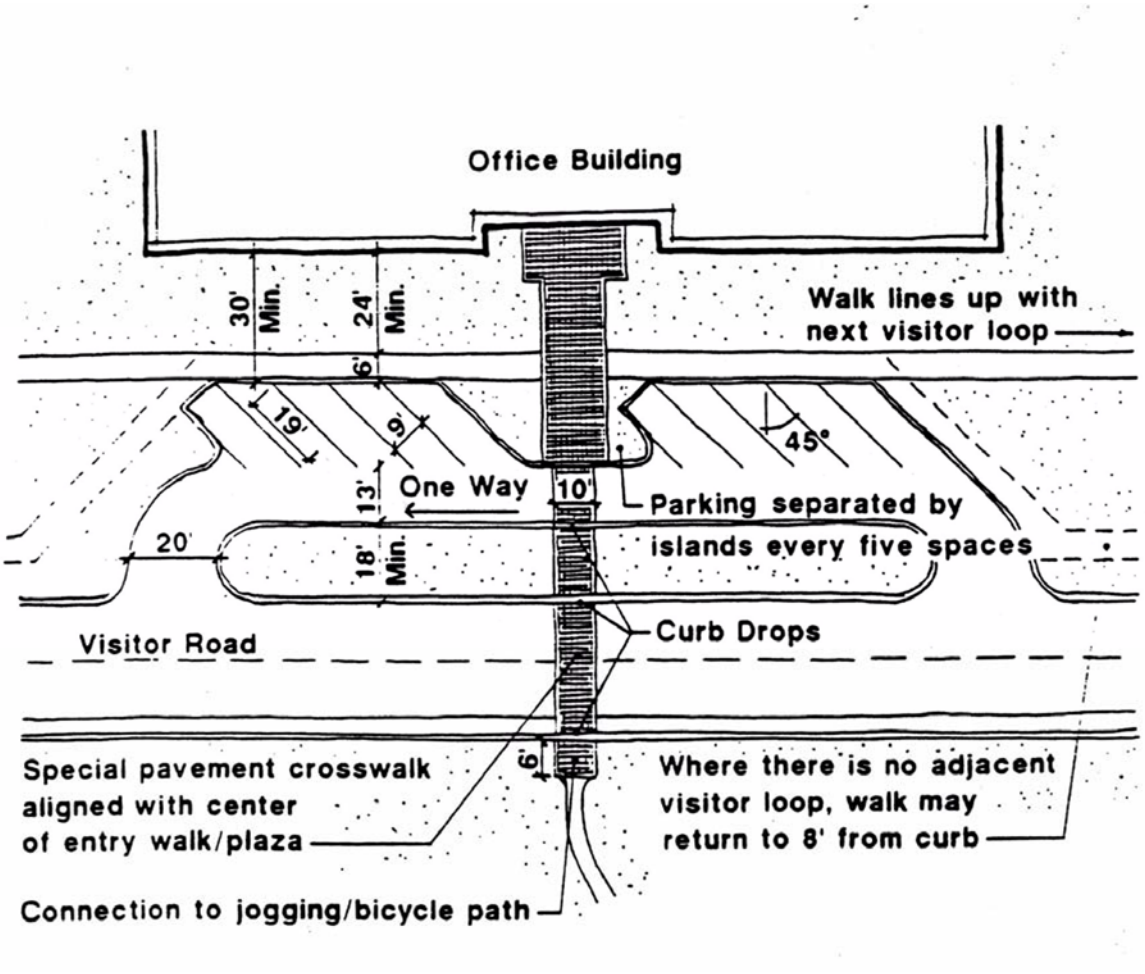


Figure 13.5.1 District 1 Visitor Parking Roads & Drop-Off

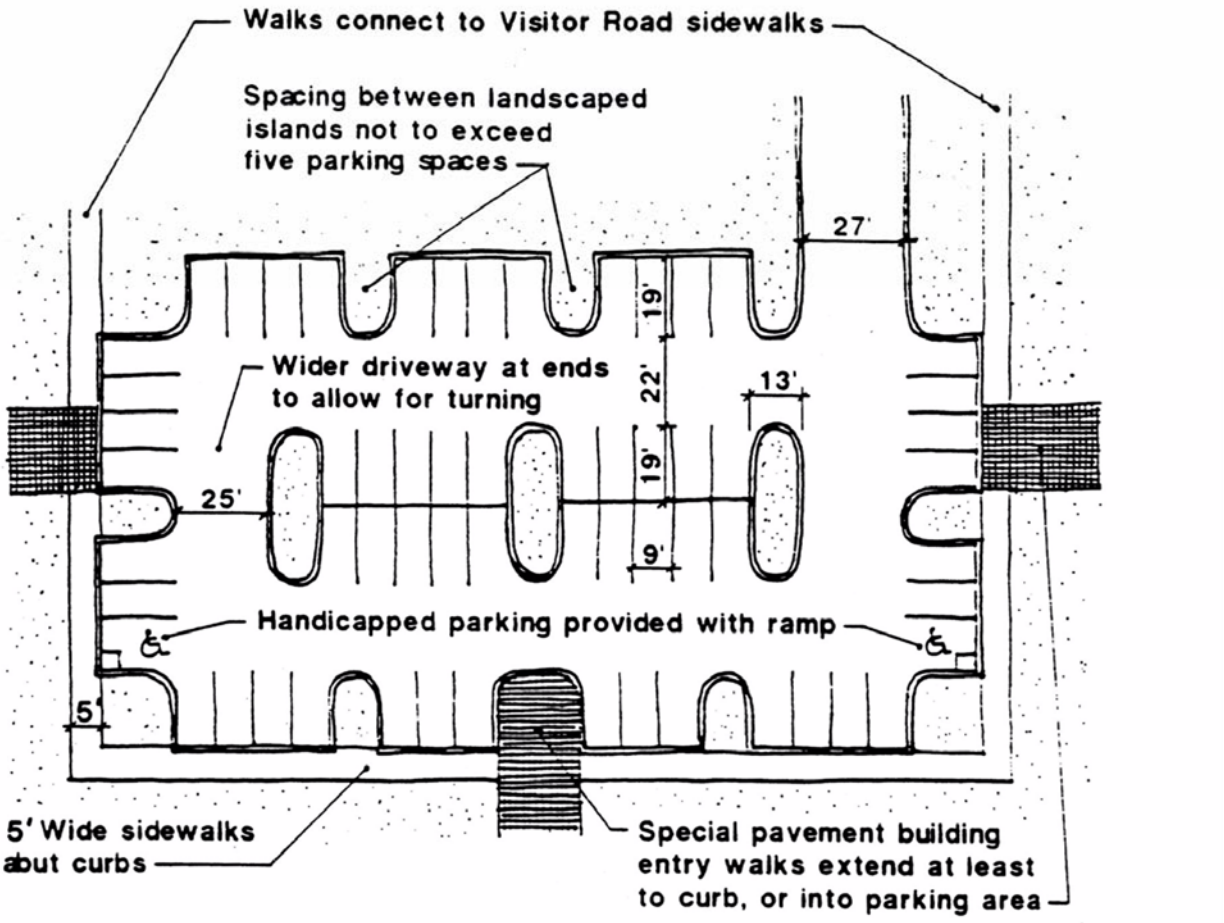


Figure 13.5.2 District 1 Visitor Courtyard Parking

Employee Parking

Parking for employees is distributed around building clusters to limit walking distance. Each area is served by multiple access drives. Only limited access is provided from visitor courts to employee parking areas. Existing trees are preserved within parking areas wherever possible, and where new trees are added, they are placed in informal grouping to reflect existing patterns. See Figure 13.5.3 for a schematic layout of the employee parking areas.

In developing and reviewing the final development plans, DMS and the local government will examine whether circulation walks are advisable within the larger employee parking areas to provide for safe and convenient pedestrian access. These pedestrian walkways should generally be oriented perpendicular to and between parking bays.

Loading and Unloading

Loading and unloading areas will be provided for each building and cluster of buildings. Detailed layout of loading spaces will be provided at the time of final development plan review for the individual parcel.

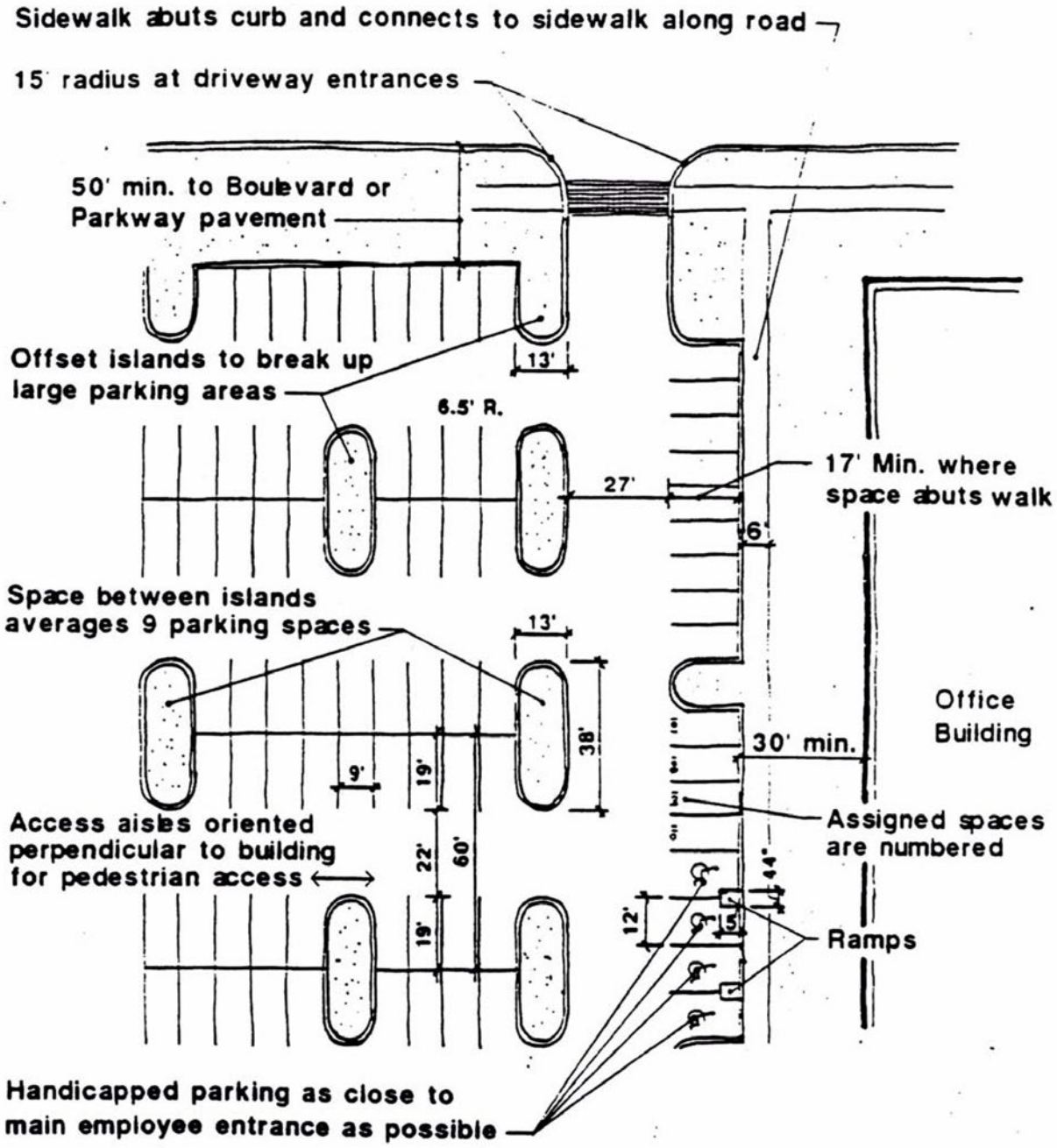


Figure 13.5.3 District 1 Employee Parking Layout

Transportation Systems Management (TSM)

DMS will incorporate the following to promote Transportation Systems Management:

1. Continue implementation of flexible work hours within DMS and encourage other State agencies to implement flexible working hours to reduce project demand on the roadway network during the AM and PM peak hour timeframes.
2. Provision of on-site food service facilities to provide services to employees working during flexible office hours.
3. Implementation of a Zip Code Matching Ride Sharing program to encourage carpooling to the worksite.
4. Provision of free preferred or reserved parking spaces for vehicles containing three (3) or more riders.
5. Consider a Vanpool program, which provides free or subsidized transportation service to the worksite.
6. Continue the elimination of all free employee parking on site except for those spaces utilized by persons traveling by carpool or vanpool with drop offs at the front of the buildings.
7. Reduction in the overall number of parking spaces provided on site by reducing the ratio of parking spaces to employees in order to enhance the carpool and/or vanpool programs.
8. Implementation of special feeder bus services, in cooperation with StarMetro, to provide transportation to the residential and/or business areas of the County as required by the employees of the project site. The feeder bus services would establish centralized residential pick-up and drop-off areas and would target major business and commercial generators as necessary.
9. Provision of employee bicycle racks and employee shower facilities within the CCOC project site to encourage bicycle ridership as an alternative mode of transportation.

The Transportation Demand Management (TDM) strategies provided in the CCOC Integrated Development Order approved by the City Commission on April 23, 2008, and incorporated herein shall have precedence over the above original TSM strategies in the event of a conflict between the TDM and TSM strategies.

13.6 Visual Screens, Buffering, and Landscaping

The CCOC PUD is designed as a cohesive complex that is in harmony with the form of the land. The screening buffering and landscaping design standards were created to further this goal. The design standards included in this document relating to landscaping and landscape material may vary based on availability and may be changed during the final development plan phase with the approval of the appropriate staff. With the maintenance of natural areas along Capital Circle and the majority of the southern portion of the site, extensive buffering from external uses is not required. In areas where buffers and/or landscape treatment are required, the following landscaping design standards have been developed.

Parkway Landscaping

1. The parkway medians and roadsides should reflect the natural "pasture and trees" character of the site.
2. Existing trees and grasses should be preserved along the sides of the road and in the medians wherever possible.
3. Areas along the parkway that are cleared during road construction should be seeded with grass.
4. Parkway medians within approximately 30 feet of a boulevard intersection are to be seeded with a mixture of low-growing (under 16 inches tall) wildflowers that are native or adapted to the area.

Boulevard Landscaping

1. Existing trees should be preserved along the sides of boulevards and in the medians wherever possible.
2. Where the boulevard passes through open pasture areas such that there are no existing trees close to the road, Live Oak trees will be planted along the sides of the road to fill the gaps between existing trees. The trees should be planted 5 feet away from any walks or curbs, at a spacing of 40 feet. See Figure 13.6.1 for an illustration of Boulevard landscaping.
3. Boulevard medians will be seeded with a mixture of low-growing (under 16 inches tall) wildflowers that are native or adapted to the area. The medians are proposed to be reseeded with the same wildflower mix each year for the first three years after planting.

4. Where boulevard medians are at least 15 feet in width, clusters of Crape Myrtle trees will be planted at a spacing of 12 to 15 feet, with a minimum of 4 trees per cluster. The distance between clusters will be approximately 60 feet.
5. All other landscaped area within the boulevard right-of-way will be centipede grass.

Esplanade Landscaping

1. On both sides of the Esplanade walkway, a double row of Bradford Pear or other flower trees will be planted at a 20-foot spacing in each direction, so that the trees form a grid pattern as shown in Figure 13.6.2.
2. The area underneath the trees will be planted with centipede grass or groundcover. No shrubs will be planted under the Esplanade trees.

Visitor Road Landscaping

1. Existing trees should be preserved along the side of visitor roads wherever possible.
2. Where visitor roads (except the Esplanade) pass through open areas such that there are no existing trees near the road, Shumard or Red Oak trees will be planted along the sides of the road to fill the gaps between existing trees. The trees should be planted in the center of the planting strip between walks and curbs, and 5 feet away from curbs where there is no walk. The tree spacing is 30 feet. See Figure 13.6.3 for an illustration of visitor road landscaping.
3. All other landscaped areas along visitor roads that are cleared during construction are to be planted with centipede grass.

Parking Area Landscaping

1. Existing trees should be preserved in the parking areas where grading and the arrangement of landscaped islands in the interior of the parking lot will allow the trees to be preserved.
2. Large interior landscaped islands that do not contain existing trees will be planted with two (2) 3-inch-caliper Sycamore trees at a spacing of approximately 21 feet.
3. Smaller landscaped islands along the perimeter of the parking lot will have one three-inch caliper Sycamore tree planted in the center of the island.
4. Landscaped islands will be fully planted with shrubs and/or groundcovers. No grass will be planted in the islands.
5. All sides of employee parking lots that face the parkway, a boulevard, or Capital Circle will have a continuous shrub hedge along the perimeter of the parking area. The hedge will meet the height and opacity requirements of the Leon County landscape ordinance. See Figure 13.6.4 for an illustration of parking area landscaping.

Building Area Landscaping

1. Existing trees should be preserved in the landscaped areas around the buildings wherever possible.
2. No more than two varieties of trees will be planted in or along the entry building. The entry area trees for each building will be one or two of the following varieties: Bradford pear, Drake Elm, Crape Myrtle with red flowers, or Glossy Privet. Entry area trees should be arranged in a formal, symmetrical fashion in or along the entry walks.
3. If Crape Myrtle or Glossy Privet trees are selected for use where people will walk under or immediately adjacent to them, they should be planted in raised planters to provide sufficient clearance for pedestrians.
4. Planters in the building entry area will be fully planted with low shrubs or groundcovers. No grass will be planted in the planters.
5. Trees used in landscaped areas around the buildings will be selected from the list of building area trees in Table 13.6.1.
6. New trees planted around the buildings should be placed within the shrub areas to minimize mowing around trees. Tree placement should complement the architectural design of the buildings. Generally, trees should be placed in informal clusters of at least

three trees with spacing appropriate for the variety of tree used. More than one variety of trees may be used within the cluster. Straight rows of trees should be avoided in the building are, except at building entries. The clusters should be placed to accent building corners and break up the expanse of any long, tall, or relatively plain building facades.

7. Grass/lawn areas will be separated from shrub/groundcover areas by concrete edging. The edging will serve as a mowing strip and is installed flush with the grass with a minimum width of 6 inches and a minimum depth of 3 inches. See Figure 13.6.5 for an illustration of building area landscaping.

Open Space Landscaping

1. Open space areas that are not part of landscaped areas associated with buildings, roads, the Esplanade, or parking should be left in a natural condition as much as possible. Pasture areas may be mowed, but natural vegetation should be preserved.
2. If portions of any open space areas need to be cleared or disturbed during construction, they should be reshaped to a natural appearance and seeded with Centipede grass.

Plant Material

The following table is a list of proposed plant material. This material may change during the final development plan phase and should be used only as a guideline. All materials used will be in accordance with Leon County Ordinance No. 73-33 and applicable amendment to that ordinance.

#	Category	Plant Material
1	Parkway and Boulevard Trees	Live Oak, Crepe Myrtle (red flowering variety)
2	Esplanade Trees	Bradford Pear, or other flowering tree
3	Visitor Road Trees	Oak
4	Parking Area Trees	Sycamore, or other shade tree
5	Building Entry Trees	Bradford Pear, Drake Elm, Crape Myrtle (red flowering variety), Glossy Privet, Dogwood
6	Building Area Trees	Live Oak, Southern Magnolia, Sweetgum, Red Maple, Bald Cypress, Slash Pine, River Birch, Wax Myrtle, American Holly
7	Shrubs	Pittosporum (green, variegated, and Wheeler's Dwarf), Photinia, Abelia, Japanese Boxwood, Azaleas (several varieties), Holly (several varieties), Juniper (several varieties), Indian Hawthorn, Euonymus, Privet, Spiraea, Viburnum, Fatsia, Nandina, Hydrangea, Saw Palmetto, Wax Myrtle
8	Groundcovers	Confederate Jasmine, African Iris, Periwinkle, Madagascar Periwinkle, Liriope, Ferns, Coontie, Junipers, Mondo Grass, Daylilies, Winter Creeper, annual and perennial flowers
9	Seed and Sod	Low-growing wildflower mix (under 16 inches in height), Individual wildflower species, Centipede grass from seed or sprigs, Seashore Paspalum grass from sprigs or sod

Table 13.6.1: District 1 Plant Materials Guide

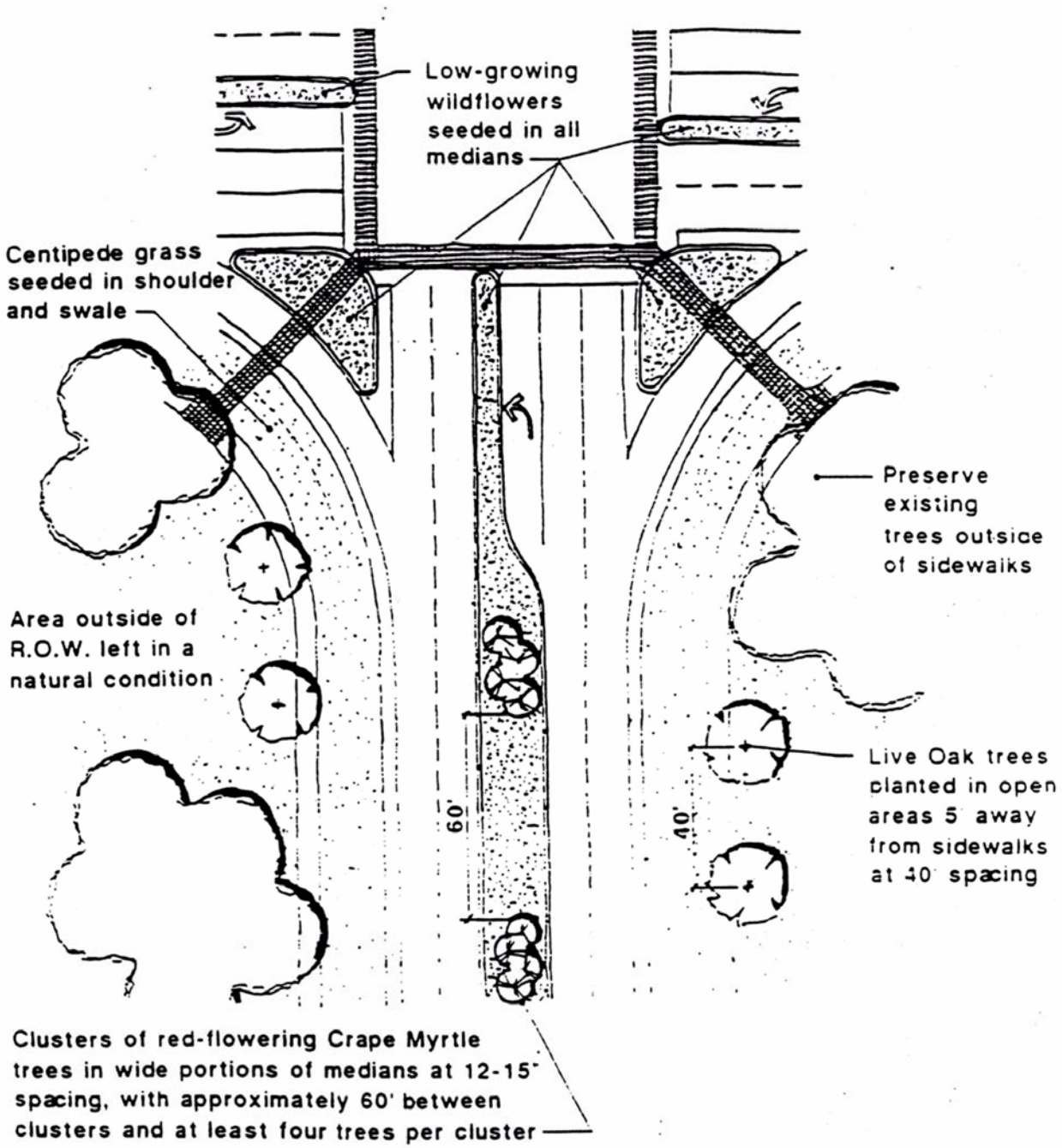


Figure 13.6.1 District 1 Boulevard Landscaping

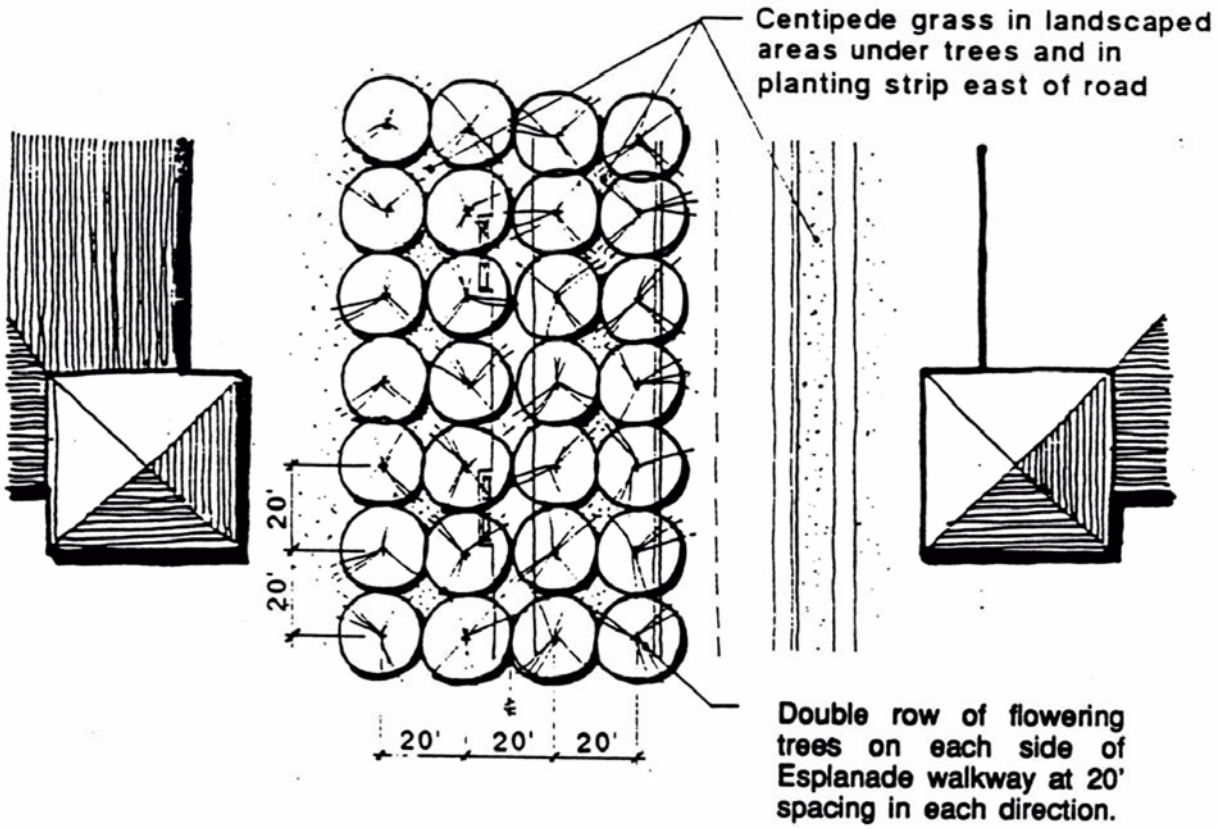


Figure 13.6.2 District 1 Esplanade Landscaping

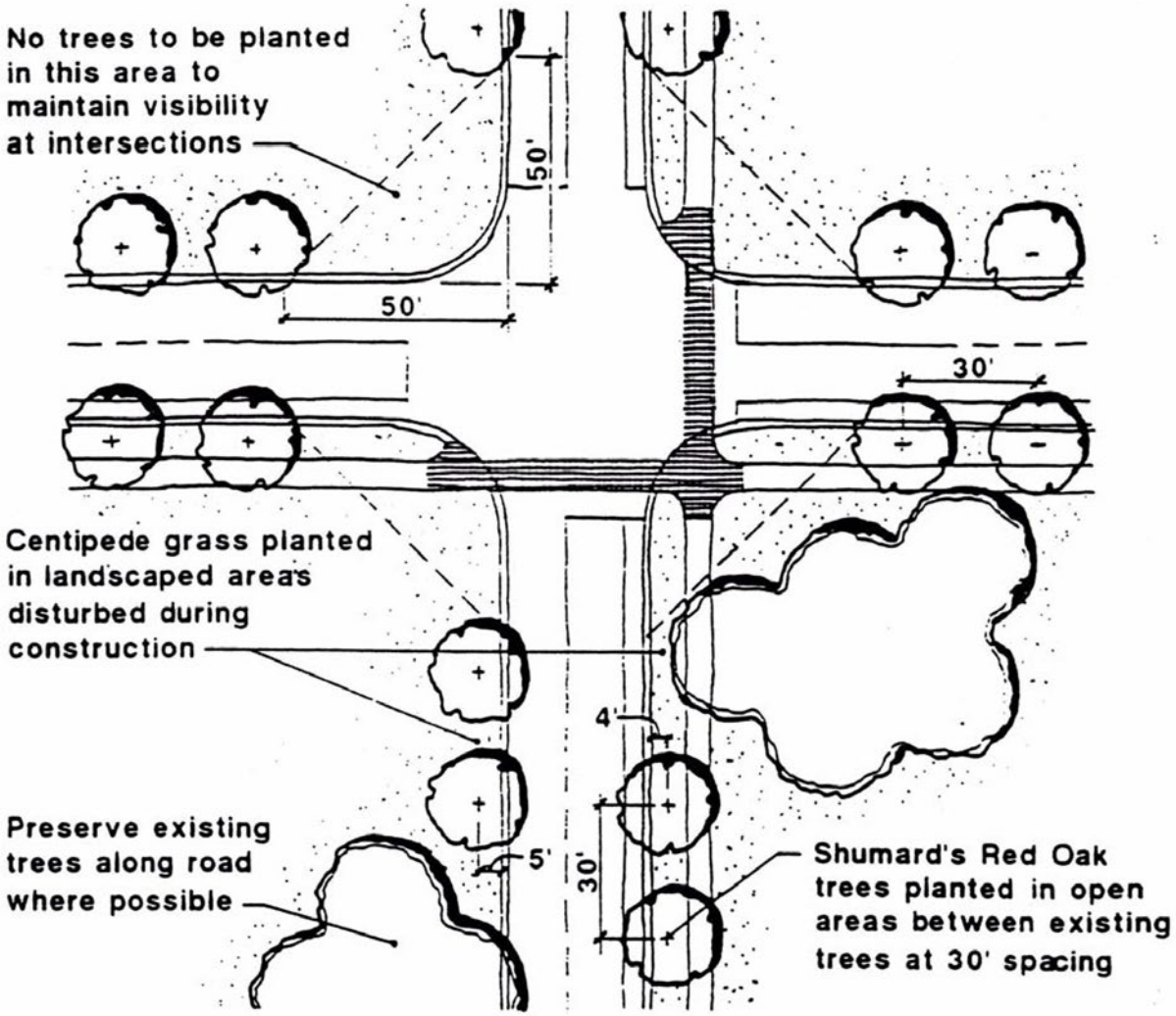


Figure 13.6.3 District 1 Visitor Road Landscaping

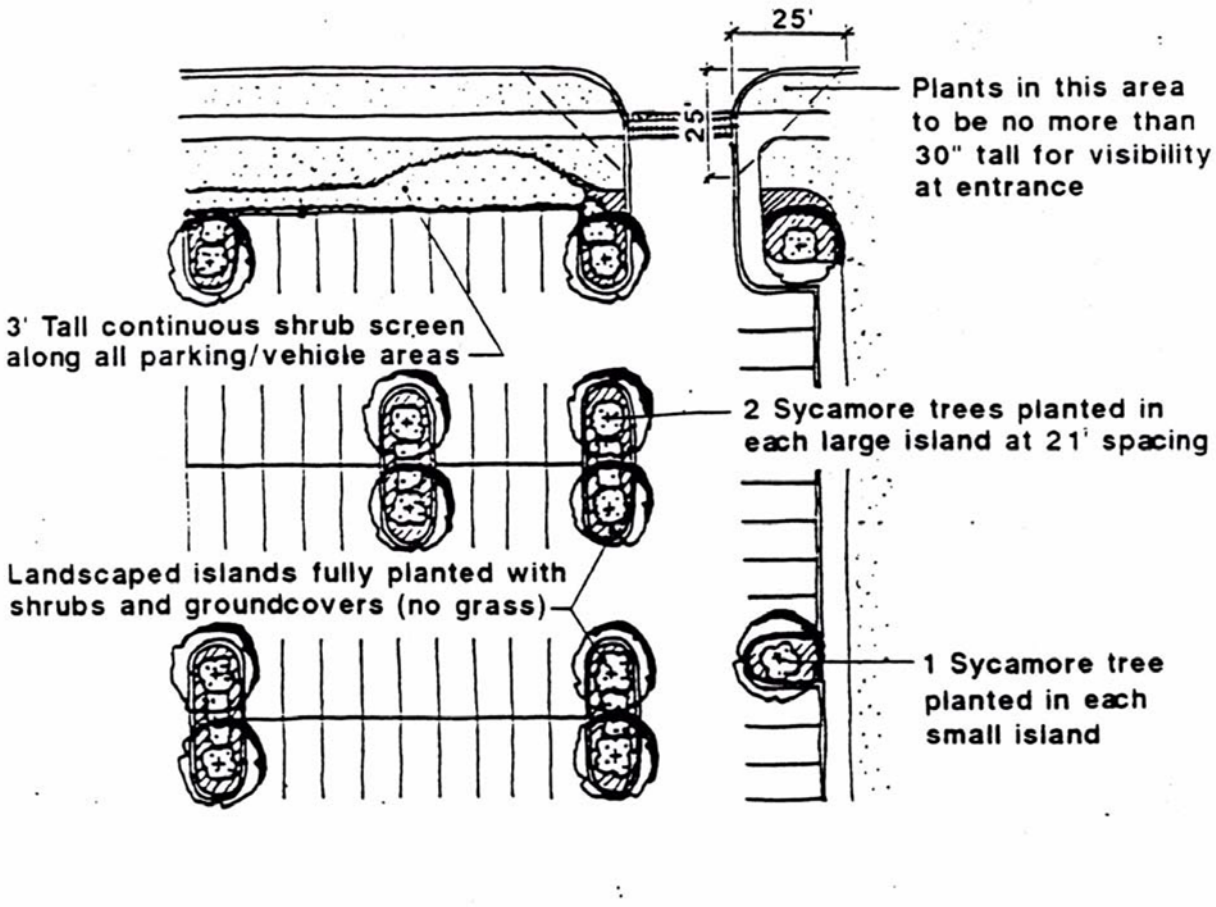


Figure 13.6.4 District 1 Employee Parking Area Landscape

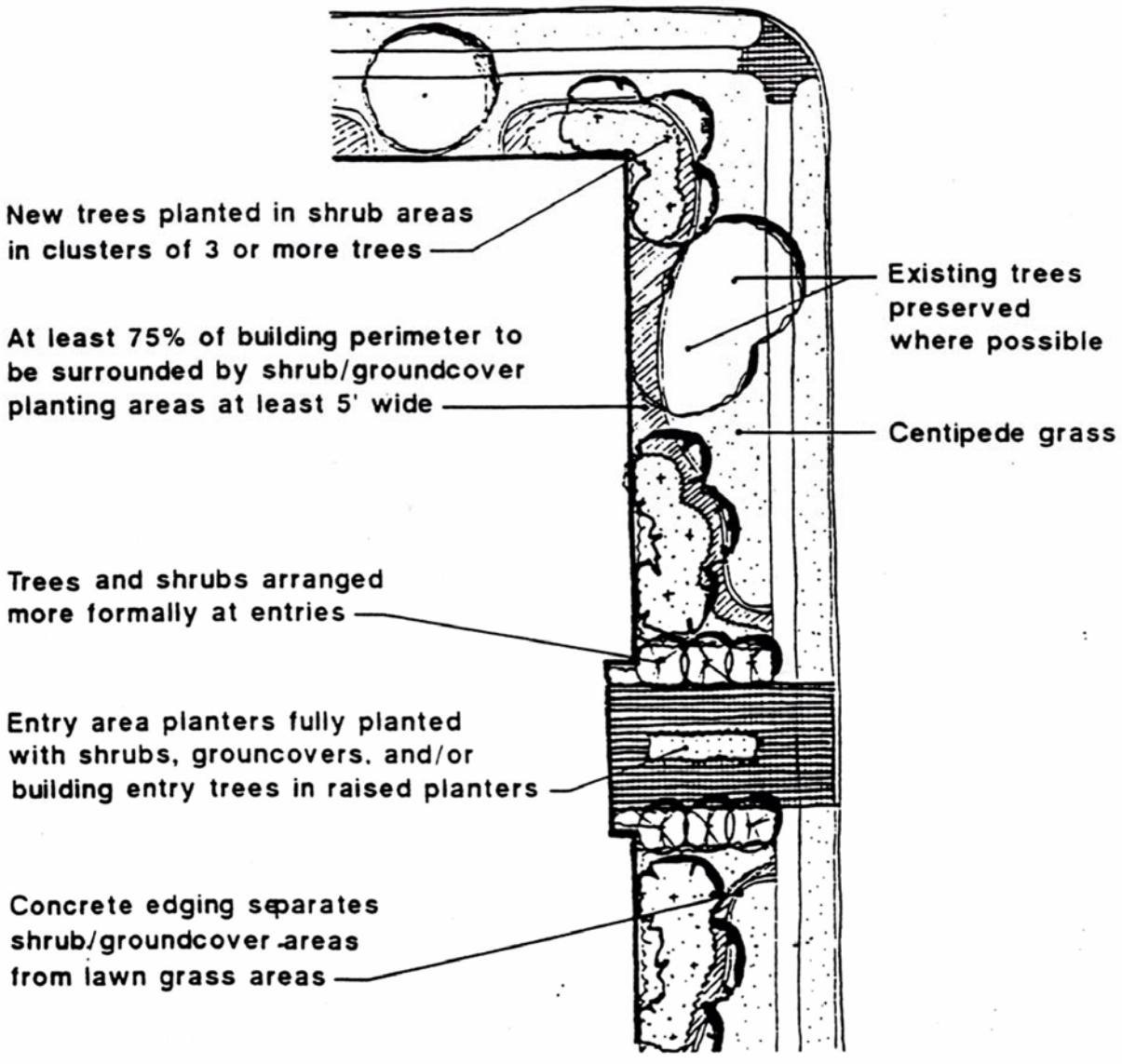


Figure 13.6.5 District 1 Building Area Landscape

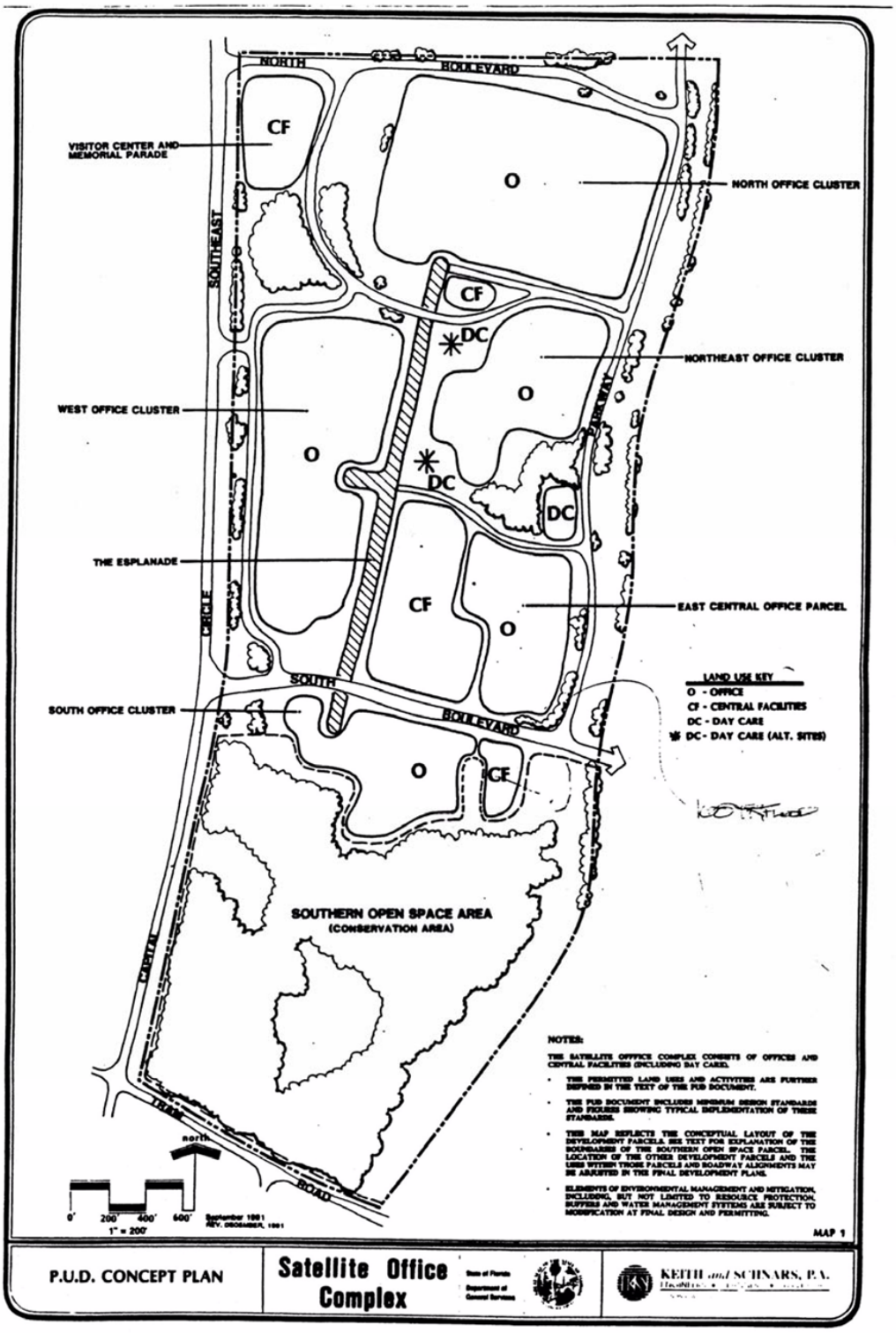


Figure 13.6.6 District 1 PUD Concept Plan

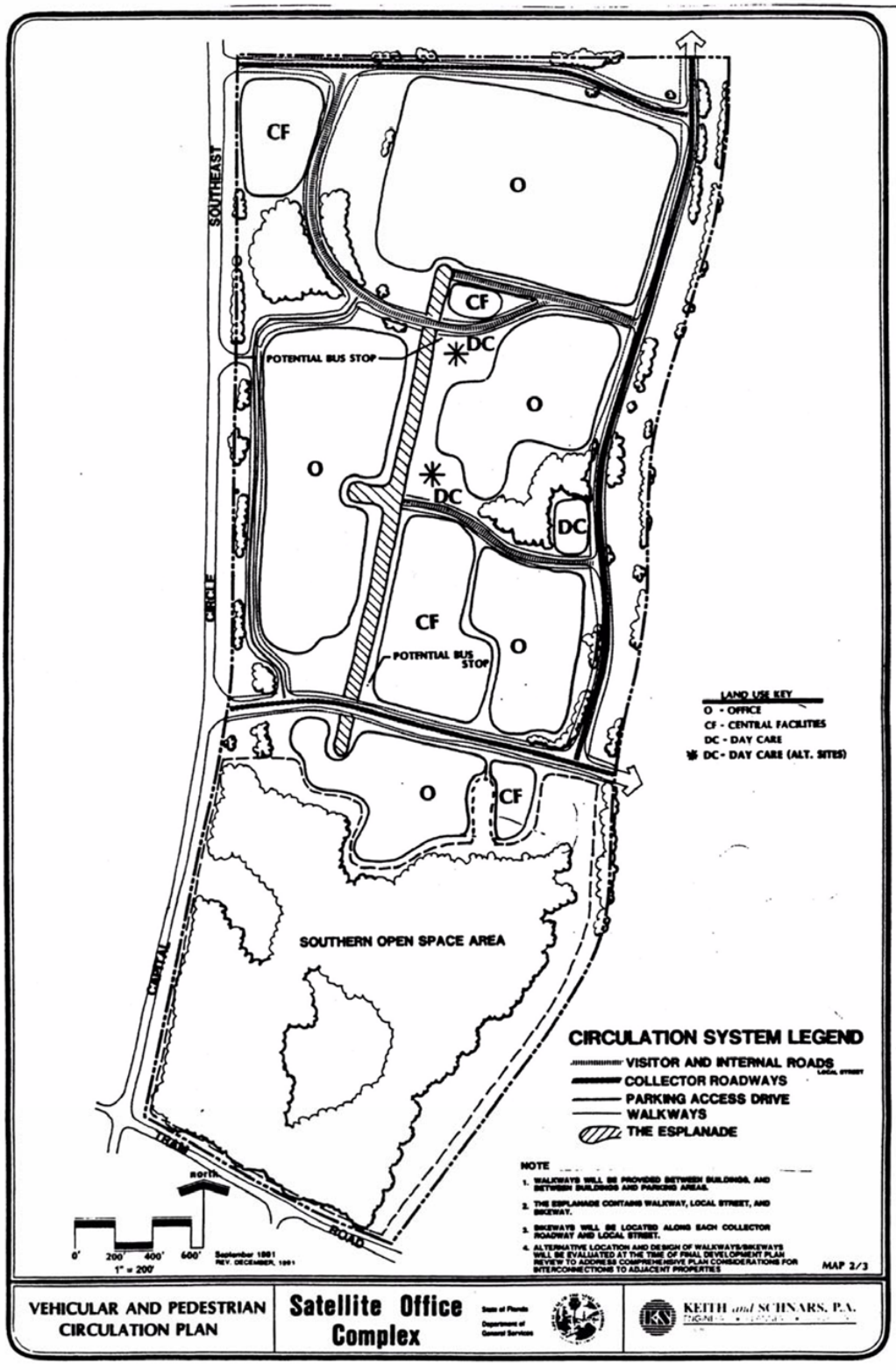


Figure 13.6.7 District 1 Vehicular and Pedestrian Circulation Plan

14. DISTRICT 2 MINIMUM DESIGN STANDARDS

14.1 Permitted Uses and Development Activities

Any development standard not outlined or specified in the PUD District Design Standards and Guidelines shall conform to the City of Tallahassee (COT) standards. Should a conflict arise between the COT standards and the approved PUD design standard, the more stringent standards shall apply to the resolution of that conflict. In addition to the minimum design standards provided for District 2 (Phases 3 and 6), the Department of Management Services will also continue to maintain its own set of building design guidelines to further the purpose of ensuring harmony with the City of Tallahassee and within the PUD. In the event of a conflict between DMS Guidelines and the PUD District Design Standard and Guidelines, the PUD shall prevail. The PUD Concept Plan and the Design Standards and Guidelines will guide planners, architects, and engineers to achieve the quality and aesthetic goals desired by DMS. The amended PUD will continue to require that the predominant exterior finish material of each office building is brick with accents and trim in limestone, granite, or pre-cast concrete, and that roofs are sloped or flat or may be landscaped. Greater latitude is permitted for ancillary central facilities. At a minimum, however, brick will be used to develop a common bond and contextual link among all buildings. Stone or pre-cast concrete can be used in the building base.

14.2 Building Parcel Description

The overall design concept of the CCOC PUD District 2 is to provide for a campus cluster development on each of the office parcels, to preserve as much existing landscape features and open space as possible, to promote more efficient and economic use of the land, and to achieve energy conserving U. S. Green Building Council “Leadership in Energy and Environmental Design (LEED)” certification. The design standards, provided herein, reflect minimum and maximum building separations; building orientation; and locations for visitor, client, fleet, and employee parking and drop-offs as elements utilized to achieve the campus cluster design intent. Characteristics of transit-oriented design (TOD) will influence building and site elements placement. Figure 14.2.1 shows a typical building campus cluster. The following are the minimum design criteria for each building parcel.

1. Individual building layouts may vary in overall size and shape, depending on the space requirements and design of the buildings. A typical building layout is illustrated in Figure 14.2.2.
2. Only visitor parking (both regular and handicapped), drop-offs, pedestrian spaces, and landscaped open spaces are allowed in front of the primary buildings within the building parcel. All employee parking and drop-offs are located behind the buildings. Visitor parking for direct public access to secondary buildings will allow such parking area to be adjacent to said buildings. See **Transit Oriented Design (TOD) Guidelines** for additional criteria.
3. As shown in Figure 14.2.2, the minimum distance from the face of any building wall to the nearest curb of visitor or other dedicated parking, drop-offs, or internal driveways is 30 feet.
4. Each building's longer axis should be oriented true East/West to comply with energy – efficient design and/or U.S. Green Building Council "Leadership in Energy and Environmental Design" (LEED) program, as required by the Governor Executive Order Number 07-126 (or a similar program), as may be required by subsequent legislation criterion on minimizing heat gain and maximizing daylighting a building interior. Building orientation may deviate, provided the building design can be determined to be as energy efficient oriented east-west.
5. The minimum distance between the closest parts of adjacent buildings (with the exception of covered walkways, which connect the buildings) shall be 40 feet or otherwise compliant with fire protection or other applicable codes.
6. Typical Building Setback from the public right of way is not more than 100 feet, as illustrated in Figure 14.2.3.

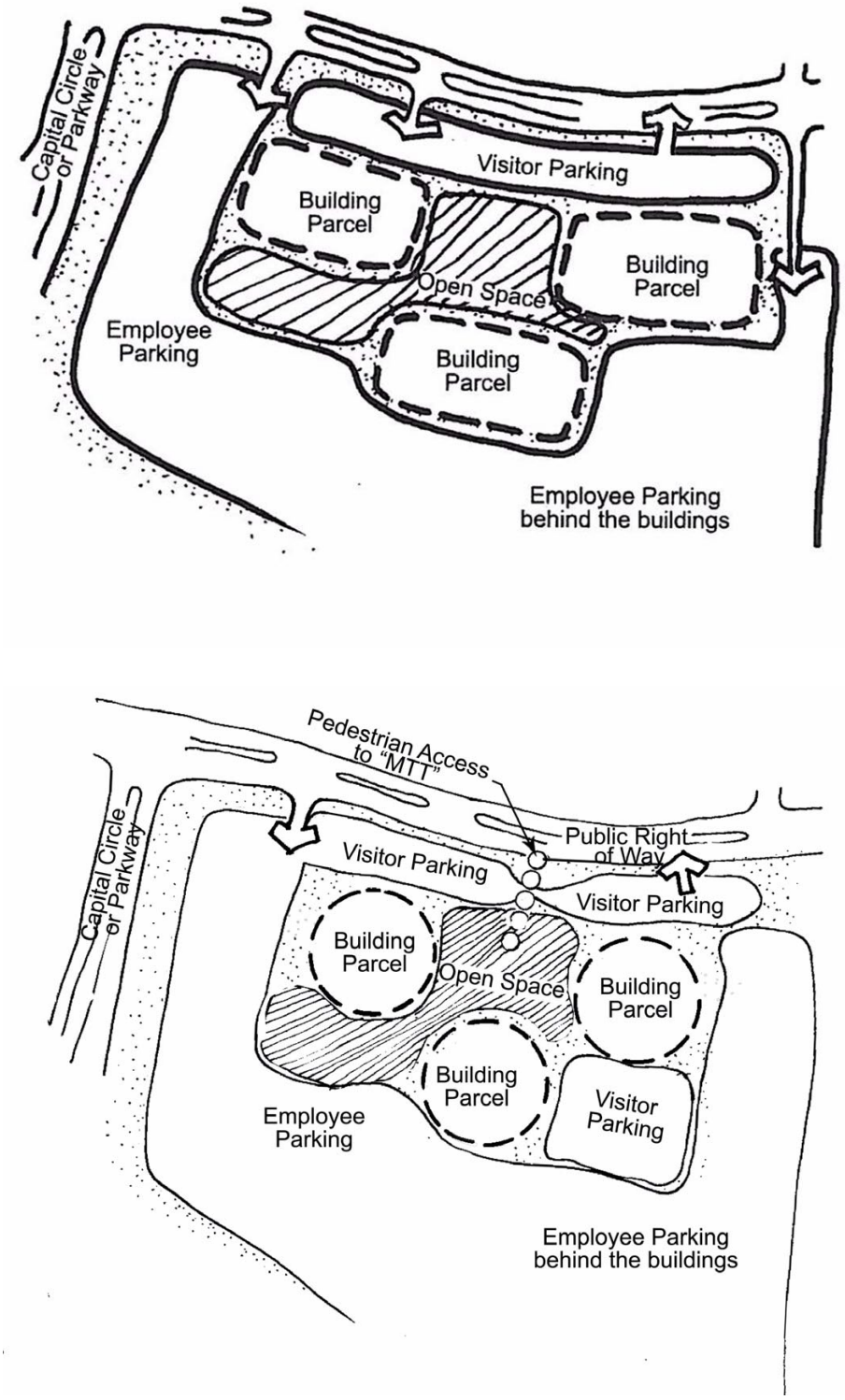


Figure 14.2.1 District 2 Typical Building Cluster

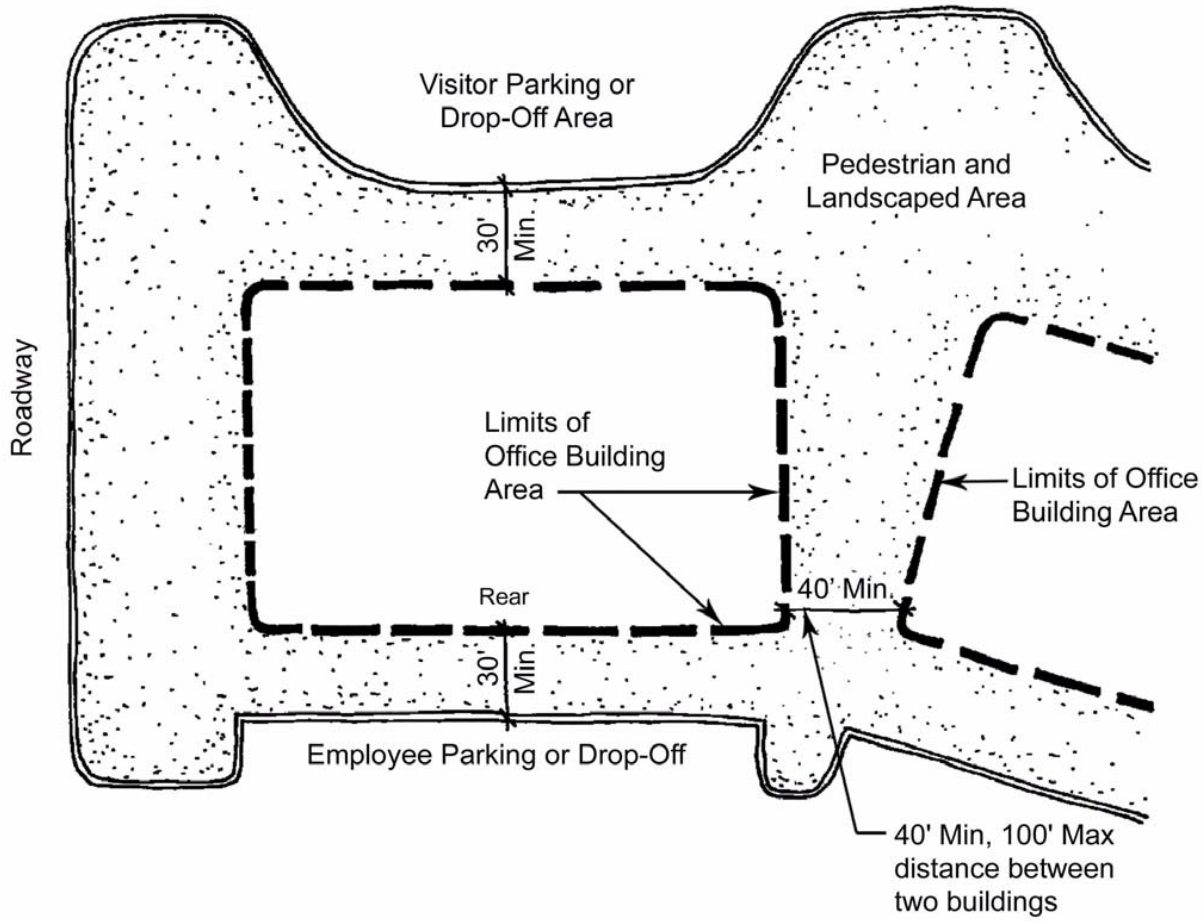


Figure 14.2.2 District 2 Typical Building Layout

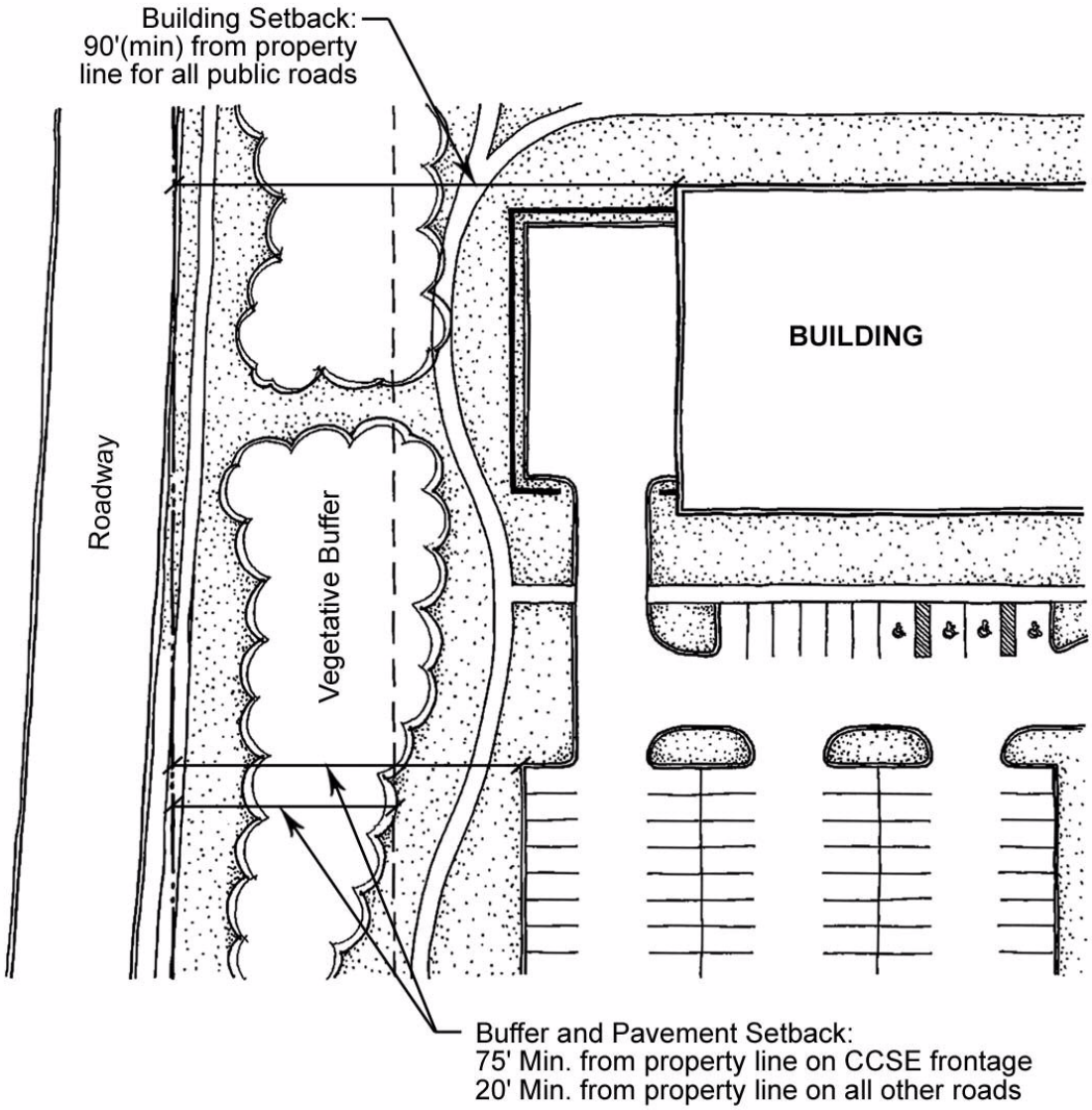


Figure 14.2.3 District 2 Minimum Setbacks and Buffers (Typ.)

14.3 Internal Streets and Pedestrian Ways

The design and functional elements of the Capital Circle Office Complex PUD District 2 differ from District 1 in that no public rights-of-way are planned; however, functional elements are still serviced by a hierarchy of internal circulation routes and pedestrian ways. One of the major design elements of District 2 is a continuation of the distinctive separation of employee and visitor traffic to the extent possible. This is achieved through the design of separate entry driveways that connect employee and major visitor parking to the public roadway. Each type of connection within the hierarchy has a distinctive visual character and different cross section and alignment.

Driveway Entrances

1. The driveway entrances are two-lane private roads without medians that support vehicular access from the public rights-of-way to employee parking, drop-off areas, and service/loading areas.
2. The driveway entrances have a 12-foot-wide travel lane in each direction. See Figure 14.3.1 for an illustration of driveway entrances design features.
3. Driveway entrances have a 1.5-foot-wide curb and gutter on each side of the road. All curbs and gutters are concrete.
4. Driveway entrances have a 6-foot-wide concrete sidewalk on at least one side of the road. Separation between driveways and sidewalks will be provided where possible except at crosswalks. See Figure 14.3.1 for an illustration of driveway and sidewalk separation.
5. No on-street parking is allowed within the driveway entrances.
6. All intersections and curb cuts at public rights-of-way are at least 150 feet apart.
7. The pavement is asphalt. At pedestrian crosswalks special pavement treatment or materials may be provided.
8. At intersections of a driveway entrance and a public right-of-way, a 30-foot radius is used on the curb face except where tractor trailer vehicles are expected to utilize entrance for delivery access to buildings, then a 45-foot radius may be utilized.

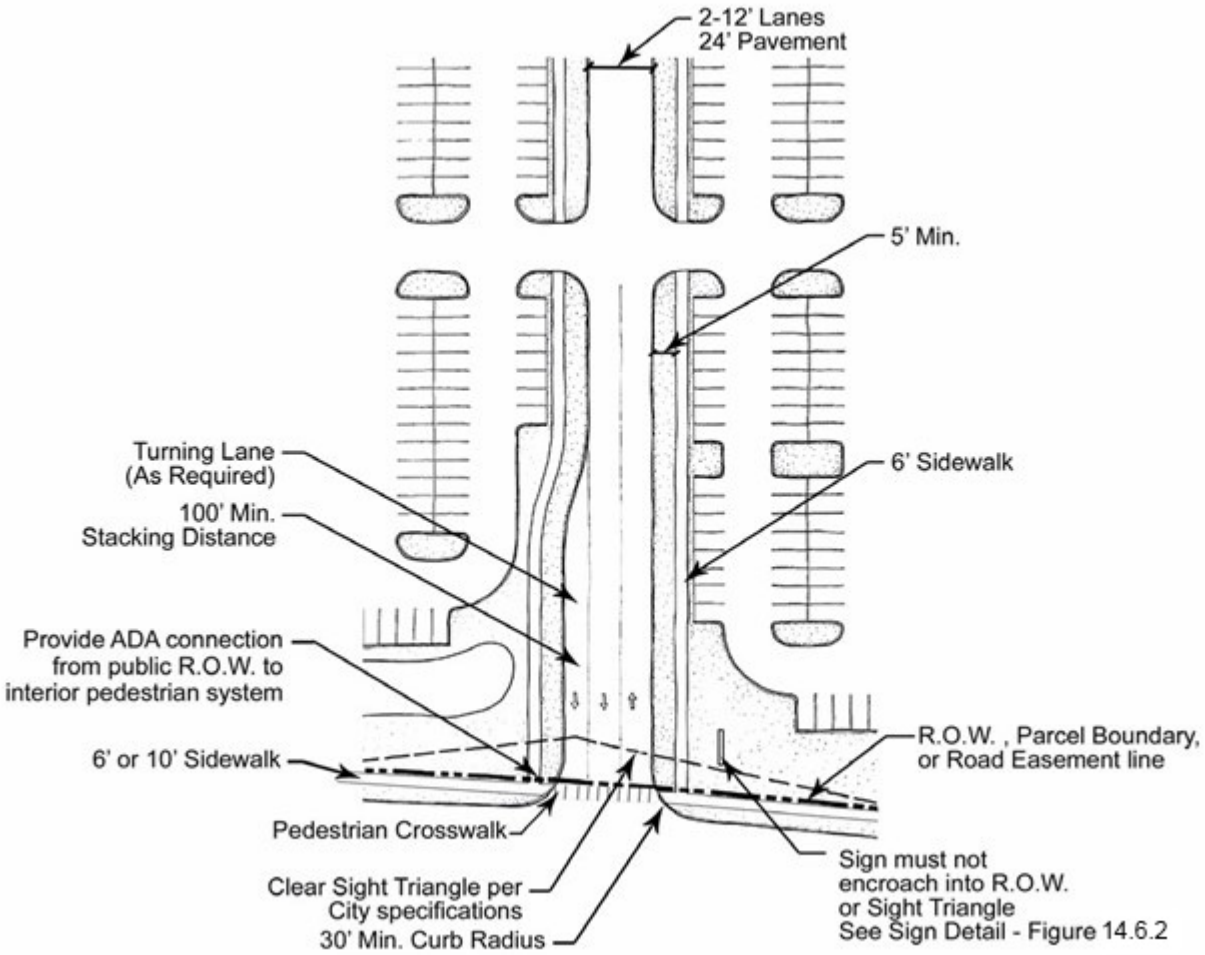


Figure 14.3.1 District 2 Driveway Entrance Design

Parking Drives

1. Parking drives are interior driveway circulation aisles providing access to employee parking areas.
2. Parking drives have a 12-foot-wide lane in each direction. See Figure 14.3.2 for an illustration of parking drives design features.
3. Parking drives have a 1.5-foot-wide curb and gutter on each side of the road. All curbs and gutters are concrete.
4. No on-street parking is allowed within the parking drives.
5. The pavement is asphalt, except at pedestrian crosswalks, where special pavement may be provided. The pedestrian crosswalk will be raised where it crosses a parking aisle.
6. At intersections of parking aisles and other internal drives, a 15-foot radius is used on the curb face except where tractor trailer vehicles are expected to utilize an entrance or aisle for delivery access to buildings then a 45-foot radius may be used.

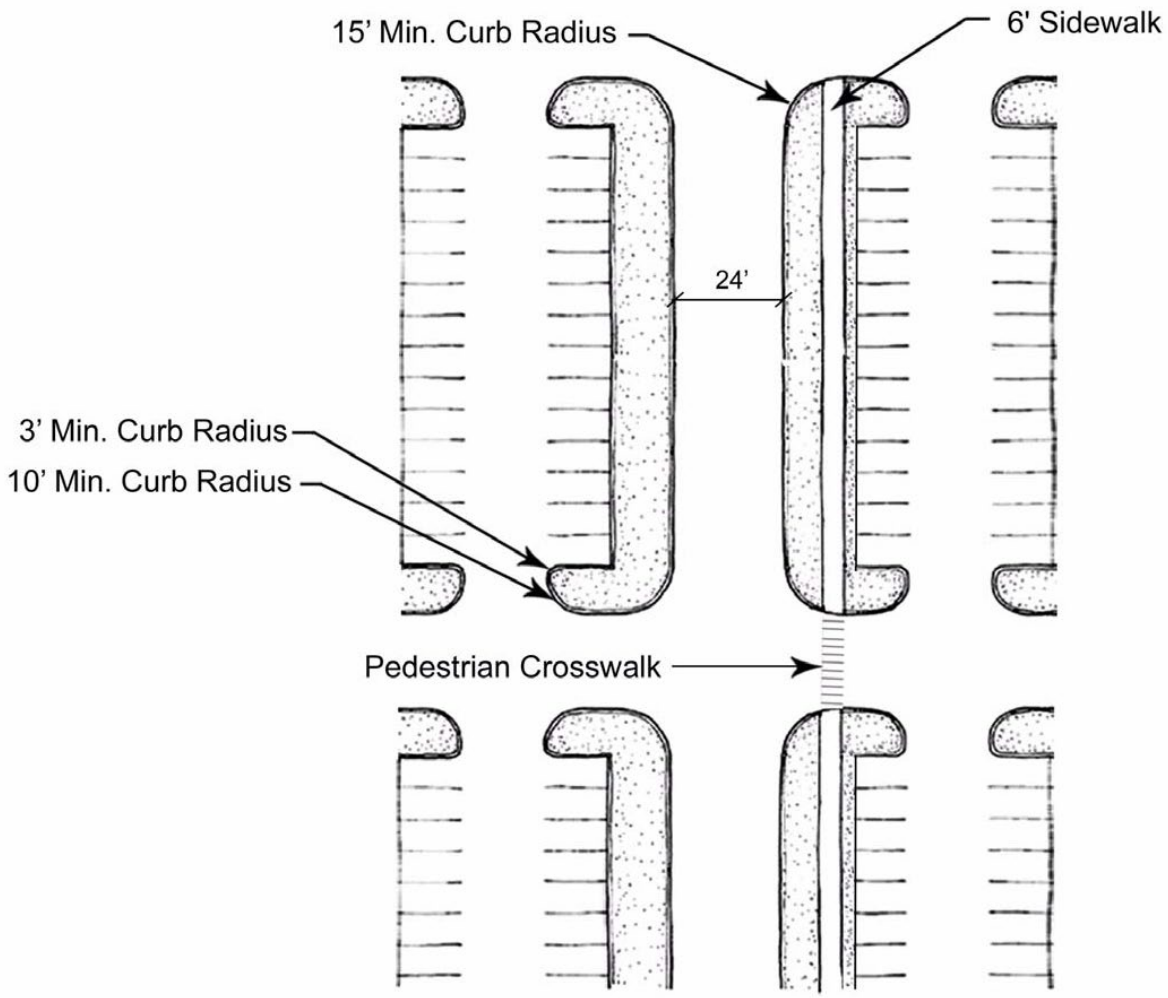


Figure 14.3.2 District 2 Parking Drives

Bicycle Circulation

1. Bikeways are intended to provide an alternative mode of transportation and are designed to minimize conflicts with automobiles or pedestrians while providing direct access and connection from the public roads to buildings.
2. Bikeways are a 5-foot-wide lane at the edge of the road pavement between the vehicle lane and the concrete gutter edge.
3. A solid white painted line denotes the separation of the vehicle lane and the bikeway.

Pedestrian Ways

The Capital Circle Office Complex PUD is designed to provide for a comfortable, safe, and easily identifiable pedestrian network. The pedestrian network is divided into hierarchy of levels as discussed below:

- Walkways that link building clusters to the open spaces shall be 8 feet wide minimum.
- Sidewalks adjacent to parking areas or driveways shall be 6 feet minimum.
- Entry Walks connecting sidewalks and walkways to the buildings from parking shall be 10 feet minimum.
- The internal shared-use path shall be 10 feet wide. The shared-use path will connect to the sidewalk in the public right-of-way (for access to the City of Tallahassee Parks and Recreation greenway system and the Southwood trail system).

Alternative location and design of pedestrian pathway/bikeway systems indicated along the internal driveway system will be evaluated at the final development plan review to address considerations for connection to adjacent properties. Dedicated pedestrian/bicycle systems will be designed and constructed for compliance to City standards.

14.4 Open Space Provisions

The Capital Circle Office Complex PUD is intended to preserve and provide for open space. The PUD attempts to provide the maximum amount of open space. Portions of the existing natural vegetation are to be preserved and maintained. Perimeter buffers are to be preserved to meet the City of Tallahassee Environmental Management Ordinance for Urban Forest criteria and reduce any detrimental visual impact from adjacent public roadways.

The open space provided is not less than 40% for the overall PUD development and will contain passive recreational areas, landscaped stormwater detention/retention areas, and other landscaped areas. The open space consists of five elements as summarized below:

1. Trees: includes specimen oaks and the surrounding natural vegetation (where possible).
2. Buffers: Each parcel preserves existing landscape and vegetation by providing buffers along the perimeter of the parcel boundaries. The landscape buffer provision is based on road classification. Buffers may be interrupted by access drives and associated clear sight triangle requirements. See Figure 14.2.3 Minimum Setbacks and Buffers.
    a. Principal Arterial: Capital Circle Southeast: 75-foot minimum continuous vegetative buffer
    b. Minor Arterial: Tram Road and Four Oaks Boulevard: 20-foot minimum continuous vegetative buffer
    c. Major Collector Roads: Esplanade Way, Shumard Oak Boulevard, and Merchants Row Boulevard: 25-foot minimum continuous vegetative buffer, except for roads designated Main Transit Thoroughfares (MTT) for which no continuous vegetative buffer will be required
3. Stormwater Management Facilities: such as dry detention areas, treatment and conveyance swales, rain gardens, and other stormwater management mechanisms as deemed applicable.
4. Passive Recreation: includes walkways, trails, and outdoor gathering spaces using pervious material where possible.
5. Managed Landscape areas: such as stormwater treatment facilities, parking and vehicular use area islands, and the immediate open space landscaped areas adjacent to buildings.
6. A high-quality, functional open space on each parcel of at least 10,000 contiguous square feet adjacent to one or more primary buildings.

14.5 Parking, Loading and Unloading, and Transit-Oriented Design

Off-Street Parking Ratios

The Capital Circle Office Complex parking facilities will be designed to support logical and safe access to the workplace by employees and to state agencies by the public.

1. The placement of parking facilities for employees is designed to encourage and provide incentives for the use of car-pool/vanpool and low emission/energy efficient vehicles by restricting convenient vehicle access to buildings and providing physical disincentives for single occupancy vehicle use. Implementation of Transit Oriented Design (TOD) and the Transportation Demand Management (TDM) strategies will be pursued per the criteria outlined below.
2. Overflow parking will be within managed landscape areas in the form of stabilized grass or other pervious materials. Overflow parking will be used for special events and will not be considered open space. Overflow parking will not exceed 5% of the PUD total parking.

Visitor Parking Lot Design

1. Visitor parking is located in the dedicated visitor parking areas in front or otherwise adjacent to the visitor entrance of the building.
2. The primary visitor parking areas are for one-way traffic with a predominately single-row or double-row of parking spaces arranged on an angle. See Figure 14.5.1 for an illustration of these visitor loops.
3. Where angle parking is used, curbed islands with landscaping are located at the ends of the row of parking and along the row at an interval that averages no more than one island for every 14 parking spaces. These islands will be located to preserve existing trees where possible and to help minimize heat island effects.
4. Secondary building(s) visitor parking spaces may be arranged in a 90-degree parking configuration for two-way traffic as shown in Figure 14.5.2.
5. No dead-end parking lots are permitted in District 2.

Employee Parking

Parking for employees is distributed behind the buildings and building clusters and located as far from the buildings as possible (except for ADA and preferential parking) in order to increase walking distance and encourage mass transit use. Each area is served by multiple access drives. Employee parking is distinctly separate from visitor parking, which will be clearly identified by signage. Existing trees are to be preserved within parking areas wherever possible, while the added new trees are to be arranged in patterns that will attempt to achieve 50% pavement and sidewalk shading. See Figures 14.5.3 and 14.5.4 for a schematic layout of the employee parking areas. Overflow parking will be in the form of stabilized grass areas. These overflow parking spaces will be limited to 5% of impervious employee spaces in each phase.

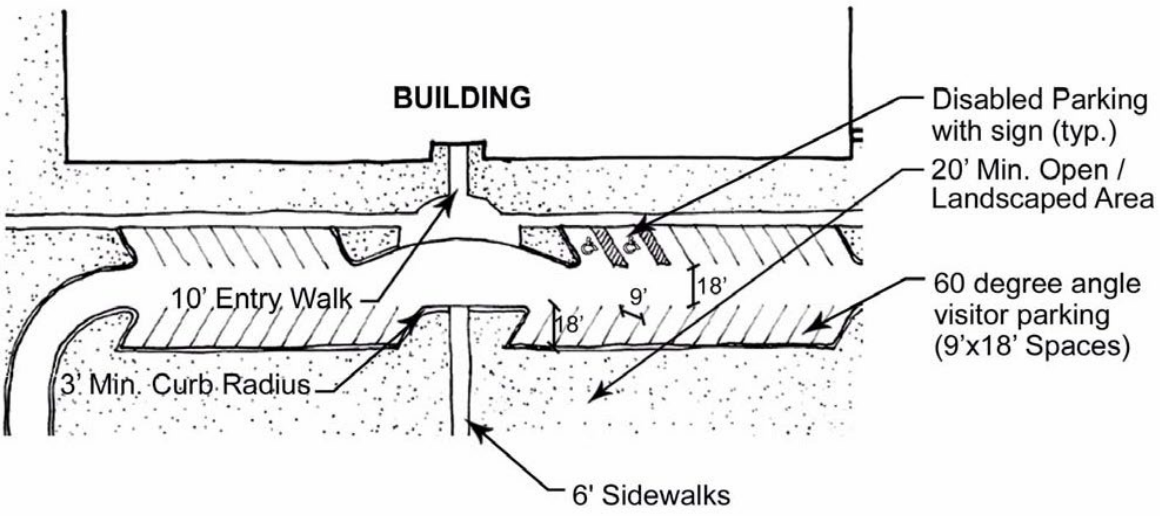


Figure 14.5.1 District 2 Visitor Parking and Drop-Off

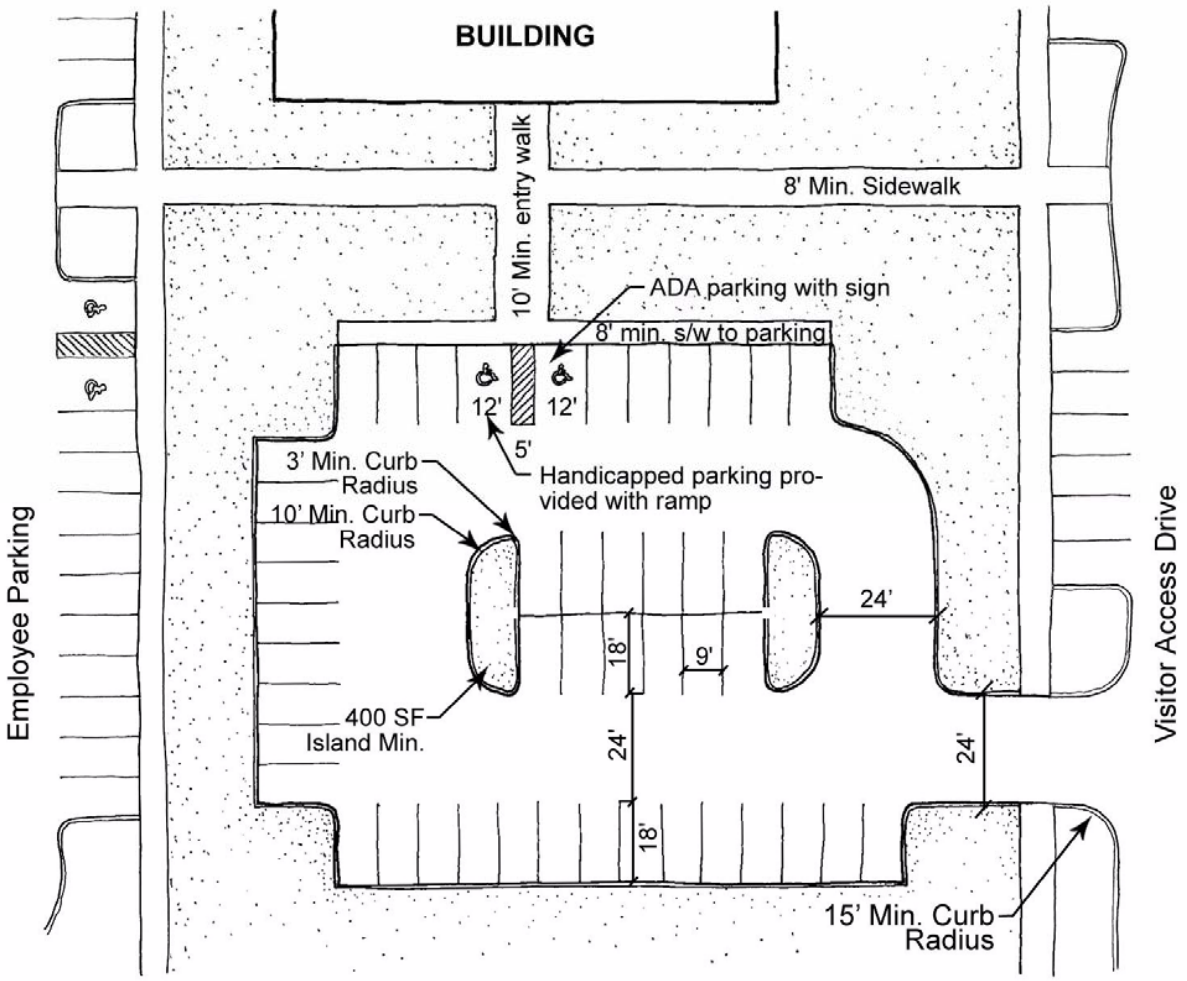


Figure 14.5.2 District 2 Visitor Parking

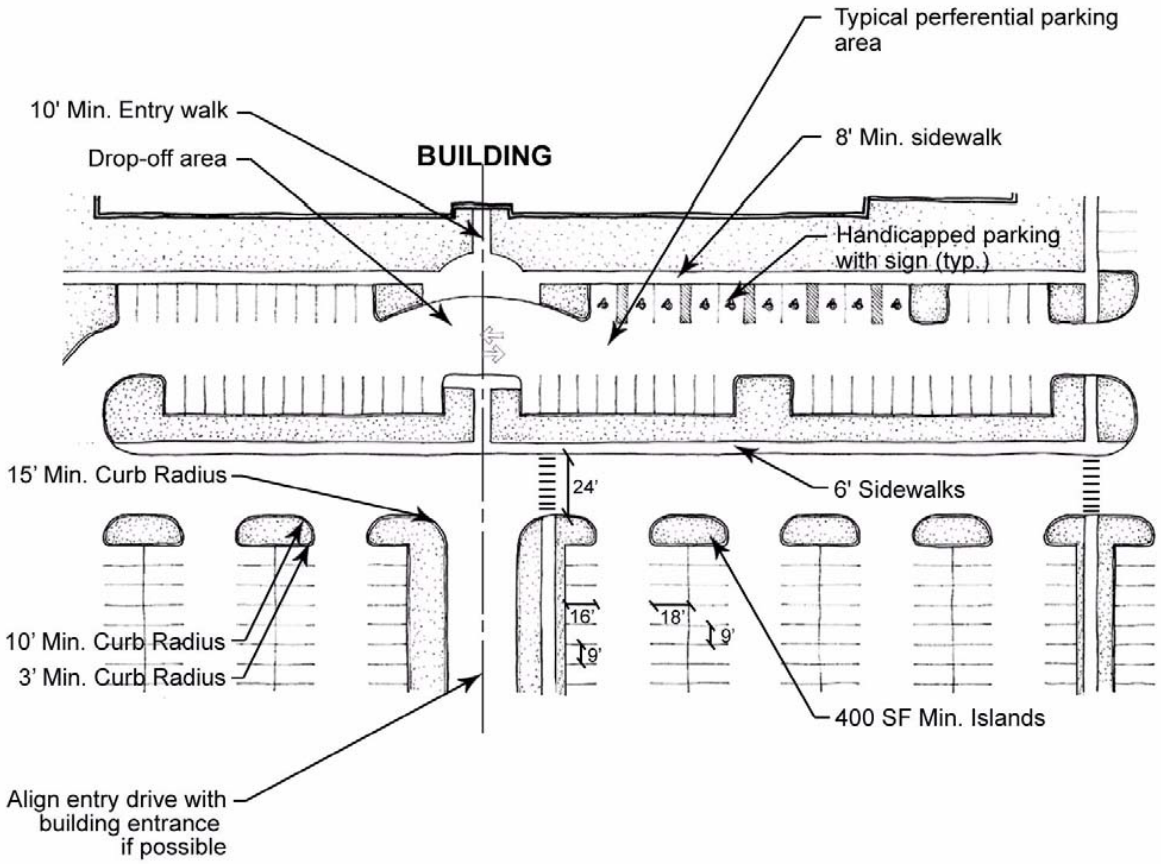


Figure 14.5.3 District 2 Employee Parking and Drop-Off Option 1

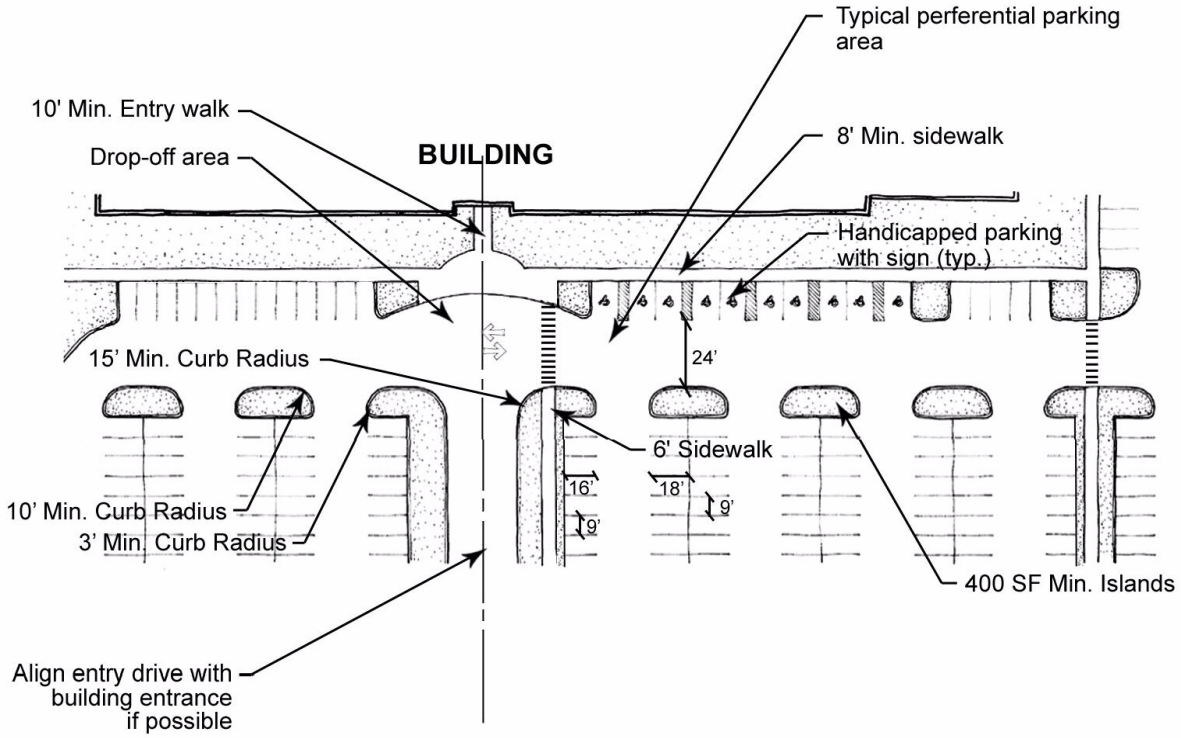


Figure 14.5.4 District 2 Employee Parking and Drop-Off Option 2

Signage

Project entry signs are located at each major intersection into the project (Shumard Oak Boulevard at Capital Circle SE). New signs are to match Phases 1 and 2 existing sign material, format, and size. Directional and Building Identification Sign design shall conform to the existing CCOC signage.

1. Entry Signs
    a. Entry signs use a horizontal format. The sign is composed of cast bronze dimensional letters mounted on a decorative brick wall. The letters are at least 6 inches tall and are to be flush with the wall face. The letters are to be installed at least 3 feet above finish grade.
    b. The decorative wall is primarily brick that matches the brick used on the office building exteriors. The wall may incorporate another material used on the office buildings, such as bronze, in a cast stone decorative cap or horizontal band underneath the wall cap.
    c. The section of the wall that contains the sign should face the center of the intersection. The wall may curve or have three (3) panels at 45-degree angles to each other as shown in Figure 14.5.5. The top surface of the wall may step so that the end panels are lower than the sign panel, or the top may slope on the end panels.

Loading and Unloading

Loading and unloading areas are to be provided for buildings when deemed necessary. Detailed layout of loading spaces is to be provided at the time of final development plan review for the individual parcel and building (see Figure 14.6.6).

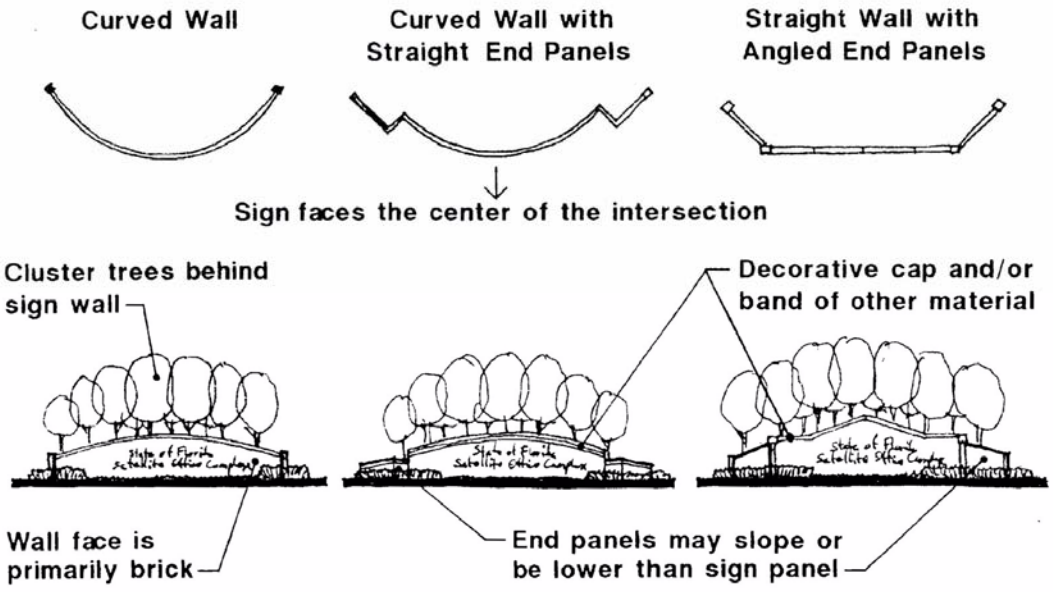


Figure 14.5.5 District 2 Project Identification Sign

Transit-Oriented Design (TOD) Guidelines

Transit Oriented Site Design Elements

1. Building Orientation
    a. Buildings shall be oriented towards a Main Transit Thoroughfare (MTT) where practicable and buildings located on the MTT shall be known as Primary Buildings. For Phase 3, the MTT is the extension of Shumard Oak Boulevard between the northern portion of Phase 5 and the southern portion of Phase 3. No MTT is planned to serve Phase 4. The applicability of the use of an MTT for Phase 6 will be determined at the time of an application for change to this Development Order for development of Phase 6 pursuant to paragraph 14.d of the Development Order.
    b. Main visitor building entrances of Primary Buildings must be oriented towards the MTT where an MTT is practicable.
2. Setbacks
    a. Where an MTT is utilized, setbacks must be as small as possible to provide frontage close to the MTT.
    b. Where an MTT is utilized, maximum setback from right-of-way to any portion of a Primary building should be no greater than 100 feet. One or two rows of visitor parking and open space may be provided within the setback.
    c. Where an MTT is utilized, maximum distance from Primary building/s to secondary building should be no greater than 100 feet.
3. Sidewalks
    a. On the perimeter – applicable to Phases 3 and 6:
        i. Sidewalks, bike lanes and landscaping shall be provided on the perimeter of the public right-of-way of each Phase.
        ii. Where an MTT is utilized, sidewalks must be a minimum of 10 feet wide along the MTT public right-of-way.
        iii. Sidewalks on non-MTT roads shall be a minimum of 6 feet wide until such time as other additional building development is located adjacent to the road. Once building development is established adjacent to the non-MTT roads, a minimum sidewalk width of 10

contiguous feet will be required, via additions to or replacement of existing sidewalks.

iv. A landscape strip (of sufficient width to accommodate shade tree plantings – approximately 12 feet wide) shall be provided along the MTT between the sidewalk and roadway, where an MTT is designated.

b. Along internal drives and walkways – applicable to Phases 3 and6:

i. Sidewalks shall be on at least one side of the major drive aisles, preferably both, for pedestrian safety.

ii. Sidewalks shall be at least 6 feet wide.

iii. Sidewalks shall be provided to connect all adjacent buildings.

iv. Sidewalks shall be provided to connect building access and adjacent and/or nearby amenities, including green space or gathering areas, public sidewalks, transit stops and parking lots.

4. Landscaping and Green Space

a. Green space consistent with City's land development regulations (no less than 40% open space) shall be provided for the CCOC PUD.

b. Street trees shall be provided in the green space between the curb and the sidewalk along all lengths of sidewalk in the public right-of-way consistent with the Southwood DRI/PUD cross-sections approved as of the date of this Development Order.

5. Parking

a. Provide preferential parking for disabled, carpool/vanpool, and low-emitting and fuel-efficient vehicles (defined as a vehicle that utilizes hybrid, active fuel management, or electric technology) and motorcycles near the buildings.

b. No employee parking will be located within 100 feet of any building on Phase 3 except for handicap accessible spaces, carpool/vanpool spaces, energy efficient vehicles and motorcycles.

c. The limited parcel size of Phase 4 and security issues involving the appellate court on Phase 4 dictate a unique site design, and parking on Phase 4 shall not include employee parking within 90 feet of the buildings on Phase 4.

d. The number of impervious parking spaces will not exceed more that 85% of projected employees for Phase 3. Phase 4 is limited to 420 total parking spaces. If sufficient transit is provided and utilized, and TDM strategies are effective in reducing parking needs, the number and/or ratio of allowed parking spaces shall be further reduced for Phase 6.

e. Provide a landscaping screen between parking lots and adjoining public streets consistent with Crime Prevention Through Environmental Design (CPTED) criteria.

f. Coordinate with Growth Management and Underground Utilities and Public Infrastructure on placement and directionality of entrances to visitor parking from any designated MTT and perimeter rights-of-way.

g. Lighting in the parking areas shall be consistent with the requirements of subsection (7) b.

6. Bicycles and Trails

a. The development of Phase 3 shall include a shared use trail to be located in consultation with the City of Tallahassee Parks and Recreation Department at the time of site plan approval. A trail may be required, after consultation with the City of Tallahassee Parks and Recreation Department, for Phase 6 and for potential connections to the HMA, Tram Road Greenway and City Park for the purpose of linking to a similar trail or use in surrounding development.

b. Bicycle lanes shall be provided on all internal, public and/or private roads in all Phases.

c. Bicycle parking shall be provided for the parking of 100 bicycles on Phase 3, 50 of which spaces shall be covered and secured. Bicycle parking shall be either located in indoor, secure facilities or in outside area(s) no further than 500’ from the nearest building entrance. The biennial DRI report shall provide survey information regarding the use of the bicycle parking in Phase

3. If the survey data shows that bicycle parking is at 90% occupancy on any day of a non-holiday week, the PUD will provide additional bicycle parking in 20 space increments, at least half of which shall be covered and secured. Bicycle parking will be located on Phase 4 for no fewer than 42 bicycles, half of which shall be covered and secured. Bicycle parking shall be provided on Phase 6 consistent with expected demand based on the history of bicycle parking usage as shown by the survey data required above, but no less than the ratio of project employees to bicycle parking for Phase 3, half of which will be covered and secured.

d. 12 unisex showers will be provided in one or more buildings on Phase 3 within 500' of indoor and outdoor bicycle parking facilities. Showers shall be provided on Phases 5 and 6 consistent with expected demand based on the history of bicycle parking usage as shown by the survey data required above. Each building on Phase 4 shall have a minimum of 2 unisex showers within 500' of indoor and outdoor bicycle parking facilities. Separate shower facilities may be provided if the shower accessibility is in a fitness facility.

7. Pedestrians

a. Main visitor building entrances of Primary buildings shall be oriented to the MTT and/or a primary access route to the MTT from all buildings where an MTT is identified. Main visitor building entrances for Secondary buildings may be oriented to visitor parking for said buildings. Public entrances to Secondary buildings will have a direct pedestrian pathway to the MTT.

b. Sidewalk lighting shall not exceed 15 feet in height. If any lighting is placed adjacent to surrounding residential areas, the lighting shall be directed downward or appropriately shielded. Parking lights shall be no less than 0.4 foot-candles and no greater than 1.0 foot-candles. Nighttime lighting shall not exceed 0.5 vertical surface foot candle measured at the property line six feet above grade. No wall or roof mounted floodlights or spotlights used as general grounds lighting are permitted. Security lighting is permitted. Use

of search lights, laser lighting, or lights that pulse, flash, rotate or simulate motion for advertising or promotions is prohibited.

c. Weather protection
    i. The Developer shall provide weather protection for all entrances on all buildings (including awnings, building projections, and colonnades) on Phases 3 and 6.
    ii. The Developer shall provide weather protection in between all buildings on Phase 3 and shall utilize such protection in Phase 6 when linking adjacent buildings with weather protection is consistent with the planned use of the site.
d. Location and visibility of utility and mechanical equipment
    i. Screen with landscaping, brick walls or opaque fences.
    ii. Do not site within 100 feet of transit stops unless the Utilities departments deem such a location necessary.
e. Provide a high-quality, functional open space on each parcel of at least 10,000 contiguous square feet, adjacent to one or more primary buildings.

8. Transit stops
    a. DMS shall construct a covered transit stop on Phase 3 that:
        i. Accommodate at least 40 people and provide seating for half
        ii. Is located adjacent to the MTT at a location approved by StarMetro
        iii. Is located between the main entrances to the primary buildings on the MTT and within 500 feet from the entrances to all buildings served by that stop
        iv. Is visible from an employee entrance to buildings
        v. Can be utilized by StarMetro for an electronic transit message board provided by StarMetro that is <u>compatible with the intelligent transportation system (ITS) when such system becomes available.</u>
    b. DMS shall construct a pedestrian path from the transit stop to the internal sidewalk system. The path must be raised where it crosses a drive aisle.
    c. By the time that Phases 3 and 4 are occupied, the City will provide no fewer than two transit routes to the CCOC at least twice each workday, and will

have a transit stop within 1,200 feet of a building on each Phase as measured via a walkable route.

Transportation Demand Management (TDM)

1. DMS shall designate a person or persons to be responsible for the coordination of the TDM strategies for the CCOC that will include staggered work hours, ride sharing, transit, bicycle, and telecommuting. DMS shall provide a report to the City within 6 months of issuance of the Development Order and thereafter with each biennial report on current TDM strategies for the CCOC and also, if possible, agency-specific numbers for the project employees of every Phase completed at the time of each Biennial report, including:
    a. A statistically valid survey of employees to determine:
        i. The percentage of employees that commute more than 2 days per week via:
            1. Bus
            2. Bike
            3. Walking
            4. Carpooling or vanpooling
            5. Telecommuting
        ii. Percentage of employees using flex hours, including the percentage using 4-day work weeks
    b. Percentage, number, and location of current CCOC parking spaces designated for carpool or vanpool use
    c. Percentage, number, and location of current indoor and outdoor bicycle parking spaces provided
    d. Number of showers provided in each building
    e. Number of employees in each building
    f. Provide a database of all CCOC employee residence locations to StarMetro for exploring future route expansion options
    g. Any additional TDM currently being promoted, with an indication of their efficacy (e.g., percentage of employees being served)

h. Approaches CCOC will use to improve the efficacy of the current TDM program to reduce single vehicle commute rates

2. DMS will meet annually with Commuter Services of North Florida to review the CCOC TDM strategies, employee information strategies, and success and/or weaknesses of these strategies.
3. DMS will encourage CCOC tenants to offer telecommuting and flex hour options to their employees, where consistent with the employee's job responsibilities. The target for such efforts is to limit the employee population leaving the CCOC between the hours of 6 and 6 p.m. to 50% of employees.
4. DMS will encourage utilization of StarMetro services by:
    a. Negotiating an agreement with StarMetro for employee purchases, reduced rate passes.
    b. Encouraging CCOC tenants to provide real time electronic messaging of transit information to all employees and informing employees of available transit services.

<u>Preferred Site Design and TDM Alternatives</u>

(Not required, but will enhance the TDM recommendations)

1. Further reduce the number of parking spaces, to create a disincentive for single-vehicle commutes.
2. Utilize pervious parking on the outer edges of parking lots to reduce the appearance of "seas" of parking and create an appearance of the parking being "overflow".
3. Strategically utilize pervious parking to facilitate future conversion of parking lots to buildings or parking garages.
4. Provide on-site amenities (private ancillary facilities) for employees, such as a bank, café, or coffee shop, to reduce off-site trips.
5. Provide outdoor seating for employees, to reduce the number of lunchtime trips.
6. Clearly delineate sidewalks through parking lot with landscaping.
7. Provide pedestrian and bicycle connections to adjacent uses when they are built.
8. Reserve portions of parcels for future development.
9. Place street trees every 40 feet.

10. Explore the potential for State-sponsored Park and Ride/Park and Carpool spaces throughout Leon County in response to known commute routes.
11. Reduce carpool definition to 2 or more employees.

In the event authority to levy parking fees is legislated, the following may be considered:

12. Use funds generated by parking fees to offset the cost of employee-purchased transit passes. Further savings may be gained for employees through negotiations with StarMetro.
13. Increase fees for parking to at least $25 per month for all CCOC employees to offset the cost of employee-purchased transit passes.
14. Provide incentives for employees who do not purchase a parking pass. StarMetro would be able to explain this kind of program to employees.

14.6 Visual Screens, Buffering and Landscaping

The Capital Circle Office Complex PUD is designed as a cohesive state office complex that is in harmony with the form of the land. The screening, buffering, and landscape standards are designed to further this goal. The design standards related to landscaping and landscape material selection may be adjusted within a palate of native and non-native drought- tolerant plants, as determined by the Florida Yards and Neighborhoods program. Plant material may be changed during the final development plan phase with the approval of the City staff. In areas where buffers and/or landscape treatment are required, the following landscaping design standards have been developed.

Driveway Entrance Landscaping

1. Existing trees should be preserved along the sides of driveway entrances wherever possible.
2. New trees should be planted five feet away from any walks or curbs at a spacing of 40 feet or less. See Figure 14.6.1 for an illustration of driveway landscaping.

Entry and Building Signage Landscaping

1. Framing and accenting the sign shall be achieved through layering of plant materials. See Figure 14.6.2.
    a. Locate accent trees in the background if sign is single-faced or on either side at ends of the sign if sign is double-faced.
    b. Locate small shrubs on either side of the sign.
    c. Plant groundcovers and/or annuals/perennials in front of sign face. Ensure that the height of plants at maturity will not block view of sign face.

Parking Area Landscaping

1. Existing trees should be preserved in the parking areas wherever possible according to grading requirements and the arrangement of landscaped islands in the interior of the parking lot.
2. Within Vehicular Use Areas, a minimum of one (1) 3-inch- or two (2) 2-inch-diameter at breast height shade trees are to be planted within each landscape island 400 square feet or greater.

3. All medians 8 feet or wider are to be planted with trees spaced at no more than 40 feet on center.
4. Landscaped islands are to be fully planted with shrubs and/or groundcovers. Typically, grass is not allowed in the islands unless conditions warrant use and is approved by the COT under the criteria of the EMO.
5. Employee parking lots that face any public road are to be screened from view by a continuous shrub hedge or opaque vegetation along the right of way facing perimeter of the parking area. The hedge shall meet the height and opacity requirements of the City of Tallahassee EMO and shall not exceed 72 inches in height at maturity. See Figures 14.6.3 and 14.6.4 for an illustration of parking area landscaping.

Building Area Landscaping

1. Existing trees should be preserved in the landscaped areas around the buildings wherever possible.
2. No more than two varieties of trees are to be planted in or along the building entry areas. The trees are to be arranged in a formal, symmetrical fashion. The entry area trees for each building may be selected from the following varieties: Crape Myrtle with red flowers or other species deemed appropriate.
3. If Crape Myrtle or other appropriate approved trees are selected for use where people may walk under or immediately adjacent to them, they should be of a size to provide sufficient clearance for pedestrians.
4. Planter areas at the visitor and employee primary building entry areas are to be fully planted with low shrubs or groundcovers. Sod shall not be planted within 50 feet of the entries.
5. Trees used in landscaped areas around the buildings may be selected from the list of building area trees in Table 14.6.1 and/or the Florida Yards and Neighborhoods program (or successors) native drought tolerant plants.
6. New trees planted around the buildings should be placed within the shrub and groundcover areas to minimize mowing around trees. Tree placement should complement the architectural design of the buildings. Generally, trees should be placed in informal clusters of at least three trees with spacing appropriate for the variety of tree used. More than one variety of trees may be used within the cluster. Straight rows

of trees should be avoided in the building areas, except at building entries. The clusters may be placed to accent building corners and break up the expanse of any long, tall, or relatively plain building facades. See Figure 14.6.5 for an illustration of building area landscape.

Service/Loading Area Landscaping and Screen

1. Service/loading areas are to be screened by a 6-foot minimum height masonry wall or opaque fencing. Masonry wall materials are to complement building materials and finishes.
2. A row of shrubs reaching 4 feet in height at maturity shall be located along the perimeter of each service/loading area to provide visual screening.
3. Medium height accent trees or clusters of trees shall be located to provide additional visual screening of service/loading area. See Figure 14.6.6.

Stormwater Management Facility Landscaping

1. Plant material selected shall be appropriate for the horticultural conditions of a stormwater facility.
2. Plants shall be arranged and planted to achieve a natural look, either matching or complementing adjacent existing preserved trees groves or buffer species. See Figure 14.6.7.

Open Space Landscaping

1. Open space areas that are not part of landscaped areas associated with buildings, roads, or parking should be left in a natural condition as much as possible.
2. If portions of any open space areas are cleared or disturbed during construction, they should be reshaped to a natural appearance and seeded or planted with plant material(s) selected from the Florida Yards and Neighborhoods program as soon as possible.

Plant Material

The following table is a list of proposed plant materials. These selections may change during the final development plan phase and should be used only as a guide. All materials used will be in accordance with the City of Tallahassee Environmental Management Ordinance. Florida native plant species will be preferred over non-native plants. Plant species recommended by the Florida Yards and Neighborhoods program (or successors) will be the sole source for plant selection.

#	Category	Plant Material
1	Driveway Entrance Trees	Live Oak, Crape Myrtle (red flowering variety)
2	Parking Area Trees	Sycamore, or other native shade tree
3	Buildng Entry Trees	Drake Elm, Crape Myrtle (red flowering variety), Dogwood
4	Building Area Trees	Live Oak, Southern Magnolia, Sweetgum, Red Maple, Bald Cypress, Slash Pine, River Birch, Wax Myrtle, American Holly
5	Shrubs	Pittosporum (green and Wheeler's Dwarf), Abelia, Azaleas (several varieties), Holly (several varieties), Juniper (several varieties), Indian Hawthorn, Viburnum, Fatsia, Hydrangea, Saw Palmetto, Wax Myrtle, Needle Palm
6	Groundcover	Confederate Jasmine, Madagascar Periwinkle, Liriope, Ferns, Coontie, English Ivy, Junipers, Mondo Grass, Daylily, Native annuals and perennials
7	Seed and Sod	Low-growing wildflower mix (under 16 inches in height), Individual wildflower species, Centipede grass from seed or sprigs, Seashore Paspalum grass from sprigs or sod

Table 14.6.1 District 2 Plant Material Guide

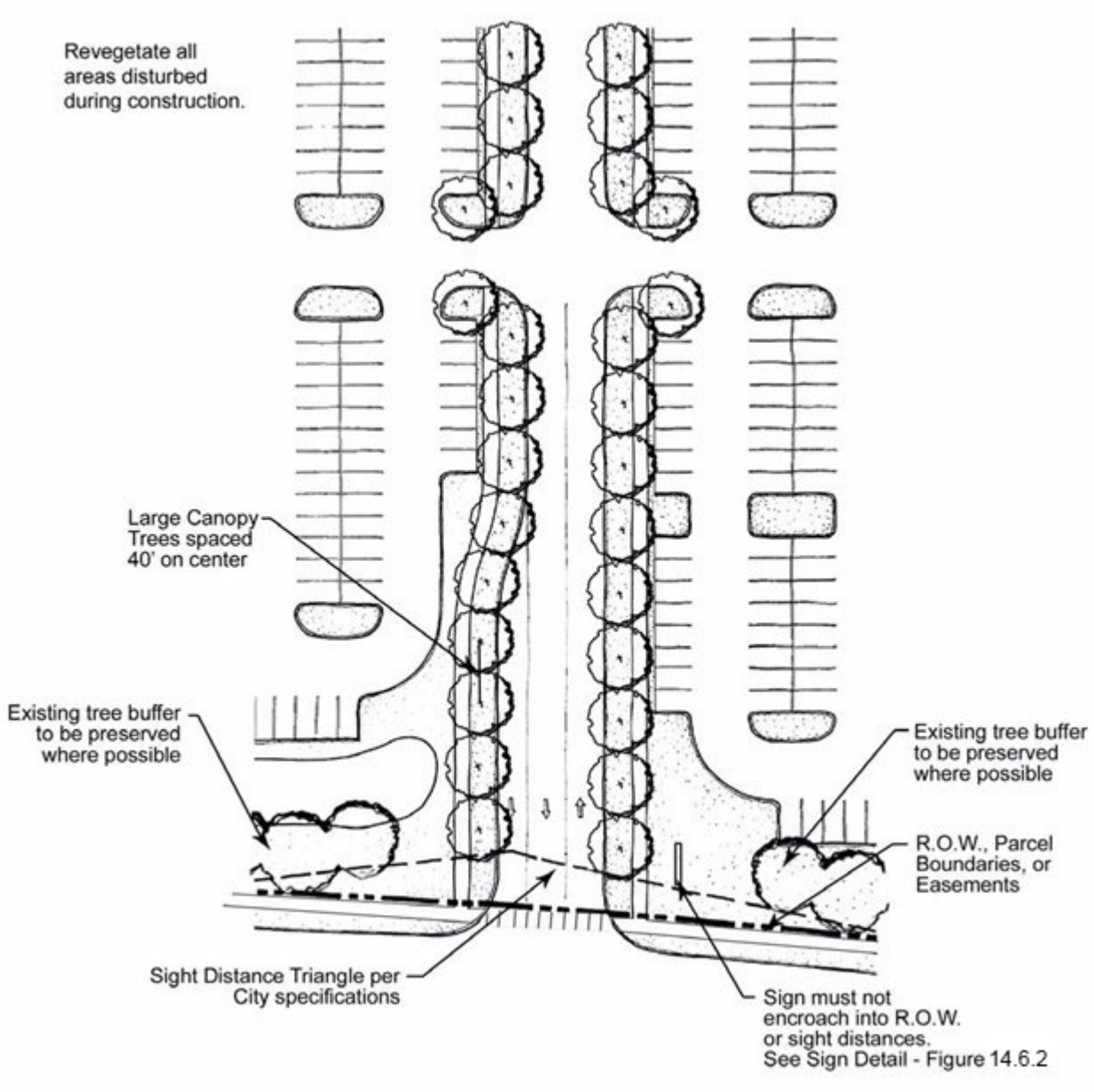


Figure 14.6.1 District 2 Driveway Entrance Landscape

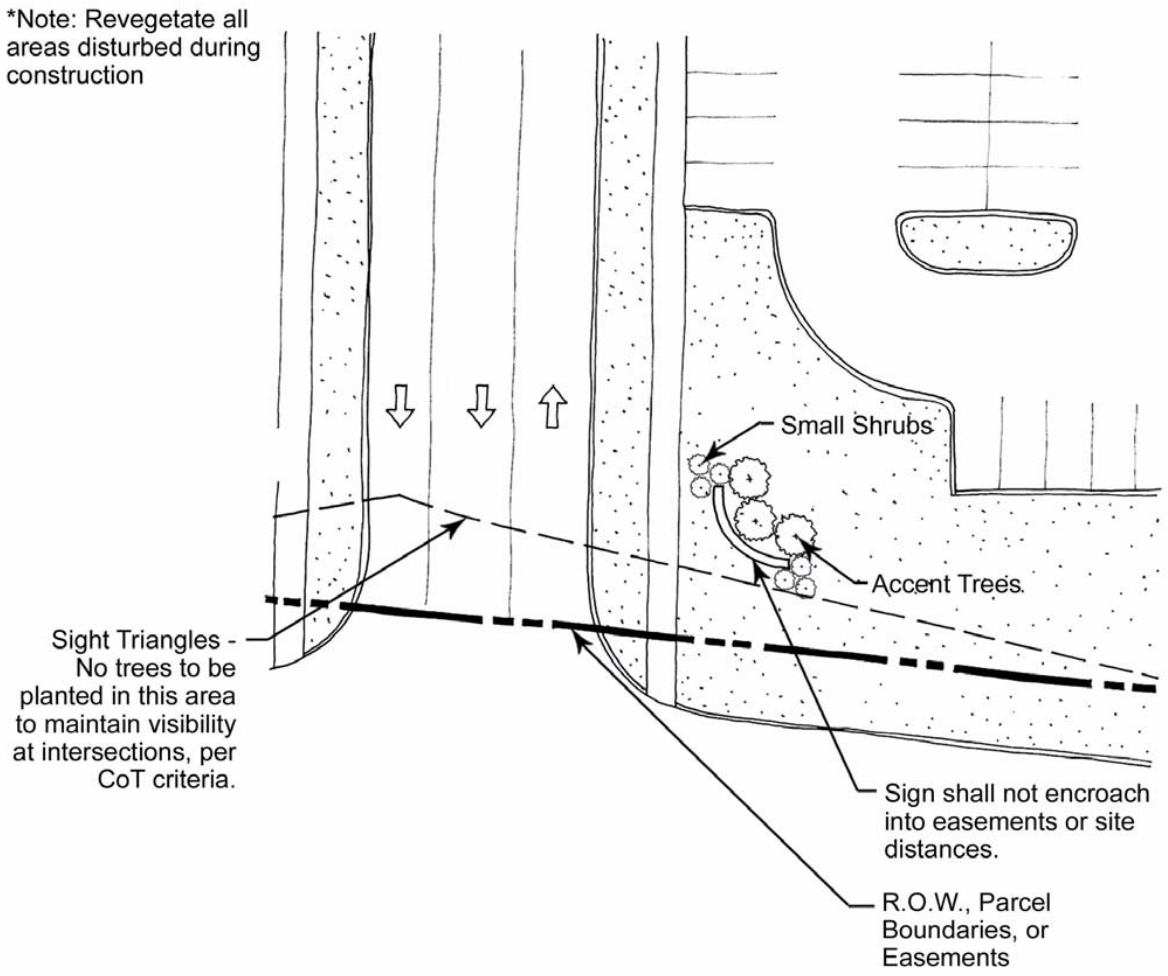


Figure 14.6.2 District 2 Entry Signage and Landscape

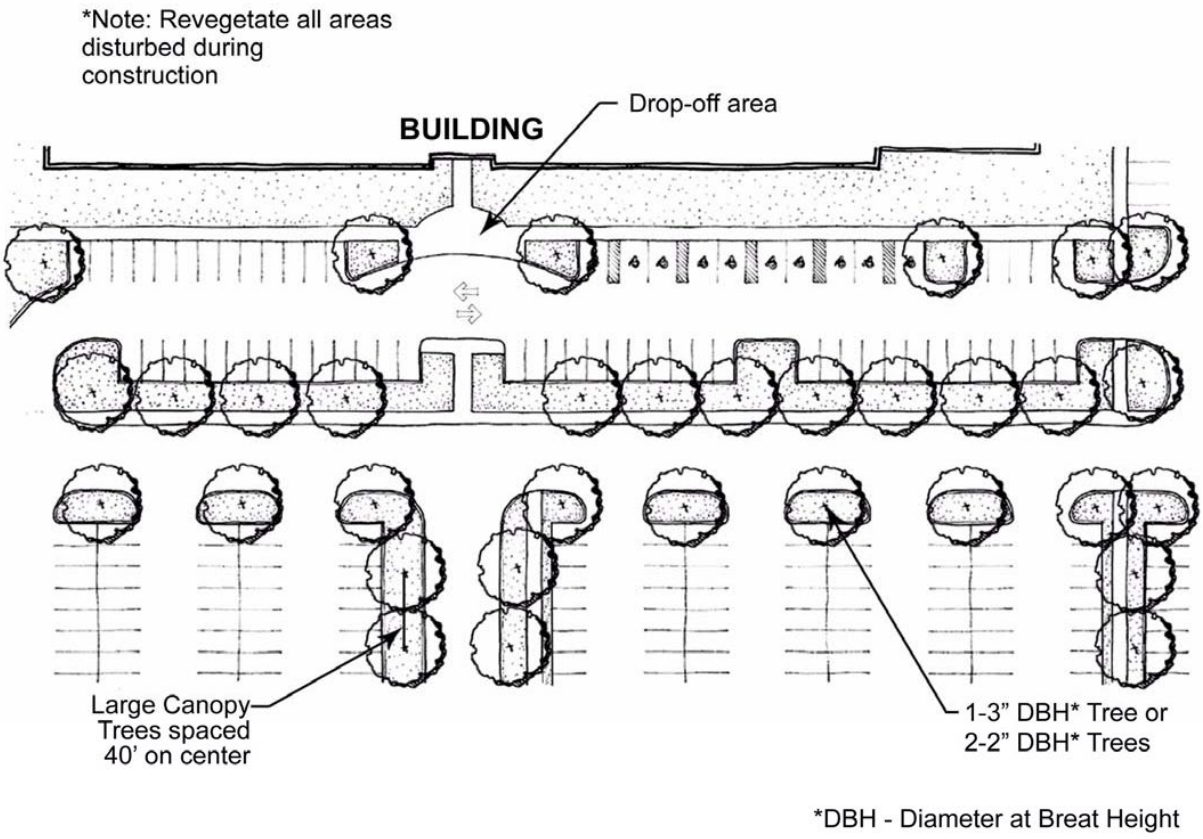


Figure 14.6.3 District 2 Parking Area Landscape Option 1

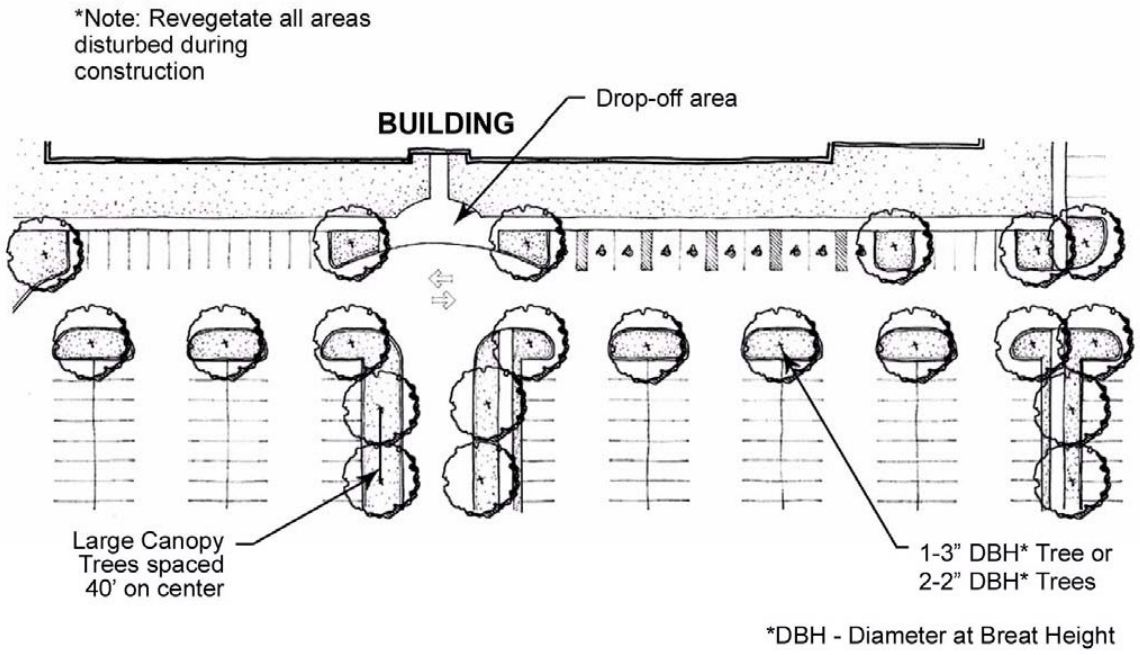


Figure 14.6.4 District 2 Parking Area Landscape Option 2

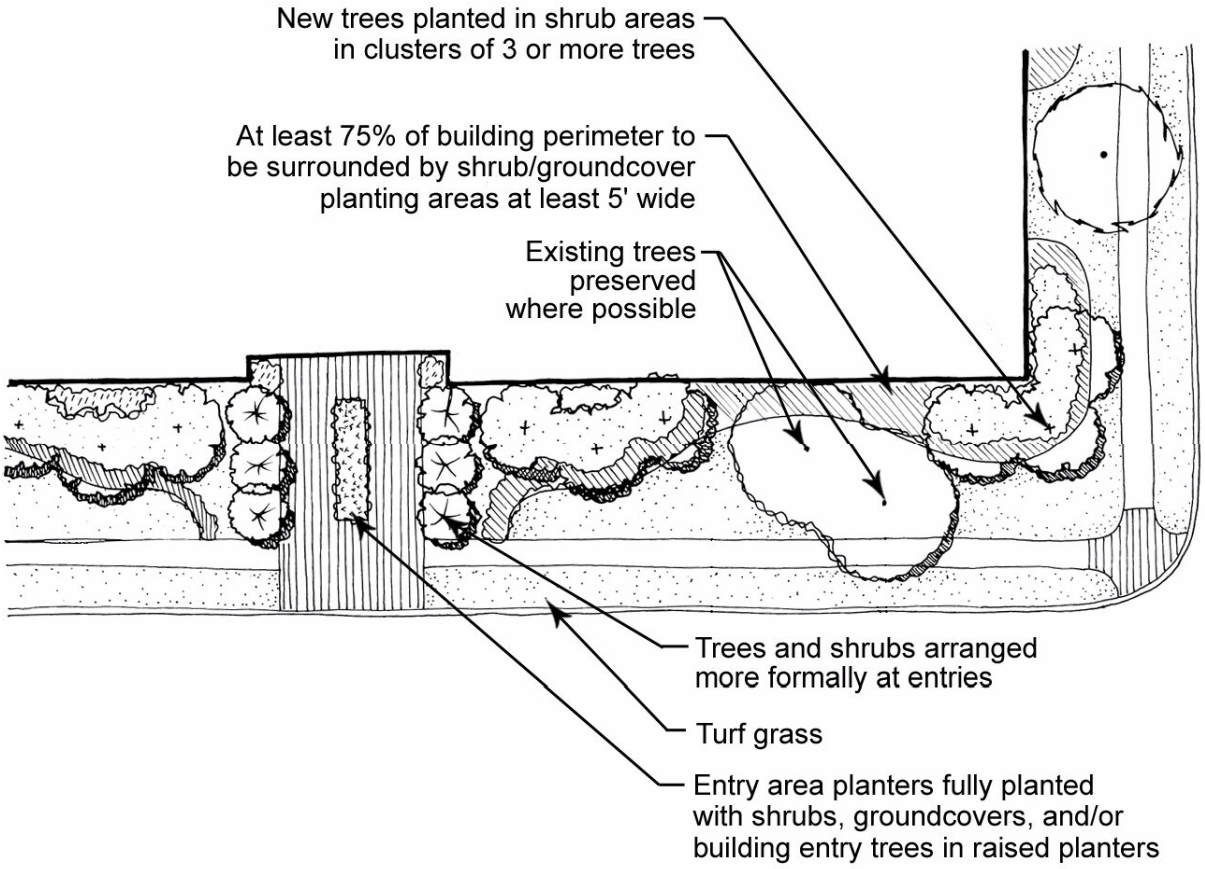
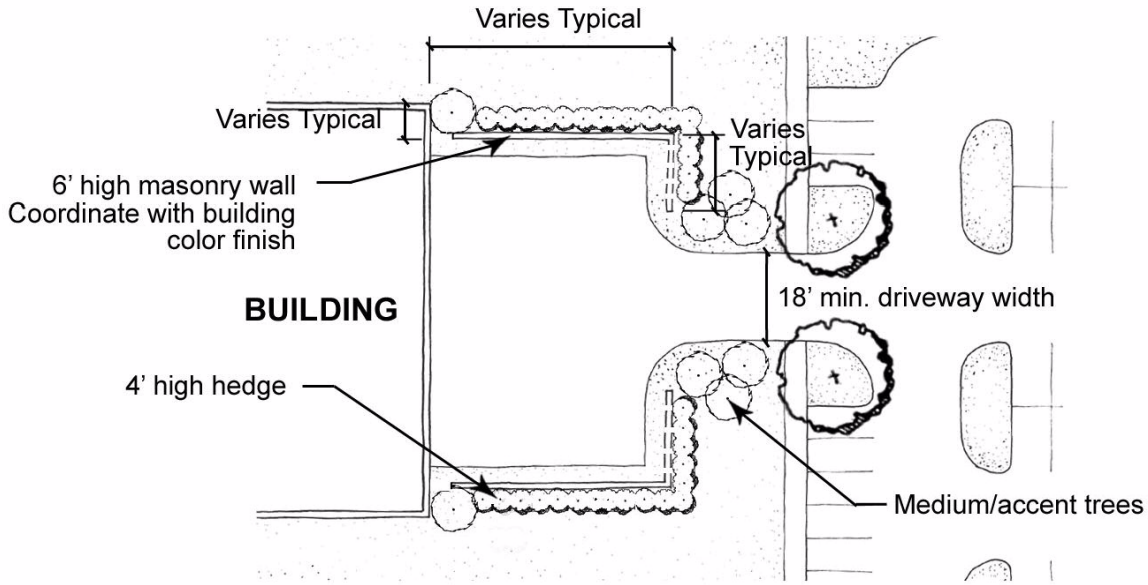


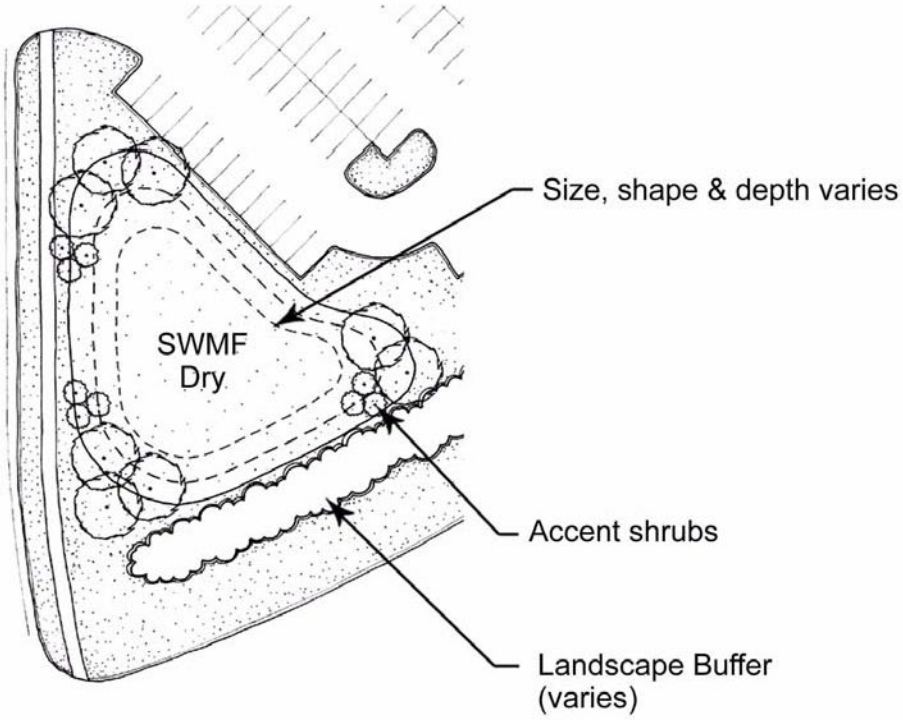
Figure 14.6.5 District 2 Building Area Landscape



*Notes:

1. Detailed layout of service area and masonry wall will be provided at final site plan review for individual parcels or buildings.
2. Service area will include loading/unloading area and trash containers.
3. Return wing walls will be provided if required by code.

Figure 14.6.6 District 2 Service/Loading Area Landscape and Screen



*Note: Locate trees and shrubs to create a naturalistic landscape.

Figure 14.6.7 District 2 Stormwater Management Facility Landscape

14.7 Summary of Uses and Development Standards

PERMITTED USES		
1. District Purpose and Intent	2. Principal Uses	3. Ancillary Uses
CCOC Office District 2: This district applies to Phases 3 and 6.	(1) Office Buildings	(1) A use or structure on the same lot with, and of a nature customarily incidental and subordinate to, the principal use or structure and which comprises no more than 33 percent of the floor area or cubic volume of the principal use or structure, as determined by the Land Use Administrator, (2) Light infrastructure and/or utility services and facilities necessary to serve permitted uses, as determined by the Land Use Administrator.

DEVELOPMENT STANDARDS													
4. Use Category	5. Acreage of Use	6. % of Total Use	7. Gross Building Square Footage	8. Minimum Lot Size			9. Minimum or Maximum Building Setbacks				10. Maximum Building Restrictions		11. Parking Requirements
				a. Lot area	b. Lot width	c. Lot depth	a. Front	b. Side/ Interior Lot	c. Side/ Corner Lot	d. Rear	a. Building Size (excluding gross building floor area used for parking)	b. Building Height (including floors used for parking)	
Office *(Note: High intensity office uses, including call centers, will be permitted in this category.)*	**84.97**	**100%**	**2,000,000**	N/A	N/A	N/A	No min. 100' max.	No min. 100' max.	No min. 100' max.	No min. 100' max.	Each parcel to contain multiple buildings. Total GSF not to exceed 25,000 sq. ft./acre/parcel.	Maximum of 5 floors (6th floor is equipment penthouse). Height not to exceed 193 feet. Accessory Buildings: 1 or more stories.	As provided for in CCOC PUD. Bicycle Parking: Phase 3: 100 spaces initially for Parcel 2, 50% covered and secured, additional as provided for in DRI Integrated Development Order. Phase 6: 1 per 20 employees.

Other Development Standards	
12. Parking Facilities	See minimum design standards.
13. Vehicular Street Access	See minimum design standards.
14. Buffers	See minimum design standards.
15. Signage	See minimum design standards.
16. Outdoor Lighting	See minimum design standards.
17. Final Site Plan Review	Site plans submitted pursuant to the PUD district shall be subject to site plan review.
18. Internal Streets, including pedestrian design standards	See minimum design standards.
19. Bike Trail / Greenway / Multi-Modal / Shared-Use Connections	See minimum design standards.
20. Open Space	See minimum design standards.
21. Landscape Standards	See minimum design standards.

Table 14.7.1 District 2 Summary of Uses and Development Standards

15. DISTRICT 3 MINIMUM DESIGN STANDARDS

15.1 Permitted Uses and Development Activities

Any development standard not outlined or specified in the PUD District Design Standards and Guidelines shall conform to the City of Tallahassee (COT) standards. Should a conflict arise between the COT standards and the approved PUD design standard, the more stringent standards shall apply to the resolution of that conflict. In addition to the minimum design standards provided for District 3 (Phase 4), the Department of Management Services will also continue to maintain its own set of design guidelines to further the purpose of ensuring harmony with the COT standards and ordinances. DMS' Design Guidelines, if applicable, will be used in conjunction with COT building standards. The PUD Concept Plan and the Design Standards and Guidelines will guide planners, architects, and engineers to achieve the quality and aesthetic goals desired by DMS. The amended Design Guidelines will continue to require that the predominant exterior finish material of each office building is brick with accents and trim in limestone, granite, or pre-cast concrete, and that roofs are sloped or flat. Greater latitude is permitted for ancillary central facilities. At a minimum, however, brick will be used to develop a common bond and contextual link among all buildings. Stone or pre-cast concrete can be used in the building base.

15.2 Building Parcel Description

The overall design concept of the CCOC PUD District 3 is to provide for a campus-like development on the parcel, to preserve as much existing landscape features and open space as possible, to promote more efficient and economic use of the land, and to achieve energy conserving

U. S. Green Building Council "Leadership in Energy and Environmental Design (LEED)" program certification. The design standards, provided herein, reflect minimum and maximum building separations; building orientation; and locations for visitor, client, fleet, and employee parking and drop-offs as elements utilized to achieve the campus design intent. Characteristics of transit-oriented design (TOD) will influence building and site elements placement in relation to adjacent public rights-of-way. Figure 15.2.1 shows a typical building campus. The following are the minimum design criteria for the parcel.

1. Individual buildings may vary in overall size and shape, depending on the space requirements and design of the buildings. A typical building layout is illustrated in Figure 15.2.2.
2. Only visitor and client parking and drop-offs, pedestrian spaces, and landscaped open spaces are allowed in front of the buildings within the building parcel. All employee parking and drop-offs are located behind or at the end(s) of the buildings.
3. As shown in Figure 15.2.2, the minimum distance from the face of any building wall to the nearest curb of any vehicular parking, drop-offs, or driveway is 30 feet, except for loading and service areas which may abut a building at the building loading or service access area.
4. Each building's longer axis should be oriented true East/West to comply with energy-efficient design and/or U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) program (or a similar program) recommendations on minimizing afternoon heat gain and maximizing daylighting a building interior. Building orientation may deviate, provided the building design can be determined to be as energy-efficient oriented east-west. When possible, Primary and Secondary buildings' relationship to adjoining roadways shall comply with location requirements of the TOD criteria if not in conflict with axis criteria.
5. The minimum distance between the closest parts of adjacent buildings is 100 feet.
6. Typical Building Setback from the public right of way is 65 feet, as illustrated in Figure 15.2.3.

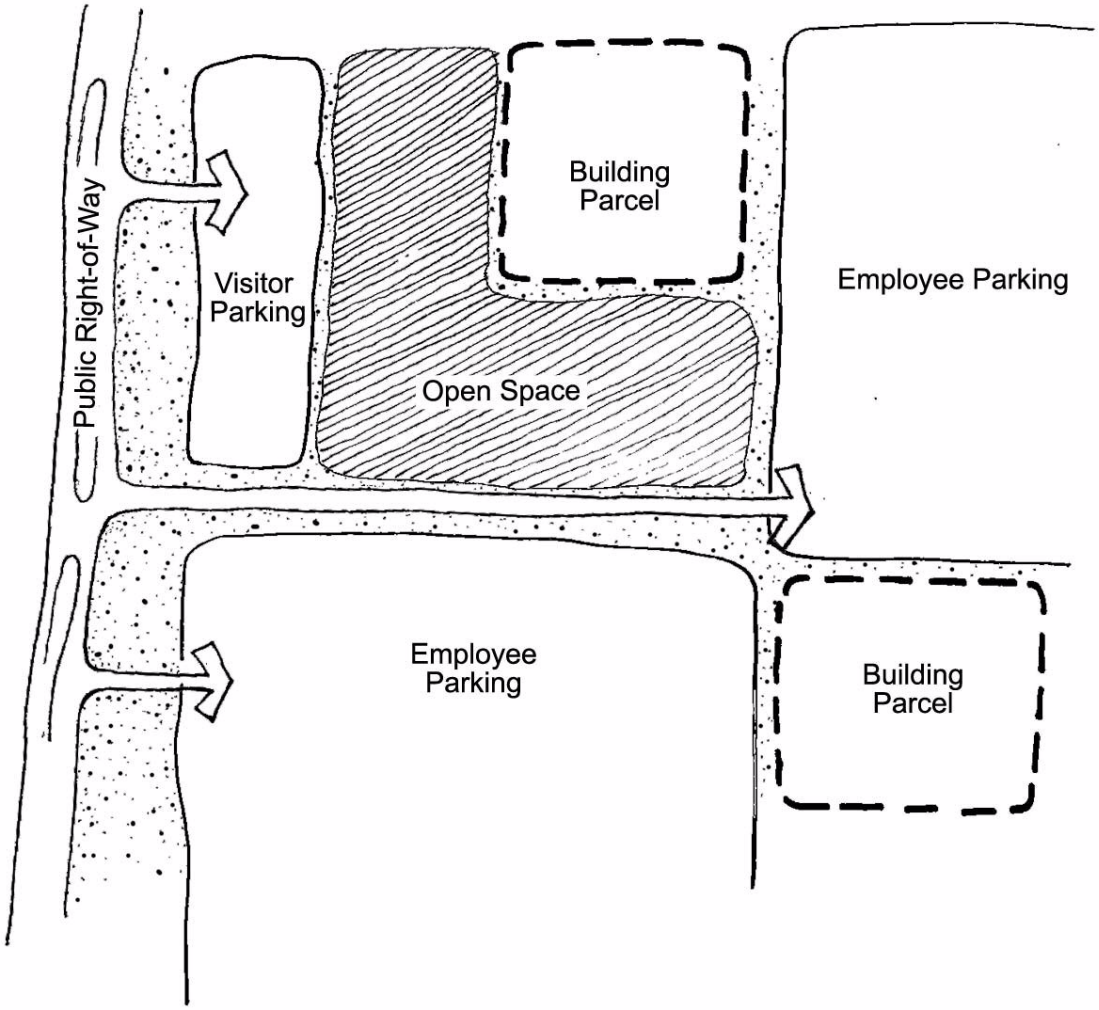


Figure 15.2.1 District 3 Typical Building Cluster

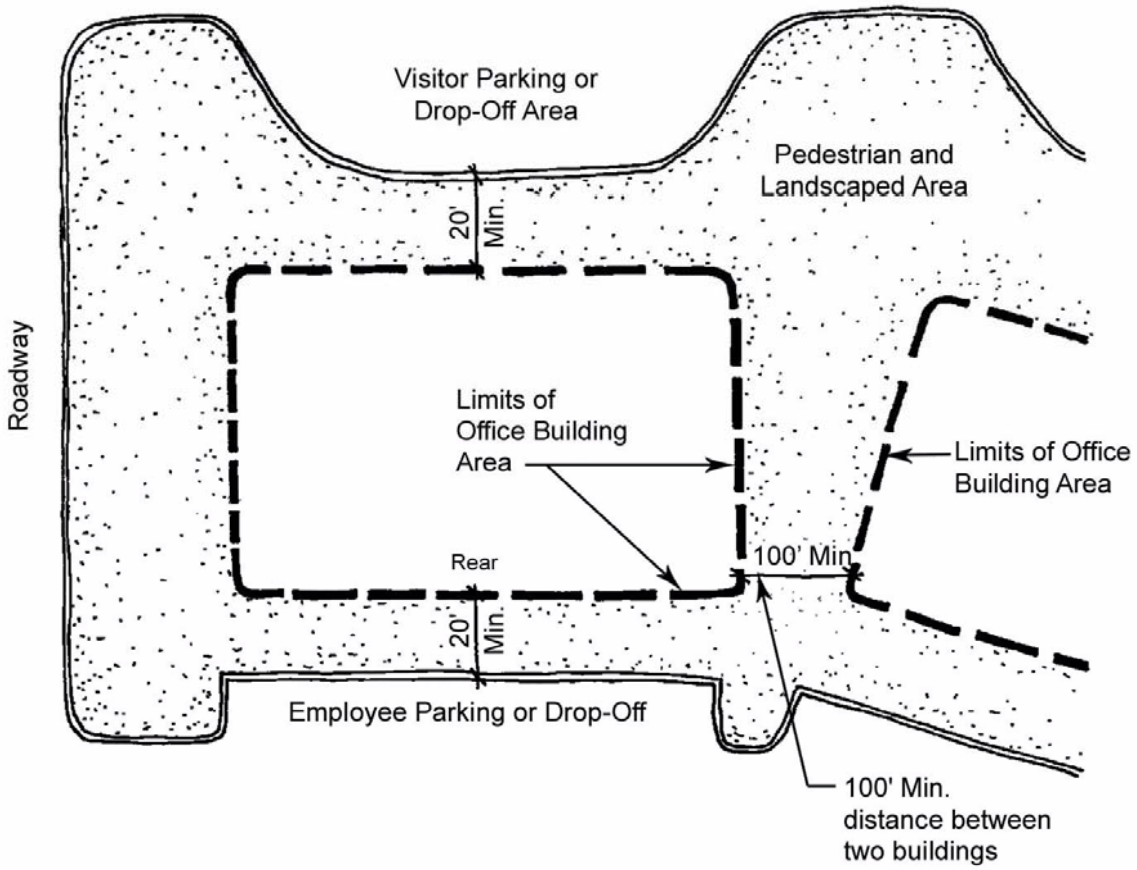


Figure 15.2.2 District 3 Typical Building Layout

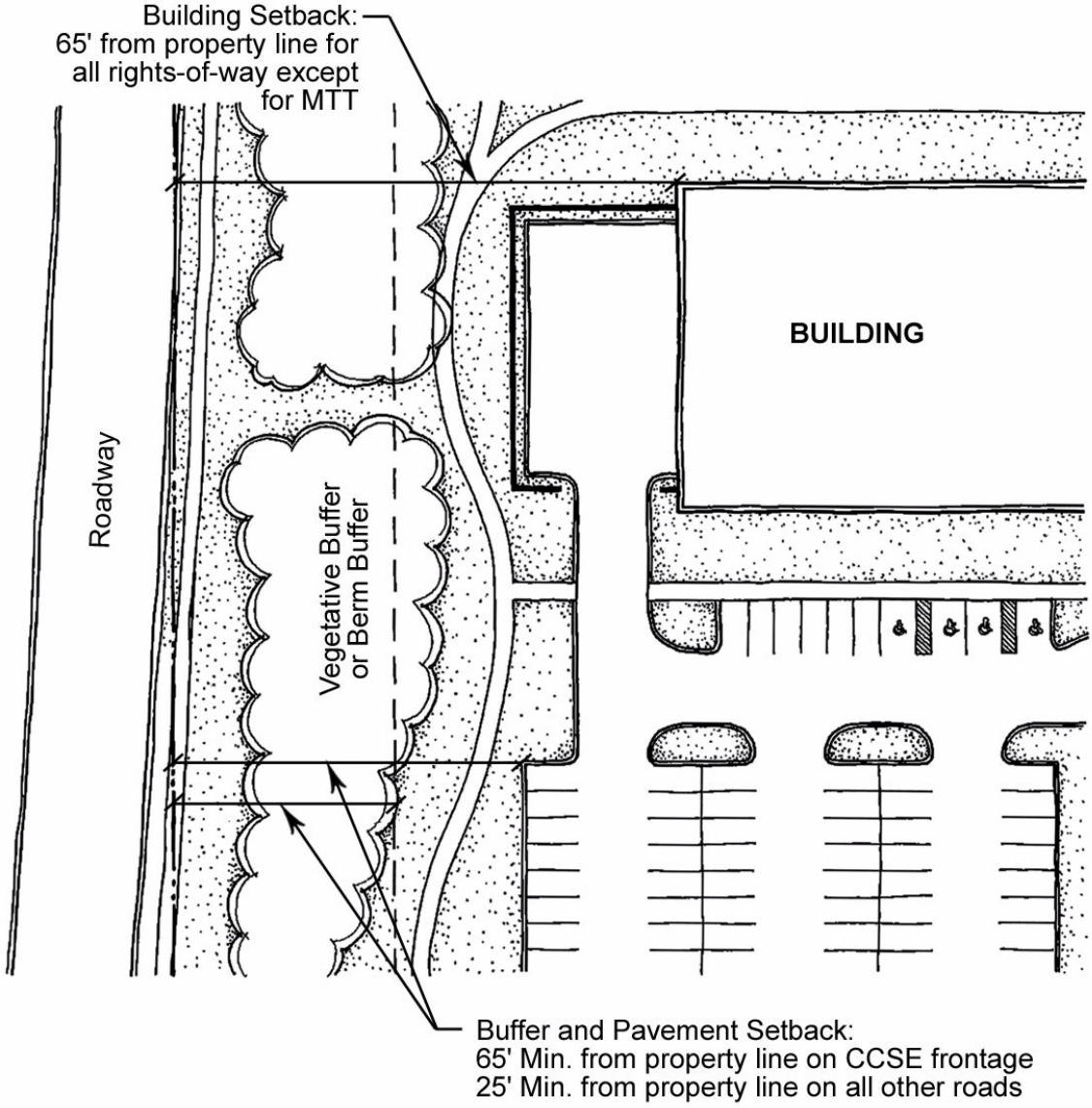


Figure 15.2.3 District 3 Minimum Setbacks and Buffers (Typ.)

15.3 Internal Streets and Pedestrian Ways

The design and functional elements of the Capital Circle Office Complex PUD District 3 differ from District 1 in that no public rights-of-way are planned; however, functional elements are still serviced by a hierarchy of internal circulation routes and pedestrian ways. One of the major design elements of District 3 is a continuation of the distinctive separation of employee and visitor traffic. This is achieved through the design of separate and/or common entry drives connecting employee and visitor parking to the public roadway. Each type of connection within the hierarchy has a distinctive visual character and different cross sections and alignment.

Driveway Entrances

1. The driveway entrances are two-lane private roads without medians that carry traffic from the public rights-of-way to visitor and employee parking and drop-off areas.
2. The driveway entrances have a 12-foot-wide travel lane in each direction. See Figure 15.3.1 for an illustration of driveway entrances design features.
3. Driveway entrances have a 1.5-foot-wide curb and gutter on each side of the road. All curbs and gutters are concrete.
4. Driveway entrances have a 6-foot-wide concrete sidewalk on at least one side of the side of the road.
5. No on-street parking is allowed within the driveway entrances.
6. All intersections and curb cuts at public rights-of-way are at least 150 feet apart.
7. The pavement is asphalt, except at pedestrian crosswalks, where special pavement may be provided.
8. At intersections of a driveway entrance and a public right-of-way, a 30-foot radius is used on the curb face.

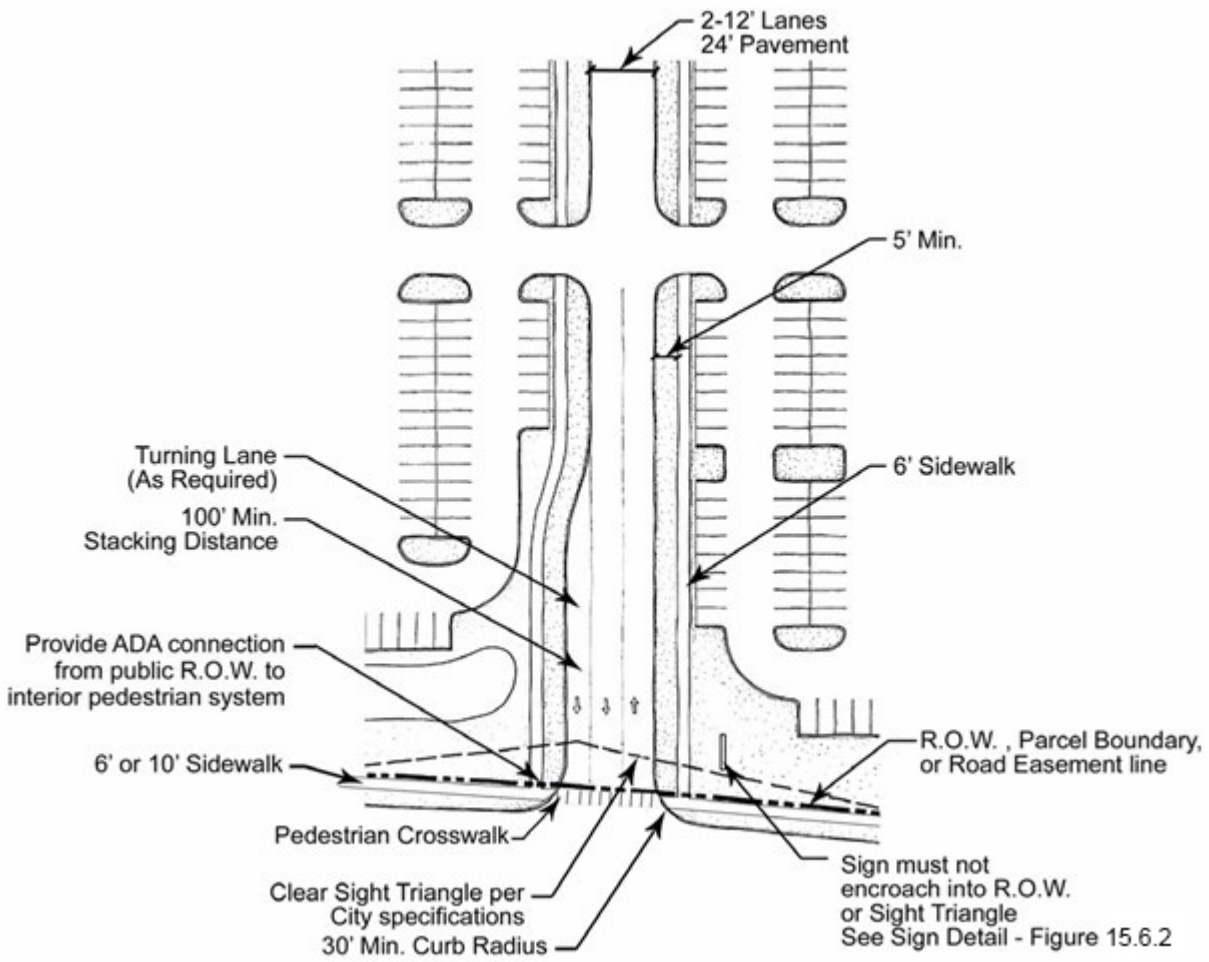


Figure 15.3.1 District 3 Driveway Entrance Design

Parking Drives

1. Parking drives are interior driveway circulation aisles providing access to employee parking areas.
2. Parking drives have a 12-foot-wide lane in each direction. See Figure 15.3.2 for an illustration of parking drives design features.
3. Parking drives have a 1.5-foot-wide curb and gutter on each side of the road. All curbs and gutters are concrete.
4. No on-street parking is allowed within the parking drives.
5. The pavement is asphalt, except at pedestrian crosswalks, where special pavement may be provided.
6. At intersections of parking drives and other internal drives, a 15-foot radius is used on the curb face except where tractor trailer vehicles are expected to utilize an entrance or aisle for delivery access to buildings then a 45-foot radius may be used.

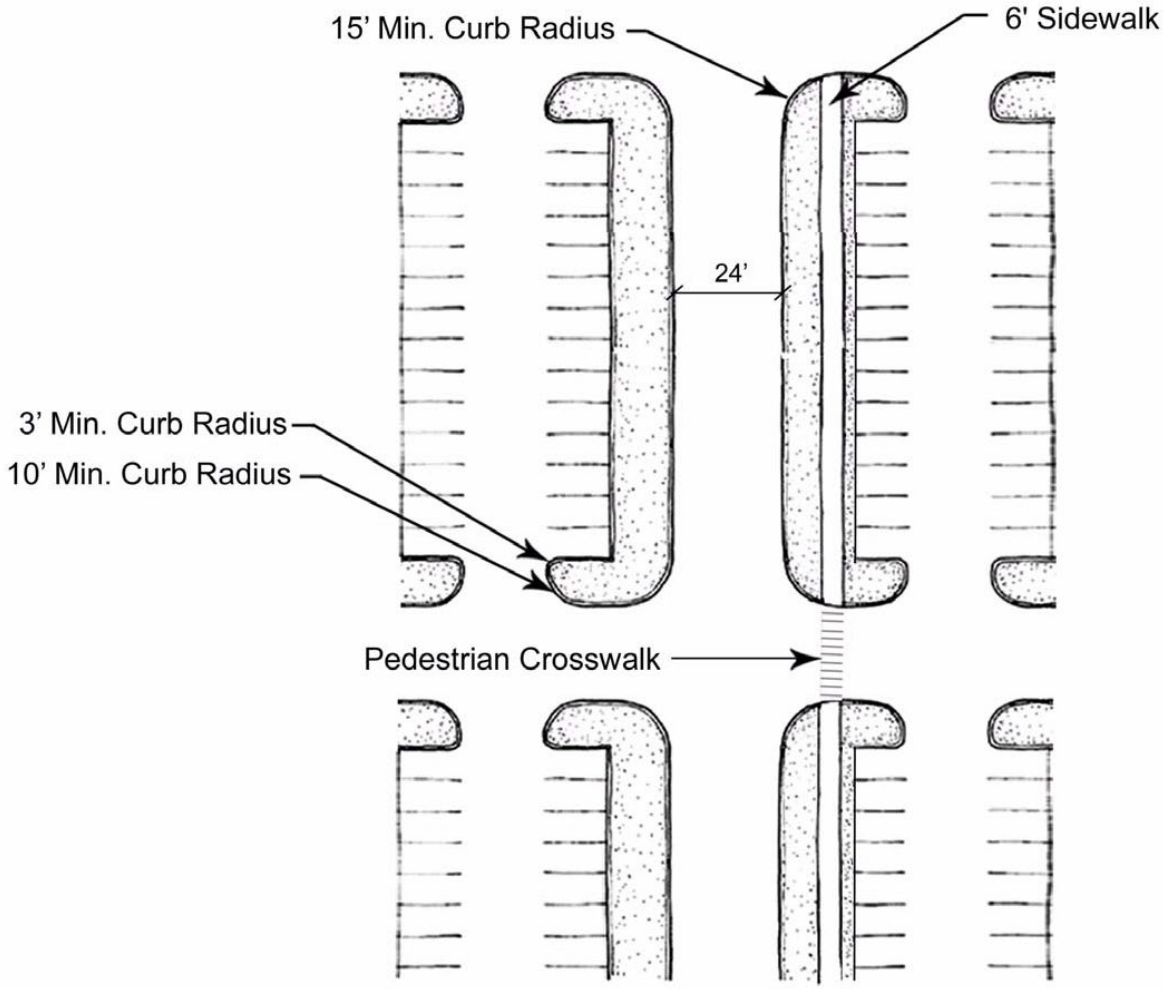


Figure 15.3.2 District 3 Parking Drives

Bicycle Circulation

1. Bikeways are intended to provide an alternative mode of transportation and are designed to reduce conflicts with automobiles or pedestrians while providing direct access and connection from the public roads to buildings.
2. Bikeways are a 5-foot-wide lane at the edge of the road pavement between the vehicle lane and the concrete gutter.
3. A solid white painted line denotes the separation of the vehicle lane and the bikeway.

Pedestrian Ways

The Capital Circle Office Complex PUD is designed to provide for a comfortable, safe, and easily identifiable pedestrian network. The pedestrian network is divided into hierarchy of levels as discussed below:

- Walkways that link buildings to the open spaces shall be 8 feet minimum.
- Sidewalks adjacent to parking areas or driveways shall be 6 feet minimum.
- Entry Walks connecting parking sidewalks and walkways to the buildings shall be 10 feet minimum.

Alternative location and design of pedestrian pathway/bikeway systems indicated along the roadway system will be evaluated at the final development plan review to address comprehensive plan considerations for connection to adjacent properties. Dedicated pedestrian/bicycle systems will be designed and constructed for compliance to City standards.

15.4 Open Space Provisions

The Capital Circle Office Complex PUD is designed with an emphasis on preservation of open space. The design attempts to provide the maximum amount of open space. All existing specimen trees are to be preserved and maintained.

The open space provided is not less than 40% over the entire PUD and will contain passive recreational areas, landscaped stormwater detention/retention areas, and other landscaped areas. The open space consists of the 5 elements summarized below:

1. Trees: includes specimen oaks and the surrounding meadows.
2. Buffers: Each parcel preserves existing landscape and vegetation by providing buffers along the perimeter of the parcel boundaries. The landscape buffer provision is based on road classification. See Figure 15.2.3: Setbacks and Buffers.
    a. Principal Arterial: Capital Circle SE
       50 feet minimum continuous vegetative buffer
    b. Major Collector Roads: Esplanade Way
       25 feet minimum continuous vegetative buffer
3. Stormwater Management Facilities: such as dry detention areas, treatment swales, rain gardens, and other stormwater management mechanisms, as deemed applicable.
4. Passive Recreation: includes walkways, trails, and outdoor gathering spaces.
5. Managed Landscape areas: such as parking and vehicular use area islands and foundation planting at buildings.

15.5 Parking, Loading and Unloading, and Transit-Oriented Design

Off-Street Parking Ratios

The Capital Circle Office Complex is designed with the specific intent to retain the maximum amount of landscaped and natural or naturalized open space.

1. The placement of parking facilities for employees is designed to encourage and provide incentives for the use of energy efficient and carpool/vanpool vehicles by restricting vehicle access to buildings and placing physical disincentives for single person vehicles. Implementation of Transit Oriented Design (TOD) and Transportation Demand Management (TDM) strategies will be pursued per the criteria outlined below.
2. Overflow parking, as needed, will be within managed landscape areas in the form of grassed stabilized surface or other pervious materials. Overflow parking will be used for special events. Overflow parking areas will not be considered open space.

Visitor Parking Lot Design

1. Visitor parking is located in front of buildings or in drop-off loops in front of the building(s) the parking serves.
2. Where angle parking is used, curbed islands with landscaping are located at the ends of the row of parking and along the row at an interval that averages no more than one island for every 14 parking spaces. These islands will be located to preserve existing trees where possible and to help minimize heat island effects.
3. Visitor parking spaces inside the parking area may be arranged in a 90-degree parking configuration for two-way traffic as shown in Figure 15.5.1.
4. No dead-end parking lots are permitted in District 3.

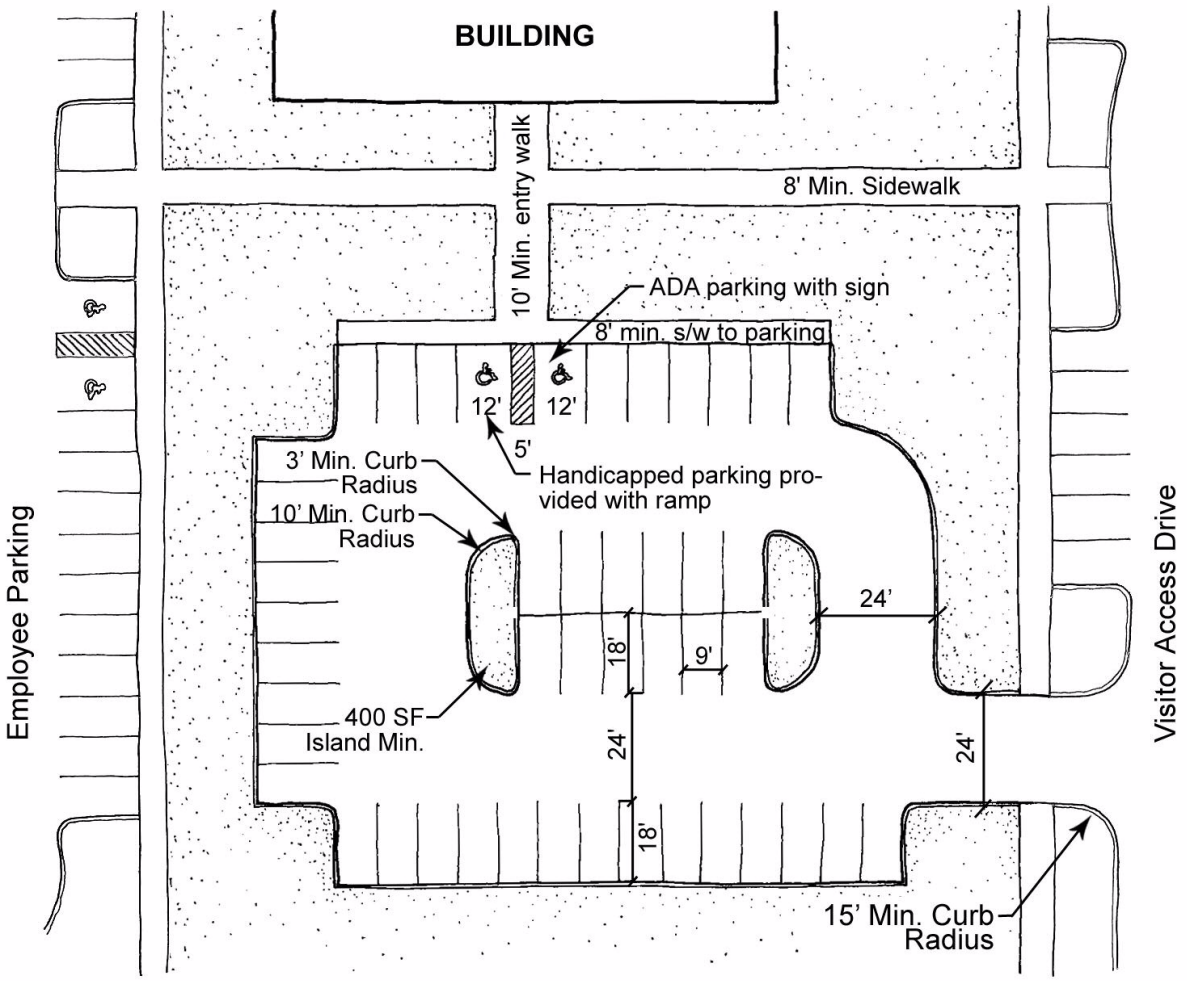


Figure 15.5.1: District 3 Visitor Parking

Employee Parking

Parking for employees is located as far from the buildings as possible in order to increase walking distance and encourage mass transit use. Each building will be served by separate access drives. Where possible, limited access should be provided from visitor parking to employee parking areas. Existing trees are to be preserved within parking areas wherever possible, while the added new trees are to be arranged in patterns that will achieve pavement and sidewalk shading. See Figure 15.5.2 for a schematic layout of the employee parking areas. Overflow parking will be in the form of stabilized grass areas. These overflow parking spaces will be limited to 5% of impervious employee spaces in each phase.

Signage

Project entry signs are located at each intersection of the primary public access road and project driveway. New signs are to match existing sign material, format, and size of the building signs at the CCOC Phase 1 and Phase 2 campus. Directional and Building Identification Sign design shall conform to the existing CCOC signage.

Loading and Unloading

Loading and unloading areas may be provided for each building. Detailed layout of loading areas will be provided at the time of final development plan review (see Figure 15.6.5). Loading areas may abut a building secondary face.

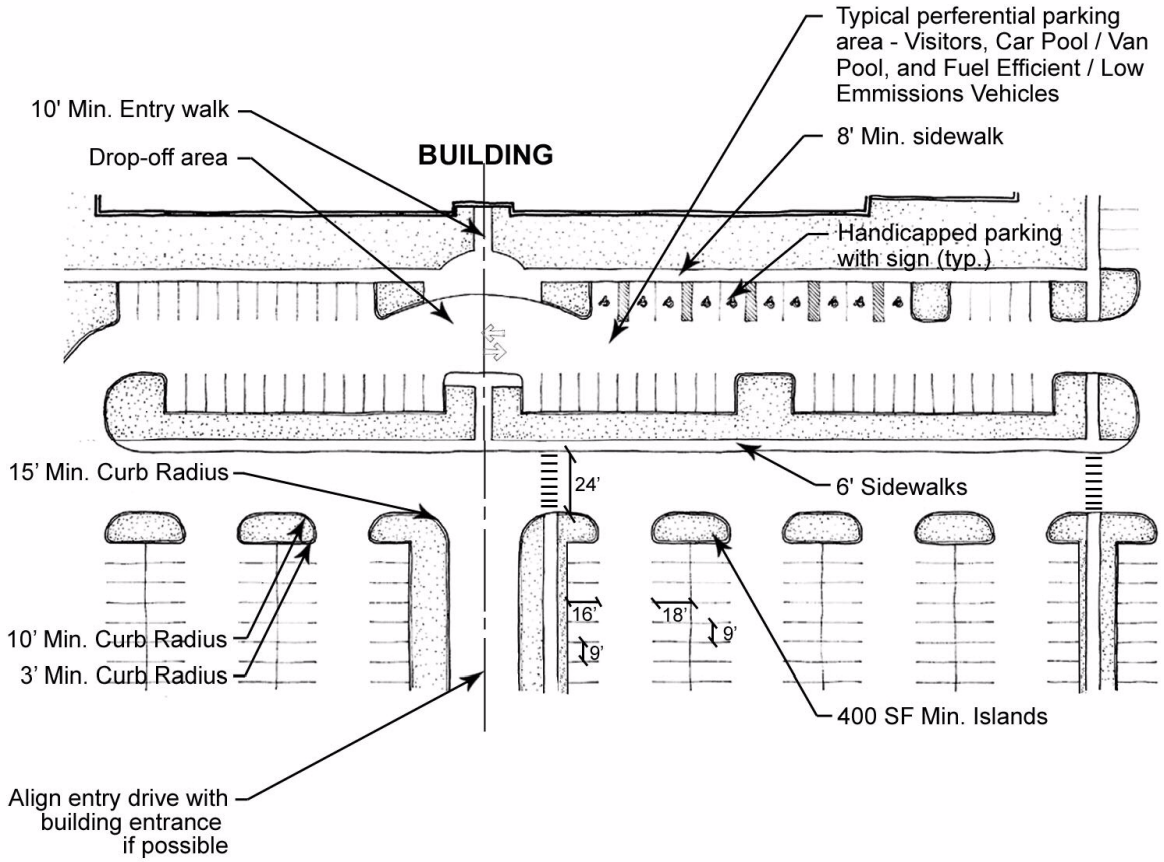


Figure 15.5.2 District 3 Employee Parking and Drop-Off

Transit-Oriented Design (TOD) Requirements

Site Design Elements

1. Building Orientation
    a. Primary buildings must be oriented toward the public right-of-way.
    b. Main public entrances must be oriented toward the public right-of-way.
2. Setbacks
    a. Setbacks must be as small as possible to provide frontage close the public right-of- way.
    b. Maximum setback from right-of-way to Primary buildings shall be consistent with security and safety recommendations.
    c. Maximum distance between Primary and Secondary buildings should be no greater than 100 feet.
3. Sidewalks
    a. Perimeter
        i. Utilize the previously approved cross sections for the surrounding roadways as it relates to sidewalks, bike lanes and landscaping except as provided within this section.
        ii. Internal drives and walkways
        iii. Must be on at least one side of the major drive aisles, preferably both, for pedestrian safety.
        iv. Must be at least 6 feet wide.
        v. Must be provided in between all buildings.
        vi. Must be provided between each building access and:
            1. Amenities, including greens spaces or gathering areas
            2. Public sidewalks
            3. Transit stops
            4. Parking lots
4. Landscaping and Green Space
    a. Provide open space consistent with City Code (40% open space for entire development project).

b. Street trees must be provided in the green space between the curb and the sidewalk, along all lengths of sidewalk consistent with the CCOC PUD approved cross- sections.

5. Parking
    a. Provide preferential parking for handicapped, carpool, vanpool and energy efficient vehicles and motorcycles near the buildings.
    b. Employee parking location(s) will be determined at site plan approval consistent with the unique security requirements of the tenants and parcel size and utilization.
    c. The total number of employee and visitor parking spaces cannot exceed 420 spaces. Handicapped spaces are not included in the total parking spaces.
    d. Provide a landscaping screen between parking lots and adjoining public streets consistent with Crime Prevention Through Environmental Design (CPTED) criteria.
6. Bicycles
    a. Bike parking for no less than 42 bicycles will be provided. Distribution between buildings will be determined at site plan approval.
        i. Preferably, 50% of provided bike parking must be a covered secure facility.
        ii. The provided bike parking should be next to the building entrance(s) where shower facilities are provided. The provided bike parking should not be more than 500’ from the shower facilities.
    b. A minimum of 2 unisex showers will be provided in each building.
7. Pedestrians
    a. Pedestrian-scale sidewalk lighting shall not exceed 15 feet in height.
    b. Weather protection
        i. For all entrances on all buildings (including awnings, building projections, and colonnades)
    c. Location and visibility of utility and mechanical equipment
        i. Screen with landscaping, brick walls or opaque fences

ii. Do not site within 100 feet of transit stops, unless the Utilities departments deem such a location necessary

d. Provide a high-quality, functional open space of at least 10,000 contiguous square feet, adjacent to primary building.

8. Additional issues
    a. Coordinate with Growth Management and Underground Utilities and Public Infrastructure on placement and directionality of entrances to visitor parking.
    b. A pedestrian path from the buildings to the public right-of-way for access to the nearest transit stop will be provided.

The following Transportation Demand Management (TDM) Strategies are encouraged. The information in paragraph 1 below will be provided to the City consistent with the requirements of the CCOC DRI Development Order:

1. Provide a report to the City on current TDM strategies for the CCOC complex and also, if possible, site-specific numbers, including:
    a. A statistically valid survey of employees to determine:
        i. The percentage of employees that consistently commute (more than 2 days per week) via:
            1. Bus
            2. Bike
            3. Walking
            4. Carpooling or vanpooling
            5. Telecommuting
        ii. Percentage of employees using flex hours, including the percentage using 4-day weeks
        iii. Percentage, number, and location of current CCOC parking spaces designated for carpool or vanpool use
        iv. Percentage, number, and location of current indoor and outdoor bicycle parking spaces provided

v. Number of showers provided in each building
vi. Number of employees in each building
vii. Provide a database of all CCOC employee residence locations to StarMetro for exploring future route expansion options
viii. Any additional TDM currently being promoted, with an indication of their efficacy (e.g. percentage of employees being served)
ix. Approaches CCOC will use to improve the efficacy of the current TDM program and reduce single vehicle commute rates

2. Parking (Imposition of a parking fee will be considered should the authority be legislated.)
    a. Require employees to pay for a parking pass, at or greater than the highest current rate of $6.
    b. Allow employees to choose not to purchase a parking pass.
    c. Provide reduced parking fees for carpool/vanpool vehicles.
3. Telecommuting
    a. All CCOC tenants will be encouraged to offer telecommuting options to all employees, where practical.
    b. Provide all new employees with training on telecommuting options.
4. Flex Hours
    a. All CCOC tenants will be encouraged to offer flex hour options to all employees.
    b. Provide all new employees with training on flex hour options.
5. Transit provision
    a. Negotiations with StarMetro will be engaged to secure reduced rates for employee- purchased bus passes.
    b. All CCOC tenants will be encouraged to provide transit information to all employees via electronic messaging, where practical.
6. Additional Strategy
    a. Conduct annual meetings with City or designee to assess and modify TDM strategies.

Transportation Demand Management (TDM)

1. DMS shall designate a person or persons to be responsible for the coordination of the TDM strategies for the CCOC that will include staggered work hours, ride sharing, transit, bicycle, and telecommuting. DMS shall provide a report to the City within 6 months of issuance of the Development Order and thereafter with each biennial report on current TDM strategies for the CCOC and also, if possible, agency-specific numbers for the project employees of every Phase completed at the time of each Biennial report, including:
    a. A statistically valid survey of employees to determine:
        i. the percentage of employees that commute more than 2 days per week via:
            1. Bus
            2. Bike
            3. Walking
            4. Carpooling or vanpooling
            5. Telecommuting
        ii. Percentage of employees using flex hours, including the percentage using 4-day work weeks
    b. Percentage, number, and location of current CCOC parking spaces designated for carpool or vanpool use
    c. Percentage, number, and location of current indoor and outdoor bicycle parking spaces provided
    d. Number of showers provided in each building
    e. Number of employees in each building
    f. Provide a database of all CCOC employee residence locations to StarMetro for exploring future route expansion options
    g. Any additional TDM currently being promoted, with an indication of their efficacy (e.g., percentage of employees being served)
    h. Approaches CCOC will use to improve the efficacy of the current TDM program to reduce single vehicle commute rates
2. DMS will meet annually with Commuter Services of North Florida to review the CCOC TDM strategies, employee information strategies, and success and/or weaknesses of these strategies.
3. DMS will encourage CCOC tenants to offer telecommuting and flex hour options to their employees, where consistent with the employee's job responsibilities. The target for such efforts is to limit the employee population leaving the CCOC between the hours of 5 p.m. and 6 p.m. to 50% of employees.
4. DMS will encourage utilization of StarMetro services by:
    a. Negotiating an agreement with StarMetro for employee purchased, reduced rate passes.
    b. Encouraging CCOC tenants to provide real time electronic messaging of transit information to all employees and informing employees of available transit services.

Preferred Site Design and TDM Alternatives

(Not required, but will enhance the TDM recommendations)

1. Further reduce the number of parking spaces, to create a disincentive for single-vehicle commutes
2. Utilize pervious parking on the outer edges of parking lots to reduce the appearance of "seas" of parking and create an appearance of the parking being "overflow".
3. Strategically utilize pervious parking to facilitate future conversion of parking lots to buildings or parking garages.
4. Provide on-site amenities for employees, such as a bank, café, or coffee shop, to reduce off- site trips.
5. Provide outdoor seating for employees, to reduce the number of lunchtime trips.
6. Clearly delineate sidewalks through parking lot with landscaping
7. Provide pedestrian and bicycle connections to adjacent uses, roadways, and non-motorized transit facilities.
8. Place street trees every 40 feet.
9. Explore the potential for State-sponsored Park and Ride/Park and Carpool spaces throughout Leon County in response to known commute routes.
10. Reduce carpool definition to 2 or more employees.

In the event authority to levy parking fees is legislated, the following may be considered:

11. Use funds generated from parking fees to offset the cost of employee-purchased transit passes. Further savings may be gained for employees through negotiations with StarMetro.
12. Increase fees for parking per month for all CCOC campus employees to offset the cost of employee-purchased transit passes.
13. Provide incentives for employees who do not purchase a parking pass. StarMetro would be able to explain this kind of program to employees.

15.6 Visual Screens, Buffering, and Landscaping

The Capital Circle Office Complex PUD is designed as a cohesive complex that is in harmony with the form of the land. The screening, buffering, and landscape design standards are designed to further this goal. The design standards related to landscaping and landscape material selection may be adjusted within a palate of native and non-native drought- tolerant plants, based on plant availability. Plant material may be changed during the final development plan phase with the approval of the City staff. In areas where buffers and/or landscape treatment are required, the following landscaping design standards have been developed:

Driveway Entrance Landscaping

1. Existing trees should be preserved along the sides of driveway entrances wherever possible.
2. New trees should be planted five feet away from any walks or curbs at a spacing of 40 feet or less. See Figure 15.6.1 for an illustration of driveway landscaping.

Building Signage Landscaping

1. Framing and accenting the sign shall be achieved through layering of plant materials. See Figure 15.6.2.
2. Locate accent trees in the background if sign is single-faced or on either side at one end away from the public right-of-way if sign is double-faced.
3. Locate small shrubs on either side of the sign.
4. Plant groundcovers and/or annuals/perennials in front of sign face. Ensure that the height of plants at maturity will not block view of sign face.

Parking Area Landscaping

1. Existing trees should be preserved in the parking areas wherever possible according to grading requirements and the arrangement of landscaped islands in the interior of the parking lot.
2. Within Vehicular Use Areas, a minimum of one (1) 3-inch- or two (2) 2-inch-diameter at breast height shade trees are to be planted within each landscape island 400 square foot or greater.
3. All medians 8 feet or wider are to be planted with shade trees spaced at no more than 40 feet on center.
4. Landscaped islands are to be fully planted with shrubs and/or groundcovers. No grass is allowed in the islands.
5. Employee parking lots that face any public road are to be screened from view by a continuous shrub hedge between the parking area and the public road. The hedge shall meet the height and opacity requirements of the Development Order and shall not exceed 72 inches in height at maturity. See Figure 15.6.3 for an illustration of parking area landscaping.

Building Area Landscaping

1. Existing trees should be preserved in the landscaped areas around the buildings wherever possible.
2. No more than two varieties of trees are to be planted in or along the building entry areas. The trees are to be arranged in a formal, symmetrical fashion. The entry area trees for each building may be selected from the following varieties: Drake Elm, Crape Myrtle with red flowers, Glossy Privet, or appropriate trees in the Florida Friendly Yards Program plant database.
3. If Crape Myrtle or Glossy Privet trees are selected for use where people may walk under or immediately adjacent to them, they should be of sufficient size to provide sufficient canopy clearance for pedestrians.
4. Planting areas at the building entry are to be fully planted with trees, low shrubs, and/ or groundcovers. No sod shall be planted within fifty feet of primary building entrances.

5. Trees used in landscaped areas around the buildings may be selected from the list of building area trees in Table 15.6.1 and/or The Florida Friendly Yard (or similar program) native drought-tolerant plants.
6. New trees planted around the buildings should be placed within the shrub and/or groundcover areas to minimize mowing around trees. Tree placement should complement the architectural design of the buildings. Generally, trees should be placed in informal clusters of at least three trees with spacing appropriate for the variety of tree used. More than one variety of trees may be used within the cluster. Straight rows of trees should be avoided in the building areas, except at building entries. The clusters should be placed to accent building corners and break up the expanse of any long, tall, or relatively plain building facades. See Figure 15.6.4 for an illustration of building area landscape.

Service Area Landscaping and Screen

1. Service areas are to be screened by a 6-foot minimum height masonry wall or opaque fencing. Masonry wall materials are to complement building materials and finishes.
2. A row of shrubs reaching 4 feet in height at maturity shall be located along the perimeter of each service area to provide visual screening.
3. Medium accent trees or clusters of trees shall be located to provide additional visual screen of service area. See Figure 15.6.5.

Stormwater Management Facility Landscaping

1. Plant material selected shall be appropriate for the horticultural conditions of a stormwater facility.
2. Plants shall be arranged and planted to achieve a natural look, matching existing or complementing adjacent existing preserved tree groves or buffer species. See Figure 15.6.6.

Open Space Landscaping

1. Open space areas that are not part of landscaped areas associated with buildings, roads, or parking should be left in a natural condition as much as possible. Pasture areas may be mowed, but natural vegetation should remain.
2. If portions of any open space areas are cleared or disturbed during construction, they should be reshaped to a natural appearance and seeded, sprigged, or sodded with Centipede grass or Seashore Paspalum or other approved plant material(s) as soon as possible.

Plant Material

The following table is a list of proposed plant materials. These selections may change during the final development plan phase and should be used only as a guide. All materials used will be in accordance with the City of Tallahassee Environmental Management Ordinance. Florida native plant species will be preferred over non-native plants. Plant species recommended by the Florida Yards and Neighborhoods program (or successors) will be the sole source for plant selection.

#	Category	Plant Material
1	Driveway Entrance Trees	Live Oak, Crape Myrtle (red flowering variety)
2	Parking Area Trees	Sycamore, or other native shade tree
3	Buildng Entry Trees	Drake Elm, Crape Myrtle (red flowering variety), Dogwood
4	Building Area Trees	Live Oak, Southern Magnolia, Sweetgum, Red Maple, Bald Cypress, Slash Pine, River Birch, Wax Myrtle, American Holly
5	Shrubs	Pittosporum (green and Wheeler's Dwarf), Abelia, Azaleas (several varieties), Holly (several varieties), Juniper (several varieties), Indian Hawthorn, Viburnum, Fatsia, Hydrangea, Saw Palmetto, Wax Myrtle, Needle Palm
6	Groundcover	Confederate Jasmine, Madagascar Periwinkle, Liriope, Ferns, Coontie, English Ivy, Junipers, Mondo Grass, Daylily, Native annuals and perennials
7	Seed and Sod	Low-growing wildflower mix (under 16 inches in height), Individual wildflower species, Centipede grass from seed or sprigs, Seashore Paspalum grass from sprigs or sod

Table 15.6.1 District 3 Plant Material Guide

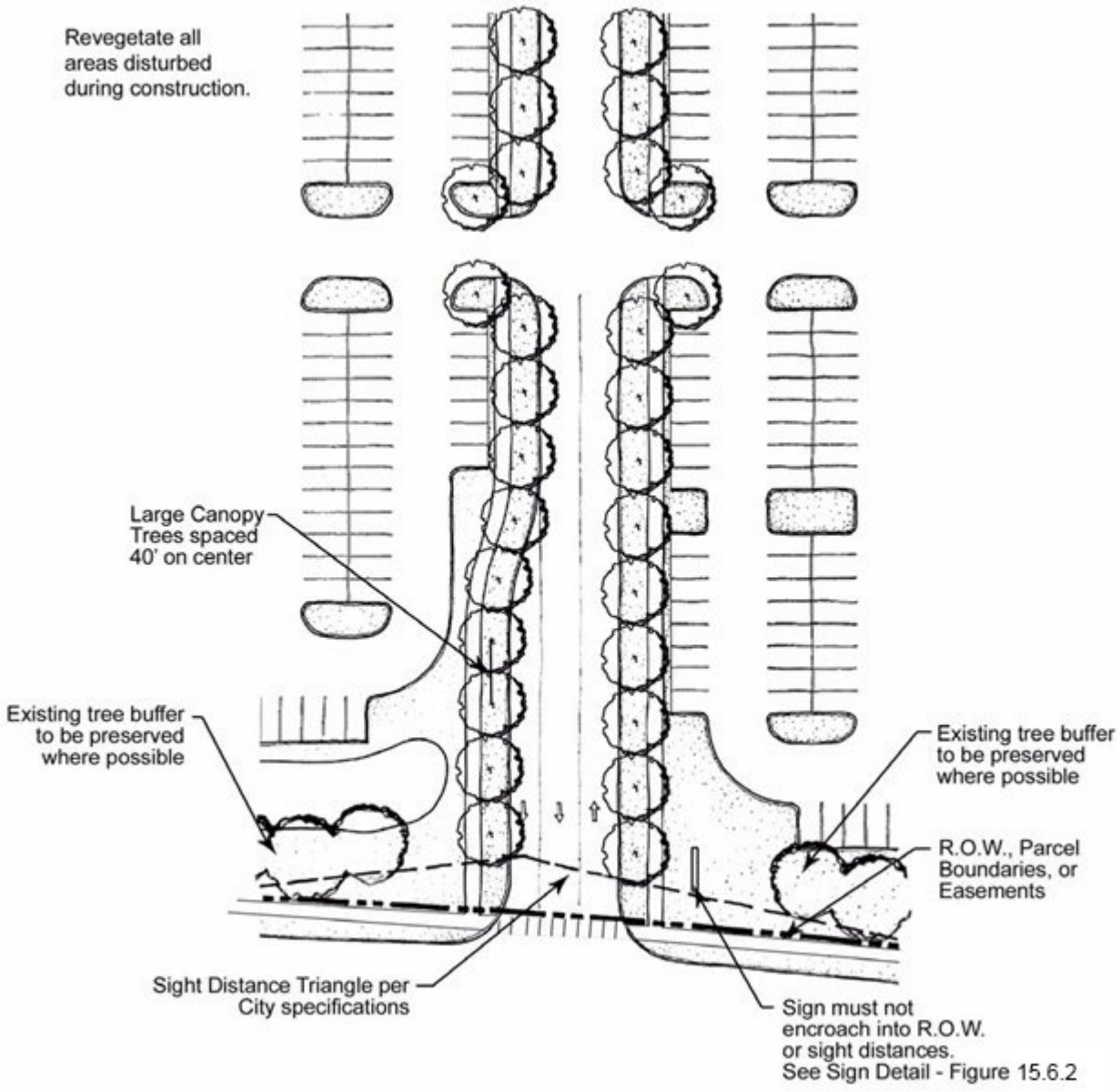


Figure 15.6.1 District 3 Driveway Entrance Landscape

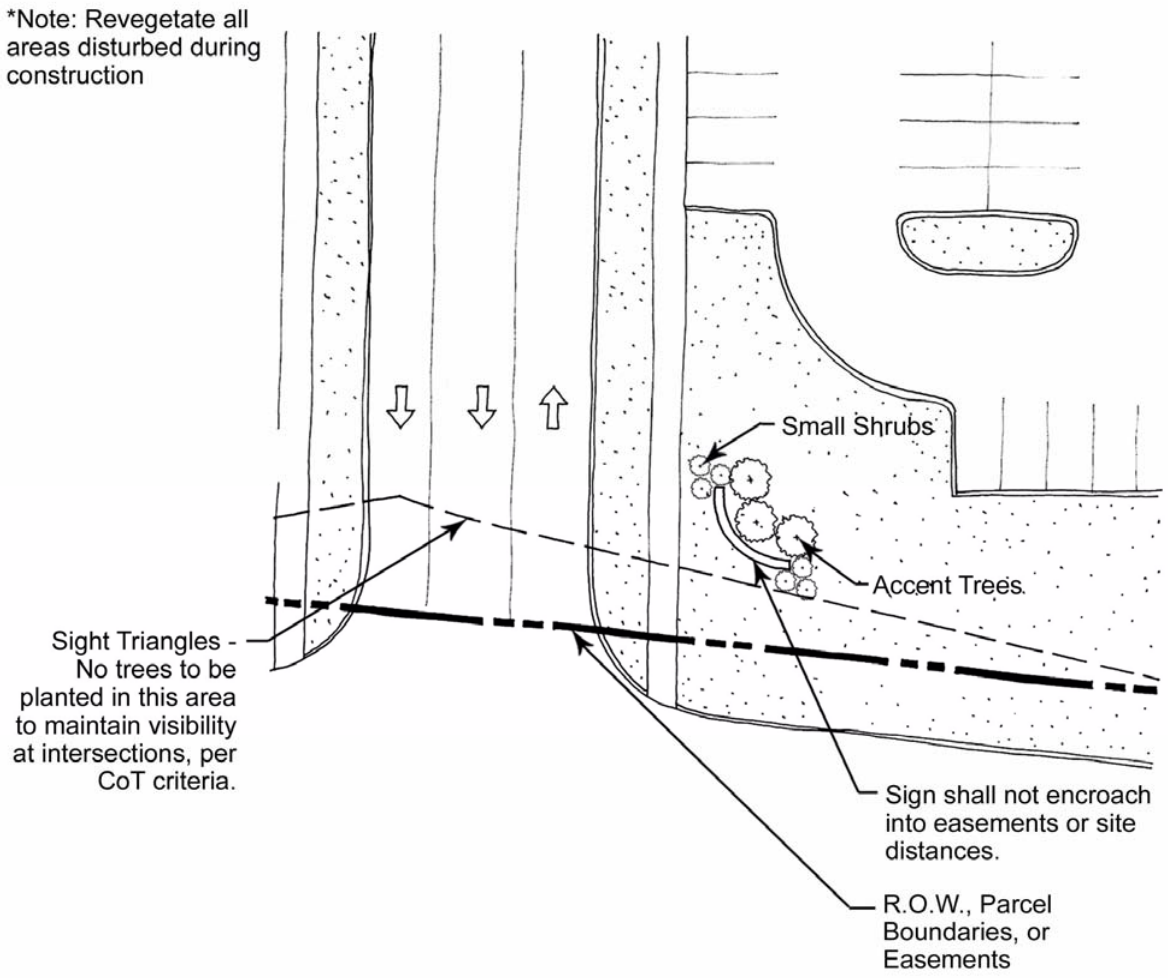


Figure 15.6.2 District 3 Entry Signage and Landscape

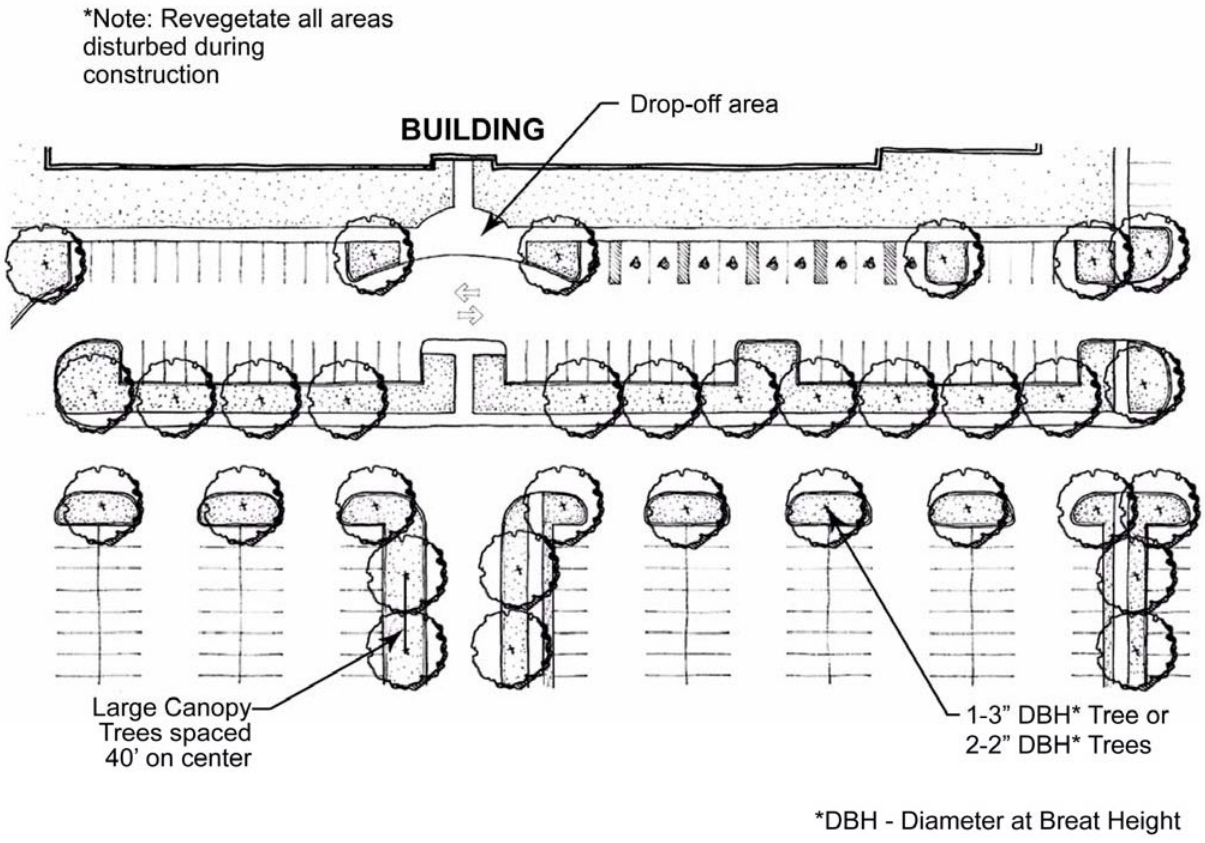


Figure 15.6.3 District 3 Parking Area Landscape

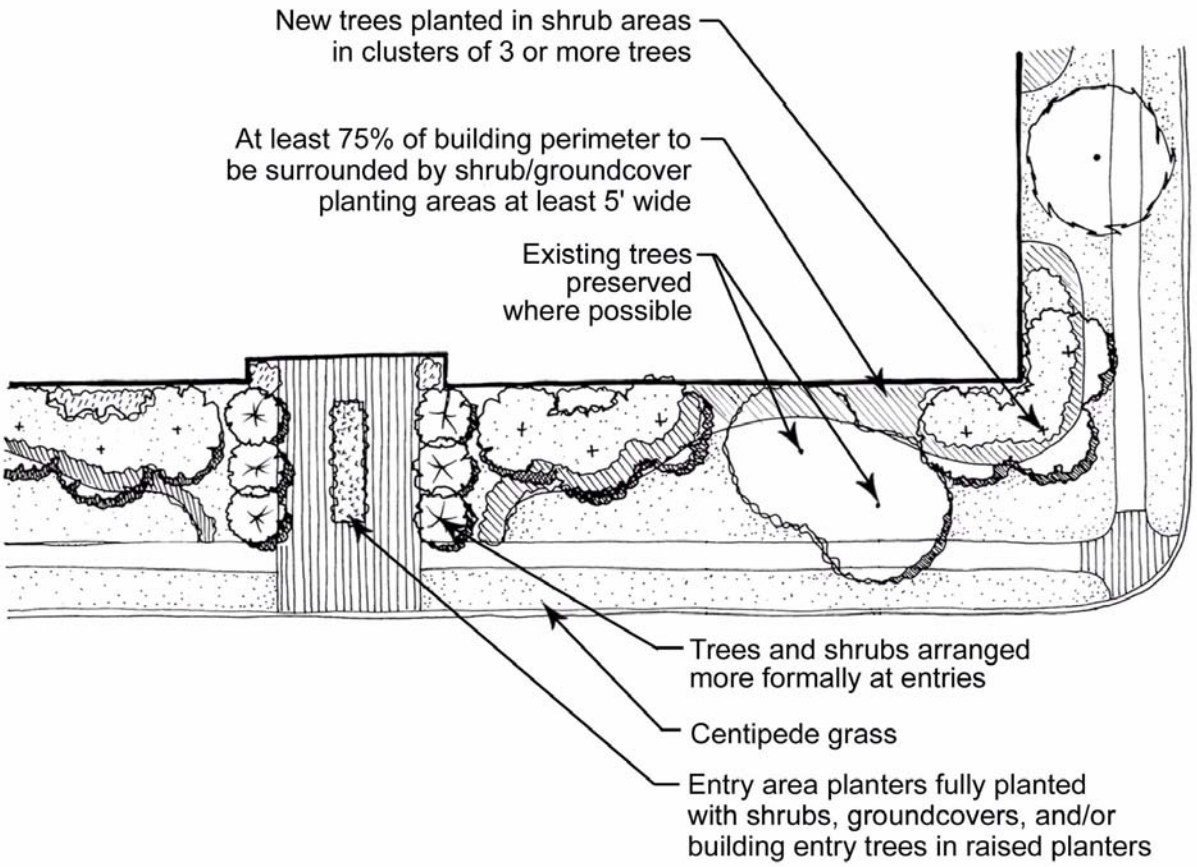
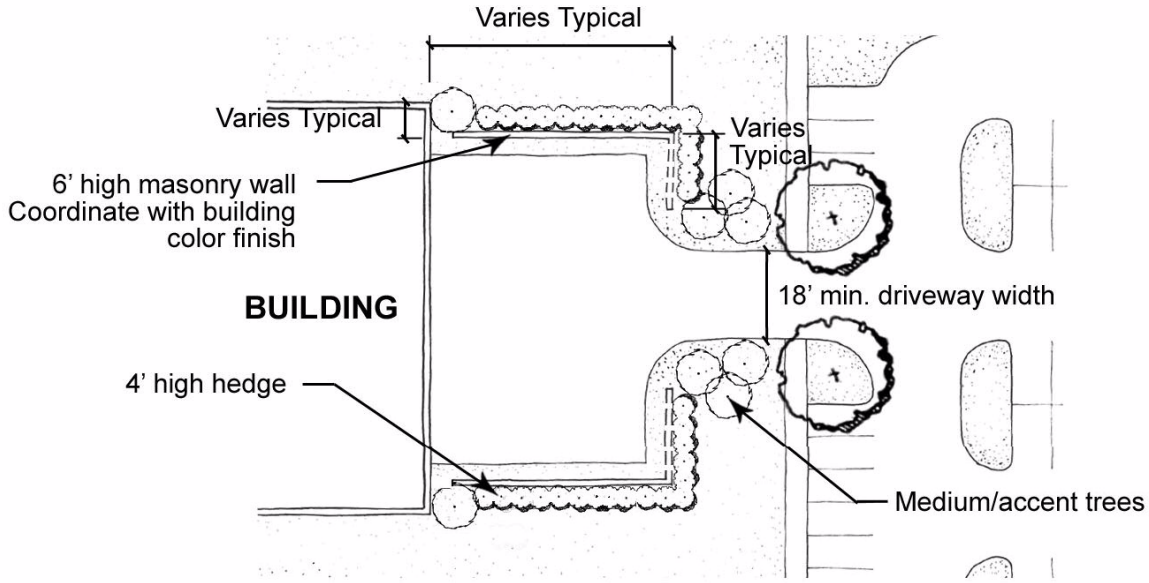


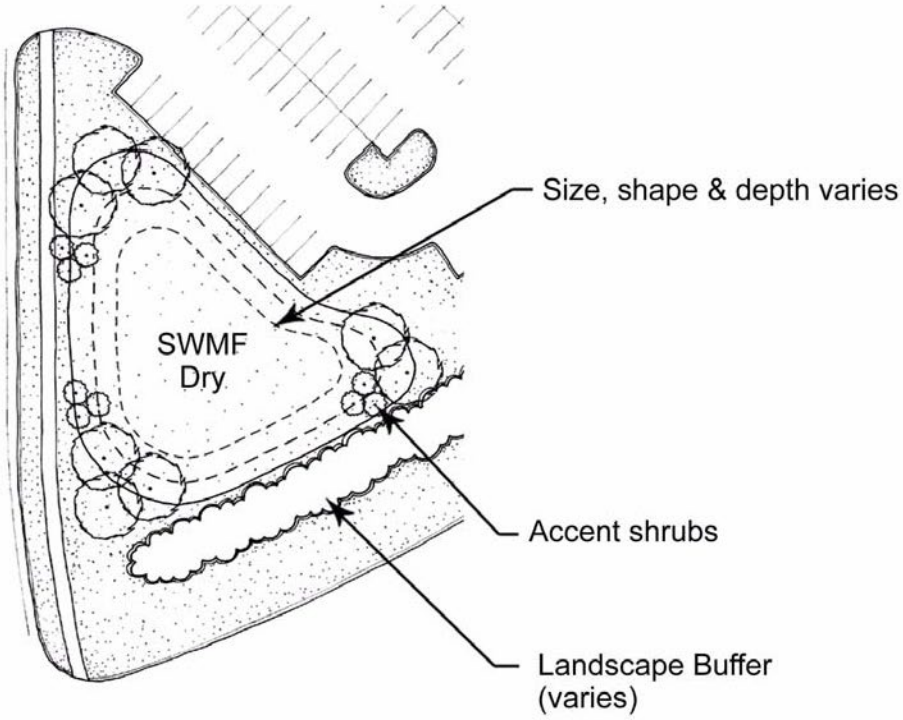
Figure 15.6.4 District 3 Building Area Landscape



*Notes:

1. Detailed layout of service area and masonry wall will be provided at final site plan review for individual parcels or buildings.
2. Service area will include loading/unloading area and trash containers.
3. Return wing walls will be provided if required by code.

Figure 15.6.5 District 3 Service Area Landscape and Screen



*Note: Locate trees and shrubs to create a naturalistic landscape.

Figure 15.6.6 District 3 Stormwater Management Facility Landscape

15.7 Summary of Uses and Development Standards

PERMITTED USES		
1. District Purpose and Intent	2. Principal Uses	3. Ancillary Uses
CCOC Office District 3: This district applies to Phase 4.	(1) Office Buildings	(1) A use or structure on the same lot with, and of a nature customarily incidental and subordinate to, the principal use or structure and which comprises no more than 33 percent of the floor area or cubic volume of the principal use or structure, as determined by the Land Use Administrator, (2) Light infrastructure and/or utility services and facilities necessary to serve permitted uses, as determined by the Land Use Administrator.

DEVELOPMENT STANDARDS													
4. Use Category	5. Acreage of Use	6. % of Total Use	7. Gross Building Square Footage	8. Minimum Lot Size			9. Minimum or Maximum Building Setbacks				10. Maximum Building Restrictions		11. Parking Requirements
				a. Lot area	b. Lot width	c. Lot depth	a. Front	b. Side/ Interior Lot	c. Side/ Corner Lot	d. Rear	a. Building Size (excluding gross building floor area used for parking)	b. Building Height (including floors used for parking)	
Office *(Note: High intensity office uses, including call centers, will be permitted in this category.)*	**18.39**	**100%**	**230,000**	N/A	N/A	N/A	100' min. No max.	60' min. No max.	60' min. No max.	100' min. No max.	Each parcel to contain multiple buildings. Total GSF not to exceed 25,000 sq. ft./acre/parcel. Ancillary / Accessory buildings allowed.	Maximum 5 floors facing Drayton Drive. Height not to exceed 150 feet. Maximum 3 floors facing Esplanande Way. Height not to exceed 120 feet. Ancillary: 1 story or greater.	As provided for in CCOC PUD. Bicycle Parking: Phase 4A: 42 Phase 4B: 1 per 20 employees

Other Development Standards	
12. Parking Facilities	See minimum design standards.
13. Vehicular Street Access	See minimum design standards.
14. Buffers	See minimum design standards.
15. Signage	See minimum design standards.
16. Outdoor Lighting	See minimum design standards.
17. Final Site Plan Review	Site plans submitted pursuant to the PUD district shall be subject to site plan review.
18. Internal Streets, including pedestrian design standards	See minimum design standards.
19. Bike Trail / Greenway / Multi-Modal / Shared-Use Connections	See minimum design standards.
20. Open Space	See minimum design standards.
21. Landscape Standards	See minimum design standards.

Table 15.7.1 District 3 Summary of Uses and Development Standards

16. EOC DISTRICT MINIMUM DESIGN STANDARDS

16.1 Permitted Uses and Development Activities

Any development standard not outlined or specified in the PUD District Design Standards and Guidelines shall conform to the City of Tallahassee (COT) standards. Should a conflict arise between the COT standards and the approved PUD design standard, the more stringent standards shall apply to the resolution of that conflict. In addition to the minimum design standards provided for the EOC District (Phase 5), the Department of Management Services will also continue to maintain its own set of building design guidelines to further the purpose of ensuring harmony with the City of Tallahassee and within the PUD. In the event of a conflict between DMS Guidelines and the PUD District Design Standard and Guidelines, the PUD shall prevail. The PUD Concept Plan and the Design Standards and Guidelines will guide planners, architects, and engineers to achieve the quality and aesthetic goals desired by DMS. The PUD requires that the predominant exterior finish material of each office building is brick masonry (inlaid brick, tilt wall, or precast panels) with accents and trim in limestone, granite, or pre-cast concrete, and that roofs are sloped or flat or may be landscaped. Greater latitude is permitted for ancillary central facilities. At a minimum, however, brick will be used to develop a common bond and contextual link among all primary and ancillary buildings. Stone or pre-cast concrete can be used in the building base.

16.2 Building Parcel Description

The overall design concept of the CCOC PUD EOC District is to preserve as much existing landscape features and open space as possible, to promote more efficient and economic use of the land, and to achieve energy conserving U. S. Green Building Council “Leadership in Energy and Environmental Design (LEED)” certification. The design standards, provided herein, reflect minimum and maximum building separations; building orientation; and locations for visitor, client, fleet, and employee parking and drop-offs. Characteristics of transit-oriented design (TOD) will influence building and site elements placement. The following are the minimum design criteria for the parcel.

1. Building layout and design must meet the minimum requirements set forth in the following Unified Facilities Criteria (UFC) and FEMA standards:
    - UFC 4-010-01 – DoD Minimum Antiterrorism Standards for Buildings
    - UFC 4-020-01 – DoD Security Engineering Facilities Planning Manual
    - UFC 4-141-04 – Emergency Operations Center Planning and Design
    - FEMA 361 – Safe Rooms for Tornadoes and Hurricanes
    - FEMA 426 – Reference Manual to Mitigate Potential Terrorist Attacks Against Buildings
2. Only visitor parking (both regular and handicapped), drop-offs, pedestrian spaces, and landscaped open spaces are allowed in front of the primary buildings within the building parcel. All employee parking and drop-offs are located behind or adjacent to the buildings. See Transit-Oriented Design Requirements for additional criteria.
3. The minimum distance from the face of any building wall to the nearest curb of visitor or other dedicated parking, drop-offs, or internal driveways is 30 feet. The minimum distance from the face of any building wall to the nearest curb of secured parking is 17 feet.
4. Each building's longer axis should be oriented true east-west to comply with energy-efficient design and/or U.S. Green Building Council "Leadership in Energy and Environmental Design" (LEED) program, as required by the Governor Executive Order Number 07-126 (or a similar program), as may be required by subsequent legislation criterion on minimizing heat gain and maximizing daylighting a building interior. Building orientation may deviate, provided the building design can be determined to be as energy efficient oriented east-west.
5. The minimum distance between the closest parts of adjacent buildings shall be 20 feet or otherwise compliant with fire protection or other applicable codes.
6. Typical building setbacks from the public right-of-way follow:
    a. Capital Circle Southeast: 100 feet minimum
    b. Shumard Oak Boulevard: 100 feet minimum, 230 feet maximum
    c. Merchants Row Boulevard: 100 feet minimum
    d. Tram Road: 100 feet minimum

16.3 Internal Streets and Pedestrian Ways

The EOC District continues to the greatest extent possible to separate employee and visitor parking. This is achieved through the use of signage, secured entry, and separate driveway connections for visitor and employee parking areas.

Driveway Connections

1. The driveway connections support vehicular access from the public rights-of-way to employee parking, drop-off areas, and service/loading areas.
2. The driveway connections have a 12-foot-wide travel lane in each direction.
3. Driveway connections have a 1.5-foot-wide curb and gutter on each side of the road. All curbs and gutters are concrete.
4. No on-street parking is allowed within the driveway entrances.
5. All connections and curb cuts at public rights-of-way are at least 150 feet apart.
6. The pavement is asphalt. At pedestrian crosswalks special pavement treatment or materials may be provided.
7. At driveway connections at the public right-of-way, a 30-foot radius is used on the curb face except where tractor trailer vehicles are expected to utilize entrance for delivery access to buildings, then a 45-foot radius may be utilized.

Parking Drives

1. Parking drives are interior driveway circulation aisles providing access to parking areas.
2. Parking drives have a 12-foot-wide lane in each direction.
3. Parking drives may have a 1.5 -foot-wide curb and gutter on each side of the road. All curbs and gutters are concrete.
4. No on-street parking is allowed within the parking drives.
5. The pavement is asphalt, except at pedestrian crosswalks, where special pavement may be provided. The pedestrian crosswalk will be raised where it crosses a parking aisle.
6. At intersections of parking aisles and other internal drives, a minimum 15-foot radius is used on the curb face except where tractor trailer vehicles are expected to utilize an entrance or aisle for delivery access to buildings then a 45-foot radius may be used.

Bicycle Circulation

1. Bikeways are intended to provide an alternative mode of transportation and are designed to minimize conflicts with automobiles or pedestrians while providing direct access and connection from the public roads to buildings.
2. Bikeways are a 5-foot-wide lane at the edge of the road pavement between the vehicle lane and the concrete gutter edge.
3. A solid white painted line denotes the separation of the vehicle lane and the bikeway.

Pedestrian Ways

The Capital Circle Office Complex PUD is designed to provide for a comfortable, safe, and easily identifiable pedestrian network. The pedestrian network is divided into hierarchy of levels as discussed below:

- Walkways that link the building to the open spaces shall be 8 feet wide at a minimum.
- Sidewalks adjacent to parking areas or driveways shall be 6 feet wide at a minimum.
- Entry Walks connecting sidewalks and walkways to the buildings from parking shall be 8 feet wide at a minimum.
- The sidewalk connecting the primary building to the sidewalk along Shumard Oak Boulevard shall be 10 feet wide at a minimum.

16.4 EOC District Open Space Provisions

The Capital Circle Office Complex PUD is intended to preserve and provide for open space. The PUD attempts to provide the maximum amount of open space. Portions of the existing natural vegetation are to be preserved and maintained. Perimeter buffers are to be preserved to meet the City of Tallahassee Environmental Management Ordinance for Urban Forest criteria and reduce any detrimental visual impact from adjacent public roadways.

The open space provided is not less than 35% for the EOC District development and will contain passive recreational areas, landscaped stormwater detention/retention areas, and other landscaped areas. The open space consists of five elements as summarized below:

1. Trees: includes specimen oaks and the surrounding natural vegetation (where possible).
2. Buffers: Each parcel preserves existing landscape and vegetation by providing buffers along the perimeter of the parcel boundaries. The landscape buffer provision is based on road classification. Buffers may be interrupted by access drives and associated clear sight triangle requirements.
    a. Principal Arterial: Capital Circle Southeast: 75-foot minimum continuous vegetative buffer
    b. Minor Arterial: Tram Road: 20-foot minimum continuous vegetative buffer
    c. Major Collector Roads: Shumard Oak Boulevard and Merchants Row Boulevard: 25-foot minimum continuous vegetative buffer, except for roads designated Main Transit Thoroughfares (MTT) for which no continuous vegetative buffer will be required
3. Stormwater Management Facilities: such as dry detention areas, treatment and conveyance swales, rain gardens, and other stormwater management mechanisms as deemed applicable.
4. Passive Recreation: includes walkways and outdoor gathering spaces using pervious material where possible.
5. Managed Landscape areas: such as stormwater treatment facilities, parking and vehicular use area islands, and the immediate open space landscaped areas adjacent to buildings.

16.5 Parking, Loading and Unloading, and Transit-Oriented Design Guidelines

Off-Street Parking Ratios

The Capital Circle Office Complex parking facilities will be designed to support logical and safe access to the workplace by employees and to state agencies by the public.

1. The placement of parking facilities for employees is designed to encourage and provide incentives for the use of car-pool/vanpool and low emission/energy efficient vehicles by restricting convenient vehicle access to buildings and providing physical disincentives for single occupancy vehicle use. Implementation of Transit Oriented Design (TOD) and the Transportation Demand Management (TDM) strategies will be pursued per the criteria outlined later in this document.
2. Overflow parking will be within managed landscape areas in the form of stabilized grass. Grassed overflow parking will be used for activations and will not be considered open space. Landscaped areas within the overflow parking area will be considered open space to meet interior landscape requirements.

Visitor Parking Lot Design

1. Visitor parking is located in the dedicated visitor parking areas in front or otherwise adjacent to the visitor entrance of the building.
2. Visitor parking areas are for two-way traffic with a predominately single-row or double-row of parking spaces arranged in a 90-degree parking configuration.
3. Curbed islands with landscaping are located at the ends of the row of parking and along the row at an interval that averages no more than one island for every fourteen (14) parking spaces. A linear landscape island is required between nose-to-nose parking spaces where there are 14 consecutive nose-to-nose spaces. These islands will be located to preserve existing trees where possible and to help minimize heat island effects.

Employee Parking

Parking for employees is distributed adjacent to or behind the primary building and is located at least 100 feet from the building (except for ADA and preferential parking) in order to increase walking distance and encourage mass transit use. Each area is served by multiple access drives. Employee parking is separate from visitor parking, which will be clearly identified by signage. Existing trees are to be preserved within parking areas wherever possible, while the added new trees are to be arranged in patterns that will attempt to achieve 50% pavement and sidewalk shading.

Secured Parking

Secured parking is separate from employee and visitor parking and is located adjacent to the primary building. This area can be accessed via multiple entrances, via an internal drive with two 12-foot-wide lanes. This parking area has sidewalks 8-feet-wide along the parking spaces and 10-feet wide providing access to the primary building. The minimum distance between the parking lot and primary building is 17 feet.

Activation Parking

Activation parking is distinctly separate from employee and visitor parking and is located behind the primary building area. The activation parking area functions during a State-declared emergency as defined in Florida Statutes Title XVII, Chapter 252: Emergency Management. Grassed overflow parking will be provided in this area with two-way paved drive aisles with two lanes at a minimum of 11 feet wide. One-way drive paved drive aisles will be a minimum of 18-feet-wide and may be used as needed within the activation parking area. A maximum of 1,200 grassed parking spaces is permitted. Paved semi-truck parking will be provided with a minimum of eight (8) 32-foot by 100-foot spaces. A separate exit will be provided near the truck parking in this lot to allow for semi-trucks to exit onto Merchants Row Boulevard or Tram Road.

Signage

Project entry signs are located at the major intersection into the project (Shumard Oak Boulevard at Capital Circle SE). New signs are to match Phases 1 and 2 existing sign material, format, and size. The aggregate surface area of all signs shall not exceed one square foot of area for each foot of frontage of property occupied by the building.

Entry Signs

1. Entry signs use a horizontal format. The sign is composed of cast bronze dimensional letters mounted on a decorative brick wall. The letters are at least 6 inches tall and are to be flush with the wall face. The letters are to be installed at least 3 feet above finish grade.
2. The decorative wall is primarily brick that matches the brick used on the office building exteriors. The wall may incorporate another material used on the office buildings, such as bronze, in a cast stone decorative cap or horizontal band underneath the wall cap.
3. The section of the wall that contains the sign should face the center of the intersection. The wall may curve or have three panels at 45-degree angles to each other as shown in Figure 16.5.1. The top surface of the wall may step so that the end panels are lower than the sign panel, or the top may slope on the end panels.

Directional and Building Identification Signs

1. Directional and building identification sign design shall conform to the existing CCOC signage.

Loading and Unloading

Loading and unloading areas are to be provided for buildings when deemed necessary and are to be located behind the building. Detailed layout of loading spaces is to be provided at the time of final development plan review for the individual parcel and building (see Figure 16.6.2).

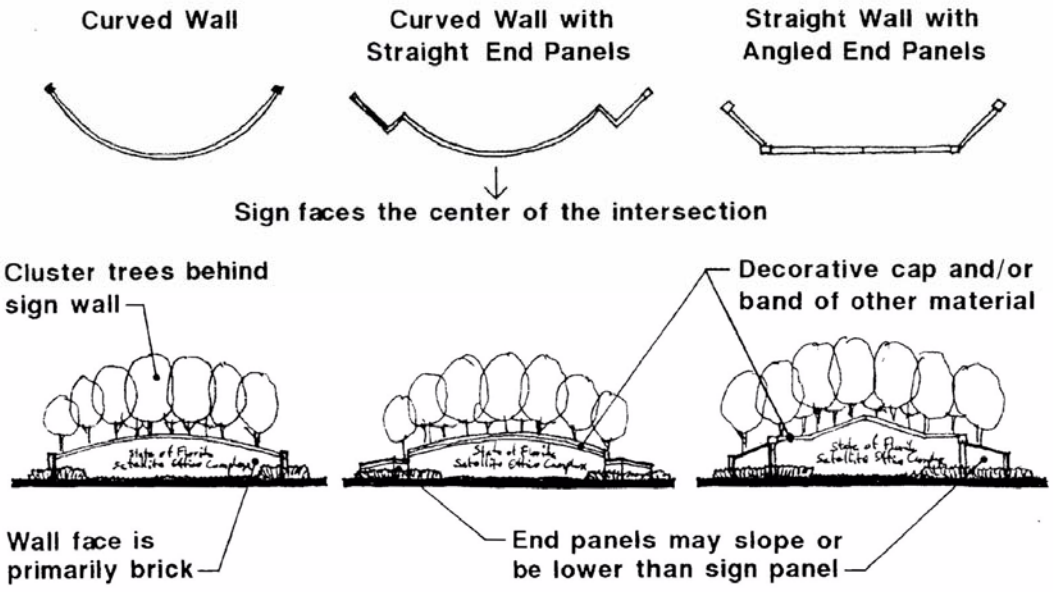


Figure 16.5.1 EOC District Project Identification Sign

Transit-Oriented Design (TOD) Guidelines

Transit Oriented Site Design Elements

1. Building Orientation
    a. The Primary Building shall be oriented towards a Main Transit Thoroughfare (MTT) where practicable. For Phase 5, the MTT is the extension of Shumard Oak Boulevard between the northern portion of Phase 5 and the southern portion of Phase 3.
    b. The main visitor building entrance of the Primary Building must be oriented towards the MTT where an MTT is practicable.
2. Setbacks
    a. Where an MTT is utilized, setbacks must be as small as possible to provide frontage close to the MTT.
    b. Where an MTT is utilized, maximum setback from right-of-way to any portion of the Primary building should be no greater than 230 feet. Visitor parking and open space may be provided within the setback.
3. Sidewalks
    a. On the perimeter:
        i. Sidewalks, bike lanes and landscaping shall be provided on the perimeter of the public right-of-way.
        ii. Where an MTT is utilized, sidewalks must be a minimum of 10 feet wide along the MTT public right-of-way.
        iii. Sidewalks on non-MTT roads shall be a minimum of 5 feet wide.
        iv. A landscape strip (of sufficient width to accommodate shade tree plantings, 6 feet minimum, where feasible) shall be provided along the MTT between the sidewalk and roadway, where an MTT is designated.
    b. Internal sidewalk:
        i. Sidewalks shall be at least 8 feet wide, unless otherwise specified.
        ii. Sidewalks shall be provided to connect all adjacent buildings.

iii. Sidewalk shall be provided to connect building access and adjacent and/or nearby amenities, including green space or gathering areas, public sidewalks, transit stops and parking lots.

4. Landscaping and Green Space
    a. Green space consistent with City's land development regulations (no less than 35% open space) shall be provided for the CCOC EOC District PUD.
    b. Street trees shall be provided in the green space between the curb and the sidewalk along all lengths of sidewalk in the public right-of-way.
5. Parking
    a. Provide preferential parking for disabled, carpool/vanpool, and low-emitting and fuel-efficient vehicles (defined as a vehicle that utilizes hybrid, active fuel management, or electric technology) and motorcycles near the buildings.
    b. Provide a landscaping screen between parking lots and adjoining public streets consistent with Crime Prevention Through Environmental Design (CPTED) criteria.
    c. Coordinate with Growth Management and Underground Utilities and Public Infrastructure on placement and directionality of entrances to visitor parking from any designated MTT and perimeter rights-of-way.
    d. Lighting in the parking areas shall be consistent with the requirements of subsection (7) b.
6. Bicycles and Trails
    a. Bicycle lanes shall be provided on all public and/or private roads in this phase.
    b. Bicycle parking shall be provided at a ratio of 0.03 spaces per required parking space, half of which shall be covered and secured. Bicycle parking shall be either located in indoor, secure facilities or in outside area(s) no further than 500 feet from the nearest building entrance.
    c. Showers shall be provided on Phase 5 consistent with expected demand based on the history of bicycle parking usage. Separate shower facilities may be provided if the shower accessibility is in a fitness facility.

7. Pedestrians
    a. Main visitor building entrances of the Primary building shall be oriented to the MTT.
    b. Sidewalk lighting shall not exceed 15 feet in height. If any lighting is placed adjacent to surrounding residential areas, the lighting shall be directed downward or appropriately shielded. Parking lights shall be no less than 0.4 foot-candles and no greater than 1.0 foot-candles. Nighttime lighting shall not exceed 0.5 vertical surface foot candle measured at the property line six feet above grade. No wall or roof mounted floodlights or spotlights used as general grounds lighting are permitted. Security lighting is permitted. Use of search lights, laser lighting, or lights that pulse, flash, rotate or simulate motion for advertising or promotions is prohibited.
    c. Weather protection
        i. The Developer shall provide weather protection for all entrances on all buildings (including awnings, building projections, and colonnades) on Phase 5.
    d. Location and visibility of utility and mechanical equipment
        i. Screen with landscaping, brick walls or opaque fences.
        ii. Do not site within 100 feet of transit stops unless the Utilities departments deem such a location necessary.
8. Transit stops
    a. DMS shall construct a midblock crossing across Shumard Oak Boulevard to provide pedestrian connection to the existing StarMetro transit stop on the north side of Shumard Oak Boulevard. DMS shall construct a pedestrian path from the transit stop to the internal sidewalk system. The path must be raised where it crosses a drive aisle within the parcel.

16.6 Visual Screens, Buffering, and Landscaping

The Capital Circle Office Complex PUD is designed as a cohesive state office complex that is in harmony with the form of the land. The screening, buffering, and landscape standards are designed to further this goal. The design standards related to landscaping and landscape material selection may be adjusted within a palate of native and non-native, drought-tolerant plants, as determined

by the Florida Yards and Neighborhoods program. Plant material may be changed during the final development plan phase with the approval of the City staff. In areas where buffers and/or landscape treatment are required, the following landscaping design standards have been developed:

Driveway Connection Landscaping

1. Existing trees should be preserved along the sides of driveway connections wherever possible.

Entry and Building Signage Landscaping

1. Framing and accenting the sign shall be achieved through layering of plant materials. See Figure 16.6.1.
    a. Locate accent trees in the background if sign is single-faced or on either side at ends of the sign if sign is double-faced.
    b. Locate small shrubs on either side of the sign.
    c. Plant groundcovers and/or annuals/perennials in front of sign face. Ensure that the height of plants at maturity will not block view of sign face.

Parking Area Landscaping

1. Existing trees should be preserved in the parking areas wherever possible according to grading requirements and the arrangement of landscaped islands in the interior of the parking lot.
2. There shall be 400-square-feet minimum landscaped interior islands, at a minimum of 400 square feet per 4,000 square feet of vehicular use area. These islands are located within paved parking areas and may be surrounded by 1.5-foot curb and gutter as deemed necessary. A minimum of one (1) 3-inch- or two (2) 2-inch-diameter at breast height shade trees are to be planted within each landscape island 400 square foot or greater.
3. Landscaped islands are to be fully planted with shrubs and/or groundcovers. Typically, grass is not allowed in the islands unless conditions warrant use and is approved by the COT under the criteria of the EMO.
4. Employee parking lots that face any public road are to be screened from view by a continuous shrub hedge or opaque vegetation along the right of way facing perimeter

of the parking area. The hedge shall meet the height and opacity requirements of the City of Tallahassee EMO and shall not exceed 72 inches in height at maturity.

Building Area Landscaping

1. Existing trees should be preserved in the landscaped areas around the buildings wherever possible.
2. No more than two varieties of trees are to be planted in or along the building entry areas. The trees are to be arranged in a formal, symmetrical fashion. The entry area trees for each building may be selected from the following varieties: Crape Myrtle with red flowers or other species deemed appropriate.
3. If Crape Myrtle or other appropriate approved trees are selected for use where people may walk under or immediately adjacent to them, they should be of a size to provide sufficient clearance for pedestrians.
4. Planter areas at the visitor and employee primary building entry areas are to be fully planted with low shrubs or groundcovers. Sod shall not be planted within fifty feet of the entries.
5. Trees used in landscaped areas around the buildings may be selected from the list of building area trees in Table 16.6.1 and/or the Florida Yards and Neighborhoods program (or successors) native drought tolerant plants.
6. New trees planted around the buildings should be placed within the shrub and groundcover areas to minimize mowing around trees. Tree placement should complement the architectural design of the buildings. Generally, trees should be placed in informal clusters of at least three trees with spacing appropriate for the variety of tree used. More than one variety of trees may be used within the cluster. Straight rows of trees should be avoided in the building areas, except at building entries. The clusters may be placed to accent building corners and break up the expanse of any long, tall, or relatively plain building facades.

Service/Loading Area Landscaping and Screen

1. Service/loading areas are to be screened by a 6-foot minimum height masonry wall or opaque fencing. Masonry wall materials are to complement building materials and finishes.

2. A row of shrubs reaching 4 feet in height at maturity shall be located along the perimeter of each service/loading area to provide visual screening.
3. Medium height accent trees or clusters of trees shall be located to provide additional visual screening of service/loading area. See Figure 16.6.2.

Stormwater Management Facility Landscaping

1. Plant material selected shall be appropriate for the horticultural conditions of a stormwater facility.
2. Plants shall be arranged and planted to achieve a natural look, either matching or complementing adjacent existing preserved trees groves or buffer species. See Figure 16.6.3.

Open Space Landscaping

1. Open space areas that are not part of landscaped areas associated with buildings, roads, or parking should be left in a natural condition as much as possible.
2. If portions of any open space areas are cleared or disturbed during construction, they should be reshaped to a natural appearance and seeded or planted with plant material(s) selected from the Florida Yards and Neighborhoods program as soon as possible.

Plant Material

The following table is a list of proposed plant materials. These selections may change during the final development plan phase and should be used only as a guide. All materials used will be in accordance with the City of Tallahassee Environmental Management Ordinance. Florida native plant species will be preferred over non-native plants. Plant species recommended by the Florida Yards and Neighborhoods program (or successors) will be the sole source for plant selection.

#	Category	Plant Material
1	Driveway Entrance Trees	Live Oak, Crape Myrtle (red flowering variety)
2	Parking Area Trees	Sycamore, or other native shade tree
3	Buildng Entry Trees	Drake Elm, Crape Myrtle (red flowering variety), Dogwood
4	Building Area Trees	Live Oak, Southern Magnolia, Sweetgum, Red Maple, Bald Cypress, Slash Pine, River Birch, Wax Myrtle, American Holly
5	Shrubs	Pittosporum (green, variegated, and Wheeler's Dwarf), Abelia, Azaleas (several varieties), Holly (several varieties), Juniper (several varieties), Indian Hawthorn, Viburnum, Fatsia, Hydrangea, Saw Palmetto, Wax Myrtle, Needle Palm
6	Groundcover	Confederate Jasmine, Madagascar Periwinkle, Liriope, Ferns, Coontie, English Ivy, Junipers, Mondo Grass, Daylily, Native annuals and perennials
7	Seed and Sod	Low-growing wildflower mix (under 16 inches in height), Individual wildflower species, Centipede grass from seed or sprigs, Seashore Paspalum grass from sprigs or sod

Table 16.6.1 EOC District Plant Material Guide

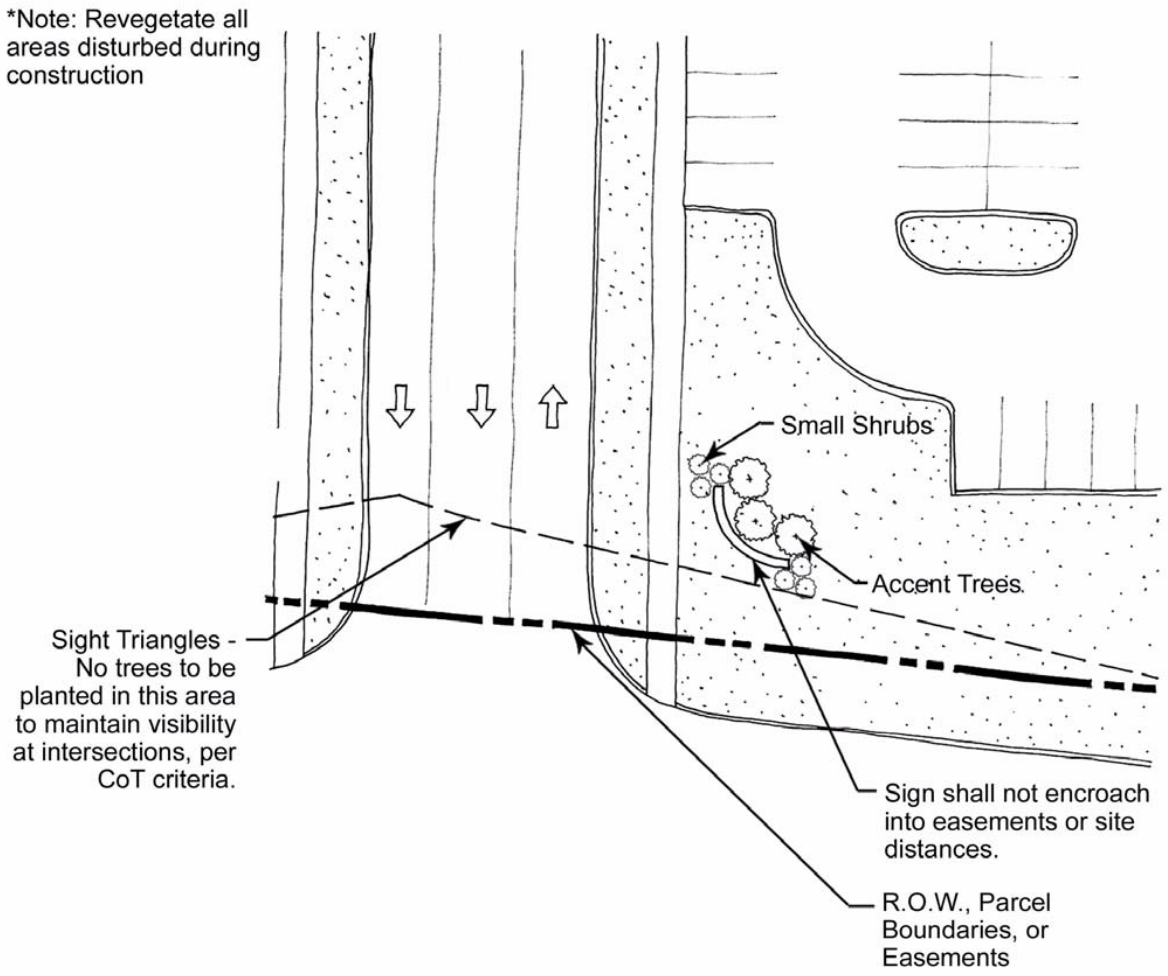
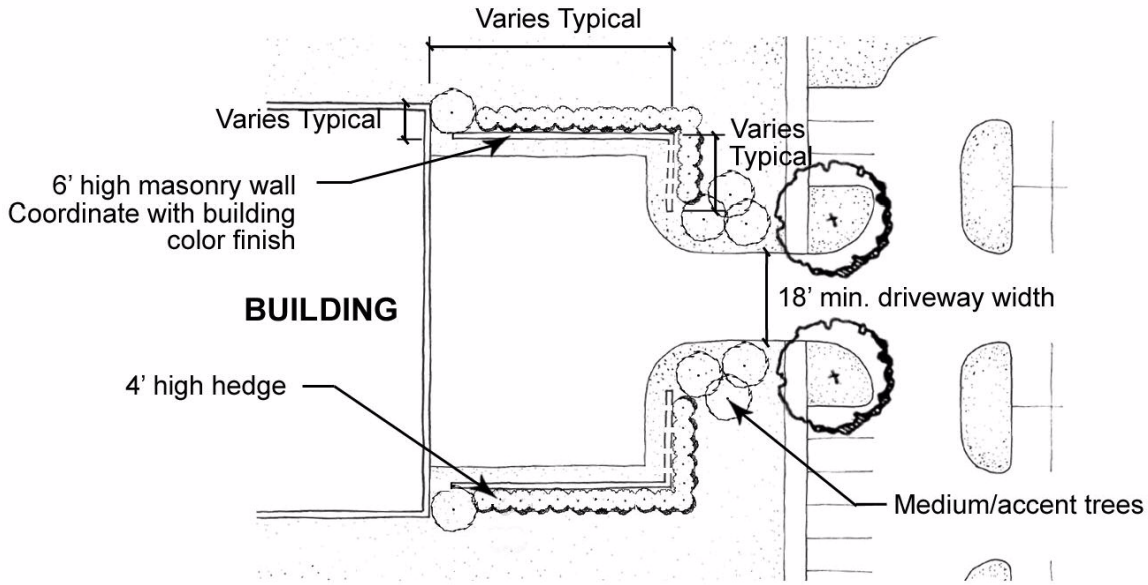


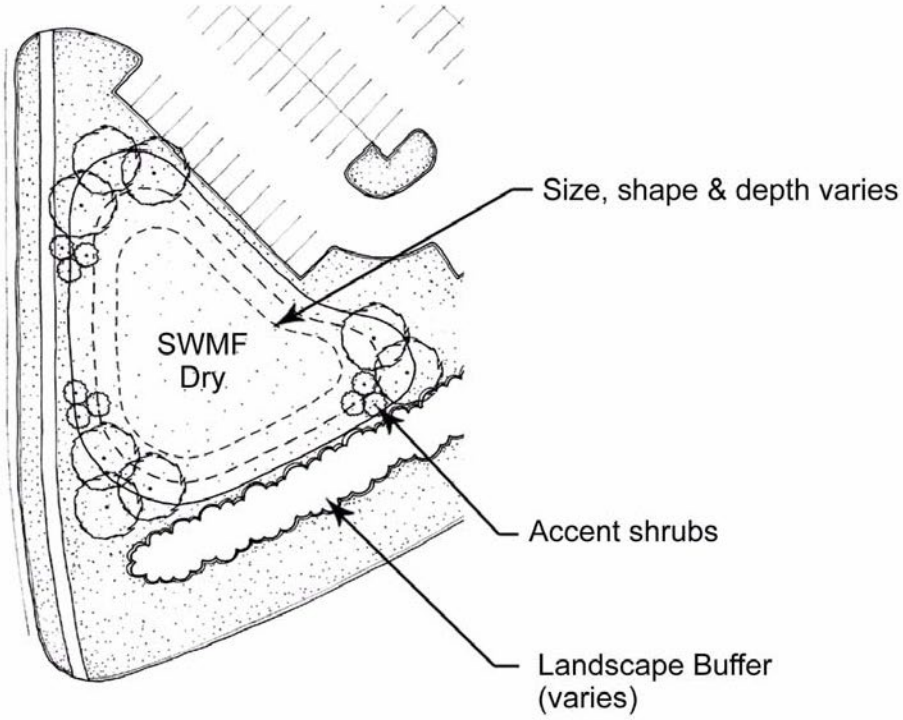
Figure 16.6.1 EOC District Entry Signage and Landscape



*Notes:

1. Detailed layout of service area and masonry wall will be provided at final site plan review for individual parcels or buildings.
2. Service area will include loading/unloading area and trash containers.
3. Return wing walls will be provided if required by code.

Figure 16.6.2 EOC District Service/Loading Area Landscape and Screen



*Note: Locate trees and shrubs to create a naturalistic landscape.

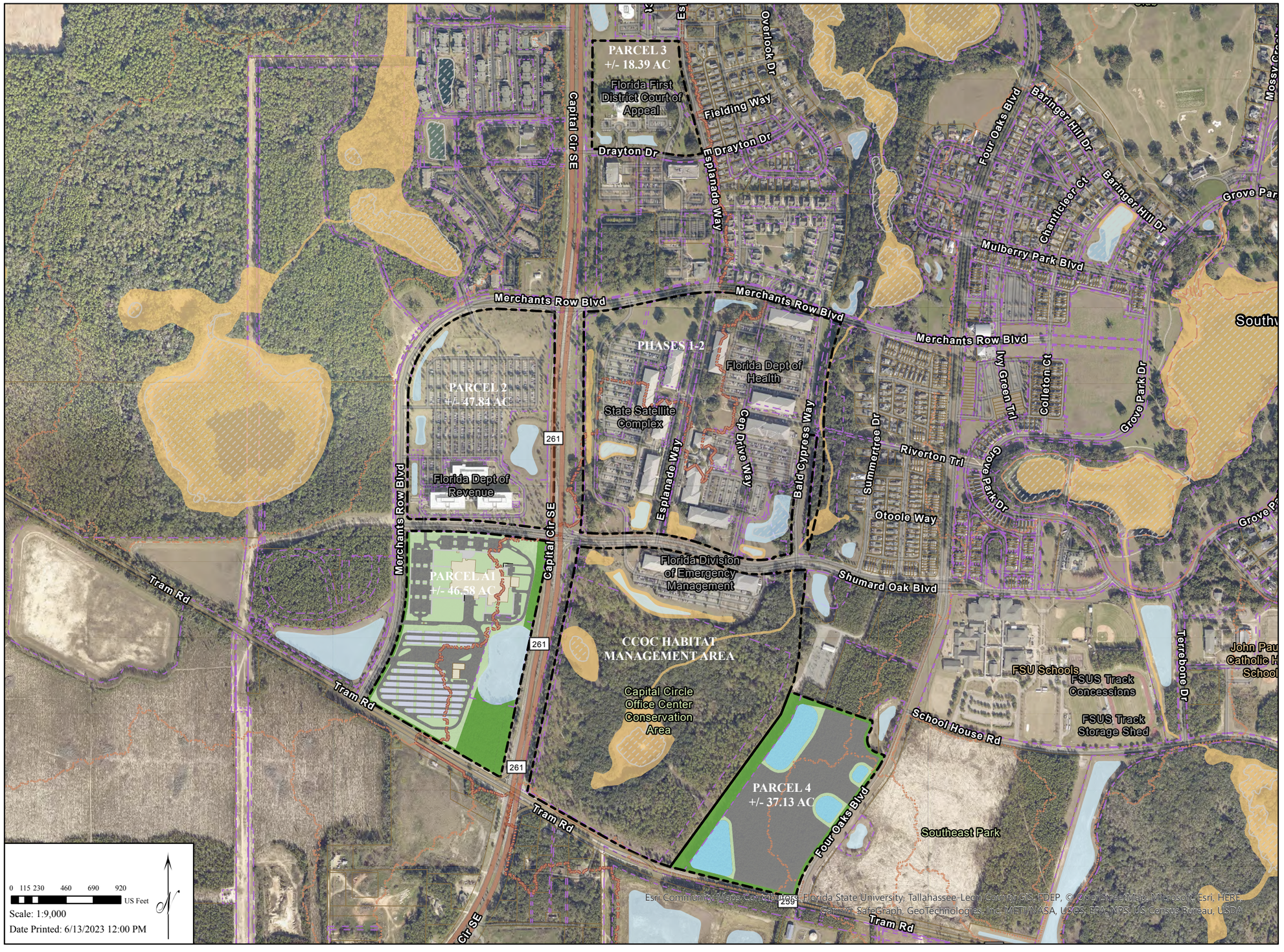
Figure 16.6.3 EOC District Stormwater Management Facility Landscape

16.7: Summary of Uses and Development Standards

PERMITTED USES													
1. District Purpose and Intent			2. Principal Uses				3. Ancillary Uses						
CCOC Office EOC District: This district applies to Phase 5.			(1) Office Buildings				(1) A use or structure on the same lot with, and of a nature customarily incidental and subordinate to, the principal use or structure and which comprises no more than 33 percent of the floor area or cubic volume of the principal use or structure, as determined by the Land Use Administrator, (2) Light infrastructure and/or utility services and facilities necessary to serve permitted uses, as determined by the Land Use Administrator.						
DEVELOPMENT STANDARDS													
4. Use Category	5. Acreage of Use	6. % of Total Use	7. Gross Building Square Footage	8. Minimum Lot Size			9. Minimum or Maximum Building Setbacks				10. Maximum Building Restrictions		11. Parking Requirements
				a. Lot area	b. Lot width	c. Lot depth	a. Front	b. Side/ Capital Circle SE	c. Side/ Merchants Row	d. Rear	a. Building Size (excluding gross building floor area used for parking)	b. Building Height (including floors used for parking)	
Office *(Note: High intensity office uses, including call centers, will be permitted in this category.)*	**46.57**	**100%**	**320,000**	N/A	N/A	N/A	100' min. 230' max.	100' min. No max.	100' min. No max.	100' min. No max.	Parcel to contain multiple buildings. Total GSF not to exceed 25,000 sq. ft./acre/parcel.	Maximum of 5 floors (6th floor is equipment penthouse). Height not to exceed 193 feet. Accessory Buildings: 1 or more stories.	As provided for in CCOC PUD. Bicycle Parking: See minimum design standards.
Other Development Standards													
12. Parking Facilities	See minimum design standards.												
13. Vehicular Street Access	See minimum design standards.												
14. Buffers	See minimum design standards.												
15. Signage	See minimum design standards.												
16. Outdoor Lighting	See minimum design standards.												
17. Final Site Plan Review	Site plans submitted pursuant to the PUD district shall be subject to site plan review.												
18. Internal Streets, including pedestrian design standards	See minimum design standards.												
19. Bike Trail / Greenway / Multi-Modal / Shared-Use Connections	See minimum design standards.												
20. Open Space	See minimum design standards.												
21. Landscape Standards	See minimum design standards.												

Table 16.7.1 EOC District Summary of Uses and Development Standards

17. MAPS AND SURVEYS



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PHONE 850.521.0344 FAX 850.521.0345

Legend

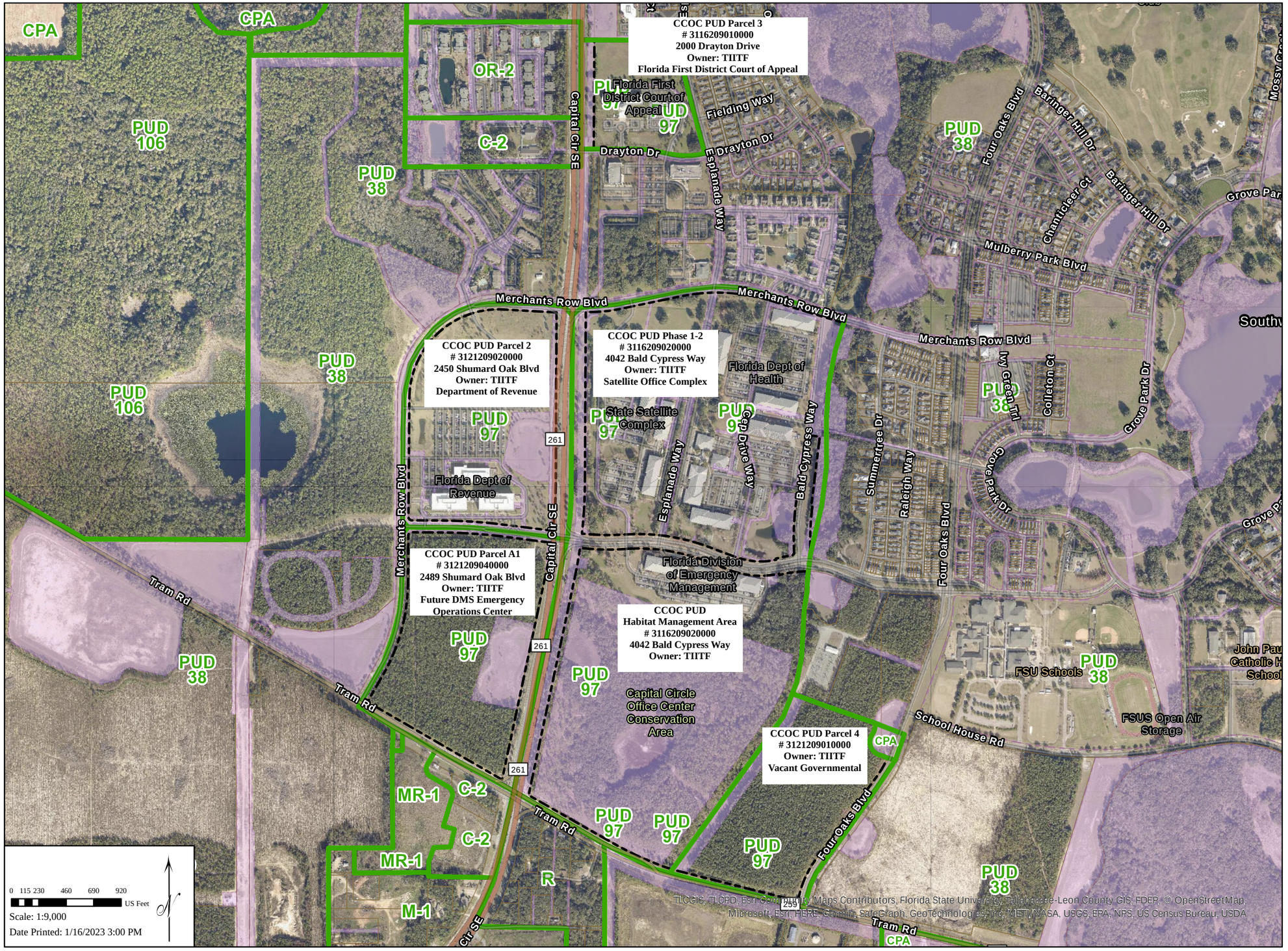
- Waterbodies
- Wetlands
- Existing SWMF
- Drainage Basins
- Watersheds
- Easements
- Property Line
- CCOC Boundary
- Proposed SWMF
- Proposed Development Area
- Proposed Buildings
- Open Space: Conserved
- Open Space: Managed Landscape
- Sidewalks
- Grassed Parking

Phase 1-2 Area: +/- 191.48 AC
Phase 3-6 Area: +/- 149.93 AC

Capital Circle Office Complex
PUD Amendment Application

Master Plan Concept

MAP A



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Legend

- Property Line
- Zoning District Boundary
- Easements

Zoning Legend

City of Tallahassee
- C-1 Neighborhood Commercial
- C-2 General Commercial
- M-1 Light Industrial
- SFR Single Family Residential

Southwood PUD
- C-1 Neighborhood Commercial
- MDR Medium Density Residential
- MUOC Mixed Use Office Space
- PUD Planned Unit Development
- SFR Single Family Residential

CCOC PUD
- CPA Critical Planning Area
- PUD Planned Unit Development

Capital Circle Office Complex
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Existing Zoning

MAP B

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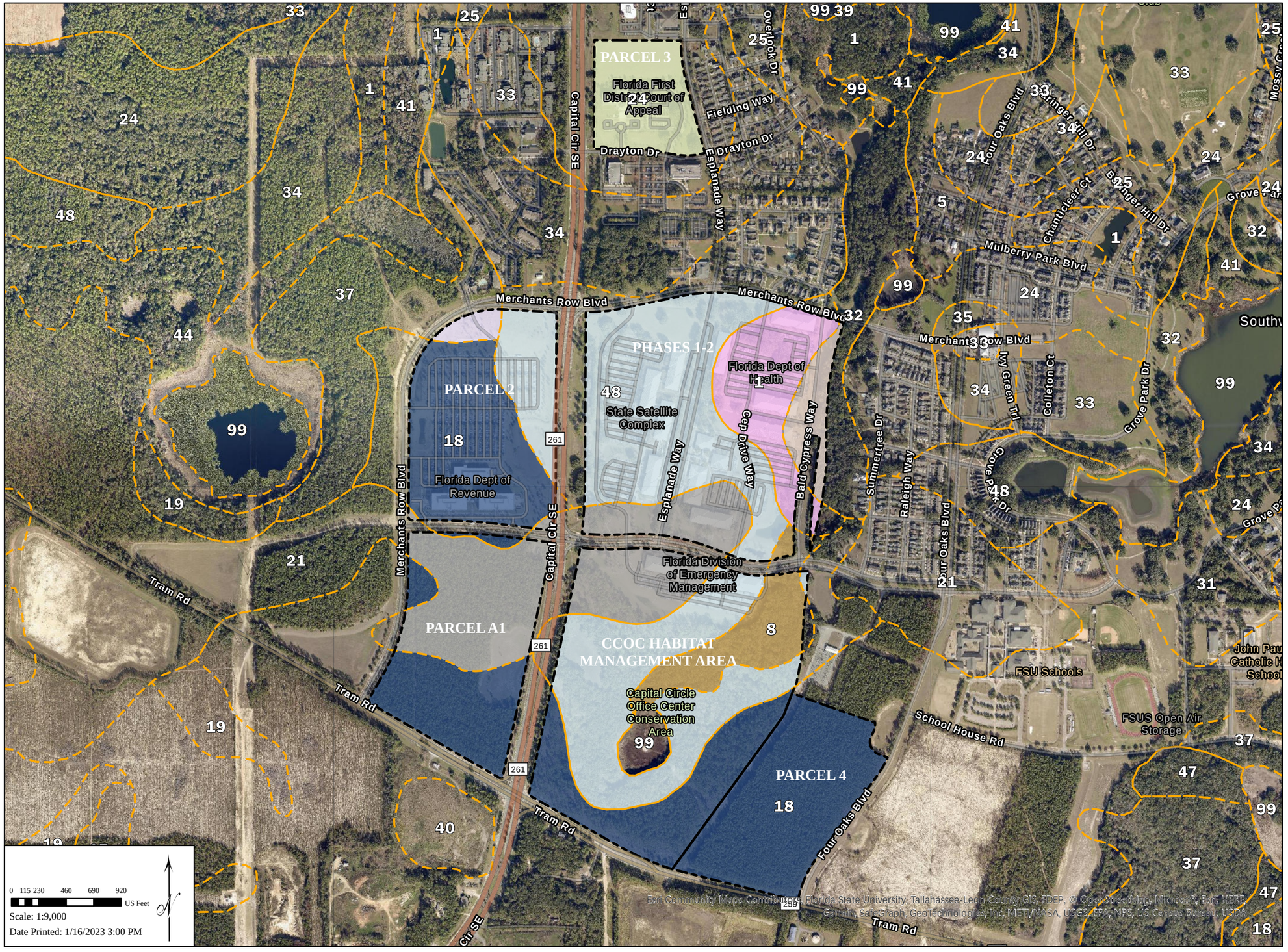
Legend

- Easements
- Waterbodies
- Property Line
- CCOC Boundary
- Existing SWMF
- Section Line
- Police Station
- Fire Station
- Wetlands
- Drainage Basins
- Watersheds
- Karst
- Index Contour
- Hidden Index Contour
- Intermediate Contour
- Hidden Intermediate Contour

Capital Circle Office Complex
PUD Amendment Application

Public Facilities and Existing Conditions

MAP C



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Legend

- CCOC Boundary
- USGS Soil Survey
- Chipley Fine Sand, 0-2% Slopes
- Kershaw Sand, 0-5% Slopes
- Lakeland Sand, 0-5% Slopes
- Ocilla Fine Sand, 0-10% Slopes
- Ortega Sand, 0-5% Slopes
- Troup Find Sand, 0-5% Slopes
- Lucy Fine Sand, 0-5% Slopes
- Albany Loamy Sand, 0-2% Slopes

Soil Type	Slope	Acreage
001 Albany Loamy Sand	0-2%	+/-20 ac
008 Chipley Fine Sand	0-2%	+/-15 ac
018 Kershaw Sand	0-5%	+/-114 ac
021 Lakeland Sand	0-5%	+/-51 ac
024 Lucy Fine Sand	0-5%	+/-17 ac
032 Ocilla Fine Sand	0-10%	+/-7 ac
037 Ortega Sand	0-5%	+/-3 ac
048 Troup Fine Sand	0-5%	+/-109 ac

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Soils

MAP D

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Legend

- Property Line
- CCOC Boundary
- Easements
- Drainage Basins
- Watersheds
- Wetlands
- Waterbodies
- Existing SWMF
- Existing Storm Drain
- Existing Gas Main
- Existing UG Electric
- Existing OH Electric
- Existing Reuse Main
- Existing SS Gravity Main
- Existing SS Pressure Main
- Existing Water Main

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Drainage and Proposed Utilities

MAP E

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Legend

- Property Line
- CCOC Boundary
- StarMetro Bus Stop
- Sidewalk
- Crosswalk
- Paved Path/Walkway
- Paved Multi-use trail
- Pedestrian Tunnel
- Pedestrian ROW
- Pedestrian Bridge
- Indeterminate Walkway
- Existing CCOC Nature Trail
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Major Collector
- Southwest Sector Greenway
- Southwood Greenway
- Tram Road Greenway Trail
- Proposed Midblock Crossing
- Proposed Vehicular Site Access
- Connection Point

Capital Circle Office Complex
PUD Amendment Application

Vehicle and Pedestrian Circulation

MAP F

Alt Parcel 1

Commencing at a concrete monument marking the Southeast corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida, thence run North 00 degrees 13 minutes 37 seconds East 937.73 feet to a nail and cap marking the centerline of the 66 foot right-of-way of Tram Road (County Road No. 259); thence run North 76 degrees 58 minutes 41 seconds West along said centerline 1469.04 feet to a nail and cap marking a point of curve to the right having a radius of 3205.07 feet; thence continue along said centerline curve 957.24 feet (chord bears North 68 degrees 25 minutes 19 seconds West 953.69 feet) to a nail and cap; thence run North 59 degrees 51 minutes 57 seconds West along said centerline 846.38 feet to the centerline of Capital Circle (State Road No. 261); thence continue along said centerline of Tram Road, North 59 degrees 59 minutes 41 seconds West 131.43 feet; thence leaving said centerline run North 12 degrees 00 minutes 27 seconds East 34.47 feet to an iron rod and cap on the northerly right-of-way of said Tram Road marking the POINT OF BEGINNING. From said POINT OF BEGINNING thence run North 59 degrees 59 minutes 41 seconds West along the right-of-way boundary of Tram Road 1302.84 feet to a iron rod and cap marking the easterly right-of-way boundary of a proposed 100 foot roadway; thence run North 30 degrees 00 minutes 19 seconds East along said easterly right-of-way 253.21 feet to a point of curve to the left having a radius of 1575.00 feet; thence run northeasterly along said right-of-way curve 812.67 feet (chord bears North 15 degrees 13 minutes 25 seconds East 803.69 feet); thence North 00 degrees 26 minutes 30 seconds East 396.20 feet to a point of curve to the right having a radius of 30.00 feet; thence run northeasterly along said curve 47.12 feet (chord bears North 45 degrees 26 minutes 30 seconds East 42.43 feet) to the southerly right-of-way boundary of a proposed 100 foot roadway; thence run South 89 degrees 33 minutes 30 seconds East along said south right-of-way 254.27 feet to a point of curve to the right having a radius of 4325.00 feet; thence run southeasterly along said curve 512.70 feet (chord bears South 86 degrees 09 minutes 44 seconds East 512.40 feet); thence run South 82 degrees 45 minutes 59 seconds East 407.94 feet to a point lying 125 feet west of the centerline of said Capital Circle; thence run southerly along a line lying 125 feet west of and parallel to the centerline of said Capital Circle along a curve to the right having a radius of 3694.66 feet for an arc distance of 257.83 feet (chord bears South 10 degrees 00 minutes 30 seconds West 257.78 feet); thence run South 12 degrees 00 minutes 27 seconds West along said parallel line 1769.49 feet to the POINT OF BEGINNING; containing 46.574 acre, more or less.

SYMBOLS & ABBREVIATIONS

- Δ – CENTRAL ANGLE
- AC. – ACRES ± CH – CHORD
- O.R. – OFFICIAL RECORD BOOK
- D.B. – DEED BOOK PG. – PAGE
- FCM – FOUND CONCRETE MONUMENT
- FIR – FOUND IRON ROD (5/8" UNLESS NOTED.)
- F.I.R.M. – FLOOD INSURANCE RATE MAP
- FIP – FOUND IRON PIPE
- FPIP – FOUND PINCHED IRON PIPE
- FNC – FOUND NAIL AND CAP
- L – ARC LENGTH T – TOWNSHIP OR TANGENT
- LB. – LICENSED BUSINESS
- N.G.V.D. – NATIONAL GEODETIC VERTICAL DATUM
- P.O.C. – POINT OF COMMENCEMENT
- P.O.B. – POINT OF BEGINNING
- R – RADIUS OR RANGE
- R/W – RIGHT OF WAY
- SCM – SET CONCRETE MONUMENT (4" X 4") UNLESS NOTED
- SEC. – SECTION
- SIR – SET 5/8" IRON ROD/CAP #6590
- SNC – SET NAIL AND CAP #6950
- UNREC. – UNRECORDED
- LB. – LICENSED BUSINESS

NOTES:

1. THERE ARE NO VISIBLE ENCROACHMENTS ON THIS PROPERTY.
2. THIS SURVEYOR HAS NOT BEEN PROVIDED A CURRENT TITLE OPINION OR ABSTRACT TO THE SUBJECT PROPERTY. IT IS POSSIBLE THERE ARE OTHER DEEDS, EASEMENTS, ETC., RECORDED OR UNRECORDED, THAT MAY AFFECT THE BOUNDARIES.
3. RECORD, DEED, AND COMPUTED MEASUREMENTS ARE SHOWN IN PARENTHESIS
4. THIS PROPERTY LIES IN FLOOD ZONE "X", AS PER FLOOD INSURANCE MAP PANEL No. 120144 0315 D, DATED 11/19/97.
5. IT IS POSSIBLE THERE ARE OTHER DRAINAGE STUDIES DONE SINCE THE THE PUBLISHED DATE OF THE FLOOD INSURANCE RATE MAP PANEL, THAT MAY AFFECT FLOOD ZONE DESIGNATION, THAT THIS SURVEYOR HAS NOT BEEN PROVIDED.
6. ADJOINERS, UNLESS NOTED WERE NOT FURNISHED TO THIS SURVEYOR
7. UNDERGROUND IMPROVEMENTS OR ENCROACHMENTS WERE NOT LOCATED
8. THE TIE FROM THE P.O.C. TO THE P.O.B. WAS NOT RUN BECAUSE: THE HORIZONTAL CONTROL FOUND WAS ABLE TO ACCURATELY DETERMINE THE PROPERTY BOUNDARIES
9. ELEVATIONS ARE BASED ON N.A.V.D. 1988 DATUM.
10. BEARINGS ARE BASED ON GRID NORTH, FLORIDA NORTH ZONE.

PROJECT: 9028
DRAWING: 9028-PARCEL 1A

I HEREBY CERTIFY THAT THIS SURVEY WAS PERFORMED UNDER MY RESPONSIBLE DIRECTION AND SUPERVISION AND THE PLAT AND DESCRIPTION ARE TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF. THE SURVEY MEETS OR EXCEEDS THE MINIMUM TECHNICAL STANDARDS FOR LAND SURVEYING AS ESTABLISHED BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS (F.A.C. 61G17-6).

ALAN D. PLATT, P.L.S.
PROFESSIONAL LAND SURVEYOR
FLORIDA LICENSED No. 4664

08/25/06
DATE SIGNED

BOUNDARY & TOPOGRAPHIC SURVEY OF:
PARCEL A1,
CAPITAL CIRCLE OFFICE COMPLEX
IN SECTION 21, T-1-S, R-1-E,
LEON COUNTY, FLORIDA

A.D. Platt AND ASSOCIATES, INC.
LAND SURVEYORS
489 JOHN KNOX ROAD, TALLAHASSEE, FL. 32303
PHONE: (850)-385-1036 FAX: (850)-385-1108
LICENSED BUSINESS No. LB 6590

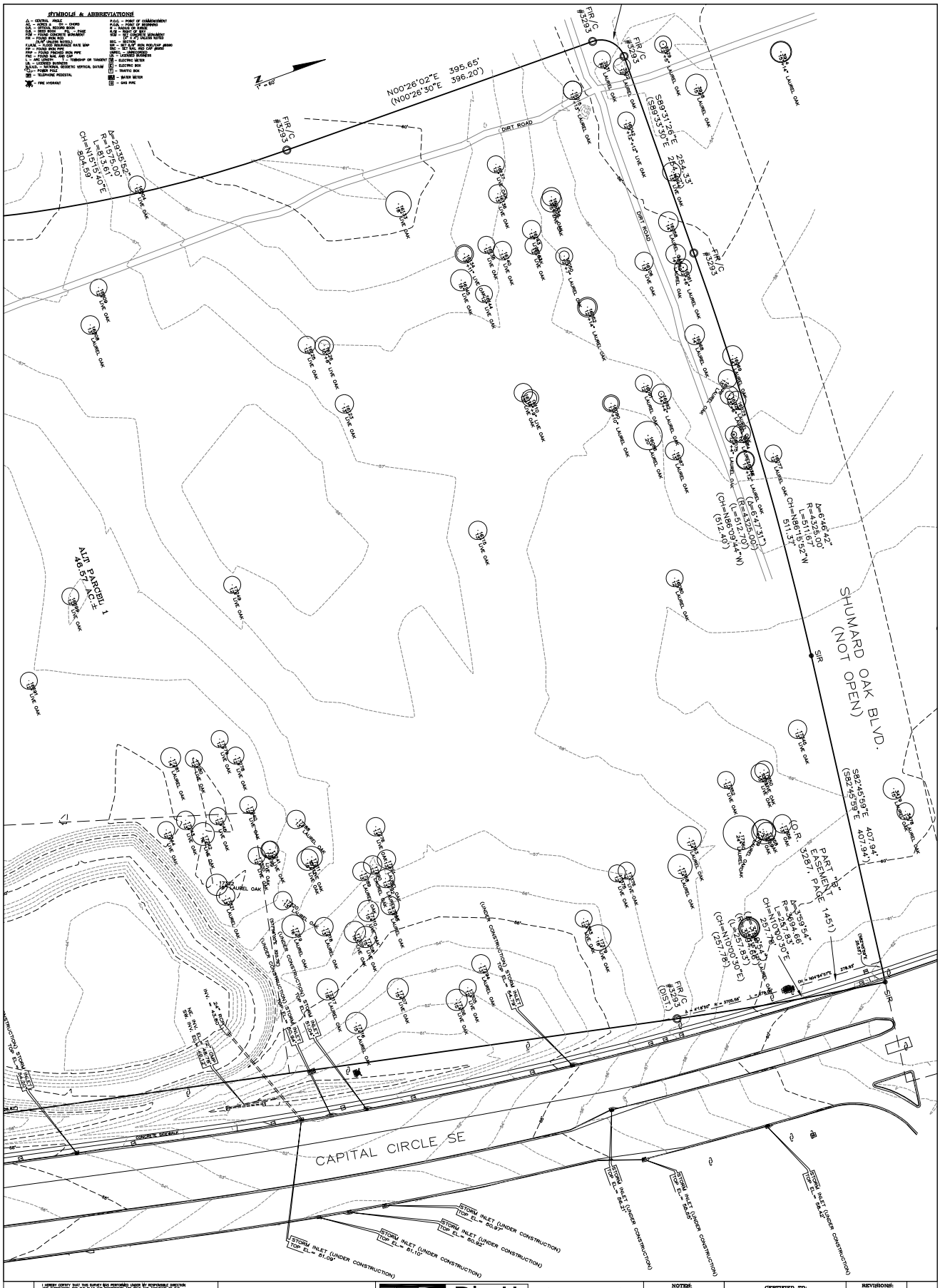
UNLESS IT BEARS THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT VALID.

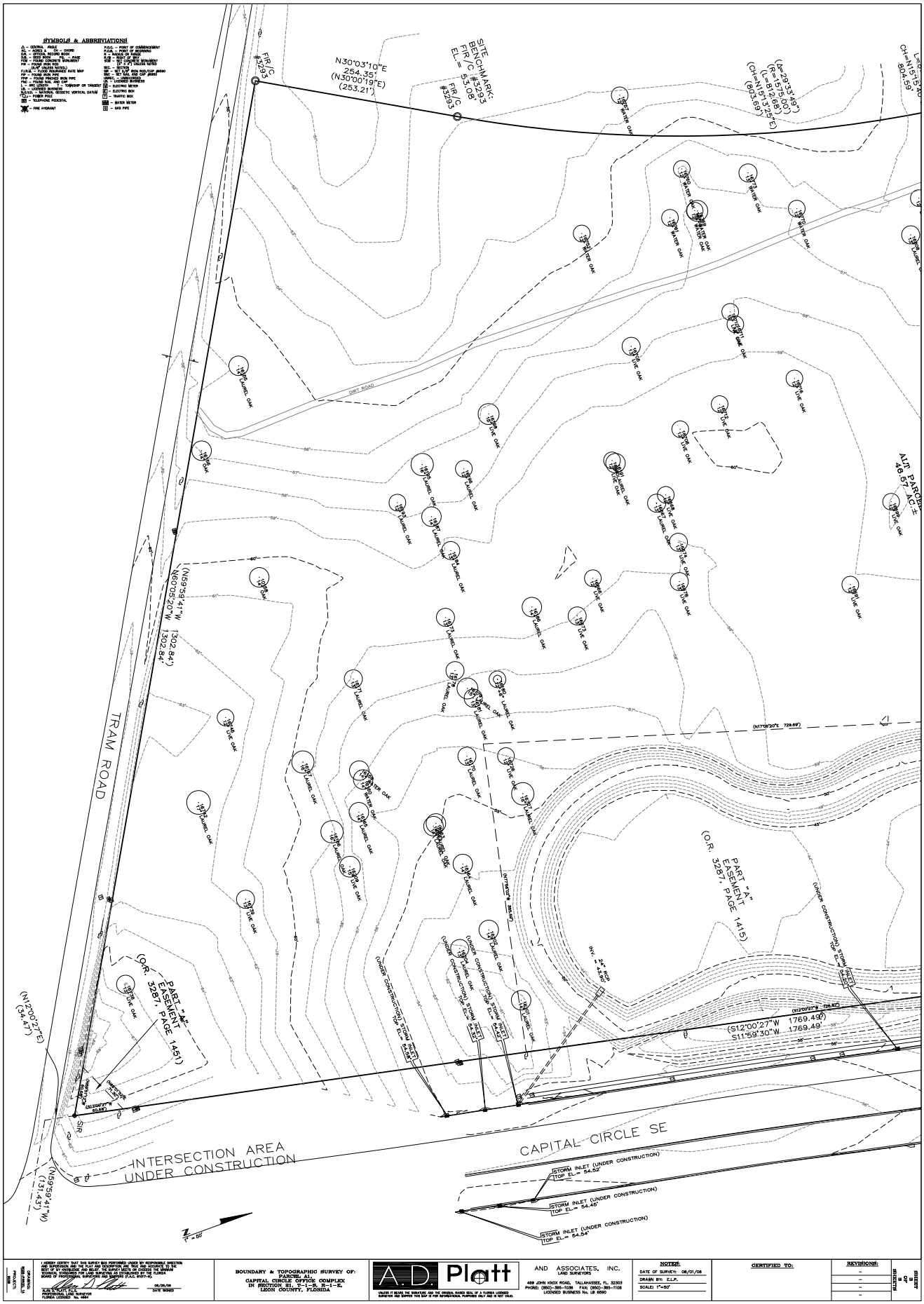
NOTES:
DATE OF SURVEY: 08/01/06
DRAWN BY: E.L.P.
SCALE: 1"=100'

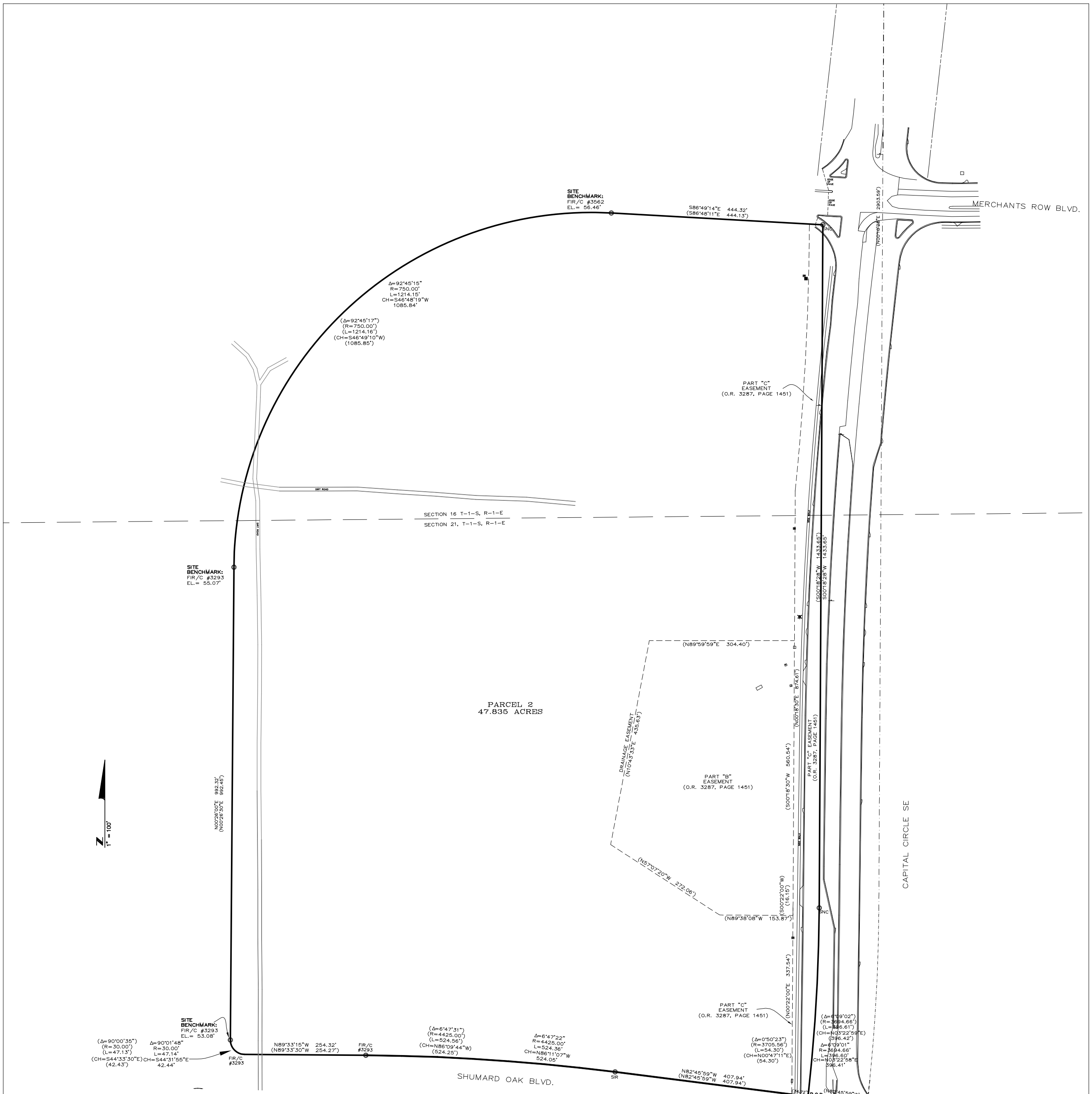
CERTIFIED TO:

REVISIONS:
-
-
-
-

SHEET 1 OF 3 SHEETS


SYMBOLS & ABBREVIATIONS
SHUMARD OAK BLVD. (NOT OPEN)
CAPITAL CIRCLE SE
DIRT ROAD
AIR PARCEL 1
46.57 AC.±
PART OF EASEMENT O.R. 3287, PAGE 1451
FIR/C #3293
FIR/C #3295 (DIST.)
N00°26'02"E 395.65' (N00°26'30"E 396.20')
S89°31'26"E 254.33' (S89°33'30"E 254.20')
Δ=22°55'50" R=813.61' CH=N15°54'40"E 807.59'
Δ=6°46'42" R=437.67' L=51.77' CH=N86°15'52"W 51.74'
(Δ=6°47'31") (R=425.00') (L=512.70') (CH=N86°09'14"W) (512.40')
Δ=3°59'54" R=369.83' CH=N10°00'30"E 257.78'
(Δ=3°59'54") (R=369.83') (L=257.85') (CH=N10°00'30"E) (257.78')
S82°45'59"E (S82°45'59"E 407.94') 407.94'
STORM INLET (UNDER CONSTRUCTION) TOP EL.= 51.09'
STORM INLET (UNDER CONSTRUCTION) TOP EL.= 51.10'
STORM INLET (UNDER CONSTRUCTION) TOP EL.= 50.97'
STORM INLET (UNDER CONSTRUCTION) TOP EL.= 50.42'
STORM INLET (UNDER CONSTRUCTION) TOP EL.= 50.47'
STORM INLET (UNDER CONSTRUCTION) TOP EL.= 50.42'
BOUNDARY & TOPOGRAPHIC SURVEY OF: PARCEL 11 CAPITAL CIRCLE OFFICE COMPLEX IN SECTION 11, T.-1-S., R.-1-E. LEON COUNTY, FLORIDA
A.D. Platt AND ASSOCIATES, INC. LAND SURVEYORS
489 JOHN KNOX ROAD, TALLAHASSEE, FL. 32303
PHONE: (850)-385-1038 FAX: (850)-385-1108
LICENSED BUSINESS No. LB 6580
NOTES:
DATE OF SURVEY: 08/01/08
DRAWN BY: E.L.P.
SCALE: 1"=60'
CERTIFIED TO:
REVISIONS:
SHEET 1 OF 1 SHEETS


SYMBOLS & ABBREVIATIONS
TRAM ROAD
CAPITAL CIRCLE SE
INTERSECTION AREA UNDER CONSTRUCTION
DIRT ROAD
FIR/C #3293
SITE BENCHMARK: FIR/C #3293 EL = 53.08'
N30°03'10"E 254.35' (N30°00'19"E) (253.21')
(N69°59'41"W (N69°05'20"W 302.84')
(N12°00'27"E) (54.47')
(N69°59'41"W) (131.43')
PART "A" EASEMENT (O.R. 3287, PAGE 1451)
(S12°00'27"W 1769.49')
S11°59'30"W 1769.49'
ALT PARCEL 46.07 AC.±
STORM INLET (UNDER CONSTRUCTION) TOP EL.= 54.52'
STORM INLET (UNDER CONSTRUCTION) TOP EL.= 54.45'
STORM INLET (UNDER CONSTRUCTION) TOP EL.= 54.54'
BOUNDARY & TOPOGRAPHIC SURVEY OF: PARCEL A1 CAPITAL CIRCLE OFFICE COMPLEX IN SECTION 21, T.-1-S., R.-1-E. LEON COUNTY, FLORIDA
A.D. Platt AND ASSOCIATES, INC. LAND SURVEYORS
489 JOHN KNOX ROAD, TALLAHASSEE, FL. 32303
PHONE: (850)-385-1036 FAX: (850)-385-1108
LICENSED BUSINESS No. LB 6950
NOTES:
DATE OF SURVEY: 08/01/08
DRAWN BY: E.L.P.
SCALE: 1"=50'
CERTIFIED TO:
REVISIONS:
ELAINE L. PLATT, PROFESSIONAL LAND SURVEYOR, FLORIDA LICENSED No. 4844
08/28/08 DATE SIGNED



Parcel 2

Commencing at a concrete monument marking the Southeast corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida, thence run North 00 degrees 13 minutes 37 seconds East 937.73 feet to a nail and cap marking the centerline of the 66 foot right-of-way of Tram Road (County Road No. 259); thence run North 76 degrees 58 minutes 41 seconds West along said centerline 1469.04 feet to a point of curve to the right, thence along said curve with a radius of 3205.07 feet through a central angle of 17 degrees 06 minutes 44 seconds for an arc length of 957.24 feet (chord of 953.69 feet bears North 68 degrees 25 minutes 19 seconds West), thence North 59 degrees 51 minutes 57 seconds West 846.38 feet to the intersection of the centerline of Tram Road with the centerline of Capital Circle Southeast (State Road No. 261), thence North 12 degrees 00 minutes 01 seconds East along said centerline 1.97 feet, thence North 12 degrees 00 minutes 27 seconds East along said centerline 1844.79 feet to a point of curve to the left, thence along said curve with a radius of 3819.66 feet through a central angle of 05 degrees 31 minutes 26 seconds for an arc length of 368.25 feet (chord of 368.10 feet bears North 09 degrees 14 minutes 44 seconds East), thence leaving said centerline run North 82 degrees 45 minutes 59 seconds West 125.01 feet to the POINT OF BEGINNING. From said POINT OF BEGINNING run North 82 degrees 45 minutes 59 seconds West along the northerly right of way of a proposed road (100 foot right of way) a distance of 407.94 feet to a set iron rebar and cap marking a point of curve to the left, thence along said curve with a radius of 4425.00 feet through a central angle of 06 degrees 47 minutes 31 seconds for an arc length of 524.55 feet (chord of 524.25 feet bears North 86 degrees 09 minutes 44 seconds West) to a set iron rebar and cap, thence North 89 degrees 33 minutes 30 seconds West 254.27 feet to a set iron rebar and cap marking a point of curve to the right, thence along said curve with a radius of 30.00 feet through a central angle of 90 degrees 00 minutes 00 seconds for an arc length of 47.12 feet (chord of 42.43 feet bears North 44 degrees 33 minutes 30 seconds West) to a set iron rebar and cap on the easterly right of way of a proposed roadway (100 foot right of way), thence North 00 degrees 26 minutes 30 seconds East along said right of way 992.45 feet to a set iron rebar and cap marking a point of curve to the right, thence along said right of way curve with a radius of 750.00 feet through a central angle of 92 degrees 45 minutes 19 seconds for an arc length of 1214.16 feet (chord of 1085.85 feet bears North 46 degrees 49 minutes 10 seconds East) to a set iron rebar and cap, thence South 86 degrees 48 minutes 11 seconds East along said right of way 444.13 feet to a set iron rebar and cap, thence leaving said right of way run South 00 degrees 18 minutes 28 seconds West 1433.65 feet to set iron rebar and cap marking a point of curve to the right, thence along said curve with a radius of 3694.66 feet through a central angle of 06 degrees 09 minutes 02 seconds for an arc length of 396.61 feet (chord of 396.42 feet bears South 03 degrees 22 minutes 59 seconds West) to the POINT OF BEGINNING, containing 47.835 acres more or less.

SYMBOLS & ABBREVIATIONS

- Δ – CENTRAL ANGLE
- AC. – ACRES ±   CH – CHORD
- O.R. – OFFICIAL RECORD BOOK
- D.B. – DEED BOOK   PG. – PAGE
- FCM – FOUND CONCRETE MONUMENT
- FIR – FOUND IRON ROD (5/8" UNLESS NOTED.)
- F.I.R.M. – FLOOD INSURANCE RATE MAP
- FIP – FOUND IRON PIPE
- FPIP – FOUND PINCHED IRON PIPE
- FNC – FOUND NAIL AND CAP
- L – ARC LENGTH   T – TOWNSHIP OR TANGENT
- LB. – LICENSED BUSINESS
- N.G.V.D. – NATIONAL GEODETIC VERTICAL DATUM
- P.O.C. – POINT OF COMMENCEMENT
- P.O.B. – POINT OF BEGINNING
- R – RADIUS OR RANGE
- R/W – RIGHT OF WAY
- SCM – SET CONCRETE MONUMENT (4" X 4") UNLESS NOTED
- SEC. – SECTION
- SIR – SET 5/8" IRON ROD/CAP #6590
- SNC – SET NAIL AND CAP #6950
- UNREC. – UNRECORDED
- LB. – LICENSED BUSINESS

NOTES:

1. THERE ARE NO VISIBLE ENCROACHMENTS ON THIS PROPERTY.
2. THIS SURVEYOR HAS NOT BEEN PROVIDED A CURRENT TITLE OPINION OR ABSTRACT TO THE SUBJECT PROPERTY. IT IS POSSIBLE THERE ARE OTHER DEEDS, EASEMENTS, ETC., RECORDED OR UNRECORDED, THAT MAY AFFECT THE BOUNDARIES.
3. RECORD, DEED, AND COMPUTED MEASUREMENTS ARE SHOWN IN PARENTHESIS
4. THIS PROPERTY LIES IN FLOOD ZONE "X", AS PER FLOOD INSURANCE MAP PANEL No. 120144 0315 D, DATED 11/19/97.
5. IT IS POSSIBLE THERE ARE OTHER DRAINAGE STUDIES DONE SINCE THE THE PUBLISHED DATE OF THE FLOOD INSURANCE RATE MAP PANEL, THAT MAY AFFECT FLOOD ZONE DESIGNATION, THAT THIS SURVEYOR HAS NOT BEEN PROVIDED.
6. ADJOINERS, UNLESS NOTED WERE NOT FURNISHED TO THIS SURVEYOR
7. UNDERGROUND IMPROVEMENTS OR ENCROACHMENTS WERE NOT LOCATED
8. THE TIE FROM THE P.O.C. TO THE P.O.B. WAS NOT RUN BECAUSE: THE HORIZONTAL CONTROL FOUND WAS ABLE TO ACCURATELY DETERMINE THE PROPERTY BOUNDARIES
9. ELEVATIONS ARE BASED ON N.A.V.D. 1988 DATUM.
10. BEARINGS ARE BASED ON GRID NORTH, FLORIDA NORTH ZONE.

DRAWING: 9028-PARCEL 2
PROJECT: 9028

I HEREBY CERTIFY THAT THIS SURVEY WAS PERFORMED UNDER MY RESPONSIBLE DIRECTION AND SUPERVISION AND THE PLAT AND DESCRIPTION ARE TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF. THE SURVEY MEETS OR EXCEEDS THE MINIMUM TECHNICAL STANDARDS FOR LAND SURVEYING AS ESTABLISHED BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS (F.A.C. 61G17-6).

ALAN D. PLATT, P.L.S.
PROFESSIONAL LAND SURVEYOR
FLORIDA LICENSED No. 4664

DATE SIGNED

BOUNDARY AND TOPOGRAPHIC SURVEY OF:
PARCEL 2,
CAPITAL CIRCLE OFFICE COMPLEX,
SECTIONS 16 & 21, T-1-S, R-1-E,
LEON COUNTY, FLORIDA

A.D. Platt AND ASSOCIATES, INC.
LAND SURVEYORS
489 JOHN KNOX ROAD, TALLAHASSEE, FL. 32303
PHONE: (850)-385-1036 FAX: (850)-385-1108
LICENSED BUSINESS No. LB 6590

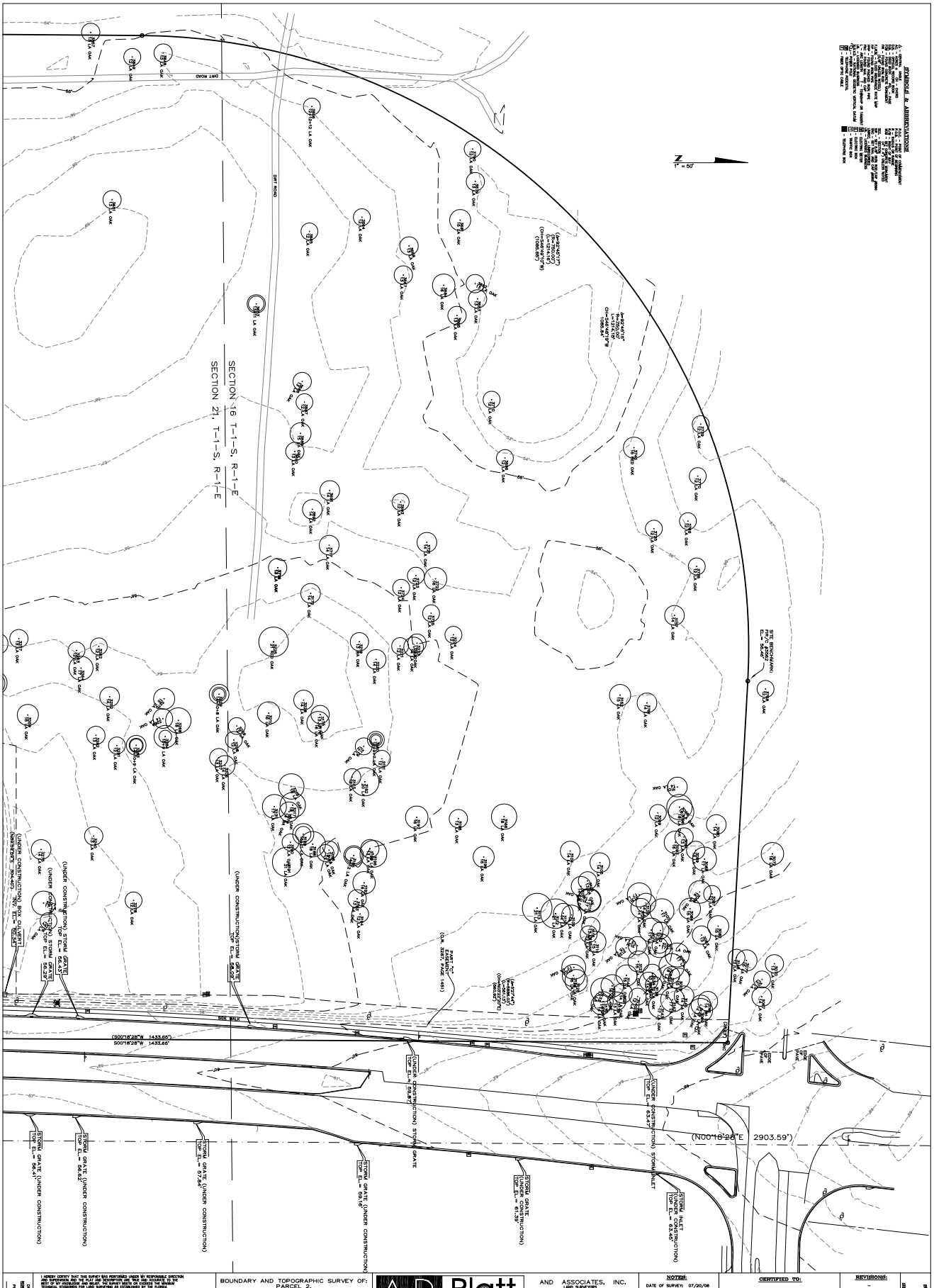
UNLESS IT BEARS THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT VALID.

NOTES:
DATE OF SURVEY: 07/20/06
DRAWN BY: E.L.P.
SCALE: 1"=100'

CERTIFIED TO:

REVISIONS:
-
-
-
-

SHEET 1 OF 3 SHEETS



BOUNDARY AND TOPOGRAPHIC SURVEY OF:
PARCEL 2,
CAPITAL CIRCLE OFFICE COMPLEX,
SECTIONS 16 & 21, T-1-S, R-1-E,
LEON COUNTY, FLORIDA

A.D. Platt AND ASSOCIATES, INC.
LAND SURVEYORS
489 JOHN KNOX ROAD, TALLAHASSEE, FL 32303
PHONE: (850)-385-1036 FAX: (850)-385-1106
LICENSED BUSINESS No. LB 6590

NOTES:
DATE OF SURVEY: 07/20/06
DRAWN BY: E.L.P.
SCALED 1"=60'

CERTIFIED TO:

REVISIONS:
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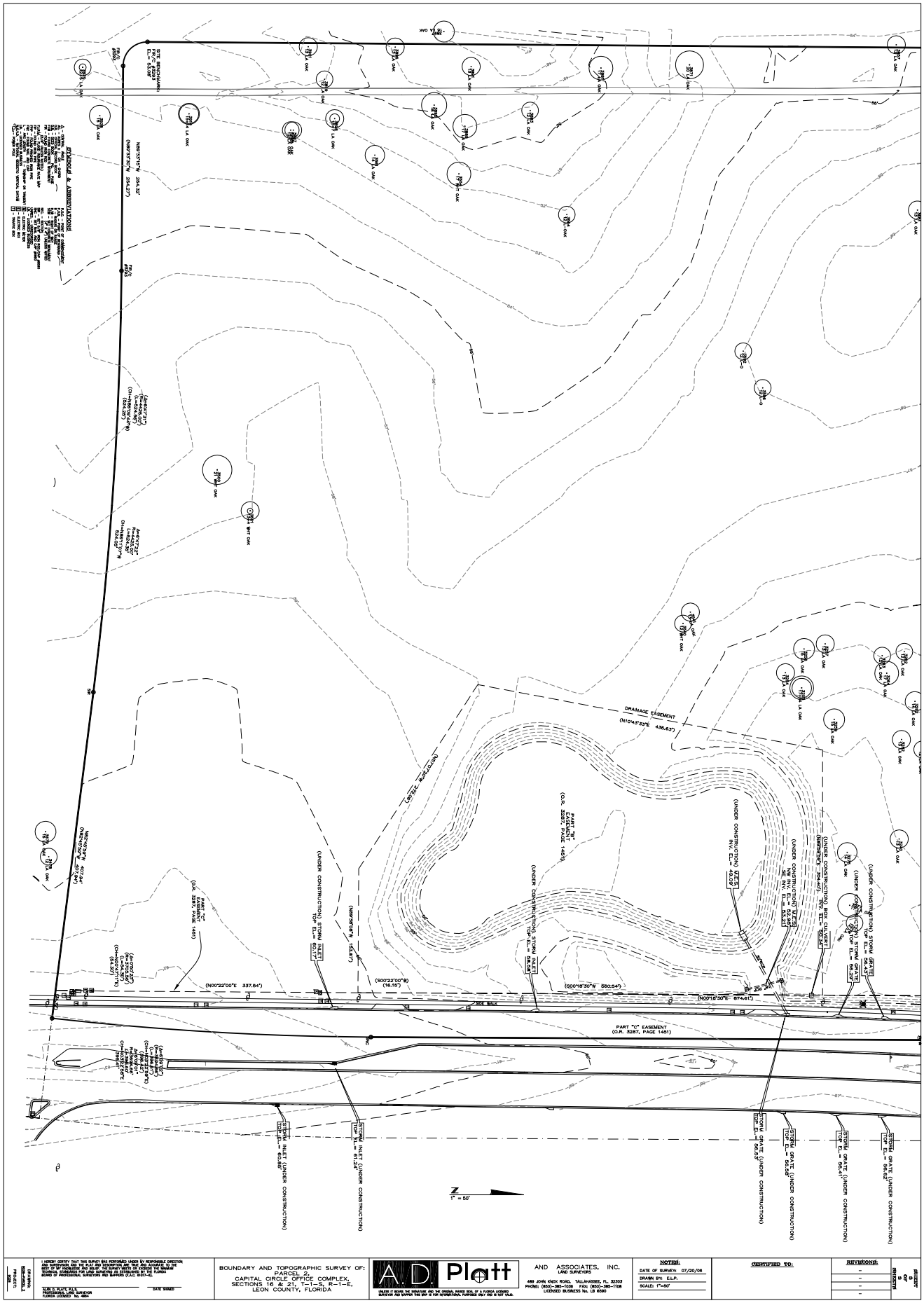
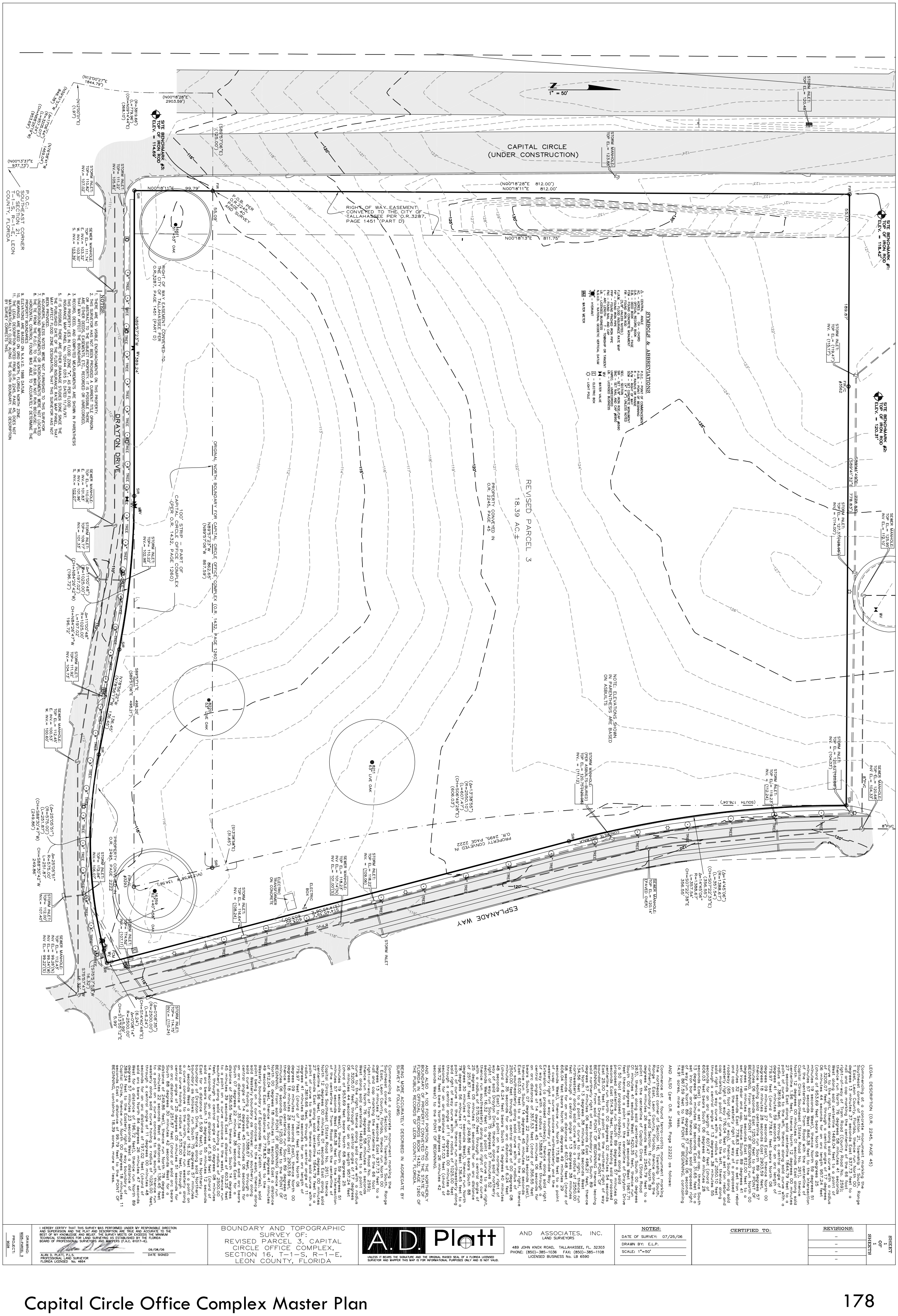
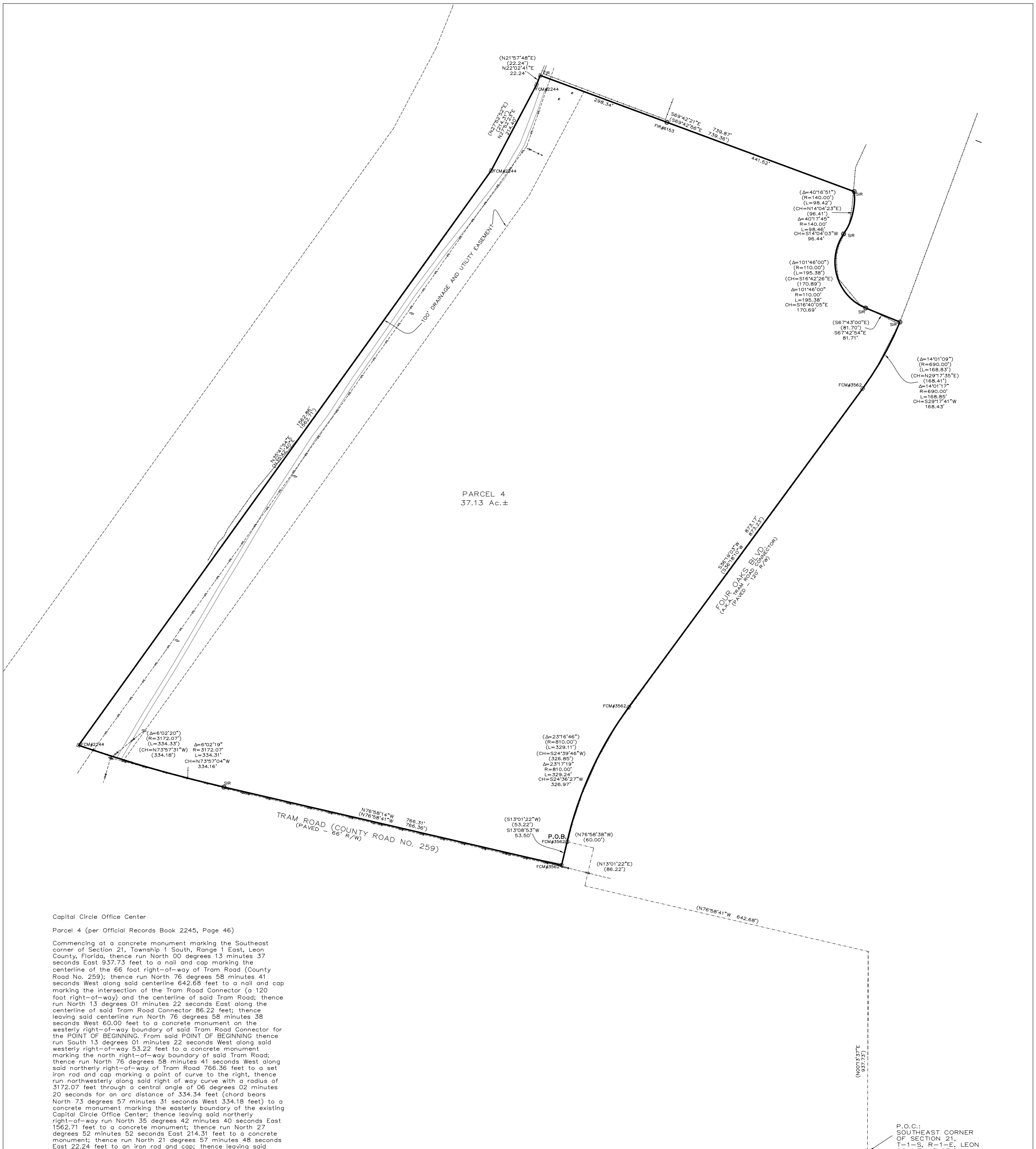
–
–

SHEET 2 OF 2 SHEETS


BOUNDARY AND TOPOGRAPHIC SURVEY OF:
PARCEL 2,
CAPITAL CIRCLE OFFICE COMPLEX,
SECTIONS 16 & 21, T-1-S, R-1-E,
LEON COUNTY, FLORIDA
A.D. Platt
AND ASSOCIATES, INC.
LAND SURVEYORS
489 JOHN KNOX ROAD, TALLAHASSEE, FL 32303
PHONE: (850)-385-1038 FAX: (850)-385-1108
LICENSED BUSINESS No. LB 4580
NOTES:
DATE OF SURVEY: 07/20/08
DRAWN BY: E.L.P.
SCALE: 1"=50'
CERTIFIED TO:
REVISIONS:
ALAN D. PLATT, P.L.S.
PROFESSIONAL LAND SURVEYOR
FLORIDA LICENSE NO. 4864
DATE SIGNED
SHEET 1 OF 1 SHEETS
1" = 50'


CAPITAL CIRCLE
(UNDER CONSTRUCTION)
DRAYTON DRIVE
ESPLANADE WAY
REVISED PARCEL 3
18.39 AC±
BOUNDARY AND TOPOGRAPHIC SURVEY OF:
REVISED PARCEL 3, CAPITAL CIRCLE OFFICE COMPLEX,
SECTION 16, T-1-S, R-1-E,
LEON COUNTY, FLORIDA
A.D. Platt
AND ASSOCIATES, INC.
LAND SURVEYORS



Capital Circle Office Center

Parcel 4 (per Official Records Book 2245, Page 46)

Commencing at a concrete monument marking the Southeast corner of Section 21, Township 1 South, Range 1 East, Leon County, Florida, thence run North 00 degrees 13 minutes 37 seconds East 937.73 feet to a nail and cap marking the centerline of the 66 foot right-of-way of Tram Road (County Road No. 259); thence run North 76 degrees 58 minutes 41 seconds West along said centerline 642.68 feet to a nail and cap marking the intersection of the Tram Road Connector (a 120 foot right-of-way) and the centerline of said Tram Road; thence run North 13 degrees 01 minutes 22 seconds East along the centerline of said Tram Road Connector 86.22 feet; thence leaving said centerline run North 76 degrees 58 minutes 38 seconds West 60.00 feet to a concrete monument on the westerly right-of-way boundary of said Tram Road Connector for the POINT OF BEGINNING. From said POINT OF BEGINNING thence run South 13 degrees 01 minutes 22 seconds West along said westerly right-of-way 53.22 feet to a concrete monument marking the north right-of-way boundary of said Tram Road; thence run North 76 degrees 58 minutes 41 seconds West along said northerly right-of-way of Tram Road 766.36 feet to a set iron rod and cap marking a point of curve to the right, thence run northwesterly along said right of way curve with a radius of 3172.07 feet through a central angle of 06 degrees 02 minutes 20 seconds for an arc distance of 334.34 feet (chord bears North 73 degrees 57 minutes 31 seconds West 334.18 feet) to a concrete monument marking the easterly boundary of the existing Capital Circle Office Center; thence leaving said northerly right-of-way run North 35 degrees 42 minutes 40 seconds East 1562.71 feet to a concrete monument; thence run North 27 degrees 52 minutes 52 seconds East 214.31 feet to a concrete monument; thence run North 21 degrees 57 minutes 48 seconds East 22.24 feet to an iron rod and cap; thence leaving said easterly boundary of the existing Capital Circle Office Center run South 69 degrees 42 minutes 56 seconds East 739.36 feet; thence run southwesterly along a non-tangent curve to the right with a radius of 140.00 feet through a central angle of 40 degrees 16 minutes 49 seconds for an arc distance of 98.42 feet (chord bears South 14 degrees 04 minutes 23 seconds West 96.41 feet) to a point of reverse curve to the left; thence run southeasterly along said curve with a radius of 110.00 feet through a central angle of 101 degrees 55 minutes 47 seconds for an arc distance of 195.69 feet (chord bears South 16 degrees 42 minutes 26 seconds East 170.89 feet); thence run South 67 degrees 43 minutes 00 seconds East 81.70 feet to the westerly right-of-way boundary of said Tram Road Connector; thence run southwesterly along said westerly right-of-way along a curve to the right with a radius of 690.00 feet through a central angle of 14 degrees 01 minutes 10 seconds for an arc distance of 168.83 feet (chord bears South 29 degrees 17 minutes 35 seconds West 168.41 feet) to a concrete monument; thence run South 36 degrees 18 minutes 10 seconds West along said westerly right of way 873.23 feet to a concrete monument marking a point of curve to the right, thence run southwesterly along said right of way curve with a radius of 810.00 feet through a central angle of 23 degrees 16 minutes 48 seconds for an arc distance of 329.11 feet (chord bears South 24 degrees 39 minutes 46 seconds West 326.85 feet) to the POINT OF BEGINNING; containing 37.133 acres, more or less.

The westerly 100 feet of the above property being subject to a 100' utility and drainage easement.

SYMBOLS & ABBREVIATIONS

Δ – CENTRAL ANGLE	P.O.C. – POINT OF COMMENCEMENT
AC. – ACRES ± CH – CHORD	P.O.B. – POINT OF BEGINNING
O.R. – OFFICIAL RECORD BOOK	R – RADIUS OR RANGE
D.B. – DEED BOOK PG. – PAGE	R/W – RIGHT OF WAY
FCM – FOUND CONCRETE MONUMENT	SCM – SET CONCRETE MONUMENT (4" X 4") UNLESS NOTED
FIR – FOUND IRON ROD (5/8" UNLESS NOTED.)	SEC. – SECTION
F.I.R.M. – FLOOD INSURANCE RATE MAP	SIR – SET 5/8" IRON ROD/CAP #6590
FIP – FOUND IRON PIPE	SNC – SET NAIL AND CAP #6950
FPIP – FOUND PINCHED IRON PIPE	UNREC. – UNRECORDED
FNC – FOUND NAIL AND CAP	LB. – LICENSED BUSINESS
L – ARC LENGTH T – TOWNSHIP OR TANGENT	
LB. – LICENSED BUSINESS	
N.G.V.D. – NATIONAL GEODETIC VERTICAL DATUM	

NOTES:

1. THERE ARE NO VISIBLE ENCROACHMENTS ON THIS PROPERTY.
2. THIS SURVEYOR HAS NOT BEEN PROVIDED A CURRENT TITLE OPINION OR ABSTRACT TO THE SUBJECT PROPERTY. IT IS POSSIBLE THERE ARE OTHER DEEDS, EASEMENTS, ETC., RECORDED OR UNRECORDED, THAT MAY AFFECT THE BOUNDARIES.
3. RECORD, DEED, AND COMPUTED MEASUREMENTS ARE SHOWN IN PARENTHESIS
4. THIS PROPERTY LIES IN FLOOD ZONE "X", AS PER FLOOD INSURANCE MAP PANEL No. 120144 0315 D, DATED 11/19/97.
5. IT IS POSSIBLE THERE ARE OTHER DRAINAGE STUDIES DONE SINCE THE THE PUBLISHED DATE OF THE FLOOD INSURANCE RATE MAP PANEL, THAT MAY AFFECT FLOOD ZONE DESIGNATION, THAT THIS SURVEYOR HAS NOT BEEN PROVIDED.
6. ADJOINERS, UNLESS NOTED WERE NOT FURNISHED TO THIS SURVEYOR
7. UNDERGROUND IMPROVEMENTS OR ENCROACHMENTS WERE NOT LOCATED
8. THE TIE FROM THE P.O.C. TO THE P.O.B. WAS NOT RUN BECAUSE: THE HORIZONTAL CONTROL FOUND WAS ABLE TO ACCURATELY DETERMINE THE PROPERTY BOUNDARIES
9. ELEVATIONS ARE BASED ON N.A.V.D. 1988 DATUM.
10. BEARINGS ARE BASED ON GRID NORTH, FLORIDA NORTH ZONE.

DRAWING: 9028-PARCEL 4
PROJECT: 9028

I HEREBY CERTIFY THAT THIS SURVEY WAS PERFORMED UNDER MY RESPONSIBLE DIRECTION AND SUPERVISION AND THE PLAT AND DESCRIPTION ARE TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF. THE SURVEY MEETS OR EXCEEDS THE MINIMUM TECHNICAL STANDARDS FOR LAND SURVEYING AS ESTABLISHED BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS (F.A.C. 61G17-6).

ALAN D. PLATT, P.L.S.
PROFESSIONAL LAND SURVEYOR
FLORIDA LICENSED No. 4664

09/08/06
DATE SIGNED

BOUNDARY & TOPOGRAPHIC SURVEY OF:
PARCEL 4,
CAPITAL CIRCLE OFFICE COMPLEX
IN SECTION 21, T-1-S, R-1-E,
LEON COUNTY, FLORIDA

A.D. Platt AND ASSOCIATES, INC.
LAND SURVEYORS
489 JOHN KNOX ROAD, TALLAHASSEE, FL. 32303
PHONE: (850)-385-1036 FAX: (850)-385-1108
LICENSED BUSINESS No. LB 6590

UNLESS IT BEARS THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT VALID.

NOTES:
DATE OF SURVEY: 08/20/06
DRAWN BY: E.L.P.
SCALE: 1"=100'

CERTIFIED TO:

REVISIONS:
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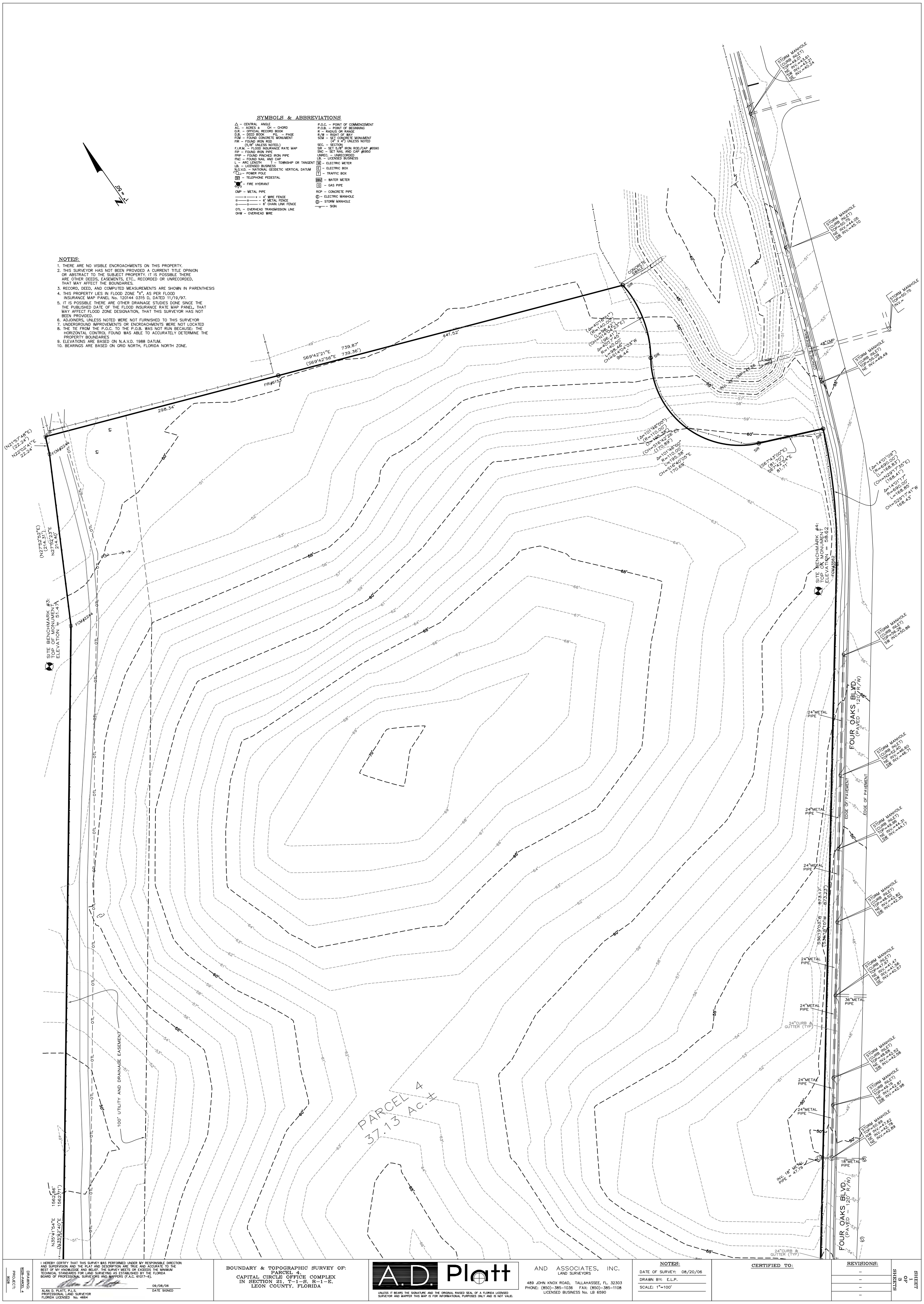
–
–

SHEET 1 OF 3 SHEETS


SYMBOLS & ABBREVIATIONS
NOTES:
1. THERE ARE NO VISIBLE ENCROACHMENTS ON THIS PROPERTY.
2. THIS SURVEYOR HAS NOT BEEN PROVIDED A CURRENT TITLE OPINION OR ABSTRACT TO THE SUBJECT PROPERTY. IT IS POSSIBLE THERE ARE OTHER DEEDS, EASEMENTS, ETC., RECORDED OR UNRECORDED, THAT MAY AFFECT THE BOUNDARIES.
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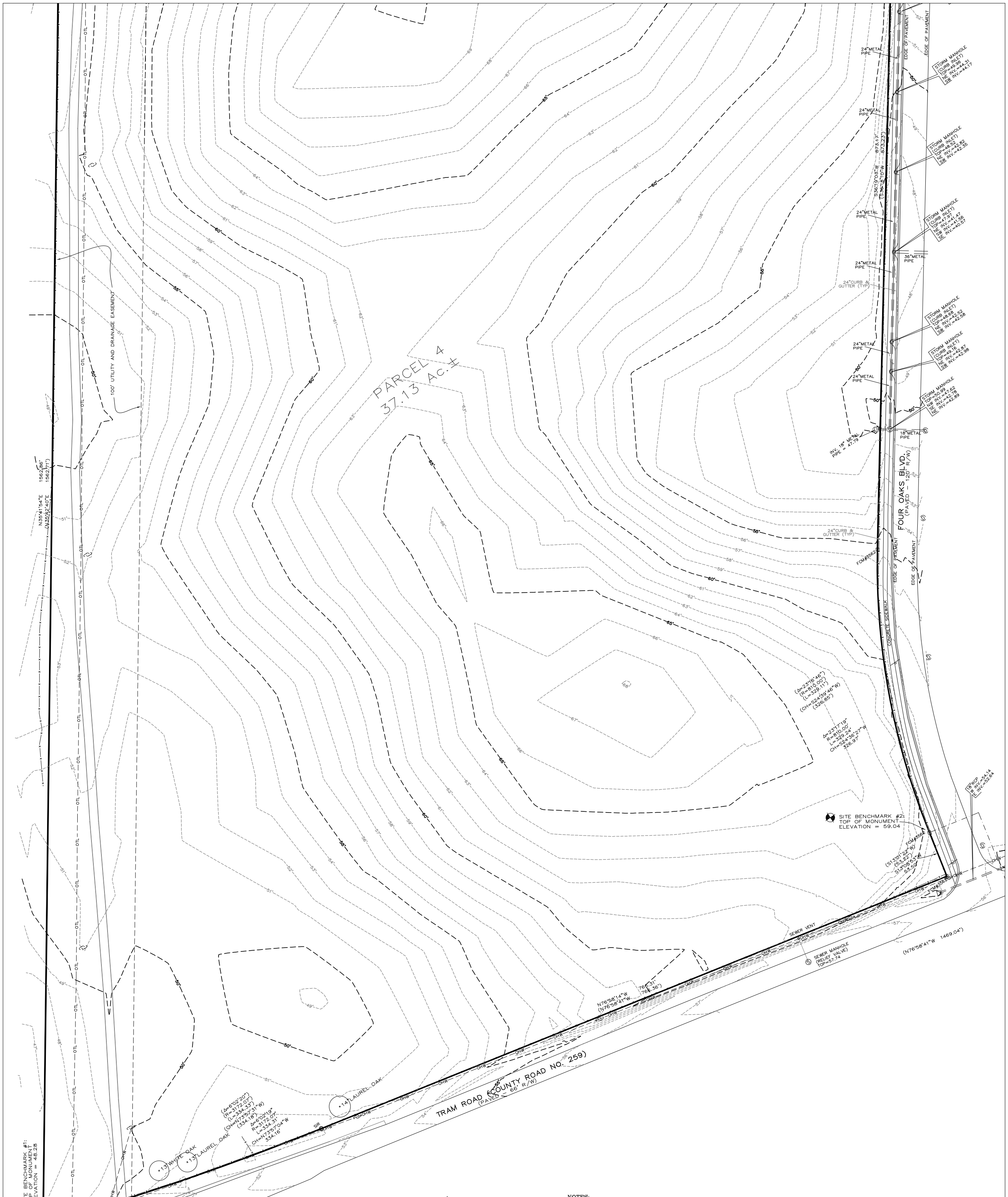
6. ADJOINERS, UNLESS NOTED WERE NOT FURNISHED TO THIS SURVEYOR
7. UNDERGROUND IMPROVEMENTS OR ENCROACHMENTS WERE NOT LOCATED
8. THE TIE FROM THE P.O.C. TO THE P.O.B. WAS NOT RUN BECAUSE: THE HORIZONTAL CONTROL FOUND WAS ABLE TO ACCURATELY DETERMINE THE PROPERTY BOUNDARIES
9. ELEVATIONS ARE BASED ON N.A.V.D. 1988 DATUM.
10. BEARINGS ARE BASED ON GRID NORTH, FLORIDA NORTH ZONE.
1" = 50'
PARCEL 4
37.13 Ac.±
FOUR OAKS BLVD.
(PAVED – 120' R/W)
SITE BENCHMARK #3
SITE BENCHMARK #4
100' UTILITY AND DRAINAGE EASEMENT
EDGE OF PAVEMENT
STORM MANHOLE
24"METAL PIPE
DRAWING: 9028-PARCEL 4
PROJECT: 9028
I HEREBY CERTIFY THAT THIS SURVEY WAS PERFORMED UNDER MY RESPONSIBLE DIRECTION AND SUPERVISION AND THE PLAT AND DESCRIPTION ARE TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF. THE SURVEY MEETS OR EXCEEDS THE MINIMUM TECHNICAL STANDARDS FOR LAND SURVEYING AS ESTABLISHED BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS (F.A.C. 61G17-6).
09/08/06
DATE SIGNED
ALAN D. PLATT, P.L.S.
PROFESSIONAL LAND SURVEYOR
FLORIDA LICENSED No. 4664
BOUNDARY & TOPOGRAPHIC SURVEY OF:
PARCEL 4,
CAPITAL CIRCLE OFFICE COMPLEX
IN SECTION 21, T-1-S, R-1-E,
LEON COUNTY, FLORIDA
A.D. Platt
UNLESS IT BEARS THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT VALID.
AND ASSOCIATES, INC.
LAND SURVEYORS
489 JOHN KNOX ROAD, TALLAHASSEE, FL. 32303
PHONE: (850)-385-1036 FAX: (850)-385-1108
LICENSED BUSINESS No. LB 6590
NOTES:
DATE OF SURVEY: 08/20/06
DRAWN BY: E.L.P.
SCALE: 1"=100'
CERTIFIED TO:
REVISIONS:
SHEET 1 OF 3 SHEETS



NOTES:

1. THERE ARE NO VISIBLE ENCROACHMENTS ON THIS PROPERTY.
2. THIS SURVEYOR HAS NOT BEEN PROVIDED A CURRENT TITLE OPINION OR ABSTRACT TO THE SUBJECT PROPERTY. IT IS POSSIBLE THERE ARE OTHER DEEDS, EASEMENTS, ETC., RECORDED OR UNRECORDED, THAT MAY AFFECT THE BOUNDARIES.
3. RECORD, DEED, AND COMPUTED MEASUREMENTS ARE SHOWN IN PARENTHESIS
4. THIS PROPERTY LIES IN FLOOD ZONE "X", AS PER FLOOD INSURANCE MAP PANEL No. 120144 0315 D, DATED 11/19/97.
5. IT IS POSSIBLE THERE ARE OTHER DRAINAGE STUDIES DONE SINCE THE THE PUBLISHED DATE OF THE FLOOD INSURANCE RATE MAP PANEL, THAT MAY AFFECT FLOOD ZONE DESIGNATION, THAT THIS SURVEYOR HAS NOT BEEN PROVIDED.
6. ADJOINERS, UNLESS NOTED WERE NOT FURNISHED TO THIS SURVEYOR
7. UNDERGROUND IMPROVEMENTS OR ENCROACHMENTS WERE NOT LOCATED
8. THE TIE FROM THE P.O.C. TO THE P.O.B. WAS NOT RUN BECAUSE: THE HORIZONTAL CONTROL FOUND WAS ABLE TO ACCURATELY DETERMINE THE PROPERTY BOUNDARIES
9. ELEVATIONS ARE BASED ON N.A.V.D. 1988 DATUM.
10. BEARINGS ARE BASED ON GRID NORTH, FLORIDA NORTH ZONE.

SYMBOLS & ABBREVIATIONS

- Δ – CENTRAL ANGLE
- AC. – ACRES ±
- CH – CHORD
- O.R. – OFFICIAL RECORD BOOK
- D.B. – DEED BOOK
- PG. – PAGE
- FCM – FOUND CONCRETE MONUMENT
- FIR – FOUND IRON ROD (5/8" UNLESS NOTED.)
- F.I.R.M. – FLOOD INSURANCE RATE MAP
- FIP – FOUND IRON PIPE
- FPIP – FOUND PINCHED IRON PIPE
- FNC – FOUND NAIL AND CAP
- L – ARC LENGTH
- T – TOWNSHIP OR TANGENT
- LB. – LICENSED BUSINESS
- N.G.V.D. – NATIONAL GEODETIC VERTICAL DATUM
- POWER POLE
- TELEPHONE PEDESTAL
- FIRE HYDRANT
- CMP – METAL PIPE
- P.O.C. – POINT OF COMMENCEMENT
- P.O.B. – POINT OF BEGINNING
- R – RADIUS OR RANGE
- R/W – RIGHT OF WAY
- SCM – SET CONCRETE MONUMENT (4" X 4") UNLESS NOTED
- SEC. – SECTION
- SIR – SET 5/8" IRON ROD/CAP #6590
- SNC – SET NAIL AND CAP #6950
- UNREC. – UNRECORDED
- LB. – LICENSED BUSINESS
- M – ELECTRIC METER
- E – ELECTRIC BOX
- T – TRAFFIC BOX
- WM – WATER METER
- G – GAS PIPE
- RCP – CONCRETE PIPE
- E – ELECTRIC MANHOLE
- D – STORM MANHOLE
- SIGN

DRAWING: 9028-PARCEL 4
PROJECT: 9028

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NOTES:
DATE OF SURVEY: 08/20/06
DRAWN BY: E.L.P.
SCALE: 1"=100'

CERTIFIED TO:

REVISIONS:
-
-
-
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SHEET 1 OF 3 SHEETS