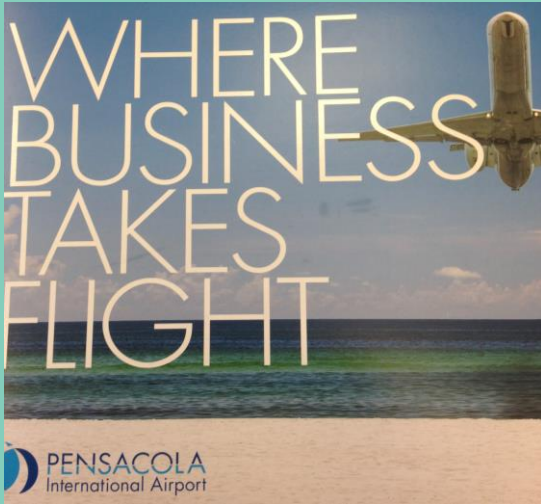


AIRPORT MRO Expansion



Project Title: Airport MRO Expansion

Budget: \$25 – 100 million

Applicant: City of Pensacola, Office of the Mayor

Gulf Coast Aerospace Corridor – Florida Advantage

In its 2016 survey on Aerospace Manufacturing Attractiveness, the global consulting firm of Price Waterhouse Coopers (PwC) ranked the State of Florida at number two among all states in attractiveness to the Aerospace manufacturing industry. Florida has clearly established itself as an industry leader, and particularly with recent aviation sector investment in Pensacola. We have an opportunity to build upon and take advantage of this national trend favoring our state and region.

Aerospace is a \$240 billion industry in the U.S. and key to the economy of four Gulf Coast states experiencing economic damage from Deepwater Horizon incident. While Florida already makes a compelling case for companies searching for location opportunities, to continue the region's work as a true contender for aviation and aerospace projects

This project proposes to expand on construction of Maintenance, Repair and Overhaul (MRO) hangar facilities and related office, assembly and material handling buildings at the City owned Pensacola International Airport.



Pensacola Bayfront Redevelopment

\$56 Million

CMP Excursion
Ship Dock

CMP Marina

Main Street
West Corridor
Improvements

Downtown
Parking
Infrastructure

Sanders Beach
Stormwater
Park

Port of Pensacola Berth 6

Baywalk

Port of Pensacola Warehouse 4 Repurpose

PORT OF PENSACOLA WAREHOUSE 4 REPURPOSE

Project Title: Port of Pensacola Warehouse 4 Repurpose
Budget: \$15 Million
Applicant: City of Pensacola, Office of the Mayor

Broad Regional Partnership to progress Marine STEM

A broad interest group of the Institute of Human and Machine Cognition, University of West Florida, Florida Fish and Wildlife Conservation Commission, Naval Sea Systems Command - Panama City and the City of Pensacola are seeking to partner on a marine research, development and education facility to be located at Warehouse 4, Port of Pensacola. The facility will provide research for: military or commercial autonomous vessels, product development and commercialization to market; intelligent subsea structures, environmental and ecosystem assessment with classroom and laboratories supporting those activities. It is also anticipated the facility will support actual marine research vessels for both offshore and inshore operations and possibly the FWC Enforcement Division operations relocated from the landing site of the new Pensacola Bay Bridge.

Warehouse 4 is approximately 45,000 ft sq and historically used for bulk storage of raw materials. The warehouse would be repurposed and renovated to accommodate the research space, classrooms, laboratories, manufacturing areas, storage and offices in modern recycled containers for mobility, flexibility and reusable workspace. This type of modern workspace and manufacturing energizes creativity in rapidly developing technology STEM fields. The building needs some renovation and repairs in addition to infrastructure improvement supporting the new functions.

The engagement of a regional university, panhandle wide military, an award-winning robotics and artificial intelligence research facility, a state agency combined with the private sector to commercialize developed products in a City owned facility has the absolute potential to provide regional impacts on economic transformation of the panhandle.



PORT OF PENSACOLA BERTH 6

Project Title: Port of Pensacola Berth 6

Budget: \$ 14 million

Applicant: City of Pensacola Office of the Mayor



Port of Pensacola



Berth 6



Atkins Condition Assessment

Berth 6 Restoration Creates Lasting Economic Impacts

Port Pensacola is one of Florida's 14 deep water ports and the port's ability to conduct logistics operations (import and export of goods for international and domestic markets) is critical to the overall economy of the Gulf Region. In fact, as a deep-water Port, functional infrastructure, berths and piers are essential to port operations, i.e. pier-side loading and unloading of cargo vessels/ barges with various types of heavy equipment including cranes. Constructed in the 1960s and exposed to almost 50 years of harsh saltwater and general working environment, Berth #6 reached the end of its service life.

Completion of the Berth #6 Infrastructure project will restore Port Pensacola to full operational capability and restore the economic benefits a deep-water seaport brings to the Gulf Region. But, growth in jobs and investment cannot occur without berth infrastructure repairs. Closure of Berth 6, and its 560 feet of pier, reduced operational capability of the port by 20%, resulting in a loss of flexibility in accommodating multiple vessels at the same time and causing some vessels to be turned away.

At maximum capacity, a restored Berth 6 could support an additional 365 vessel dockage days, worth \$11 million to \$18 million in additional economic impact EACH YEAR over the 40+-year life of the asset. One dockage day = 1 ship in port for 1 day. Overall, from 2014 to 2015, dockage days grew by 28%, reaffirming the fact that Port Pensacola is on an upward trajectory and illustrating the importance of available infrastructure to continue to increase Port activity.

Port Pensacola supports local NW Florida businesses – i.e., GE Energy's Scenic Highway Wind Turbine facility, International Paper, and Offshore Inland to name a few. Even crushed rock used in local road and other construction projects comes to Northwest Florida through our local port.

"This project pays dividends for a while."

"This project leverages State of Florida (FSTED) money."

– Escambia RESTORE Committee Members,
December 2015

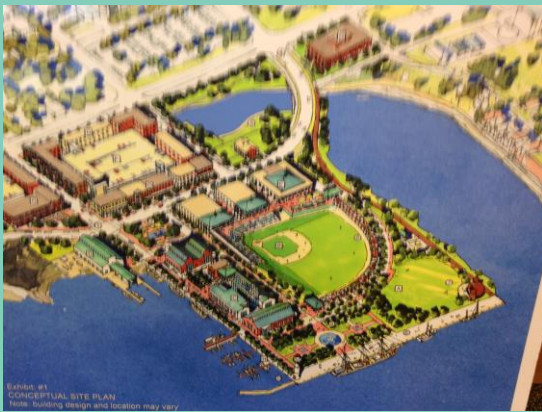
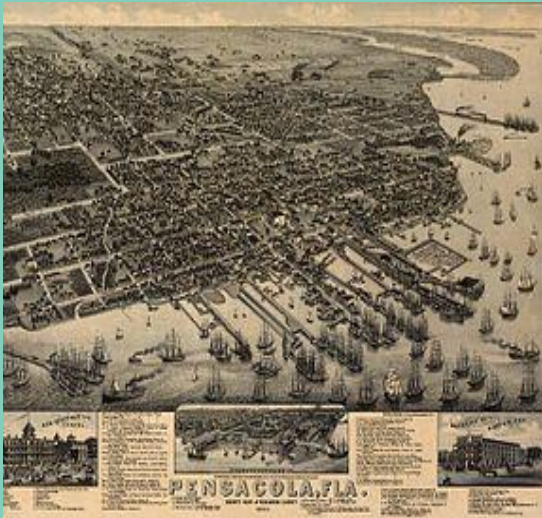
COMMUNITY MARITIME PARK MARINA

Project Title: Community Maritime Park Marina
Budget: \$3 million
Applicant: City of Pensacola Office of the Mayor

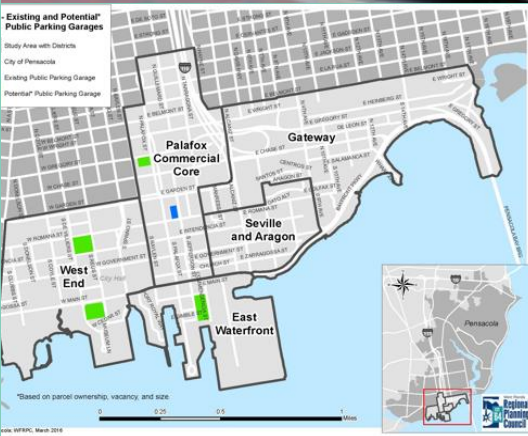
Leading the Southern League in sellouts and total attendance the Wahoos Stadium, housed on a former brownfield at Maritime Park, has been a strong contributor to the increase in downtown activity. Bringing a marina online adjacent to the stadium provides a larger opportunity to compete for tourism dollars by hosting national and international maritime sporting events, local and national fishing tournaments and excursion ships. Boat access, both in the marina and south bulkhead, dramatically enhances activity at the park and the quality and diversity of park experiences and can lead to an increase in game attendees, special event attendees, and downtown visits.

Our recommended marine infrastructure and tourism development project is situated on the waterside adjacent to the Pensacola Bayfront Stadium at Community Maritime Park. This project proposes to examine and construct a marina providing access to the waterway adjacent to Maritime Park – home to Blue Wahoos Baseball. Community Maritime Park was constructed on a former brownfield in downtown Pensacola in 2009 with the vision of locals and tourists enjoying the amenities that this type of development brings to the waterfront redevelopment district.

Project permits are in place. A breakwater has been constructed to protect the marina. Three dock structures are proposed, accommodating nearly 50 vessels in Phase I.



DOWNTOWN PARKING INFRASTRUCTURE



Project Title: Downtown Parking Infrastructure
Budget: \$ 11 million
Applicant: City of Pensacola Office of the Mayor

Parking Strategies as a Catalyst to Economic Development: Business District Infrastructure

The City of Pensacola, and in particular the downtown core, has experienced significant growth over the past five years, and the rate of change over the next five to ten years has the potential to be even greater.

In order to keep a parking shortage from pinching future downtown growth, in 2015 the City engaged the West Florida Regional Planning Commission to examine current parking supply, review best practices and project future parking demand.

Demand analysis calculations show the study area having a net deficit of 2,268 parking spaces. Based on research regarding cities of similar size and characteristics, it is evident that an effectively implemented parking model can result in a more profitable outcome for existing commercial enterprises and lead to new investment.

To attract and support commercial investment including headquarters and small businesses, parking strategists recommend using parking flexibility as an economic development tool.

To achieve a broader economic development vision for the downtown commercial core, funding is requested to design and construct a mixed-use parking structure that meets the goals outlined above. Parking demand supporting the growth of Palafox Commercial core, increases in Port of Pensacola activity, Gateway Zone attraction of Tech Park, growth of Pensacola Bay Center and increased demand at Community Maritime Park were considered in the study. Future parking demand was forecasted based on construction permits through January 2016 and future attraction efforts.

COMMUNITY MARITIME PARK (CMP) EXCURSION SHIP DOCK



Photo: Nao Victoria Foundation)



**Project Title: Community Maritime Park (CMP)
Excursion Ship Dock
Budget: \$ 2 million
Applicant: City of Pensacola Office of the Mayor**

Access to waterways in our traditional fishing community endures as an important part of our economy and culture. Bringing an excursion ship dock infrastructure on line meets planning goals to further activate Pensacola Bay, market and preserve our maritime history and bring tourism venues on line in America's 1st Settlement.

Supporting infrastructure is needed to accommodate vessels similar to research or tall ships at the maritime park. We are encouraged that bringing this amenity on line can support international sailing races, short excursion cruises and maritime festivals in our port City. Positive economic impact is expected by adding a potential tourism venue that will attract excursion ships while enhancing tourism and economic development options in our City.

Tourism destinations are transformed by the arrival of an increasing number of cruises and Florida ranks first in state economic benefits from the cruise industry. Although, current and new infrastructure will not support mega-cruise ships, Phase 1 funding for design and engineering will help the City determine construction costs to accommodate smaller excursion vessels, tall ships and similar ships.

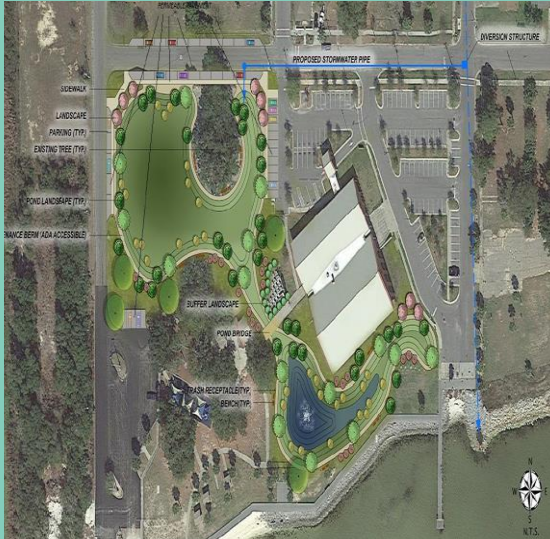
Cruise tourism generates an estimated \$18 billion a year in passenger expenditure and has been the fastest growing sector of the travel industry for the past 20 years at an average annual growth rate of passengers of 7.4%.

SANDERS BEACH STORMWATER PARK

Project Title: Sanders Beach Stormwater Park

Budget: \$5 million

Applicant: City of Pensacola Office of the Mayor



The positive impact of this project will serve well beyond Northwest Florida. The expansion of the Sanders Beach park will help link the waterfront park and community resource center to the redevelopment of the 19 acre American Creosote Superfund Site, creating a 24 acre urban park and lifting a blighted community. Superfund redevelopment projects are complex but offer vast urban acreages of property for development creating jobs, siting industry and providing public lands. Replicating this experience at Sanders Beach and American Creosote will provide guidance for reinvestment and redevelopment of the seven superfund sites in Escambia County, the 11 in NW FL and the 89 in the State of Florida. Otherwise the strategically located properties will remain vacant and neglected parcels fenced off from any product use, jobs and tax revenue to local governments.



The 1st phase of work has been completed with the installation of storm water treatment and enhancements to the existing park. The proposed project, 2nd phase entails purchasing a 1.48-acre property, Zelica Grotto Hall, which adjoins the City-owned Sanders Beach Community Resource Center, Park, and Boat Ramp. This regional park will provide enhancements to the Sanders Beach neighborhood and expansion of the economic growth of downtown Pensacola westward into the residential Sanders Beach and Main Street Corridor.



BAYWALK

Project Title: BAYWALK

Budget: \$3 million

Applicant: City of Pensacola Office of the Mayor



As adopted in the Urban Core Community Redevelopment Plan, the Pensacola Baywalk project is a road diet and continuous multimodal pathway along downtown Pensacola's three-mile waterfront. Fully constructed, the Baywalk will provide a continuous linkage between existing waterfront features like Plaza de Luna, and the Community Maritime Park, following the Maritime Heritage Trail, where the public can enjoy the downtown coastline and maritime history.

This one-half mile segment is immediately adjacent to a four(4)-lane divided state highway and features a six-foot wide concrete sidewalk which is directly behind the highway curb line. There are no designated bike lanes. The narrow sidewalk does not provide sufficient pedestrian access, traffic regularly exceeds the posted limits, making the area inhospitable for pedestrian and bicycles. The stormwater runoff currently discharges directly into Hawkshaw Lagoon, Project Greenshores, or Pensacola Bay. The adjacent shoreline is reinforced riprap edging Pensacola Bay invaded by Phragmites Australis, in dense stands that out-compete native vegetation and negatively affect salt marshes.

"This project will link to the new Pensacola Bay Bridge and 17th Avenue traffic circle creating an iconic entrance to America's 1st Settlement"

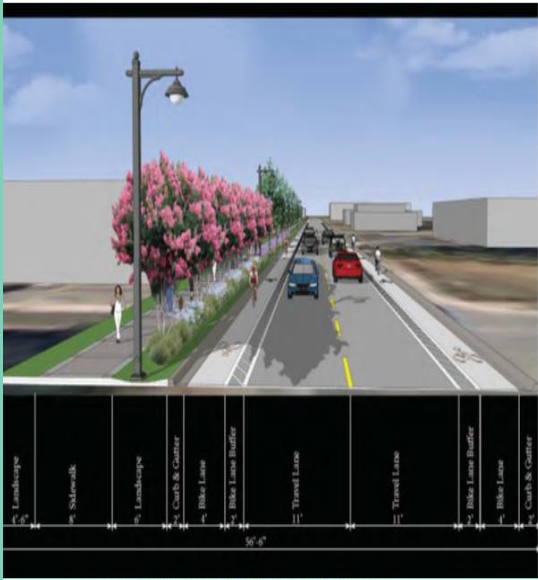
Mayor Ashton Hayward, 2017

MAIN STREET WEST CORRIDOR IMPROVEMENTS

Project Title: Main Street West Corridor Improvements
Budget: \$3 million
Applicant: City of Pensacola, Office of the Mayor

Complete streets implementation to provide multi-modal use, safely accommodating automobiles, transit vehicles and riders, bicyclists, and pedestrians. This project will provide transit for people and vehicles, but also often serve as places for commerce and recreation. The project will be compatible with the surrounding community, and support adjacent land uses and activities and will include:

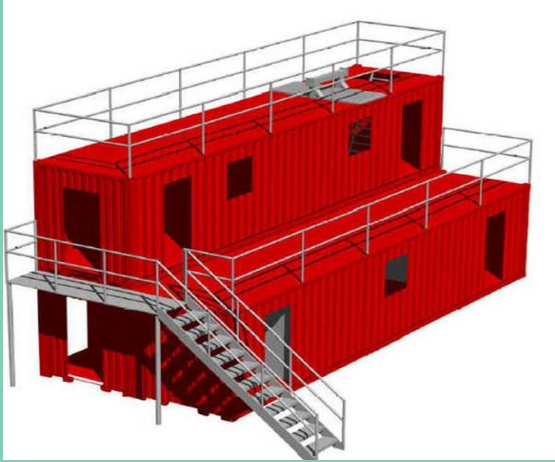
- Constructing a ten-foot wide shared-use path on south side of Main Street utilizing brick pavers
- Share use path will be buffered by vegetative streetscaping
- Provide for benches and trash can amenities
- Implementation of 11' wide, center east-west turn lanes at A and E Streets
- Constructing a five-foot wide sidewalk on north side of Main Street
- North sidewalk will be buffered by the Installation of vegetative streetscaping.





**Disaster Management
Training Center**

DISASTER MANAGEMENT TRAINING CENTER



Project Title: DISASTER MANAGEMENT TRAINING CENTER

Budget: \$1 million

Applicant: City of Pensacola, Office of the Mayor

The Pensacola Fire Department's Regional Certified Training Center offers training for existing workforce and potential recruits in disaster planning, emergency response and fire suppression management. The Regional Center is currently certified by the Florida Bureau of Fire Standards. Due to changing codes and National Fire Protection Agency standards our current facility and planning programs require upgrades to maintain certification. Meeting those requirements will require a new, pre-engineered training structure. Bringing a new facility online will allow the City to retain our certification as a state certified regional training center. Our training center produces qualified emergency planning and responders for all disasters to include but not limited to equipment and personnel for local disaster action plans, natural disasters, hazardous materials incidents, structural fires, urban search and rescue, vehicle accidents, airport fire rescue and mass casualty incidents.

To maintain equipment for local action response planning and responding to disasters with rapidly evolving technologies, our City Emergency Information Center needs upgrades to communications software and hardware. Emergency Management within the city is vital to maintain delivery of city services, perform local government functions during times of disaster and put our existing industries quickly back on line. An upgraded platform will ensure that agency coordination is maintained through the City's Incident Command and assure mission critical functions will continue post event.

Providing emergency management workforce training and upgrading communications also factor into Insurance Classification Ratings (ISO) and business location decisions. Providing insurance cost savings for existing industries and new businesses by maintaining a high Service Class Rating and providing a trained workforce are powerful recruitment tools for our region.

