



CANOPY ROADS MANAGEMENT PLAN

2019

Prepared by the Tallahassee-Leon County
Canopy Roads Citizens Committee



The Tallahassee-Leon County Canopy Roads Citizens Committee

The CRCC was established as an ad-hoc committee by the County Commission on October 8, 1991. The CRCC developed the first Canopy Roads Management Plan, adopted by the City and County Commissions in 1992. Subsequently, the CRCC was established into a joint standing committee by both City and County Commissions in 1993.

The 2018 members of the Canopy Roads Citizens Committee:

Katie Britt, County Appointee
Robert Buccellato, City Appointee
Marie Cowart, County Appointee
Hollie Myers Elhilow, County Appointee
Megan Reynolds, City Appointee
Kevin Sossong, City Appointee
John Forrest Watson, Chairperson, City Appointee
Ryan Wetherell, County Appointee
Mary Anne Koos, Ex-Officio Member

2018 County Commission Liaison: Mary Ann Lindley

2018 City Commission Liaison: Gil Ziffer

Support Staff:

Mindy Mohrman, Urban Forester, Tallahassee-Leon County Planning Department
Sherri Calhoun, Recording Secretary, Tallahassee-Leon County Planning Department

Former members who contributed are:

Pierce Withers, County Appointee and former Chairperson
Ken Schilling, City Appointee

According to the by-laws of the Joint City and County Canopy Roads Citizens Committee, the purpose of the committee is to:

- To function as a standing committee that will make recommendations to the City and County Commissions on matters related to canopy road preservation.
- Assist in coordinating the efforts of government, private sector, civic groups and individuals in an effort to protect, maintain, enhance and where applicable, reevaluate canopy roads.

The duties of the committee are to:

- Assist in coordinating the efforts of the government, private sector, civic groups and individuals in an effort to maintain, protect and enhance existing canopy roads and incorporate new canopy roads.
- Oversee the re-evaluation of existing officially designated canopy road segments.
- Make recommendations to the City and County Commissions on any item related to canopy roads that are referred to the committee by the elected officials.
- Assist both local governments through their designated Canopy Roads Coordinators to implement the Canopy Road Management Plan.
- Review and report annually to the full commissions regarding the progress of the Canopy Road Management Plan. Commission liaisons will receive quarterly status report from CRCC Chairperson.
- Help develop a Canopy Road Design Manual and criteria for designating new canopy roads.
- Actively encourage participation from groups of individuals outside of the committee.

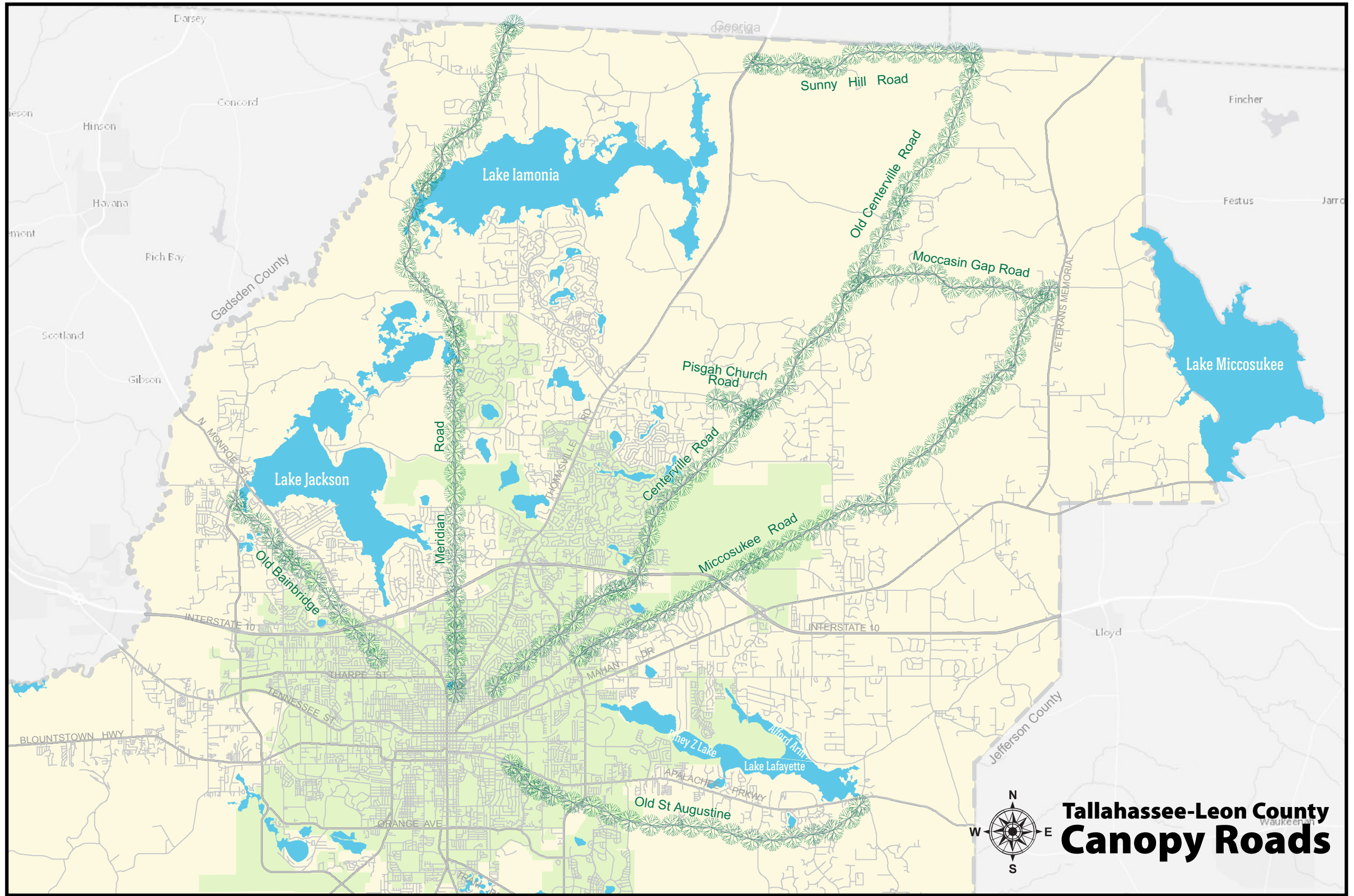
Tallahassee-Leon County Canopy Roads Citizens Committee (CRCC) is entrusted with coordinating the protection, maintenance, and enhancement of the designated Canopy Roads in the City of Tallahassee and Leon County, and serves as a public advocate for the support and enhancement of the Canopy Roads.

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**Tallahassee-Leon County
Canopy Roads**

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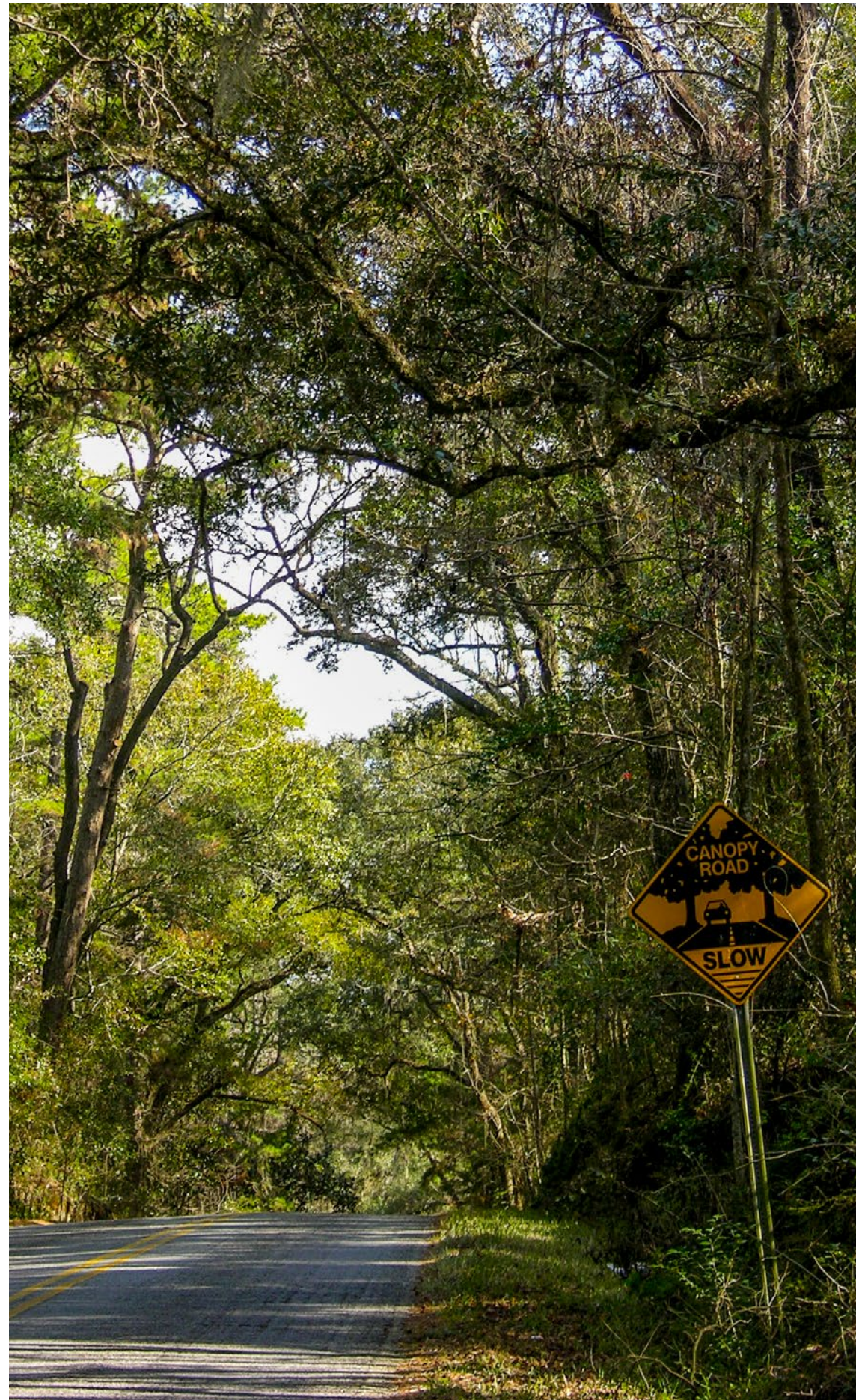


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Old Centerville Road



Executive Summary

Our canopy roads are a community treasure with history reaching back hundreds of years, originating as Native American trails later used by Spanish Explorers and early American settlers. These paths became the first roads in the area and today comprise our community's 78-mile canopy road system with eight officially designated segments. It has taken centuries for travelers to cut ravines as much as twelve feet deep forming the red clay embankments, or "cut banks." The Canopy Roads are recognized locally and by many throughout the country as a wonderful cultural and natural resource and the signature of our community. More than a mechanism for travel, the Canopy Roads are an experience that recognizes the beauty, history and culture of Tallahassee and Leon County.

The first Canopy Roads Management Plan was developed and approved by the City and County Commissions in 1992, and focused on maintenance strategies for canopy road enhancement. However, much of this resource exists on private property, and therefore the Canopy Roads Citizens Committee (CRCC) believes that a multi-faceted approach is necessary to facilitate pro-active management of our canopy roads. The updated Canopy Roads Management Plan includes actionable objectives and strategies to achieve four identified goals.

Goal 1: Educate and Engage the Community in the Canopy Roads Experience.

Because much of the Canopy Protection Zone exists on private property, the CRCC believes that community support, especially from landowners along our canopy roads, is essential. Citizens, and especially landowners should be educated about the benefits of our canopy roads and the canopy protection zone regulations.

Goal 2: Guide Development Policies that Protect, Improve, Enhance and Expand the Canopy Roads Experience.

As our community grows and development continues, the aesthetic of the canopy roads should be achieved in ways that work for the surrounding area. A design manual that establishes standards for driveways, sidewalks, signage, etc. has been an objective of the CRCC since the original management plan was adopted. Additionally, the CRCC would like to explore common sense regulations to allow for continuation of the canopy road aesthetic while allowing for fair property use.

Goal 3: Preservation and Enhancement of Intrinsic Resources.

Intrinsic resources on canopy roads are those that seem to belong naturally. More than trees and vegetation, the canopy road aesthetic includes scenic view sheds and historic elements such as cut banks and historic structures. An intrinsic resource assessment will assist the CRCC in identifying priority areas in need of improvement and those unique resources which should be highlighted. This will empower the committee to recognize opportunities for improvement as development projects are reviewed. County and City Staff should continue to make ecological improvements including native tree and understory plantings and invasive species control according to best management practices. Additionally, landowners should be encouraged to take interest in adjacent ecology.

Goal 4: Provide and Support Safe Non-Motorized Access and Connectivity While Preserving the Integrity of the Canopy Roads Experience.

Providing multiple ways for users to experience the canopy roads, including walking and biking trails, promotes their use and increases awareness of this rich natural resource. Of course, bicycle and pedestrian facilities must be balanced with preservation and protection of the resource, and safety of the user.

**"Tallahassee's Canopy Roads are a treasured and unique resource. They are green pathways into the past. They offer passage to a quieter Florida, entrance to the natural Florida of yesterday, a haven from the hurly-burly of modern-day life, and refuge from walls of concrete, air conditioning, and crowds."
From Canopy Roads Management Plan, 1992**



Old St. Augustine Rd Ca. 1910

History of the Canopy Roads

Miccosukee Road

Miccosukee Road is located in northeast Leon County, stretching from Capital Circle to Moccasin Gap Road. This road began as a Native American footpath that led to the village of Mikosuki (Mikasuki). Native Americans farmed this area until they were forced out by the increasing number of white settlers. British surveyors made note of the path in 1767. In 1818, General Andrew Jackson, with an army of 3,300 men, marched across the Red Hills and burned the hurriedly deserted Mikasuki village which contained 300 houses. By the 1850's the road was used by thirty Leon County plantation owners to haul cotton to the market. Goodwood Plantation, the estate of the Croom family, still stands today near the intersection of Miccosukee and Magnolia Dr.

This particular Canopy Road shares a long stretch with the Miccosukee Greenway, another wonderful treasure of the city and county.



Old Bainbridge Road

In the north west of the city, Old Bainbridge Rd. extends from Raa Avenue to Capital Circle and generally parallels US 27. Archaeologists have found the remains of Native American villages, as well as a 1600's Spanish Franciscan mission called Escambe and rancheros settlements along the road. Escambe was part of Spain's effort to colonize the region, and convert the Timucuan and Apalachee tribes to Christianity. The mission lasted until 1704, when it was destroyed by a group of Creek Indians. This site is on the U.S. National Register of Historic Places. Old Bainbridge Road is a scenic alternative for a trip to Havana, Florida.



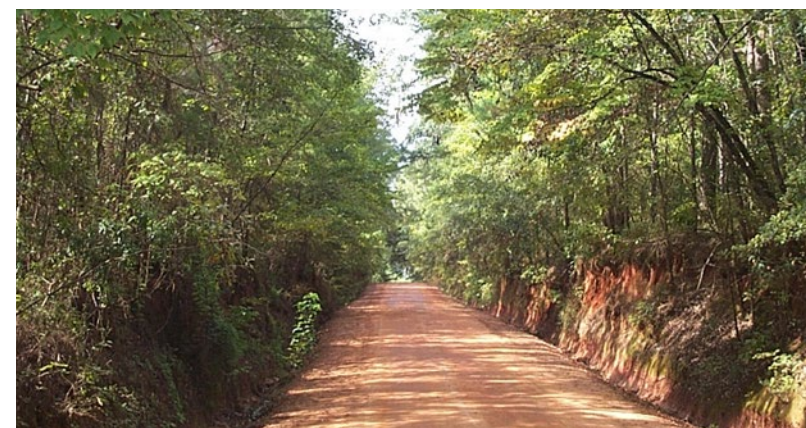
Meridian Road

Meridian Road extends from Seventh Avenue in Midtown to the Florida/Georgia state line, directly north of downtown. The road began back in 1824 when a federal surveyor named Benjamin Clemens laid lengths of chain through the forests of Leon County to establish the Prime Meridian for surveying all of State. As a result of this, the road was cut straight without curves to account for the terrain ending up with banks that reach eight feet high at places. The Prime Meridian marker for the State of Florida is located downtown in Cascades Park. Meridian Road intersects with Thomasville Rd. at the site of the Los Robles Gate, established in 1928, which welcomes residents to the 1920's subdivision, one of the oldest in Tallahassee. Meridian Road is now in the National Register of Historic Places, a great honor for a local historic road. Off Meridian Road is Miller Landing, a very nice complement to the canopy road system. Miller Landing connects Meridian Road to Lake Jackson, named for the Florida territorial Governor and later US President.



Centerville Road and Old Centerville Road

Together Centerville Road and Old Centerville Road extend from Seventh Avenue to the Florida/Georgia state line. The Old Willis Dairy is a historic farm along Centerville Rd. These roads date back to the early nineteenth century, shortly after the founding of Tallahassee and Thomasville. The wagon road was a north-south route linking the antebellum plantations to the Tallahassee market and rail lines to St. Marks. Some of the region's oldest rural churches are located on or near this historic route, including the Pisgah United Methodist Church. Directly south of Centerville Road one can find one of the oldest roads in Leon County. Magnolia Road led to the antebellum port of Magnolia on the St. Marks River. From this port, cotton was shipped to New Orleans and New York. When the railroad that connected St. Marks with Tallahassee was built in the 1830's Magnolia swiftly fell into decline and eventually vanished.



Moccasin Gap Road

Moccasin Gap Road connects in the northern part of Leon County, bridging Centerville Road and Miccosukee Road, and acting as an extension to Centerville Road. The road provides beautiful vistas to the countryside and terminates at the village of Miccosukee. One of the best known historic landmarks near the intersection of Moccasin Gap and Centerville Rd. is the old Bradley's Country Store.



Sunny Hill Road

While Leon County's other designated canopy roads were described in the nineteenth century as "spokes in a wheel" emanating from Tallahassee, Sunny Hill Road reflects a hard clay backwoods road that linked the plantations and hamlets near the Florida-Georgia border. High clay embankments and their overstory provide a tunnel effect along most of the road. This was part of the network of roads that antebellum planters and farmers used to haul cotton. In November, 1845, the Leon County Commission appointed a road commission to mark out a road from area plantations near the Georgia line to intersect the road leading from Tallahassee to Thomasville. Sunny Hill Rd. is a 5.5 mile-long road that bridges Thomasville Road and Old Centerville Road.



Pisgah Church Road

The history of Pisgah Church Road begins in 1822 with the settlement of the Methodist circuit riders who first held services near Centerville, Florida. Centerville was just west of the current intersection of Pisgah Church Road and Bradfordville Road. By 1839, during the Seminole Wars, Centerville was an active patrol station entrusted with the protection of white settlers. By 1848 Centerville had a post office, dry goods store, and a livery stable. The road was most likely built when the Pisgah Church was established (the current building dates from 1858) but there is no clear documentation until the publication of a map in 1883.



Old St. Augustine Road

Old St. Augustine Road extends from East Lafayette Street to W. W. Kelly Road next to the intersection of US 27 in Chaires, Florida in the south east sector of the city. This road has a rich history: when surveyor John Lee Williams explored this area in 1823 to select the site for the new capital of Florida, he noted he had seen "abundant evidences of an ancient and dense population with great roads". This road dates back to the 1600's when it linked the Spanish missions of Leon County with the city of St. Augustine and was known as the Camino Real or Royal Road. Later on it served as the foundation for Florida's first American road, the Pensacola-St. Augustine Highway. In the 1820's local plantation owner John Bellamy used the labor of enslaved people for the construction of segments of the road. Soon after the construction of the road, plantations developed throughout its length.



This information provided by the Tallahassee Trust for Historic Preservation and The Red Hills Case Study by Kevin McGorty, 1992.

A Brief History of the Designation of the Canopy Roads

Canopy Road designation goes back to at least 1972. Leon County Ordinance 72-114 designated five roads as Canopy Roads on the Comprehensive Land Use Map of Leon County. The canopy roads consisted of certain sections of the following roadways: Centerville Road; Meridian Road; Miccosukee Road; Old Bainbridge Road; and Old St. Augustine Road. In 1975, Ordinance 75-3 established Canopy Roads Tree Protection Zones. These zones consisted of all lands within 35 feet of the centerline of the designated canopy roads. No trees within these zones could be removed and no improvements could be carried out within these zones without the express approval of the Board of County Commissioners, with the exception of routine maintenance of existing roadways and drainage facilities. Ordinance 75-12 established setback and height restrictions along the canopy roads.

In 1982, Ordinance 82-46 expanded the Canopy Road Protection Zone from 35 feet to 50 feet from the centerline of the road. Ten years later, Ordinance 92-3 established understory protection measures in Canopy Protection Zones and prohibited all development within 100 feet of the centerline of the canopy road without local government approval. Ordinance 92-10 imposed tree removal application requirements and mitigation requirements, and also established a canopy road overlay district, consisting of all lands within 100 feet of the centerline of the canopy road. In 2005, two additional roads were designated as canopy roads; Old Centerville Road and Sunny Hill Road. In 2007, Pisgah Church Road was designated as a canopy road.

From the Code of Laws of Leon County, Florida

- Sec. 10-6.707. - Canopy roads overlay district.

(a) Purpose and intent. The purpose and intent of the canopy roads overlay district is to ensure the preservation and protection of the canopy road trees on the following roads:

- (1) Meridian Road from its intersection with Seventh Avenue to the state line.
- (2) Magnolia Drive—Centerville Road—Moccasin Gap Road from their intersection with Seventh Avenue to State Road 59.
- (3) Miccosukee Road from its intersection with Capital Circle to Moccasin Gap Road.
- (4) Old St. Augustine Road from its intersection with East Lafayette Street to W.W. Kelley Road.
- (5) Old Bainbridge Road from its intersection with Raa Avenue to Capital Circle.
- (6) Sunny Hill Road from its intersection with Thomasville Road to Old Centerville Road.
- (7) Old Centerville Road from its intersection with Centerville Road to the state line.
- (8) Pisgah Church Road from Bradfordville Road to the end of the county maintained right-of-way east of Centerville Road

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Vision and Purpose of the Canopy Roads Management Plan

"Perpetuate the Canopy Roads Experience."
Canopy Roads Management Plan, 1992

- Increase awareness, preservation, and enhancement of the environmental and cultural benefits of the canopy roads through education, community engagement, and partnerships
- Guide development projects to include innovative solutions for preservation and enhancement of resources
- Protect and enhance a recognized environmental, cultural, and historic resource
- Support a varied and immersive user experience that goes beyond motorized access

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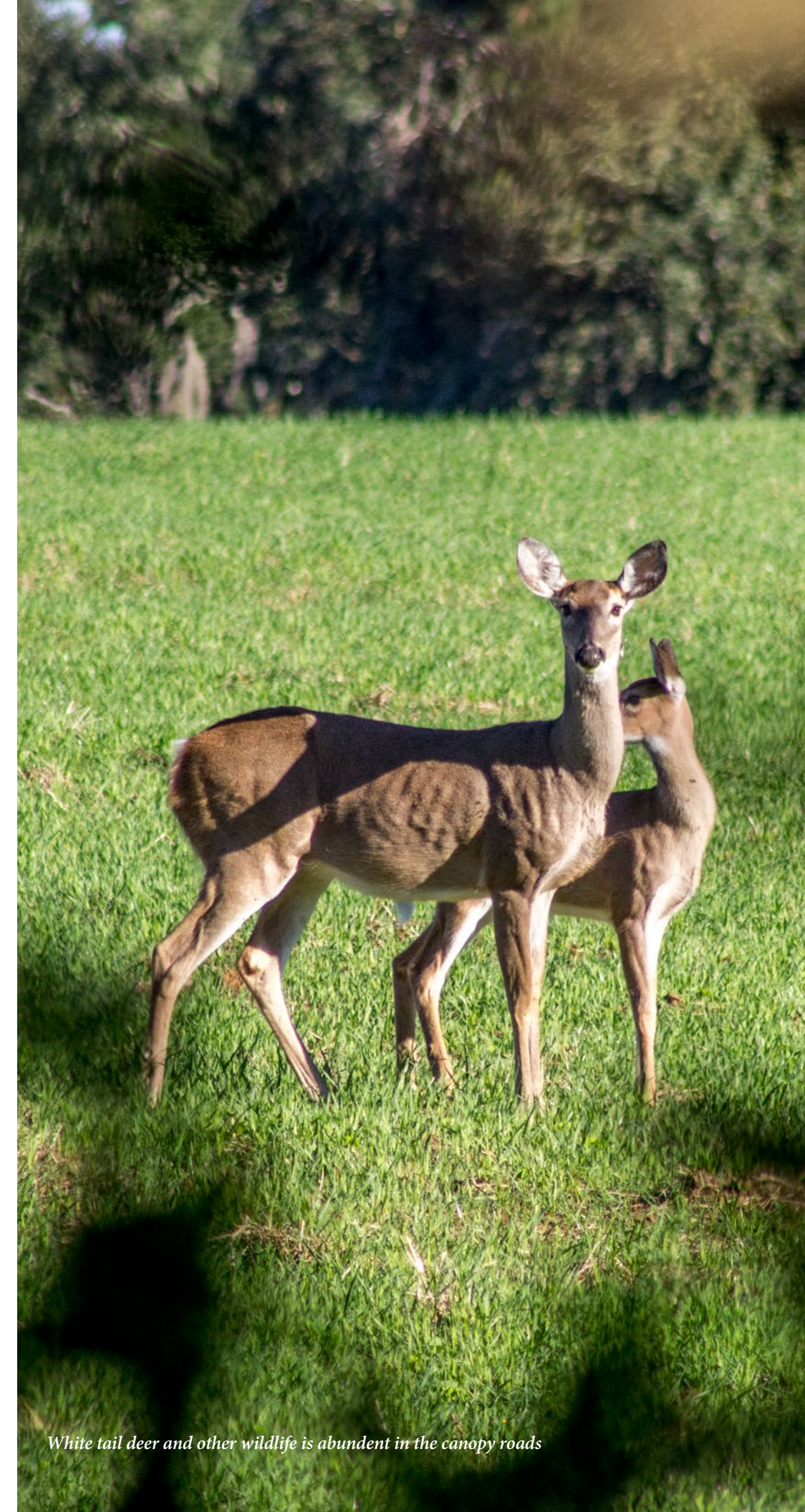
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Goals, Objectives, and Strategies

The Canopy Roads Citizens Committee has identified four goals that reflect the primary outcomes needed to achieve the Vision of the Canopy Roads Management Plan; "To perpetuate the Canopy Roads experience." The objectives define the approach that will be taken to achieve each goal, and the strategies are the measurable steps that will be taken to achieve each objective. A five year action plan to accomplish these strategies is included.



Los Robles subdivision on Meridian Rd.



White tail deer and other wildlife is abundant in the canopy roads

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Goal 1: Educate and Engage the Community in the Canopy Roads Experience

The Canopy Roads Management Plan shall be community driven and administered through innovative, open public/private partnerships to identify and achieve common goals. The Plan shall offer residents and visitors an enriching experience by assisting with education and assistance for property owners and providing multiple opportunities for visitors to learn about and experience the canopy roads.

- **Objective 1.1:** Utilize placemaking methods to strengthen the connection between the community and the canopy roads. An area with a “sense of place” has a shared character, personality, or identity, and the placemaking process fosters strong stakes in a community’s existing assets, inspiration, and potential.

Strategy 1.1.1: Coordinate with existing and future citizen engagement opportunities to continue a conversation regarding canopy roads.

Partners: Tallahassee-Leon County Planning Department

Strategy 1.1.2: Coordinate with updates to upcoming and existing placemaking plans such as Miccosukee and Midtown.

Partners: Tallahassee-Leon County Planning Department

- **Objective 1.2:** Develop multiple pathways for encouraging community engagement.

Strategy 1.2.1: Create a website with a story map that will function as the doorway to the canopy roads experience.

Partners: Tallahassee-Leon County Planning Department, Visit Tallahassee, Tallahassee-Leon County Geographic Information Systems, Tallahassee Trust for Historic Preservation

Strategy 1.2.2: Promote partnership opportunities to incorporate canopy roads into related programs such as Arbor Day, tourism, or sustainability events.

Partners: Visit Tallahassee, City of Tallahassee Communications, Leon County Community and Media Relations, Leon County IFAS Extension Office

- **Objective 1.3:** Educate property owners on canopy road benefits and regulations.

Strategy 1.3.1: Develop and distribute education materials that describe canopy road benefits, regulations and encourage good stewardship and make these readily available to the public and those that may interact with landowners along canopy roads.

Partners: Tallahassee Board of Realtors, Leon County Development Support and Environmental Management, City of Tallahassee Growth Management, Tallahassee Builders Association, Tree Service Contractors, City Utilities

“The road system strongly conveys to the traveler a distinctive historical sense of place, through its visual and aesthetic relationships between landscape, buildings, and structures, which unify and define the area.”

-1992 Canopy Roads Management Plan



Miccosukee Rd.



Goal 2: Guide Development Policies that Protect, Improve, Enhance, and Expand the Canopy Roads Experience

The Canopy Roads Management Plan shall maintain the character of the canopy roads through responsible development policies that preserve the resource and encourage consistent design to maintain a sense of place, while allowing for continued enhancement and improvement of the existing resource. Our canopy roads are not simply green tunnels of mature trees. They are a combination of varied natural and built elements that provide a unique roadway experience.

- **Objective 2.1:** Develop a Design Manual.

Strategy 2.1.1: Review and/or establish recommendations for standards for driveway and sidewalk widths, fences, gates, signage, landscaping and surfacing.

Partners: Tallahassee-Leon County Planning Department, Leon County Development Support and Environmental Management, City of Tallahassee Growth Management, Leon County Public Works, City of Tallahassee Underground Utilities and Public Infrastructure, Florida Department of Transportation

- **Objective 2.2:** Develop recommended growth management strategies that recognize the distinction between urban and rural canopy road areas.

Strategy 2.2.1: Review existing conditions in the urban service area and determine the potential need for recommendations that accommodate reasonable property use and a variety of transportation modes while preserving and improving the canopy roads aesthetic.

Partners: Tallahassee-Leon County Planning Department, Leon County Development Support and Environmental Management, City of Tallahassee Growth Management

- **Objective 2.3:** Ensure consistency with and support the goals and objectives of the Tallahassee- Leon County Comprehensive Plan Updates and the Tallahassee Urban Forest Master Plan.

Strategy 2.3.1: Coordinate with updates to the Comprehensive Plan and Urban Forest Master Plan.

Partners: Tallahassee-Leon County Planning Department

“When CRCC review takes place early in the design review process, it is often possible to ensure a final product that is well within project feasibility guidelines, while properly protecting adjacent Canopy Road features. The importance of this balance is to create an atmosphere whereby the area’s Canopy Roads are protected and enhanced, and continue to be a special treasure that our children and their children can enjoy, while allowing needed development to occur.”

-Canopy Roads Citizens Committee 2005 Annual Report



Goal 3: Preservation and Enhancement of Intrinsic Resources

Significant elements of the landscape contribute to the scenic or heritage nature of the canopy roads experience. Most importantly, intrinsic resources include the trees and vegetation that provide the stunning shaded canopy over and along the road, but also include scenic view sheds, open pasture, plantations, churches, and other spaces and attributes that contribute to the experience of the canopy roads as a historical and cultural asset. The Canopy Roads Management Plan shall maintain the character of the canopy roads through preservation and enhancement of the existing intrinsic resources.

“The Canopy Roads Management Plan should be a natural systems approach that stresses perpetuating natural processes rather than imposing artificial methods. This will reduce the need for intensive management strategies.”
-1992 Canopy Roads Management Plan

- **Objective 3.1:** Complete an Intrinsic Resource Assessment.
Strategy 3.1.1: Develop a GIS Map application that identifies areas by the ecological health of the Canopy Protection Zone, scenic quality of the view shed, historical significance, and level of development intrusion as described in the Criteria for Canopy Roads.
Partners: Tallahassee-Leon County Planning Department, Tallahassee-Leon County Geographical Information Systems
Strategy 3.1.2: Assign a prioritization system based on the quality rating system described in the Criteria for Canopy Roads to identify areas where enhancement is most needed.
- **Objective 3.2:** Develop programs to assist property owners to make ecological improvements and support ongoing County and City staff projects that enhance canopy roads.
Strategy 3.2.1: Develop a “Canopy Roads Enhancement Program” that provides support and expertise to property owners to make ecological improvements to private property located in the canopy protection zone.
Partners: Tallahassee-Leon County Planning Department, Leon County IFAS Extension Office, Master Gardeners
Strategy 3.2.2: Support the Adopt-a-Tree programs and other enhancement projects administered by City and County.
Partners: City of Tallahassee Community Beautification, Leon County Public Works
- **Objective 3.3:** Support Leon County’s strategic initiative of planting 1000 trees on canopy roads within 5 years utilizing a diverse mix of native species.
Strategy 3.3.1: Assist in identifying and prioritizing planting locations and participate in volunteer planting efforts.
Partners: Tallahassee-Leon County Planning Department, Leon County Public Works
Strategy 3.3.2: Utilize the tree inventory to record new plantings and track success.
Partners: Tallahassee-Leon County Planning Department, Leon County Public Works, City of Tallahassee Community Beautification



Pisgah United Methodist Church



Miccosukee Rd.

Goal 4: Provide and Support Safe Non-Motorized Access and Connectivity While Preserving the Integrity of the Canopy Roads Experience

Safe alternative transportation opportunities provide economic benefits and increased quality of life. Supporting projects that provide connections to safe, non-motorized access to and between canopy roads provides enhanced protection of the canopy road resource through reduced fragmentation of green space and environmentally significant areas and increased viability and ecological value. The ability of users to experience the canopy roads in multiple ways promotes their use and increases awareness of the rich value that this resource provides for the community.

- **Objective 4.1:** Support the initiatives outlined in the Capital Region Transportation Planning Agency Regional Mobility Plan, Long Range Transportation Plan, and the Tallahassee-Leon County Greenways & Trails Master Plan and the Bicycle and Pedestrian Master Plan.

Strategy 4.1.1: Identify opportunities to install or enhance trail connections with improvement or minimal impact to existing native vegetation.

Partners: Tallahassee-Leon County Planning Department, City of Tallahassee Underground Utilities and Public Infrastructure; Leon County Public Works

Strategy 4.1.2: Encourage development projects to include areas for sidewalk, trail, and path connections while maintaining or enhancing native trees and vegetation in the canopy protection zone.

Partners: Tallahassee-Leon County Planning Department

- **Objective 4.2:** Identify and support other community initiatives that promote or create non-motorized connectivity.

Strategy 4.2.1: Promote creative infrastructure and tree preservation solutions for bicycle and pedestrian facilities, based on current best management practices, in order to retain trees while allowing for the installation and maintenance of these facilities.

Partners: Tallahassee-Leon County Planning Department, City of Tallahassee Underground Utilities and Public Infrastructure, City of Tallahassee Growth Management, Leon County Development Support and Environmental Management, Florida Department of Transportation, Florida State Parks

Strategy 4.2.2: Prioritize safety for all users by ensuring consistency with traffic and other applicable safety standards

Partners: City of Tallahassee Underground Utilities and Public Infrastructure, Leon County Public Works, Florida Department of Transportation, Florida State Parks.

"Although considered part of the local greenway program, most canopy roads are characterized as having narrow vehicular travel lanes, minimal paved shoulders, few sidewalks, and clayey banks and channels for storm water. The provision of bicycle and pedestrian facilities along canopy roads must be balanced against the protection of canopy roads. Towards such a balance, the Tallahassee – Leon County Comprehensive Plan allows linear infrastructure such as sidewalk and trails in canopy road protection zones where appropriate."

- Tallahassee-Leon County Greenways Master Plan



Trail Crossing at Miccosukee and Feather Oaks

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Five Year Action Plan



SPEED
LIMIT
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Canopy Roads Five Year Action Plan 2019-2024

	Strategy	Partners	Timeframe
Strategy 1.1.1	Coordinate with existing and future citizen engagement opportunities to continue a conversation regarding canopy roads	TLCPD	Ongoing
Strategy 1.1.2	Coordinate with updates to new and existing placemaking plans	TLCPD	Ongoing
Strategy 1.2.1	Create website with story map, including printable maps and self-guided tours	TLCPD, TLCGIS, Visit Tallahassee, Tallahassee Trust for Historic Preservation	2021
Strategy 1.2.2	Promote partnership opportunities	COT Communications, LC CMR, UF/IFAS, Visit Tallahassee	Ongoing
Strategy 1.3.1	Develop education materials that describe canopy road benefits and regulations and encourage good stewardship	TLCPD, COT GM, LC DSEM, Tallahassee Board of Realtors, UUPI, Tree Service Contractors	2020
Strategy 2.1.1	Review and/or establish recommendations for design standards	TLCPD, LC DSEM, COT GM, COT UUPI, LC PW, FDOT	2019-2021
Strategy 2.2.1	Review existing conditions in the urban service area and evaluate potential recommendations	TLCPD, LC DSEM, COT GM	2019-2021
Strategy 2.3.1	Coordinate with updates to the Comprehensive Plan and Urban Forest Master Plan	TLCPD	Ongoing
Strategy 3.1.1	Develop a GIS mapping application to survey canopy protection zone health/condition and scenic quality	TLCPD, TLCGIS	2019-2023
Strategy 3.1.2	Assign a prioritization system using Criteria for Canopy Roads	TLCPD	2019-2023
Strategy 3.2.1	Develop a Canopy Roads Enhancement Program	TLCPD, UF/IFAS, Master Gardeners	2019
Strategy 3.2.2	Support the Adopt-a-Tree and other enhancement programs and projects	COT Community Beautification, LC PW	Ongoing
Strategy 3.3.1	Assist in realizing Leon County's strategic initiative to plant 1000 trees on canopy roads in five years	TLCPD, Leon County PW	2019-2023
Strategy 3.3.2	Utilize tree inventory for tracking planting projects	TLCPD, Leon County PW, COT Community Beautification	Ongoing
Strategy 4.1.1	Identify opportunities for trail connections with minimal impact	TLCPD, COT UUPI, Leon County PW	Ongoing
Strategy 4.1.2	Encourage development projects to include areas for non-motorized access	TLCPD	Ongoing
Strategy 4.2.1	Promote creative infrastructure and tree preservation solutions	TLCPD, COT UUPI, COT GM, Leon County DSEM, FDOT, Florida State Parks	Ongoing
Strategy 4.2.2	Prioritize safety for all users by ensuring consistency with long range transportation plans and other applicable safety standards	FDOT, LC PW, COT GM, Florida State Parks	Ongoing

COT = City of Tallahassee

COT GM = City of Tallahassee Growth Management

COT UUPI = City of Tallahassee Underground Utilities and Public Infrastructure

FDOT = Florida Department of Transportation

LC = Leon County

LC CMR = Leon County Community and Media Relations

LC DSEM = Leon County Development Support and Environmental Management

LC PW = Leon County Public Works

TLCPD = Tallahassee-Leon County Planning Department

TLCGIS= Tallahassee-Leon County Geographic Information Systems

UF/IFAS = University of Florida, Institute of Food and Agricultural Science
(Leon County Extension Office)

Relationship to the Comprehensive Plan

The Tallahassee-Leon County Comprehensive Plan is a translation of community values and aspirations into public policy. The Comprehensive Plan provides the foundation of Goals, Objectives, and Policies intended to guide the social, physical, environmental, and fiscal development of the community. The Canopy roads are an integral part of our community and are referenced throughout the Comprehensive Plan.

Most importantly, as part of Section IV. Conservation Element, Objective 3.4 states “Local government shall protect, maintain and improve the designated canopy roads.”

Policy 3.4.1: By 1992, define specific attributes unique to each canopy road, how to maximize the roadway without destroying it, and identify alternative traffic routes.

Policy 3.4.2: By 1992, develop and implement management plans to maintain each canopy road according to its unique attributes. Such plans shall incorporate appropriate safety provisions.

Policy 3.4.3: Provide an urban forest management professional to assist in implementing canopy road management plans.

Policy 3.4.4: Prohibit new subdivisions and development that would allow development to occur within 100 feet of the centerline of a canopy road without the express approval of the local government. No clearing may occur in the canopy road zone (CPZ) (100 feet from the center line of the road) unless authorized for legal access (provided no other alternative exists), or health, safety or welfare of the public or for sidewalk improvements as approved by the local government provided they meet the following criteria:

- a) Clearing in the canopy road zone (CPZ) will be kept to a minimum.
- b) A variety of surfaces will be evaluated for use in the sidewalk/pathway through the CPZ based on impact to the resource (CPZ trees and vegetation), location of the sidewalk/pathway, and anticipated use.
- c) Sidewalks may not always be required in the CPZ given the impact to the CPZ or encroachment on other conservation or preservation features.

Policy 3.4.5: Mitigation requirements shall be established and utilized to condition approvals for those projects which intrude on the area within 100 feet of the centerline of a designated canopy road.

Policy 3.4.6: Prohibit subdivision of property along canopy roads which would require the significant increase of driveways to provide legal access to newly created parcels.

Policy 3.4.7: Major criteria for approving development along canopy roads will be the minimizing of traffic impacts and the limiting of driveway access to the canopy road.

Policy 3.4.8: Integrated access will be required for new subdivisions along canopy roads.

Policy 3.4.9: Land uses which generate or attract large volumes of traffic shall be discouraged along designated canopy corridors.

Policy 3.4.10: Medium and high density residential, commercial and office uses will be allowed on designated canopy roads only where there is alternate access to a road other than a canopy road. A single secondary access to the canopy road on lots which front Capital Circle and a canopy road may be allowed in association with public improvements to such intersections if all of the following criteria are met:

- a) Full movement joint or direct access to the arterial is unfeasible;
- b) A replanting/restoration plan which enhances and maintains the long term viability of the canopy is guaranteed by the property owner; and
- c) Landscaping easements are granted to the city in order to ensure the implementation of a replanting/restoration plan.

These provisions would not apply to parcels having only access from a canopy road within the Activity Center.

Policy 3.4.11: Local government shall allow for certain unpaved portions of Canopy Road designated roadways or road segments to remain unpaved when paving or other roadway improvements would negatively impact the canopy vegetation or the historical or natural character of the roadway.

EXPANSION OF CANOPY ROADS

Objective 3.5: [C] (EFF. 7/16/90)

Local government shall expand the number of designated canopy roads.

Policy 3.5.1: By 1993, develop a procedure for designation and acquisition of new canopy roads and adjoining easements.

Policy 3.5.2: Assess the impact of a new canopy road designation on the existing and desired level of service for roads in the area.



PLANTATION SECURITY