



City of Pensacola

Agenda Conference

Agenda

Monday, October 7, 2019, 3:30 PM

Hagler-Mason Conference Room,
2nd Floor

IMMEDIATELY FOLLOWING 3:30 CRA MEETING

ROLL CALL

PRESENTATION ITEMS

1. [19-00429](#) PRESENTATION - JOHN JOHNSON OF OPENING DOORS NORTHWEST FLORIDA

Recommendation: That the City Council receive a presentation from John Johnson of Opening Doors Northwest Florida.

Sponsors: Jewel Cannada-Wynn

2. [19-00452](#) PRESENTATION - STORMWATER ASSESSMENT PROGRAM TO FUND NEW CAPITAL INFRASTRUCTURE IMPROVEMENTS

Recommendation: That City Council receive a presentation from Government Services Group, Inc. (GSG) regarding a stormwater assessment program to fund new capital infrastructure improvements.

Sponsors: Grover C. Robinson, IV

3. [19-00457](#) PRESENTATION OF PROPOSALS: MARKET PLACE/SUMMIT GREENWAY AND CARPENTER'S CREEK WATERSHED

Recommendation: That City Council receive a presentation from Councilwoman Sherri Myers regarding two potential upcoming proposals: Market Place / Summit Greenway and Carpenter's Creek Watershed.

Sponsors: Sherri Myers

REVIEW OF CONSENT AGENDA ITEMS

4. [19-00456](#) COMMUNITY WIDE WORKSHOP REGARDING STREET LIGHTING

Recommendation: That City Council conduct a community wide workshop regarding street lighting. Further that this workshop be held out of City Hall at a yet to be determined, city-owned, county-owned or public facility located within the North end of the City. Finally, that prior to the holding of this workshop, City Council receive a presentation outlining what part of the 5-year lighting plan has been completed, how much funding has been expended and from what sources did those funds emanate.

Sponsors: Sherri Myers

Attachments: [2017 Roadway Lighting Inventory and Policy Development Report](#)

5. [19-00454](#) RECOMMENDATION FROM THE ENVIRONMENTAL ADVISORY BOARD REGARDING THE USE OF CHEMICALS FOR THE SPRAYING OF ATHLETIC FIELDS

Recommendation: That City Council forward to the Mayor's Office the following recommendation from the Environmental Advisory Board (EAB):

To propose a moratorium on the spraying of youth athletic fields and parks within the City limits until the City provides a comprehensive list of chemicals and the application schedule for the EAB to review.

Sponsors: Sherri Myers

Attachments: [EAB Minutes - September 5 2019](#)

6. [19-00458](#) REFERRAL TO PLANNING BOARD - PROPOSED AMENDMENT TO SECTION 12-6-4(D) OF THE LAND DEVELOPMENT CODE - LANDSCAPE AND TREE PROTECTION PLAN

Recommendation: That City Council refer to the Planning Board a proposed amendment to Section 12-6-4(D) (Landscape and tree protection plan) of the Land Development Code (LDC).

Sponsors: Sherri Myers

Attachments: [Proposed Amendment to Section 12-6-4 \(D\) of the LDC](#)

7. [19-00461](#) CITY COUNCIL STAFF SALARY INCREASE

Recommendation: That City Council approve a 4% salary increase for Council Staff (Council Executive, Executive Assistant to City Council and Council Assistant) and an up to 2% merit increase based on performance evaluations for Council Staff.

Sponsors: Andy Terhaar

REVIEW OF REGULAR AGENDA ITEMS (Sponsor)

8. [19-00441](#) PUBLIC HEARING - PROPOSED AMENDMENT TO THE CODE OF THE CITY OF PENSACOLA - LAND DEVELOPMENT CODE - SECTION 12-2-31 - ACCESSORY USES AND STRUCTURE STANDARDS

Recommendation: That City Council conduct a Public Hearing on October 10, 2019, to consider the request to amend Section 12-2-31 of the Land Development Code pertaining to Accessory Uses and Structure Standards.

Sponsors: Grover C. Robinson, IV

Attachments: [Ice Machines Staff Memo Packet - 09.10.2019](#)
[Planning Board Minutes - 07.09.2019](#)
[Planning Board Minutes - 08.13.2019](#)
[Planning Board Minutes - 09.10.2019 \(DRAFT\)](#)
[Proposed Ordinance Draft](#)

9. [31-19](#) PROPOSED ORDINANCE NO. 31-19 - PROPOSED AMENDMENT TO THE CODE OF THE CITY OF PENSACOLA - LAND DEVELOPMENT CODE - SECTION 12-2-31 - ACCESSORY USES AND STRUCTURE STANDARDS

Recommendation: That City Council approve Proposed Ordinance No. 31-19 on first reading:

AN ORDINANCE AMENDING SECTION 12-2-31 OF THE CODE OF THE CITY OF PENSACOLA, FLORIDA; AMENDING THE ACCESSORY USES AND STRUCTURE STANDARD; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE.

Sponsors: Grover C. Robinson, IV

Attachments: [Proposed Ord No. 31-19](#)
[Ice Machines Staff Memo Packet - 09.10.2019](#)
[Planning Board Minutes - 07.09.2019](#)
[Planning Board Minutes - 08.13.2019](#)
[Planning Board Minutes - 09.10.2019 \(DRAFT\)](#)

10. [33-19](#) PROPOSED ORDINANCE NO. 33-19 - PROPOSED AMENDMENT TO
TITLE 7 LICENSES AND BUSINESS REGULATIONS, CHAPTER 7-14,
FEES, OF THE CODE OF THE CITY OF PENSACOLA

Recommendation: That the City Council approve Proposed Ordinance No. 33-19 on first reading.

AN ORDINANCE AMENDING TITLE 7, LICENSES AND BUSINESS REGULATIONS, CHAPTER 7-14, FEES, SECTIONS 7-14-2, 7-14-3, 7-14-5, 7-14-12, AND 7-14-13 OF THE CODE OF THE CITY OF PENSACOLA, FLORIDA; AMENDING THE ADMINISTRATIVE APPLICATION FEES; AMENDING PERMIT FEES; AMENDING FIELD INSPECTION FEES; ADDING A LIEN SEARCH REQUEST FEE; AMENDING PROVISION FOR REFUNDS; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

Sponsors: Grover C. Robinson, IV

Attachments: [Proposed Ordinance No. 33-19](#)

11. [2019-58](#) RESOLUTION NO. 2019-58 - CORRECTING A SCRIVENERS ERROR IN
SECTION 7-12-7(E) OF ORDINANCE NO. 17-19

Recommendation: That City Council adopt Resolution 2019-58:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA; CORRECTING A SCRIVENER'S ERROR IN SECTION 7-12-7(e) OF ORDINANCE NO. 17-19; CREATING A DOCKLESS SHARED MICROMOBILITY DEVICE PILOT PROGRAM AND ESTABLISHING MICROMOBILITY DEVICE PROGRAM PERMIT FEES; PROVIDING FOR AN EFFECTIVE DATE.

Sponsors: Grover C. Robinson, IV

Attachments: [Resolution No. 2019-58](#)

12. [2019-59](#) RESOLUTION NO. 2019-59 - CENSUS 2020

Recommendation: That City Council adopt Resolution No. 2019-59:

A RESOLUTION SUPPORTING LOCAL EDUCATIONAL INITIATIVES, PUBLICITY AND PROMOTIONAL ACTIVITIES TO INCREASE COMMUNITY AWARENESS AND PARTICIPATION IN THE 2020 CENSUS

Sponsors: Jewel Cannada-Wynn

Attachments: [Resolution No. 2019-59](#)

13. [19-19](#) PROPOSED ORDINANCE NO. 19-19 - AMENDMENTS TO THE COMPREHENSIVE PLAN AND ADOPTION OF THE CURRENT FUTURE LAND USE MAP

Recommendation: That City Council adopt Proposed Ordinance No. 19-19 on second reading.

AN ORDINANCE ADOPTING AMENDMENTS TO THE COMPREHENSIVE PLAN AND ADOPTING THE CURRENT FUTURE LAND USE MAP OF THE CITY OF PENSACOLA, FLORIDA; REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE.

Sponsors: Grover C. Robinson, IV

Attachments: [Proposed Ordinance No. 19-19](#)
 [2011 Comprehensive Plan for the City of Pensacola](#)
 [Exhibit A, Current Future Land Use Map](#)
 [Exhibit B, Proposed Comprehensive Plan for the City of Pensacola - 7/15/2019](#)
 [April 9, 2019 Planning Board Minutes](#)
 [July 9, 2019 Planning Board Minutes](#)

14. [30-19](#) PROPOSED ORDINANCE NO. 30-19 - REQUEST FOR ZONING MAP AMENDMENT - 3200 BLOCK SEVILLE DRIVE

Recommendation: That City Council adopt Proposed Ordinance No. 30-19 on second reading:

AN ORDINANCE AMENDING THE ZONING CLASSIFICATION OF CERTAIN PROPERTY PURSUANT TO AND CONSISTENT WITH THE COMPREHENSIVE PLAN OF THE CITY OF PENSACOLA; AMENDING THE ZONING MAP OF THE CITY OF PENSACOLA; REPEALING CLAUSE AND EFFECTIVE DATE.

Sponsors: Grover C. Robinson, IV

Attachments: [Proposed Ordinance No. 30-19](#)
 [3200 Block Seville Drive Zoning Map Amendment Application - Planning Board Minutes - 7/9/2019](#)
 [3200 Block Seville Drive - Zoning Map, dated September 2019](#)

FOR DISCUSSION

CONSIDERATION OF ANY ADD-ON ITEMS

READING OF ITEMS FOR COUNCIL AGENDA

COMMUNICATIONS

City Administrator's Communication

City Attorney's Communication

Monthly Financial Report - Chief Financial Officer Richard Barker, Jr.

City Council Communication

ADJOURNMENT

If any person decides to appeal any decision made with respect to any matter considered at such meeting, he will need a record of the proceedings, and that for such purpose he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

The City of Pensacola adheres to the Americans with Disabilities Act and will make reasonable accommodations for access to City services, programs and activities. Please call 435-1606 (or TDD 435-1666) for further information. Request must be made at least 48 hours in advance of the event in order to allow the City time to provide the requested services.



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00429

City Council

10/10/2019

PRESENTATION ITEM

FROM: City Council Member Jewel Cannada-Wynn

SUBJECT:

PRESENTATION - JOHN JOHNSON OF OPENING DOORS NORTHWEST FLORIDA

REQUEST:

That the City Council receive a presentation from John Johnson of Opening Doors Northwest Florida.

SUMMARY:

In FY 2018 City Council allocated monies for a Homeless Initiative, these funds went to Opening Doors Northwest Florida. Mr. Johnson desires to give Council an update on the expenditures of those funds and what has been achieved through those expenditures.

PRIOR ACTION:

Approval of \$100,000 for Homeless Initiative.

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

1) None

PRESENTATION: Yes



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00452

City Council

10/10/2019

PRESENTATION ITEM

FROM: Grover C. Robinson, IV, Mayor

SUBJECT:

PRESENTATION - STORMWATER ASSESSMENT PROGRAM TO FUND NEW CAPITAL INFRASTRUCTURE IMPROVEMENTS

REQUEST:

That City Council receive a presentation from Government Services Group, Inc. (GSG) regarding a stormwater assessment program to fund new capital infrastructure improvements.

SUMMARY:

The City's Stormwater Master Plan was updated in July 2019. The updated plan identified over \$58,000,000 in stormwater capital infrastructure improvements needed to address the most significant flooding issues in the City.

City staff has asked the current stormwater utility consultant to make a presentation to Council on the potential use of a new stormwater assessment for the master plan improvements. The presentation will explain the difference between the City's existing stormwater assessment program based on operational costs and a new assessment for capital projects, as well as how the new assessment would be implemented.

PRIOR ACTION:

None.

STAFF CONTACT:

Christopher L. Holley, City Administrator
Richard Barker, Jr., Chief Financial Officer
L. Derrik Owens, P.E., D.WRE, Director of Public Works and Facilities/City Engineer
George J. Maiberger, Purchasing Manager

ATTACHMENTS:

File #: 19-00452

City Council

10/10/2019

None.

PRESENTATION: Yes



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00457

City Council

10/10/2019

PRESENTATION ITEM

FROM: City Council Member Sherri Myers

SUBJECT:

PRESENTATION OF PROPOSALS: MARKET PLACE/SUMMIT GREENWAY AND
CARPENTER'S CREEK WATERSHED

REQUEST:

That City Council receive a presentation from Councilwoman Sherri Myers regarding two potential upcoming proposals: Market Place / Summit Greenway and Carpenter's Creek Watershed.

SUMMARY:

Councilwoman Myers has two potential proposals that she may bring forward for Council consideration. As she moves these proposals forward, this presentation gives the opportunity for her to outline the intent and objectives and to give Council the opportunity to ask questions or make suggestions.

PRIOR ACTION:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

1) None

PRESENTATION: Yes



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00456

City Council

10/10/2019

LEGISLATIVE ACTION ITEM

SPONSOR: City Council Member Sherri Myers

SUBJECT:

COMMUNITY WIDE WORKSHOP REGARDING STREET LIGHTING

RECOMMENDATION:

That City Council conduct a community wide workshop regarding street lighting. Further that this workshop be held out of City Hall at a yet to be determined, city-owned, county-owned or public facility located within the North end of the City. Finally, that prior to the holding of this workshop, City Council receive a presentation outlining what part of the 5-year lighting plan has been completed, how much funding has been expended and from what sources did those funds emanate.

HEARING REQUIRED: No Hearing Required

SUMMARY:

Recently there has been much discussion about street lighting, funding, a 5-yr lighting plan as well as funding for lighting.

This workshop seeks to give City Council and residents the opportunity to discuss lighting needs and funding mechanisms along with the lighting study and the 5-year lighting plan to develop priorities of current needs and for potential budget adjustments.

PRIOR ACTION:

September 18, 2019 - FY20 Budget Passed by City Council, which included street lighting components

FUNDING:

N/A

FINANCIAL IMPACT:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

- 1) 2017 Roadway Lighting Inventory and Policy Development Report

PRESENTATION: No

CITY OF PENSACOLA



ROADWAY LIGHTING INVENTORY AND POLICY DEVELOPMENT REPORT

CITY OF PENSACOLA, FLORIDA

DEPARTMENT OF PUBLIC WORK AND FACILITIES

MAY 2017



Contents

Project Purpose and Introduction	1
Project Location	2
Roadway Lighting Policy	3
Illumination Criteria	3
Data Gathering	6
Inventory Analysis and Conclusions	7
Lighting Request Procedure	8
Removal of Lighting	9
Effective Date	9
Appendix A - City of Pensacola Roadway Lighting Petition Form	10
Appendix B – Pensacola lighting and Deficiency List	13
Appendix C - Map of Deficiency Locations	23
Appendix D - Estimated cost and Groupings of Project	25

CITY OF PENSACOLA

PROJECT PURPOSE AND INTRODUCTION

The City of Pensacola contracted with Mott MacDonald (Engineering Consultant) to generate a detailed inventory and report on the quantity and type of existing street lighting within the City limits, along City maintained roads. At the project outset City staff estimated approximately 7,900 street lights exist within the City with approximately 1,400 lights owned and maintained by the City and 6,500 lights owned and maintained by Gulf Power. Mott MacDonald was tasked to locate and identify all street lighting assets within the City and to evaluate and prioritize potential infrastructure improvements.

The City of Pensacola recognizes the importance of roadway lighting to provide adequate illumination of the roadway on City streets. Because of the considerable costs to provide and maintain roadway lighting, it is the policy of the City to provide generally accepted lighting levels necessary for safe operation of City streets. This policy details the considerations and standards for City provision of roadway lighting and will be used for determination of requests submitted as directed herein for addition or alteration of lighting. The Public Works and Facilities Department will review lighting requests in accordance with this policy. This policy only applies to roadways maintained by the City of Pensacola and shall not be applied to lighting on State or County roadways within the Pensacola City limits.

CITY OF PENSACOLA

PROJECT LOCATION

Data collection and evaluation were limited to City of Pensacola maintained roadways located within the Pensacola City Limits (Figure 1). (Need some more verbiage with a basic geographic description of the project limits N, S, E, W using some major roadways of natural boundaries.

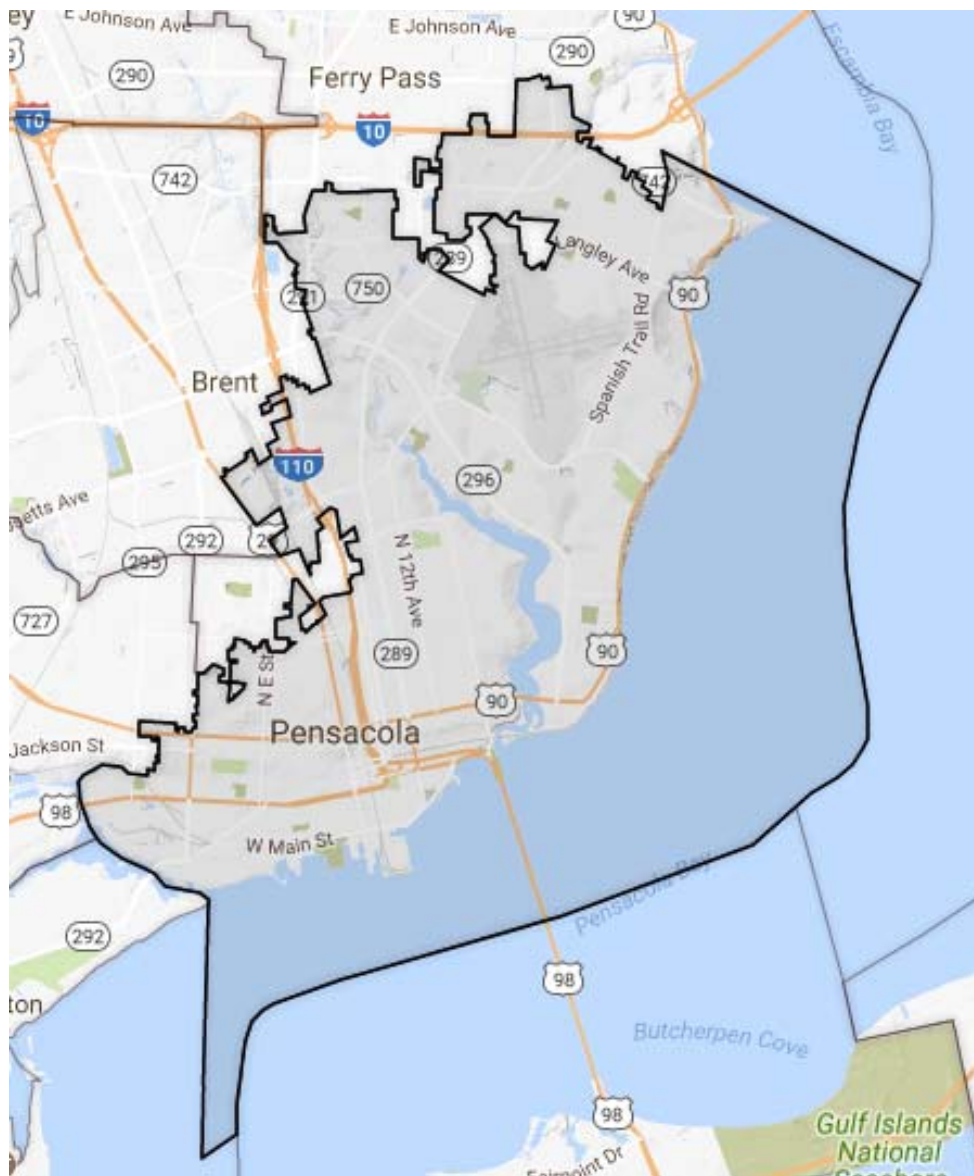


Figure 1: Pensacola City Limits

ROADWAY LIGHTING POLICY

Mott MacDonald coordinated with the City to develop a Roadway Lighting Policy and standard that can be applied to evaluate lighting along City streets. This standard was developed using the FDOT Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, commonly known as the Florida Green Book.

The Policy establishes Illumination Criteria and Minimum Illumination Levels that can be used to evaluate lighting conditions on City roadways. The Policy also provides general guidelines for street lighting which denotes typical locations and spacing of roadway lighting.

Roadway lighting is intended to provide visibility and safety for City streets. Visibility is affected by the amount of light reaching the surface of the roadway, which is measured by illuminance. When requests are made for additional lighting, associated maintenance costs must be considered. This policy intends to provide lighting adequate for visibility within the roadway to promote safe operation of City streets, while minimizing energy consumption and maintenance and operations costs. Therefore, management of roadway lighting within the City may be controlled by selection of lighting type, determination of the minimum illumination necessary, and provision of lighting only where needed to achieve proper illumination.

ILLUMINATION CRITERIA

While the City's general criteria discussed above are important design considerations, specific criteria are needed to define the objectives in designing a street lighting system. The City of Pensacola has adopted the following criteria establishing standards for illumination of roadways based on the FDOT Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook).

The existing roadway lighting system consists of various fixture types and configurations. It is not the intent of this policy to address or update fixture types system wide, but rather to identify illumination levels as a function of environment, area, and roadway classification. Right-of-way environments are viewed as commercial, mixed-use, or residential. Roadway classifications are defined as follows:

CITY OF PENSACOLA

- **Arterial/Major Road** – Generally a metropolitan roadway that moves large portions of through traffic, but allows direct access from abutting parcels. This classification may also include important rural routes leaving the City.
- **Collector Road** – Roadways typically within residential, commercial, and industrial areas serving traffic between local and major roadways.
- **Local Road** – Roadways that provide direct access to the system from individual residential, commercial, and industrial properties.

Quantity of illumination is a function of the roadway classification and the area which is served by the lighting system. The quantity of light is referred to as the average maintained horizontal illumination, or in other words, the mean value of all points within the area being lit. The term “maintained” refers to the illumination value at some point in time after the system is installed. Maintained illumination takes into account reductions in luminous output due to factors such as lamp lumen depreciation and dirt accumulation. The lighting system begins at an initial illumination level and depreciates to some level less than the initial level. The term “horizontal” refers to the roadway surface on which the illumination is measured. Minimum values for quantity of illumination measured at any point in the roadway are provided in Table 1.

Quality of illumination defines an average quantity of illumination over the roadway surface. This average quantity of illumination can be accomplished by producing a generally uniform level of illumination over the area. As drivers pass through areas of relatively high and low illumination levels, their eyes must adapt. The uniformity of illumination is considered a qualitative means of defining street lighting. The term used to quantitatively describe uniformity is the uniformity ratio. One method to describe this ratio uses the maximum level to minimum level ratio in which the maximum illumination is divided by the lowest illumination point encountered within the roadway being lit. For example, a street with a maximum illumination level of 2.0 foot-candles and a minimum point of 0.5 foot-candles would have a uniformity ratio of 4 to 1. Maximum to minimum uniformity ratios adopted by the City are included in Table 1.

Table 1 – Minimum Illumination Levels¹

Roadway Classification	Commercial (foot-candles)	Mixed-Use (foot-candles)	Residential (foot-candles)	Uniformity Ratio
Arterial/Major Roadway	1.2	0.9	0.7	4:1
Collector Road	1.0	0.8	0.5	4:1
Local Road	0.8	0.6	0.4	6:1

1. Minimum illuminance averages and uniformity ratios referenced from guidance in the FDOT Florida Greenbook.

CITY OF PENSACOLA

Within intersections, the maximum maintained average illumination shall be twice the average illumination of the two types of roadways at the intersection. For example, intersections of collector and local roads in commercial areas should have maximum illumination values of 1.8 foot-candles.

In new subdivisions, the developer shall be responsible for installing streetlights at the developer's expense. Lighting designs shall be provided as part of the development order submittal and shall be dedicated to the City for operation and maintenance as part of the final plat approval process.

If additional lighting above the criteria described herein is requested and is reasonable for the area and environment, it may be considered. If lighting in excess of standards is approved, full cost of installation of the extra lighting will be paid by the requestor.

In non-residential areas, the Public Works and Facilities Department Director or designee shall review all requests for new streetlights and determine compliance with the above criteria.

In residential areas, the following general guidelines shall be applied to requests for new street lighting in lieu of performing a detailed design.

- Light size is typically 8800 lumens and fixture type should match fixtures used in the surrounding neighborhood
- Distance between lights is typically 250-350 feet.
- A light is typically installed at each intersection, dead ends, and cul-de-sacs.
- A light is typically installed at changes in roadway direction such as sharp curves.
- Lights are typically installed on existing utility poles where possible.
- Any new poles required shall be installed within the right-of-way, as far as practical from the paved street surface and not obstructing pedestrian traffic.
- All wiring shall be underground in subdivisions having underground utilities.

CITY OF PENSACOLA

DATA GATHERING

Mott MacDonald utilized a sub-meter GPS units to capture and log the location, type, and condition of City street lighting. A designated team performed field work to promote consistency among data collection efforts. Daily coordination among the team provided a systematic method to safely and efficiently collect data which were periodically added to a Google Earth KMZ file to both organize information and track project progress (Figure 2). Data was converted to GIS format to allow for incorporation into the City's existing GIS database.

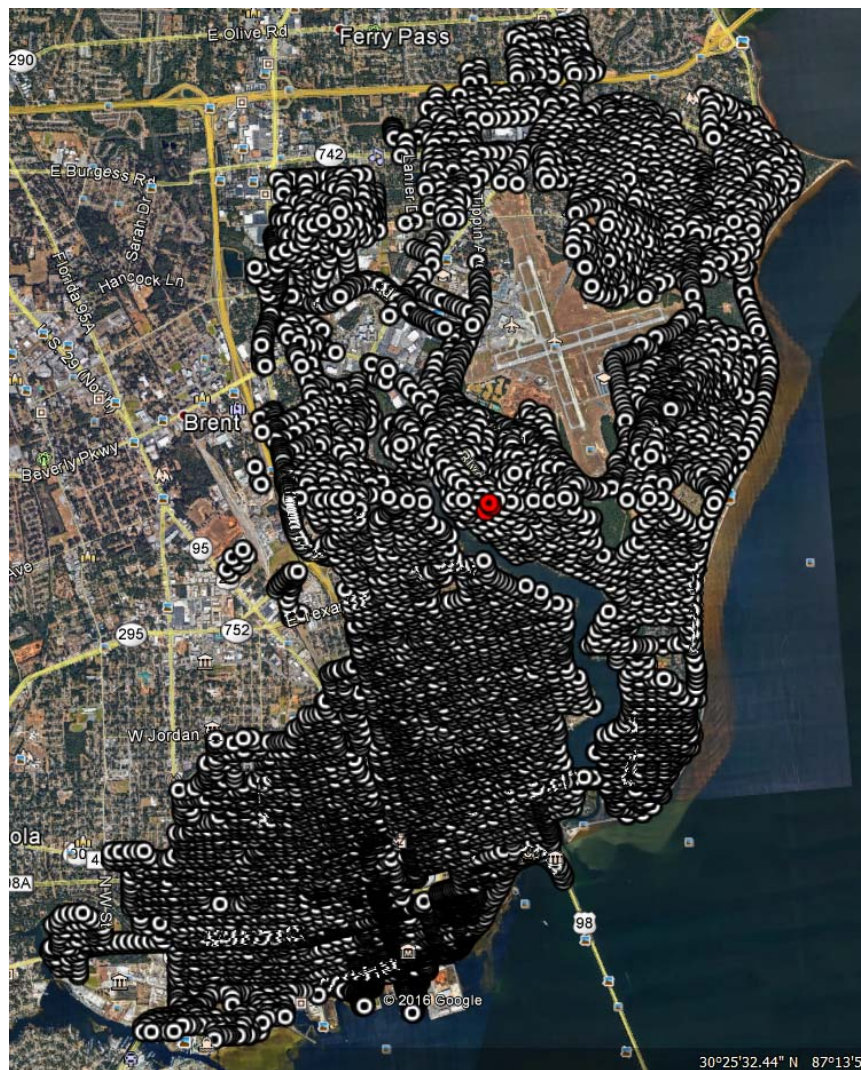


Figure 2: KMZ Representation of Street Light Data Points

CITY OF PENSACOLA

INVENTORY ANALYSIS AND CONCLUSION

The policy described provides the means and methods for coordinating and identifying roadway lighting within the City of Pensacola. The Public Works and Facilities Department provides direct support and guidance to adequately illuminate the City streets and be in compliance with this policy.

These general guidelines were used to evaluate the existing City roadway lighting to identify areas that may be deficient. Areas that do not meet the guidelines were determined and appended to this Report. (Appendix B)

A list of projects by priority was determined using the following ranking criteria:

- **High Priority Projects** – Areas of significant lighting deficiency in high vehicular travel areas. These areas include roadway lighting on only one side of the street but provides adequate lighting or locations that have no street lighting at all. The high priority projects are primarily in downtown areas and are complex in nature.
- **Medium Priority Projects** – Areas with street lighting that is generally sufficient but does not meet all the Lighting Policy guidelines. These areas include street light pole spacing greater than 350 feet, lack of lighting at cul-de-sacs, and lack of lighting at intersections. These areas are primarily in residential portions of the city.
- **Low Priority Projects** - Areas with street lighting that is generally sufficient but does not meet all the Lighting Policy guidelines, and are in areas of low traffic during night hours. These areas are primarily commercial districts within the City.

Over 8,400 street lights were identified and located by Mott MacDonald within the Pensacola City Limits. Within the City Limits, 319 areas of deficiency were noted for City maintained streets. Those areas along with the designated level of project importance follow this report in Appendix B. In Appendix C a Map shows the location of the Medium and Low deficiencies within the City Limits and the possibility of instillation by Gulf Power once requested by the City.

CITY OF PENSACOLA

LIGHTING REQUEST PROCEDURE

If you own property on a public street and you believe your street lighting is inadequate, you may call the City of Pensacola Public Works and Facilities Department at (850) 435-1755 to request a "Streetlight Request" form. In addition to your name, address, and house number, the form requests that you identify the specific location where the desired streetlight is to be located.

The completed form should be mailed, emailed, or hand delivered to the City of Pensacola Public Works and Facilities Department to be processed.

Once the Public Works and Facilities Department receives the form, a representative will visit the site to verify the location is acceptable based on the following criteria:

- What concern initiated the request?
- Does existing roadway lighting already meet policy standards?
- Is the area in question located on a City maintained right-of-way?
- Do trees or other objects interfere with the proposed installation location?
- Other concerns deemed applicable by the Public Works and Facilities Department.

After the site review, you will receive notification via letter from the Public Works and Facilities Department with a determination of your request. If the location meets the policy criteria, you will be provided with a map and a petition form and you must petition all owners of property within 150 feet of the proposed location of the new streetlight. More than fifty percent of the property owners petitioned must concur with your request. This petition will be returned to the City of Pensacola Public Works and Facilities Department once all the signatures have been obtained.

Streetlight requests that have successfully completed this process and do not require higher level approval will be forwarded to the City of Pensacola Public Works Maintenance Division which will submit a request to Gulf Power Company for installation of the streetlight, subject to funding availability. If funds are not currently available, the approved request will be held for inclusion in the next budget cycle. Once submitted, installation time of the streetlight varies depending on the schedule of the Gulf Power Company contractor performing the installation.

CITY OF PENSACOLA

REMOVAL OF LIGHTING

A petition to remove a streetlight may be accepted if the following conditions are met:

- The streetlight must have been in place for a minimum of six months.
- City Police Chief or designee and Public Works and Facilities Department Director or designee staffs must support the removal of streetlight.
- The new petition must include the same affected area as the original petition and must be supported by more than fifty percent of those petitioned. If the petition fails, the location shall not be reconsidered for a period of one year from the date the removal request was initiated.
- If a streetlight is removed, a request to reinstall it will not be considered for a period of two years following the date it was removed.

EFFECTIVE DATE

This streetlight policy and procedures shall be effective on the date approved by the Mayor and shall apply to all roadway lighting applications initiated after the effective date. See Appendix A for streetlight request form and petition.

“Appendix A”

Street Light Request Form and Petition

CITY OF PENSACOLA

STREETLIGHT REQUEST FORM

Contact Name _____ Today's Date _____

Neighborhood _____ Day Phone _____

Local Address

Locations where streetlights are requested?

Please return the completed application form to:

City of Pensacola
Public Works and Facilities Department
2757 N. Palafox St.
Pensacola, FL 32501
Phone: 850-435-1755 Fax: 850-595-1012

FOR OFFICIAL USE ONLY

Project Number _____

Date Application Received _____

Date of Public Works Analysis
Completed _____

Date Signed Petitions Received _____

Date Request Presented to City Council
(if required) _____

Request ☐ Approved ☐ Denied

Date Applicant Notified of Final
Determination _____

Date Request submitted to Gulf Power _____

Date Streetlight Installed _____

CITY OF PENSACOLA STREETLIGHT
PETITION FORM

(Page ____ of ____)

We the undersigned, as owners of properties in the affected area, hereby acknowledge that we have been notified of the request to install / remove streetlights as shown on the attached map.

Please list all addresses in the petition area and obtain one signature per dwelling.

By signing “Yes” below, dwelling owners acknowledge they have seen the map showing the proposed location of the roadway lighting and if adjustments must be made to the location at a later date, they consent to having the streetlight placed in front of their property, if necessary.

Date	Property Owner's Name (please print)	Address	Signature	Support Proposal?	
				Yes	No

“APPENDIX B”

Pensacola Street Lighting Deficiency List

CITY OF PENSACOLA – STREET LIGHT DEFINIENCY LIST

Street Lighting Survey						
Deficiency Report						
Level of Concern	Road Name	Location	Potential Concern	Number of Spaces Between Lights	Average Distance Between Lights	Notes
Low	N A St	From W Cervantes to W Strong St	Lights not within 350' of each other.	1	360'	
Low	Pineda Ave	From E Texar Dr to Ariola Ave	Lights not within 350' of each other.	1	360'	
Low	Chipley Ave	From E Jackson to E Gadsden St	Lights not within 350' of each other.	1	360'	
Low	Stringfield Dr	From Hallmark Dr to Semur Rd	Lights not within 350' of each other.	1	360'	
Low	Logan Dr	From Thomas Ct to Bermuda Cir	Lights not within 350' of each other.	1	360'	Security light installed
Low	Limestone Rd	From Reynosa Dr to Crawford Dr	Lights not within 350' of each other.	1	360'	
Low	N Guillemard St	From E La Rua St to E Jackson St	Lights not within 350' of each other.	1	365'	
Low	Gentian Dr	From Woodland Dr to Acacia Dr	Lights not within 350' of each other.	1	365'	
Low	Firestone Blvd	From Heyward Dr to Hallmark Dr	Lights not within 350' of each other.	1	365'	
Low	Dean Rd	From Tanglewood Dr to Dunwoody Dr	Lights not within 350' of each other.	1	365'	
Low	Dunwoody Dt	From Fox Rd to Woodbine Dr	Lights not within 350' of each other.	1	365'	
Low	Galt Rd	From Hallmark Dr to Piedmont Rd	Lights not within 350' of each other.	1	365'	
Low	Inverness Dr	From Bayou Blvd to Oxford Dr	Lights not within 350' of each other.	1	365'	
Low	Brookshire Dr.	From Montaigne Dr. to Goya Dr.	Lights not within 350' of each other.	1	365'	
Low	Blueridge Dr.	From Rommitch Ln to Goya Dr.	Lights not within 350' of each other.	1	365'	
Low	Boland Pl	From W Jackson St to N R St	Lights not within 350' of each other.	1	370'	Security light installed
Low	E Highland Dr	From Hart Dr to E Fairfield Dr	Lights not within 350' of each other.	1	370'	Security light installed
Low	Chadwick St	From Kenneth St to Skyline Dr	Lights not within 350' of each other.	1	370'	
Low	Barnwell Cir	From Tambridge Cir to dead end	Lights not within 350' of each other.	1	370'	
Low	Kenilworth Rd	From Hallmark Dr to Morningside Dr	Lights not within 350' of each other.	1	370'	
Low	Logan Dr	From Thomas Ct to Bermuda Cir	Lights not within 350' of each other.	1	370'	Security light installed
Low	Crawford Dr	From Reynosa Dr to Limestone Rd	Lights not within 350' of each other.	1	370'	
Low	Blueridge Dr.	From Montaigne Dr. to Goya Dr.	Lights not within 350' of each other.	1	370'	
Low	Montaigne Dr.	From Riddick Dr and Brookshire Dr.	Lights not within 350' of each other.	1	370'	
Low	Wimbeldon Dr.	From Gaugin St to Goya St	Lights not within 350' of each other.	1	370'	
Low	Rosebud Ct	From Limestone Rd to dead end	Lights not within 350' of each other.	1	370'	
Low	Leesway Blvd	From Flintwood Rd to Durango Dr	Lights not within 350' of each other.	1	370'	
Low	Leesway Blvd	From Cherry Laurel Dr to April Rd	Lights not within 350' of each other.	1	370'	
Low	N B St	From W Blount St to W Moreno St	Lights not within 350' of each other.	1	375'	
Low	N 12th Ave	From E Blount St to E Moreno St	Lights not within 350' of each other.	1	375'	
Low	E Bobe St	From N 11th Ave to N 12th Ave	Lights not within 350' of each other.	1	375'	

CITY OF PENSACOLA – STREET LIGHT DEFINIENCY LIST

Low	Cortez Dr	From Texar Dr to E 34th St	Lights not within 350' of each other.	1	375'	
Low	N 16th Ave	From E Maura Dr to Texar Dr	Lights not within 350' of each other.	1	375'	Security light installed
Low	Hewitt St	From N Davis Hwy to Skyline Dr	Lights not within 350' of each other.	1	375'	
Low	Hewitt St	From N Davis Hwy to Skyline Dr	Lights not within 350' of each other.	1	375'	Security light installed
Low	Royce St	From N Davis Hwy to Skyline Dr	Lights not within 350' of each other.	1	375'	
Low	Conway Dr	From Foulis Dr to Hyde Park Rd	Lights not within 350' of each other.	1	375'	
Low	Bayview Way	From Scenic Hwy to Thomas Ct	Lights not within 350' of each other.	1	375'	
Low	Whitney Dr	From Tyler Ave to Baldwin Ave	Lights not within 350' of each other.	1	375'	
Low	Baisden Rd	From Connell Dr to Heyward Dr	Lights not within 350' of each other.	1	375'	
Low	McClellan Rd	From Connell Dr to Baisden Rd	Lights not within 350' of each other.	1	375'	
Low	Piedmont Rd	From Hallmark Dr to Galt Rd	Lights not within 350' of each other.	1	375'	Security light installed
Low	Primrose Dr	From Limestone Rd to Langley Ave	Lights not within 350' of each other.	1	375'	
Low	Brookshire Dr.	From Montaigne Dr. to Goya Dr.	Lights not within 350' of each other.	1	375'	
Low	Wimbeldon Dr.	From Gaugin St to Goya St	Lights not within 350' of each other.	1	375'	
Low	Forest Glen Dr	From Summer Dr to San Gabriel Dr	Lights not within 350' of each other.	1	375'	
Low	Swan Ln	From Hilltop Dr to Hibiscus Rd	Lights not within 350' of each other.	1	375'	
Low	W Hernandez St	From N H St to N G St	Lights not within 350' of each other.	1	380'	
Low	Hewitt St	From N Davis Hwy to Skyline Dr	Lights not within 350' of each other.	1	380'	Security light installed
Low	Pickens Ave	From Chipley Ave to Dead end	Lights not within 350' of each other.	1	380'	
Low	Connel Dr	From Tyler Ave to Baldwin Ave	Lights not within 350' of each other.	1	380'	Security light installed
Low	Dunfries Rd	From Nagel Dr to Heyward Dr	Lights not within 350' of each other.	1	380'	
Low	Tronjo Rd	From Tronjo Terrace to Tronjo Pl	Lights not within 350' of each other.	1	380'	
Low	McClellan Rd	From Connell Dr to Tronjo Rd	Lights not within 350' of each other.	1	380'	Security light installed
Low	Semur Rd	From Hallmark Dr to Piedmont Rd	Lights not within 350' of each other.	1	380'	
Low	Marjean Dr	From Degas St to Goya Dr	Lights not within 350' of each other.	1	380'	
Low	Lynn Ora Dr	From Leesway Blvd to Flax Rd	Lights not within 350' of each other.	1	380'	
Low	Kingsberry Dr	From Leesway Blvd to Flax Rd	Lights not within 350' of each other.	1	380'	
Low	Valesquez St.	From Abercrombie Cir. to Howe St.	Lights not within 350' of each other.	1	380'	
Low	Shannon Pl.	From Rommitch Ln to Montaigne Dr	Lights not within 350' of each other.	1	380'	
Low	Arizona Dr.	From Burbank Dr to Montaigne Dr	Lights not within 350' of each other.	1	380'	
Low	Bonner Rd	From Nagel Dr to Heyward Dr	Lights not within 350' of each other.	1	380'	
Low	W Avery St	From N H St to N I St	Lights not within 350' of each other.	1	381'	
Low	N Barcelona St	From W Gonzalez St to W Brainerd St	Lights not within 350' of each other.	1	385'	
Low	N 7th Ave	From E Hernandez St to E Jordan St	Lights not within 350' of each other.	1	385'	
Low	Dumford Pl	From Ochuse Dr to Menendez Dr	Lights not within 350' of each other.	1	385'	Security light installed
Low	Gerhardt Dr	From Fox Rd to Woodbine Dr	Lights not within 350' of each other.	1	385'	
Low	Arizona Dr.	From Burbank Dr to Montaigne Dr	Lights not within 350' of each other.	1	385'	
Low	Woodcliff Dr	From Livingston Dr to Rugby Ct	Lights not within 350' of each other.	1	385'	
Low	E Gregory St	Between E Gregory St and N 17th Ave	Lights not within 350' of each other.	1	390'	

CITY OF PENSACOLA – STREET LIGHT DEFINIENCY LIST

Low	N 8th Ave	From E Jackson to E Gadsden St	Lights not within 350' of each other.	1	390'	
Low	N Guillemard St	From E Mallory St to E Avery St	Lights not within 350' of each other.	1	390'	
Low	Menendez Dr	From Texar Dr to E 34th St	Lights not within 350' of each other.	1	390'	
Low	Woodland Dr	From N Davis Hwy to Berkley Dr	Lights not within 350' of each other.	1	390'	Security light installed
Low	Boxwood Dr	From Berkley Dr to Kenneth St	Lights not within 350' of each other.	1	390'	
Low	Conway Dr	From Foulis Dr to Hyde Park Rd	Lights not within 350' of each other.	1	390'	
Low	Bluffs Cir	From Bluffs Dr to dead end	Lights not within 350' of each other.	1	390'	
Low	Heyward Dr	From Firestone Blvd to Dunfries Rd	Lights not within 350' of each other.	2	390'	
Low	Aiken Rd	From Tronjo Rd to Hallmark Dr	Lights not within 350' of each other.	1	390'	
Low	Aiken Rd	From Tronjo Rd to Hallmark Dr	Lights not within 350' of each other.	1	390'	
Low	Copley Dr	From Piedmont Rd to Morningside Dr	Lights not within 350' of each other.	1	390'	
Low	Peyton Dr	From Hallmark Dr to Beacon Rd	Lights not within 350' of each other.	1	390'	Security light installed
Low	Limestone Rd	From Rosebud Ct to Primrose Dr	Lights not within 350' of each other.	1	390'	Security light installed
Low	Wimbeldon Dr.	From Gaugin St to Goya St	Lights not within 350' of each other.	1	390'	
Low	Wimbeldon Dr.	From Goya St to Degas St	Lights not within 350' of each other.	1	390'	
Low	Wimbeldon Dr.	From Degas St to Montaigne Dr	Lights not within 350' of each other.	1	390'	
Low	Bahama Rd	From Lansing Dr to Cul-de-sac	Lights not within 350' of each other.	1	390'	
Low	Whaley Ave	E Maxwell St to E Lakeview Ave	Lights not within 350' of each other.	1	395'	
Low	Conway Dr	From Foulis Dr to Hyde Park Rd	Lights not within 350' of each other.	1	395'	
Low	Woodbine Dr	From Tanglewood Dr to Wedgewood Rd	Lights not within 350' of each other.	1	395'	
Low	Woodbine Dr	From Tanglewood Dr to Wedgewood Rd	Lights not within 350' of each other.	1	395'	
Med	Royce St	From Birchwood Pl to Springdale Cir	Lights not within 350' of each other.	1	400'	
Med	Foulis Dr	From Conway Dr to Hyde Park Rd	Lights not within 350' of each other.	1	400'	Security light installed
Med	Foulis Dr	From Conway Dr to Hyde Park Rd	Lights not within 350' of each other.	1	400'	
Med	Whitney Dr	From Tyler Ave to Baldwin Ave	Lights not within 350' of each other.	1	400'	
Med	Whitney Dr	From Firestone Blvd to Tyler Ave	Lights not within 350' of each other.	1	400'	
Med	Whitney Dr	From Firestone Blvd to Tyler Ave	Lights not within 350' of each other.	1	400'	
Med	Connel Dr	From Firestone Blvd to Tyler Ave	Lights not within 350' of each other.	1	400'	
Med	Connel Dr	From Firestone Blvd to Tyler Ave	Lights not within 350' of each other.	1	400'	
Med	Firestone Blvd	From Heyward Dr to Hallmark Dr	Lights not within 350' of each other.	1	400'	Security light installed
Med	Tanglewood Dr	From Gumwood Rd to Wedgewood Rd	Lights not within 350' of each other.	1	400'	Security light installed
Med	Tanglewood Dr	From Gumwood Rd to Wedgewood Rd	Lights not within 350' of each other.	1	400'	
Med	Tanglewood Dr	From Fox Rd to Dean Rd	Lights not within 350' of each other.	1	400'	
Med	Dunwoody Dt	From Dean Rd to Munro Rd	Lights not within 350' of each other.	1	400'	
Med	Gerhardt Dr	From Godwinson Rd to Fox Rd	Lights not within 350' of each other.	1	400'	Security light installed
Med	Gerhardt Dr	From Godwinson Rd to Fox Rd	Lights not within 350' of each other.	1	400'	
Med	Westfield Rd	From Hallmark Dr to Semur Rd	Lights not within 350' of each other.	1	400'	
Med	Piedmont Rd	From Tronjo Rd to Drake Rd	Lights not within 350' of each other.	1	400'	
Med	Hallmark Dr	From Semur Rd to Beacon Rd	Lights not within 350' of each other.	1	400'	

CITY OF PENSACOLA – STREET LIGHT DEFINIENCY LIST

Med	Pitosi Rd	From Hibiscus Rd to Leesway Blvd	Lights not within 350' of each other.	1	400'	Security light installed
Med	Durango Dr	From Hibiscus Rd to Leesway Blvd	Lights not within 350' of each other.	1	400'	
Med	Potosi Rd	From Hibiscus Rd to Leesway Blvd	Lights not within 350' of each other.	2	400'	
Med	Francisco Rd.	From Mentoria St. to Casen Ave.	Lights not within 350' of each other.	1	400'	
Med	Valesquez St.	From Howe St. to Montalvo Dr.	Lights not within 350' of each other.	1	400'	
Med	New Hope Rd.	From Oak Shadow Ln to dead end	Lights not within 350' of each other.	1	400'	
Med	Randwick Rd	From Nobles St to Collingswood Rd	Lights not within 350' of each other.	1	400'	
Med	Schwab Dr	From Creighton Rd to Caswell Dr	Lights not within 350' of each other.	1	400'	
Med	Tippin Ave	From John Carroll Dr to E Burgess Rd	Lights not within 350' of each other.	1	400'	
Med	Dunmire St	From Maybelle Dr to Boyd Ave	Lights not within 350' of each other.	1	400'	
Med	Dunmire St	From Boyd Ave to Winwood St	Lights not within 350' of each other.	1	400'	Security light installed
Med	S L St	From Zarragossa St to Barrancas Ave	Lights not within 350' of each other.	1	405'	
Med	E Belmont St	From N 10th Ave to N 11th Ave	Lights not within 350' of each other.	1	405'	
Med	W Chase St	From N S St to N Q St	Lights not within 350' of each other.	1	405'	Security light installed
Med	N 11th Ave	From E Scott St to E Hatton St	Lights not within 350' of each other.	1	405'	
Med	Driftwood Dr	From Raintree Dr to Menendez Dr	Lights not within 350' of each other.	1	405'	
Med	E Scott St	From N 16th Ave to N 17th Ave	Lights not within 350' of each other.	1	405'	
Med	Berkley Dr	From Fairfax Dr to Altamont Rd	Lights not within 350' of each other.	1	405'	
Med	Tyler Ave	From Nagel Dr to dead end	Lights not within 350' of each other.	1	405'	Security light installed
Med	Woodbine Dr	From Wedgewood Rd to Fox Rd	Lights not within 350' of each other.	1	405'	
Med	Dunwoody Dt	From Dean Rd to Munro Rd	Lights not within 350' of each other.	1	405'	
Med	Hallmark Dr	From Westfield Rd to Stringfield Dr	Lights not within 350' of each other.	1	405'	
Med	Copley Dr	From Beacon Rd to Piedmont Rd	Lights not within 350' of each other.	1	405'	
Med	Peyton Dr	From Beacon Rd to Piedmont Rd	Lights not within 350' of each other.	1	405'	
Med	Arizona Dr.	From Alvar Dr to Burbank Dr	Lights not within 350' of each other.	1	405'	
Med	Dunmire St	From Maybelle Dr to Boyd Ave	Lights not within 350' of each other.	1	405'	
Med	S A St	From W Zarragossa St to W Gregory St	Lights not within 350' of each other.	1	410'	
Med	E Heinberg St	From N 10th Ave to N 14th Ave	Lights not within 350' of each other.	1	410'	
Med	N I St	From W Hernandez St to W Jordan St	Lights not within 350' of each other.	1	410'	Security light installed
Med	Wynnehurst St	From Bishop St to N 9th Ave	Lights not within 350' of each other.	1	410'	Security light installed
Med	Gerhardt Dr	From Gumwood Rd to Godwinson Rd	Lights not within 350' of each other.	1	410'	
Med	Woodbine Dr	From Tanglewood Dr to Wedgewood Rd	Lights not within 350' of each other.	1	410'	
Med	Dunwoody Dt	From Gumwood Rd to Godwinson Rd	Lights not within 350' of each other.	1	410'	
Med	Dunwoody Dt	From Wedgewood Rd to Fox Rd	Lights not within 350' of each other.	1	410'	
Med	Gerhardt Dr	From Gumwood Rd to Godwinson Rd	Lights not within 350' of each other.	1	410'	
Med	Marjean Dr	From Montaigne Dr to Degas St	Lights not within 350' of each other.	1	410'	
Med	W Jackson St	From N S St to N R St	Lights not within 350' of each other.	1	415'	Security light installed
Med	Barcia St	From N 11th Ave to N 12th Ave	Lights not within 350' of each other.	1	415'	
Med	Magnolia Ave	From E Fisher St to E Leonard St	Lights not within 350' of each other.	1	415'	Security light installed

CITY OF PENSACOLA – STREET LIGHT DEFINIENCY LIST

Med	Nagel Dr	From Firestone Blvd to Dunfries Rd	Lights not within 350' of each other.	1	415'	
Med	Bonner Rd	From Nagel Dr to Heyward Dr	Lights not within 350' of each other.	1	415'	
Med	Tanglewood Dr	From Wedgewood Dr to Tennyson Dr	Lights not within 350' of each other.	1	415'	
Med	Aiken Rd	From Hallmark Dr to Semur Rd	Lights not within 350' of each other.	1	415'	
Med	Flax Rd	From Kingsberry Dr to Langley Ave	Lights not within 350' of each other.	1	415'	Security light installed
Med	Renoir St.	From Summit Blvd to Marjean Dr	Lights not within 350' of each other.	1	415'	
Med	Swan Ln	From Hilltop Dr to Alvarado Rd	Lights not within 350' of each other.	1	415'	Security light installed
Med	S F St	From Barrancas Ave to W Cervantes St	Lights not within 350' of each other.	1	420'	Security light installed
Med	Valley Dr	From Thornhill Rd to Evergreen Rd	Lights not within 350' of each other.	1	420'	
Med	Nagel Dr	From Hopestill Rd to Tyler Ave	Lights not within 350' of each other.	1	420'	
Med	Bonner Rd	From Heyward Dr to Hallmark Dr	Lights not within 350' of each other.	1	420'	
Med	Baisden Rd	From McClellan Rd to Hallmark Dr	Lights not within 350' of each other.	1	420'	Security light installed
Med	Rothschild Dr	From Whitsle Dr to Goya Dr	Lights not within 350' of each other.	1	420'	
Med	Tippin Ave	From John Carroll Dr to E Burgess Rd	Lights not within 350' of each other.	1	420'	
Med	Reynosa Dr	From Limestone Rd to Reynosa Dr	Lights not within 350' of each other.	1	420'	
Med	April Rd	From Limestone Rd to Valencia Rd	Lights not within 350' of each other.	1	420'	
Med	Peacock Dr	From Cardinal Dr to Lark Ave	Lights not within 350' of each other.	1	420'	Security light installed
Med	Baywoods Dr	From Baywoods Pl to Baywoods Cir	Lights not within 350' of each other.	1	420'	
Med	Capri Dr	From Leesway Blvd to Danamar Dr	Lights not within 350' of each other.	1	420'	Security light installed
Med	Woodmere Dr	From Evergreen Rd to Valley Dr	Lights not within 350' of each other.	1	425'	
Med	N 10th Ave	From Barcia Dr to Rosewood Dr	Lights not within 350' of each other.	1	425'	
Med	Semur Rd	From Piedmont Rd to McClellan Rd	Lights not within 350' of each other.	1	425'	
Med	Degas St	From Marjean Dr to Wimbledon Dr	Lights not within 350' of each other.	1	425'	
Med	Montalvo Dr.	From Montalvo Dr. to Manolete St.	Lights not within 350' of each other.	1	425'	
Med	Canopy Rd	From Scenic Hwy to Dunlieth Pl	Lights not within 350' of each other.	1	425'	
Med	Keating Rd	From Tide Dr to Keating Terrace	Lights not within 350' of each other.	1	425'	
Med	E Burgess Rd	From Joy St to Chapel St	Lights not within 350' of each other.	1	430'	
Med	W Gregory St	From N P St to N Pace Blvd	Lights not within 350' of each other.	1	430'	
Med	Menendez Dr	From Texar Dr to E 34th St	Lights not within 350' of each other.	1	430'	
Med	Shannon Pl.	From Shannon Cir to dead end	Lights not within 350' of each other.	1	430'	
Med	Raines St	From Tippin Ave to Stark Ave	Lights not within 350' of each other.	1	430'	
Med	Crawford Dr	From Limestone Rd to Reynosa Dr	Lights not within 350' of each other.	1	430'	
Med	Hopestill Rd	From Nagel Dr to Heyward Dr	Lights not within 350' of each other.	1	435'	
Med	Woodbine Dr	From Fox Rd to Dunwoody Dr	Lights not within 350' of each other.	1	435'	Security light installed
Med	Devereux Dr	From Dunlieth Pl to Devereux Dr	Lights not within 350' of each other.	1	435'	
Med	Woodcliff Dr	From Livingston Dr to Rugby Ct	Lights not within 350' of each other.	1	435'	
Med	Hopestill Rd	From Nagel Dr to Heyward Dr	Lights not within 350' of each other.	1	440'	Security light installed
Med	Copley Dr	From Crown Dr to Beacon Rd	Lights not within 350' of each other.	1	440'	Security light installed
Med	Crawford Dr	From Reynosa Dr to Limestone Rd	Lights not within 350' of each other.	1	440'	

CITY OF PENSACOLA – STREET LIGHT DEFINIENCY LIST

Med	Collingswood Rd	From Randwick Rd to Gallahad Rd	Lights not within 350' of each other.	1	440'	Security light installed
Med	Canopy Rd	From Scenic Hwy to Dunlieth Pl	Lights not within 350' of each other.	1	440'	
Med	N Spring St	From W Garden St to W Chase St	Lights not within 350' of each other.	1	450'	
Med	N Tarragona St	From E Garden St to E Chase St	Lights not within 350' of each other.	1	450'	
Med	Menendez Dr	From Stow Ave to Driftwood Dr	Lights not within 350' of each other.	1	450'	
Med	Hewitt St	From N Davis Hwy to Skyline Dr	Lights not within 350' of each other.	1	450'	Security light installed
Med	Perry Ave	From E Gadsden St to E Cervantes St	Lights not within 350' of each other.	1	450'	
Med	McClellan Rd	From Hallmark Dr to Semur Rd	Lights not within 350' of each other.	1	450'	Security light installed
Med	Hallmark Dr	From Piedmont Rd to Galt Rd	Lights not within 350' of each other.	1	450'	
Med	E Hernandez St	From N 9th Ave to N 10th Ave	Lights not within 350' of each other.	1	455'	
Med	E Cross St	From N 15th Ave to N 16th Ave	Lights not within 350' of each other.	1	455'	
Med	E Lakeview Ave	From N 9th Ave to N 10th Ave	Lights not within 350' of each other.	1	460'	
Med	Gerhardt Dr	From Fox Rd to Woodbine Dr	Lights not within 350' of each other.	1	460'	
Med	King Arthur Dr	From Gawin Dr to Lancelot Dr	Lights not within 350' of each other.	1	460'	Security light installed
Med	Dunmire St	From Tippin Ave to dead end	Lights not within 350' of each other.	1	460'	Security light installed
Med	Magnolia Ave	From N 20th Ave to E Baars St	Lights not within 350' of each other.	1	465'	
Med	Avenida Marina	From Langley Ave to dead end	Lights not within 350' of each other.	1	465'	
Med	E Strong St	From N 13th Ave to N 14th Ave	Lights not within 350' of each other.	1	470'	
Med	E Gadsden St	From N 12th Ave to N 13th Ave	Lights not within 350' of each other.	1	475'	
Med	Copley Dr	From Hallmark Dr to Crown Dr	Lights not within 350' of each other.	1	480'	
Med	Lancelot Dr	From Chapel St to N 9th Ave	Lights not within 350' of each other.	1	480'	Security light installed
Med	Bedeaver Dr	From Gawin Dr to Lancelot Dr	Lights not within 350' of each other.	1	480'	Security light installed
Med	S L St	From W Pine to W Gimble	Lights not within 350' of each other.	1	485'	
Med	Woodland Dr	From Gentian Dr to Fairfax Dr	Lights not within 350' of each other.	1	485'	Security light installed
Med	Bay Blvd	From Perry Ave to Bayou Blvd	Lights not within 350' of each other.	1	485'	
Med	Devereux Dr	From Devereux Cir to Dunlieth Pl	Lights not within 350' of each other.	1	485'	
Med	Piedmont Rd	From Galt Rd to Semur Rd	Lights not within 350' of each other.	1	490'	
Med	W Moreno St	From N 11th Ave to N 12th Ave	Lights not within 350' of each other.	1	495'	
Med	Morningside Dr	From Piedmont Rd to Copley Dr	Lights not within 350' of each other.	1	495'	
Med	Dunwoody Dt	From Gumwood Rd to Godwinson Rd	Lights not within 350' of each other.	1	500'	
Med	Manolete Dr.	From Montalvo Dr to dead end	Lights not within 350' of each other.	1	500'	
Med	Arbutus Dr	From Hilltop Dr to San Monica Rd	Lights not within 350' of each other.	2	500'	
Med	Newton Dr	From Penifield Dr to Rothschild Dr	Lights not within 350' of each other.	1	515'	
Med	Osceola Blvd	From Whaley Ave to E Scott St	Lights not within 350' of each other.	1	530'	
Med	Chadwick St	From Skyline Dr to Bishop St	Lights not within 350' of each other.	1	545'	Security light installed
Med	Devereux Dr	From Devereux Cir to Devereux Terrace	Lights not within 350' of each other.	1	555'	
Med	Schwab Dr	From Lansing Dr to Varian Ct	Lights not within 350' of each other.	1	565'	Security light installed
Med	Obregon	From Limestone Rd to Reynosa Dr	Lights not within 350' of each other.	1	565'	
Med	Balmoral Dr	From Woodcliff Rd to Altar	Lights not within 350' of each other.	2	580'	Security light installed

CITY OF PENSACOLA – STREET LIGHT DEFINIENCY LIST

Med	E Salamanca St	From N 9th Ave to N 11 Ave	Lights not within 350' of each other.	1	595'	
Med	Chapel St	From Parker Cir to Parker Cir	Lights not within 350' of each other.	1	600'	Security light installed
Med	Gentian Dr	From Woodland Dr to Acacia Dr	Lights not within 350' of each other.	1	600'	Security light installed
Med	Lanier Dr	From Landsing Dr to city limit	Lights not within 350' of each other.	3	605'	Security light installed
Med	Limestone Rd	From April Rd to Cherry Laurel Dr	Lights not within 350' of each other.	1	640'	
Med	Peacock Dr	From Cardinal Dr to Creighton Rd	Lights not within 350' of each other.	1	685'	Security light installed
Med	Ellison Dr	North of N 12th Ave, West of Windchime Way	Lights not within 350' of each other.	2	775'	
Med	W Gimble St	From S I St to S F St	Lights not within 350' of each other.	2	880'	
Med	Parker Cir	From Chapel St to Joy St	Lights not within 350' of each other.	2	910'	One security light installed
Med	Lansing Dr	From Schwab Dr to Lanier Dr	Lights not within 350' of each other.	2	950'	Security light installed
Med	John Carroll Dr	From Tippin Ave to N 9th Ave	Lights not within 350' of each other.	2	950'	
Med	W Leonard St	From N B St to N Palafox St	Lights not within 350' of each other.	4	1285'	
Low	S Devilliers	Intersection of W Intendencia and S Devilliers	No light installed at intersection.			
Low	S N St	North of Cypress St, South of Barrancas Ave	No light installed at cul-de-sac.			
Low	E Blount St	East of Scenic Hwy	No light installed at dead end.			
Low	N G St	Intersection of N G St and W Moreno St	No light installed at intersection.			Satisfies 350' deficiency
Low	E Jackson St	Intersection of E Jackson St and N Guillemard St	No light installed at intersection.			
Low	N P St	Intersection of N P St and W Gregory St	No light installed at intersection.			
Low	S J St	North of Cypress St	No light installed at dead end.			
Low	Water St	West of N Stillman St	No light installed at dead end.			
Low	S I St	From Sonia St to Dead end	No light installed at dead end.			
Low	W Jackson St	Intersection of W Jackson and Boland Pl	No light installed at intersection.			Security light installed
Low	W La Rua St	Intersection of W La Rua St and Hayne St	No light installed at intersection.			
Low	Gamarra Rd	East of Menendez Dr	No light installed at dead end.			
Low	Ellison Dr	West of Ellison Dr	No light installed at cul-de-sac.			
Low	Martinique Rd	North of Fairchild St	No light installed at cul-de-sac.			Satisfies 350' deficiency
Med	Biscayne Ct	North of Drexel Rd, South of Langley Ave	No light installed at cul-de-sac.			Security light installed
Med	Osprey Pl	North of Airport Blvd, East of Otter Point Rd	No light installed at cul-de-sac.			
Med	Briarcliff Dr	North of W Navy Blvd, West of N W St	No light installed at dead end.			Security light installed
Med	N H St	Intersection of N H St and W Avery St	No light installed at intersection.			Satisfies 350' deficiency
Med	N F St	Intersection of N F St and W Moreno St	No light installed at intersection.			Satisfies 350' deficiency
Med	N A St	Intersection of N A and W Avery St	No light installed at intersection.			Satisfies 350' deficiency
Med	N 12th Ave	Intersection of N 12th Ave and E Salamanca St	No light installed at intersection.			Satisfies 350' deficiency
Med	E Jackson St	Intersection of E Jackson St and N 11th Ave	No light installed at intersection.			
Med	E Gadsden St	Intersection of E Gadsden St and N 10th Ave	No light installed at intersection.			Security light installed
Med	E Cross St	Intersection of E Cross St and N 14th Ave	No light installed at intersection.			Satisfies 350' deficiency
Med	E Leonard St	Intersection of E Leonard St and N 19th Ave	No light installed at intersection.			
Med	E Burgess Rd	Intersection of E Burgess Rd and Mona Ln	No light installed at intersection.			Security light installed
Med	Langley Ave	Intersection of Langley Ave and Ridgeway Cir	No light installed at intersection.			

CITY OF PENSACOLA – STREET LIGHT DEFINIENCY LIST

Med	E Maxwell St	Intersection of E Maxwell and Escambia Ave	No light installed at intersection.			
Med	Calloway Ave	Intersection of Calloway Ave and Marques St	No light installed at intersection.			
Med	W Lloyd St	Intersection of W Lloyd St and N J St	No light installed at intersection.			
Med	W Hernandez St	Intersection of W Hernandez St and N G St	No light installed at intersection.			
Med	E Bobe St	East of N Palafox St	No light installed at dead end.			
Med	E De Soto St	Intersection of W De Soto and N Reus St and	No light installed at intersection.			
Med	E Blount St	Intersection of E Blount St and N 20th Ave	No light installed at intersection.			
Med	La Rua Landing	South of E La Rua St	No light installed at dead end.			
Med	W Lakeview Ave	Intersection of W Lakeview Ave and N J St	No light installed at intersection.			Security light installed
Med	Ruffin Cir	South of Ruffin St	No light installed at cul-de-sac.			Security light installed
Med	Dunsinane Rd	Intersection of Dunsinane Rd and Cawdor Ct	No light installed at intersection.			Satisfies 350' deficiency
Med	Grande Dr	Intersection of Grande Dr and Office Wood Dr	No light installed at intersection.			Satisfies 350' deficiency
Med	Spanish Highlands Dr	Intersection of Montage Dr and Spanish Highlands Dr	No light installed at intersection.			Satisfies 350' deficiency
High	De Villiers St	From W Zarragossa St to W Gregory St	Lights only on one side of the road.			
High	Reus St	From W Gregory St to W Wright St	Lights only on one side of the road.			
High	N Barcelona St	From W Chase St to W Gadsden St	Lights only on one side of the road.			
High	Spring St	From W Main St to W Wright St	Lights only on one side of the road.			
High	Baylen St	From W Main St to W Belmont St	Lights only on one side of the road.			
High	W Government St	From S Devilliers St to S B St	Lights only on one side of the road.			
High	W Government St	From S Reus St to S Baylen St	Lights only on one side of the road.			
High	W Government St	From S D St to S G St	Lights only on one side of the road.			
High	W Intendencia St	From S A St to S Baylen St	Lights only on one side of the road.			
High	Coyle St	From W Government St to W Chase St	Lights only on one side of the road.			
High	Coyle St	From W Gregory St to W Cervantes St	Lights only on one side of the road.			
High	Tarragona St	From E Chase St to E Belmont St	Lights only on one side of the road.			
High	Tarragona St	From E La Rua St to E Blount St	Lights only on one side of the road.			
High	E Government St	From Cevallos St to S Tarragona St	Lights only on one side of the road.			
High	Intendencia St	From Cevallos St to S Baylen St.	Lights only on one side of the road.			
High	Intendencia St	From Spring St to S E St.	Lights only on one side of the road.			
High	Intendencia St	From S F St to S J St.	Lights only on one side of the road.			
High	Intendencia St	From S M St to S Pace Blvd	Lights only on one side of the road.			
High	Romana St	From S Tarragonna St to S Spring St	Lights only on one side of the road.			
High	Romana St	From S Reus St to S Coyle St	Lights only on one side of the road.			
High	Romana St	From S A St to S I St	Lights only on one side of the road.			
High	Romana St	From S L St to S N St	Lights only on one side of the road.			
High	E Chase St	From N Tarragona St to N Palafox St	Lights only on one side of the road.			
High	W Chase St	From N Donelson St to N G St	Lights only on one side of the road.			
High	W Chase St	From N I St to N Pace Blvd	Lights only on one side of the road.			
High	Gregory St	From N Baylen St to N E St	Lights only on one side of the road.			

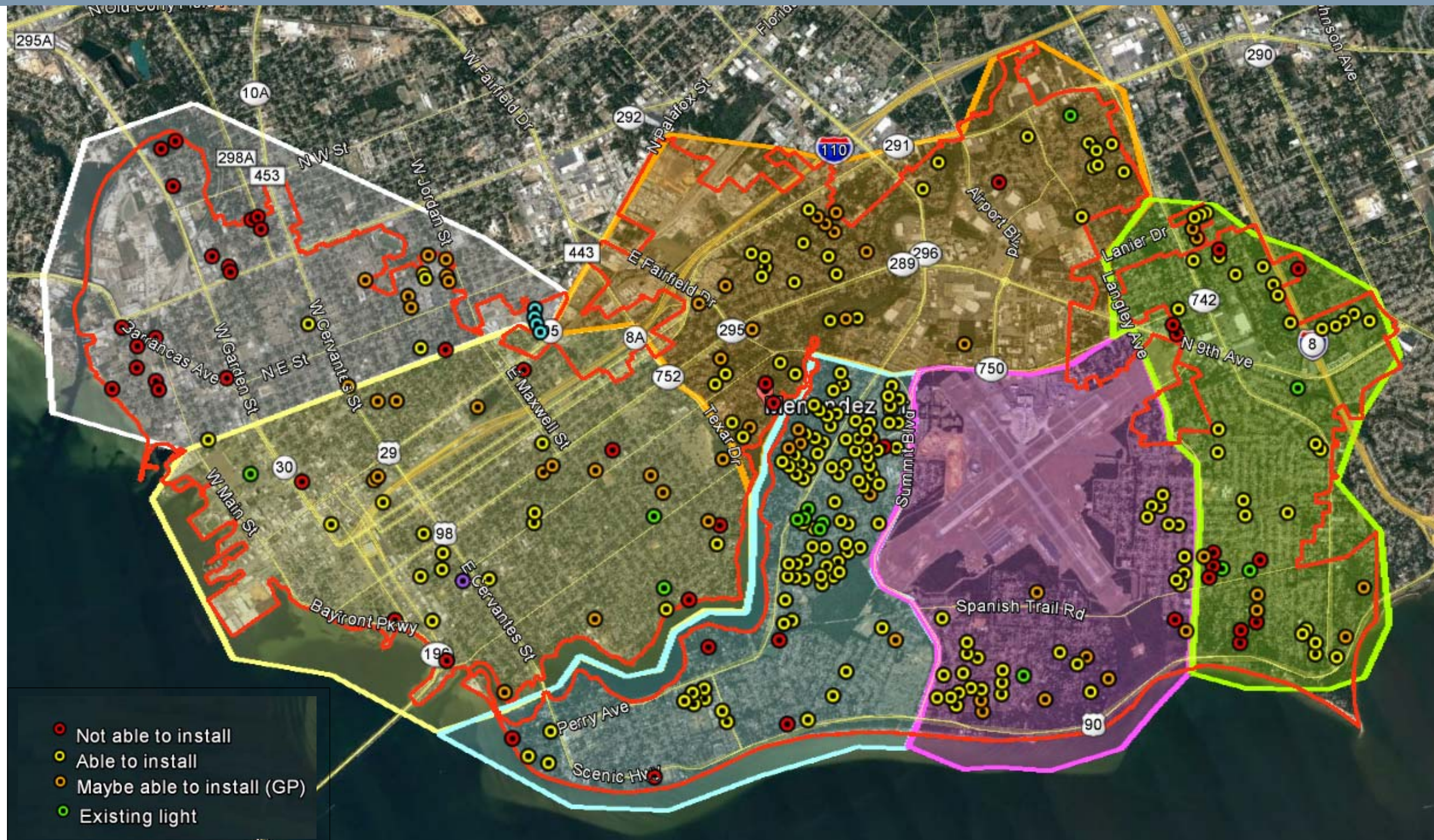
CITY OF PENSACOLA – STREET LIGHT DEFINIENCY LIST

High	Gregory St	From N I St to N Pace Blvd	Lights only on one side of the road.			
High	Wright St	From N 9th Ave to N Tarragonna	Lights only on one side of the road.			
High	Wright St	From N Baylen St to N Barcelona St	Lights only on one side of the road.			
High	Wright St	From N Coyle St to N Pac Blvd	Lights only on one side of the road.			
High	Belmont St	From N 17th Ave to N 13th Ave	Lights only on one side of the road.			
High	Belmont St	From N 11th Ave to N Davis St	Lights only on one side of the road.			
High	Belmont St	From N Baylen Ave to N Reus St	Lights only on one side of the road.			
High	Belmont St	From N B St to N D St	Lights only on one side of the road.			
High	Belmont St	From N F St to N G St	Lights only on one side of the road.			
High	La Rua St	From N 17th Ave to N Pace Blvd	Lights only on one side of the road.			
High	Jackson St	From N 17th Ave to N Barcelona St	Lights only on one side of the road.			
High	Jackson St	From N F St to N M Blvd	Lights only on one side of the road.			
High	Gadsden St	From N 11th Ave to N 7th Ave	Lights only on one side of the road.			
High	Gadsden St	From N Davis Hwy to N Hayne St	Lights only on one side of the road.			
High	Gadsden St	From N Guillemard St to N Palafox St	Lights only on one side of the road.			
High	Gadsden St	From N Spring St to N Pace Blvd	Lights only on one side of the road.			

“APPENDIX C”

Map of Street Light Deficiency Locations

CITY OF PENSACOLA – STREET LIGHT DEFICIENCY MAP



“APPENDIX D”

5 Year Plan - Estimated Cost and Grouping of Projects

CITY OF PENSACOLA – 5 YEAR PLAN

Year	Location	Description	Cost	Notes
2018/2019	Jefferson Street (Government to Garden)	Replacement of Fixtures, Poles, Conductors	\$820,000.00	No replacement of Conduit or Sidewalk
2019	Jefferson Street (Garden to Chase)	Replacement of Fixtures, Poles, Conductors	\$305,000.00	No replacement of Conduit or Sidewalk
	Various Location West of "A" Street to City limits			
2020	5 location that should be able to be done	Identified as not having light at intersection or spacing issue	\$5,000.00	Has reoccurring maintenance cost of 120 per light per year
2020	8 locations possible but need to check with GP	Identified as not having light at intersection or spacing issue	\$9,600.00	Has reoccurring maintenance cost of 120 per light per year
	Various Location East of "A" Street/West of Bayou Texar/South of Texar Drive			
2020	13 location that should be able to be done	Identified as not having light at intersection or spacing issue	\$13,000.00	Has reoccurring maintenance cost of 120 per light per year
2020	13 locations possible but need to check with GP	Identified as not having light at intersection or spacing issue	\$15,600.00	Has reoccurring maintenance cost of 120 per light per year
	Various Location West of Bayou Texar/West of 12th Ave/North of Texar Drive/South of Creighton Road			
2020	27 location that should be able to be done	Identified as not having light at intersection or spacing issue	\$27,000.00	Has reoccurring maintenance cost of 120 per light per year
2020	12 locations possible but need to check with GP	Identified as not having light at intersection or spacing issue	\$18,000.00	Has reoccurring maintenance cost of 120 per light per year
	Various Location East of 12th Ave/South of Summit Blvd/East of Bayou Texar			
2020	83 location that should be able to be done	Identified as not having light at intersection or spacing issue	\$83,000.00	Has reoccurring maintenance cost of 120 per light per year
2020	6 locations possible but need to check with GP	Identified as not having light at intersection or spacing issue	\$7,200.00	Has reoccurring maintenance cost of 120 per light per year
	Various Location East of 12th Ave/South of Langley Ave/North of Summit Blvd			
2020	28 location that should be able to be done	Identified as not having light at intersection or spacing issue	\$28,000.00	Has reoccurring maintenance cost of 120 per light per year
2020	7 locations possible but need to check with GP	Identified as not having light at intersection or spacing issue	\$10,500.00	Has reoccurring maintenance cost of 120 per light per year
	Various Location East of Lanier/South of Olive Road/North of Langley Ave			
2020	28 location that should be able to be done	Identified as not having light at intersection or spacing issue	\$28,000.00	Has reoccurring maintenance cost of 120 per light per year
2020	7 locations possible but need to check with GP	Identified as not having light at intersection or spacing issue	\$8,400.00	Has reoccurring maintenance cost of 120 per light per year
	Replacement of Box Lights Downtown			
2021	Spring Street (19 lights and poles)	Replacement of Fixtures, Poles, Conductors, and Foundation	\$570,000.00	No replacement of Conduit or Sidewalk
2020	Baylen Street (6 lights and poles)	Replacement of Fixtures, Poles, Conductors, and Foundation	\$180,000.00	No replacement of Conduit or Sidewalk
2022	Rues Street (11 lights and poles)	Replacement of Fixtures, Poles, Conductors, and Foundation	\$330,000.00	No replacement of Conduit or Sidewalk
2022	Government Street (9 lights and poles)	Replacement of Fixtures, Poles, Conductors, and Foundation	\$270,000.00	No replacement of Conduit or Sidewalk
2020	Intendencia Street (5 lights and poles)	Replacement of Fixtures, Poles, Conductors, and Foundation	\$150,000.00	No replacement of Conduit or Sidewalk
All Years	***Existing City owned Lighting to LED and change of fixture type - depending on budgeted projects and remainder of funding upgrades will be done block by block in the downtown core.		\$100,000.00	per year
2018-2019	\$1,125,000.00			
2020	\$583,300.00			
2021	\$570,000.00			
2022	\$600,000.00			
2018-2022	***LED UP GRADES – Note above \$500,000.00			
Total	\$3,378,300.00			



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00454

City Council

10/10/2019

LEGISLATIVE ACTION ITEM

SPONSOR: City Council Member Sherri Myers

SUBJECT:

RECOMMENDATION FROM THE ENVIRONMENTAL ADVISORY BOARD REGARDING THE USE OF CHEMICALS FOR THE SPRAYING OF ATHLETIC FIELDS

RECOMMENDATION:

That City Council forward to the Mayor's Office the following recommendation from the Environmental Advisory Board (EAB):

To propose a moratorium on the spraying of youth athletic fields and parks within the City limits until the City provides a comprehensive list of chemicals and the application schedule for the EAB to review.

HEARING REQUIRED: No Hearing Required

SUMMARY:

At the City Council's meeting of July 18, 2019, the Council approved a referral to the EAB with the following recommendation:

That the City Council refer to the Environmental Advisory Board a request for the Board to examine the chemicals used on athletic fields and parks in the City of Pensacola and report the findings to City Council with recommendations on how to improve the safety of playing fields and parks.

As the EAB is gathering information and continuing their review and analysis, the above recommendation was approved by the EAB.

Since this is an operational request, the City Council is forwarding the recommendation to the Mayor's Office for potential action.

PRIOR ACTION:

July 18, 2019 - Referral to the EAB from the City Council

FUNDING:

N/A

FINANCIAL IMPACT:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

- 1) Unapproved September 5, 2019 EAB Meeting Minutes

PRESENTATION: No

**CITY OF PENSACOLA
ENVIRONMENTAL ADVISORY BOARD
MEETING MINUTES**

Thursday, September 5, 2019 ~ 2:00 p.m.

Members Present: Neil Richards, Chair, Bob Bennett, Vice Chair, Michael Lynch, Dr. Gloria Horning, Calvin Avant, Katie Fox, Kyle Kopytchak

Members Absent: Blase Butts

1. Call to Order/Quorum: The meeting was called to order by Chair Richards. A Quorum was established.
2. Approval of Meeting Minutes—August 1, 2019

Motion made by Member Kopytchak to approve the minutes, seconded by Member Bennett and was unanimously carried.

3. Board Member Comments/Updates:
 - a) 12th Avenue Tree Replacement and No Parking Enforcement—Kyle Kopytchak
Member Kopytchak had no information to provide about the no parking signs. Chair Richards commented on the impact on trees due to compacting of earth surrounding them in the root zone.
 - b) Perdido Pensacola Bay Estuary Program—Michael Lynch
Member Lynch provided an update on the Perdido Pensacola Bay Estuary Program. New Director, Jim Trifilio is getting settled in. They have formed some technical committees and are starting to get their management plan together. They have advertised for a couple of positions and are looking for office space. They are currently sharing space with the County.

Member Horning inquired what was EAB's charge from the City to do with this program. Chair Richards stated it was the protection of the watershed. Member Lynch stated that is important and is why he is following up on the program. The estuary doesn't follow county or city lines. The Program has expressed an interest in having the EAB have a role, if possible. Member Fox indicated that the focus is on those bodies. There has been an Estuary Program developed to assess the water body conditions and ultimately come up with a plan to restore or do whatever they want to propose to do with it. It is in the best interest, at minimum, to follow the process as projects come down the line. Member Horning indicated that she felt the focus should be on stormwater runoff. Member Avant also expressed concerns about Marcus Bayou, Crescent Lake, all of the toxins from Wedgewood are going into that Bayou and Crescent Lake.

MINUTES OF THE ENVIRONMENTAL ADVISORY BOARD

September 5, 2019

Page 2

c) Criteria for Tree Fund Grant Proposals

Chair skipped update on this item. To be considered with Tree Ordinance item.

d) Environmental Justice/Injustice—Calvin Avant

Member Avant inquired about what Council districts were affected with the clear cutting of trees. Member Bennet indicated that it mostly occurred in District 2 and District 5. Member Horning also indicated that the Tanyard neighborhood was also affected.

e) Water Quality of Bay/Gulf—Blaise Butts, Katie Fox

Member Fox indicated that Quite Water Beach has experienced some water quality issues lately.

f) Sanders Beach and Bruce Beach Stormwater Drainage, Flooding/Toxin Issues in Tanyard—Gloria Horning

Member Horning reported that the last storms had water over the curbs at Sanders Beach and Bruce Beach, expressed concerns about the amount of grass cuttings, trash and debris that clog the stormwater drains in that area and other areas of Pensacola. She has reported her concerns about the debris to the City's 311 system. The City is not maintaining the stormwater drains. Chair Richards inquired about whether there was any progress being made at the superfund site at Sanders Beach area. Member Horning expressed her concerns about the amount of industrial pollution that is occurring along Main Street and Government Street and the lack of environmental impact assessments on the new homes that are being built in the area. EPA has handed off the site to the Florida DEP.

g) Environmental Impacts on Disenfranchised Communities—Gloria Horning

h) Renewable Energy Sources—Neil Richards, Robert Bennett

Member Bennett reported that the Solar Together Florida Power and Light hearing is now scheduled for October 15 and they claim they will have something done by November 22.

i) Stormwater Management—Katie Fox

Member Fox has nothing new to report. Chair Richards indicated that it might be something to look into with regard to debris removal prior to storms, etc. Member Fox volunteered to reach out to the City's Public Works department to obtain any information the Board may be interested in getting. Member Bennett also reported that the Blue Green Algae Task Force meeting was canceled/postponed due to the hurricane.

4. Old Business:

a) Referral from City Council—Amendment to the Code of the City of Pensacola - Land Development Code, Section 12-6 Tree/Landscape Regulations (See August 1, Agenda for attachment)

Chair Richards opened discussion on the proposed amendment to the Land Development Code, Section 12-6 Tree/Landscape Regulations, asking the Board

MINUTES OF THE ENVIRONMENTAL ADVISORY BOARD

September 5, 2019

Page 3

to pay particular attention to page 19, Section (C) Tree planting trust fund of the draft and that is the neighborhood associations requesting grants for planting of trees within their scope. What's been talked about is how to process that request, either the dollar amount or scope of that recommendation. Member Bennett suggested striking the language of other appropriate landscape vegetation, since trees are what's wanted, not vegetation. Chair Richards indicated that what precipitated the Council moratorium on the tree planting trust fund was the funds were used to purchase irrigation supplies, equipment, trucks, etc. Member Kopytchak asked if there was discussion included in the proposed ordinance to provide for the mitigation money that goes into the trust fund to be used in the same district where the trees were removed. He felt very strongly that the funds should be allocated to the districts where the trees were removed.

Also, a suggestion was made to make the grant program language into Section (D). Further discussion by Board members on the grant program involved community organizations. What types of community organizations, clubs, neighborhood associations, civic organizations, registered as a 501c(3), organizations recognized by the City, etc. could apply. Who would have responsibility of maintaining the trees/landscaping. Have a list of approved trees, that the recommendation can be made from that list. Having the right tree at the right place at the right time. Placement of trees is critical, especially when you are dealing with power lines.

The Board also discussed power grids, lines and underground utilities as they relate to trees and how they are trimmed and the value of trees vs. maintaining power lines.

Member Bennett distributed a proposal for Sec. 12.6.2.- Applicability (d) Heritage Trees for the Board to review and consider at the next meeting.

b) Referral from City Council—Examine Chemicals Used on Athletic Fields and Parks in the City of Pensacola (See August 1, 2019 Agenda for attachment)

Member Fox reviewed information she received from the City on spray dates for the athletic fields in the city limits and also material safety data sheets for each of the chemicals they apply. There is also a spray schedule for insect, pest and lawn control as well as photos at Sanders Beach and a schedule for spring. They are also trying to get the records from Wallace Company. Bill Kimball with the Parks and Recreation Department provided the information and he is open to whatever the Environmental Advisory Board has to suggest. The Pensacola Youth

MINUTES OF THE ENVIRONMENTAL ADVISORY BOARD

September 5, 2019

Page 4

Soccer organization is also in support of addressing any issues with spraying youth athletic fields.

Chair Richards also reported that the Council Executive has sent a request for information to both Brian Cooper and Derrick Owens.

Member Fox also discussed articles she found on Integrated Pest Management vs. Organic Land Management. (copy attached.)

Member Horning indicated that the use of pesticides and fertilizers also affects stormwater runoff that will ultimately land in the bay.

Member Fox indicated that a comprehensive review of the practice needs to be made.

Member Kopytchak stated that the EAB was tasked to examine the chemicals that are being used. The Board requested this information and that they be identified. Until the Board gets that information, we request that they stop spraying where children are playing. It could be detrimental to the children.

Member Fox made a motion to proposed a moratorium on spraying of the youth athletic fields within the City limits that are occupied during the season until we have received the data requested and have had an opportunity to review it. Member Horning seconded the motion.

Member Kopytchak suggested asking for an all inclusive list and the schedule. Further discussion occurred on listing athletic programs, including parks, and researching organic uses. Member Fox indicated that Bill Kimball relayed that 95% of the City's parks are not sprayed with chemicals.

Member Fox restated and revised the motion to propose a moratorium on spraying youth athletic fields and parks within the City limits until the City provides a comprehensive list of chemicals and the application schedule for the EAB to review. Member Horning seconded the motion.

Christian Wagley offered a suggestion that the Board specify pesticides, herbicides, and fungicides. Those are the three chemicals typically applied to lawns. Fertilizers are typically not a public health issue. He also suggested doing a couple of fields as a trial with the organics to see what would work and what wouldn't.

Vote was taken and unanimously carried.

MINUTES OF THE ENVIRONMENTAL ADVISORY BOARD

September 5, 2019

Page 5

5. New Business

Chair Richards announced that Keep Pensacola Beautiful, Inc. is launching a campaign to take over the purchase of the old Coca-Cola Bottling Plant on North Palafox Street and convert it into a non-profit environmental study center.

6. Reports and Announcements

Member Lynch reported that the Pensacola & Perdido Bays Estuary Technical Committee would be having a meeting on September 19, 2019 at 1:30 p.m. at the Central Escambia County Central Office Complex, followed by the Education Committee at 4 p.m.

7. Public Comments—Open Forum

Chris Mauldin with the City Engineering/Public Works Department reported that the FDOT beautification grant is due in October. The City passed on the beautification grant and is going to do the joint participation grant with FDOT. The beautification grant was limited to \$100,000. The joint participation grant would go up to about \$400,000 and would do larger projects and include better plants and vegetation.

Christian Wagley provided information on the reduction in stormwater clean-out crews, the City staff initiated green house gas emissions study done this summer, utilizing an intern, nothing official from the elected officials has happened on some of the Climate Task Force recommendations.

As relates to the tree discussion, he agrees that trees should be planted, not shrubs and also getting rid of the hospital exemption. Money has to be allocated to maintain the trees. Also commented on the grant programs. The Mayor has control over spending money on those tree projects. The Mayor has had conversations with Council Member Myers on where to plant trees. The Council still has to free up the Tree Trust Fund.

He recommended inviting Derrick Owens, the City's Public Works Director to address the Board on the City's Stormwater Plan.

MINUTES OF THE ENVIRONMENTAL ADVISORY BOARD

September 5, 2019

Page 6

Member Bennett commented that the businesses along "L" Street, north of Fairfield have taken it upon themselves to clean the stormwater drains and since they have, that area has not flooded once.

8. Adjourn

There being no further business to come before the Board, the meeting was adjourned at 3:54 p.m.



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00458

City Council

10/10/2019

LEGISLATIVE ACTION ITEM

SPONSOR: City Council Member Sherri Myers

SUBJECT:

REFERRAL TO PLANNING BOARD - PROPOSED AMENDMENT TO SECTION 12-6-4(D) OF THE LAND DEVELOPMENT CODE - LANDSCAPE AND TREE PROTECTION PLAN

RECOMMENDATION:

That City Council refer to the Planning Board a proposed amendment to Section 12-6-4(D) (Landscape and tree protection plan) of the Land Development Code (LDC).

HEARING REQUIRED: No Hearing Required

SUMMARY:

Section 12-6-4 (D) states in part:

“...For Further Information Contact the City of Pensacola....”

This proposed amendment to the LDC would include the telephone number to the appropriate department. I.e. For Further Information Contact the City of Pensacola at 850-***-****.

PRIOR ACTION:

None

FUNDING:

N/A

FINANCIAL IMPACT:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

- 1) Proposed Amendment to Section 12-6-4 (D) of the LDC

PRESENTATION: No

Sec. 12-6-4. - Landscape and tree protection plan.

A landscape and tree protection plan shall be required as a condition of obtaining any building permit or site work permit for townhouse residential, multi-family residential, commercial and industrial development as specified in section 12-6-3. The plan shall be submitted to the community development department inspection services division. A fee shall be charged for services rendered in the review of the required plan (see chapter 7-14 of this Code).

No building permit or site work permit shall be issued until a landscape and tree protection plan has been submitted and approved. Clearing and grubbing is only permitted after a site has received development plan approval and appropriate permits have been issued. The building official may authorize minimal clearing to facilitate surveying and similar site preparation work prior to the issuance of permits. No certificate of occupancy shall be issued until the building official has determined after final inspection that required site improvements have been installed according to the approved landscape and tree protection plan. In lieu of the immediate installation of the landscaping material and trees, the city may require a performance bond or other security in an amount equal to the cost of the required improvements in lieu of withholding a certificate of occupancy, and may further require that improvements be satisfactorily installed within a specified length of time.

(A) *Contents of landscape and tree protection plan.* The landscape and tree protection plan shall be drawn to scale by a landscape architect, architect or civil engineer licensed by the State of Florida, and shall include the following information unless alternative procedures are approved per sections 12-6-8 or 12-6-9:

- Location, size and species of all trees and shrubs to be planted.
- Location of proposed structures, driveways, parking areas, required perimeter and interior landscaped areas, and other improvements to be constructed or installed.
- Location of irrigation system to be provided. All planted areas shall have an underground irrigation system designed to provide one hundred-percent coverage.
- Landscape and tree protection techniques proposed to prevent damage to vegetation, during construction and after construction has been completed.
- Location of all protected trees noting species and DBH.
- Identification of protected trees to be preserved, protected trees to be removed, including dead trees, and trees to be replanted on site.
- Proposed grade changes which might adversely affect or endanger protected trees with specifications on how to maintain trees.

- Certification that the landscape architect, architect or civil engineer submitting the landscape and tree protection plan has read and is familiar with Ch. 12-6 of the Code of the City of Pensacola, Florida, pertaining to Tree and Landscape Regulation.

- (B) *Installation period.* All landscape materials and trees depicted on the approved landscape plan shall be installed within one (1) year of the date of issuance of the building permit for the site.
- (C) *Quality.* All plant materials used shall conform to the standards for Florida No. 1 or better as given in "Grades and Standards for Nursery Plants", current edition, State of Florida, Department of Agriculture and Consumer Services, Division of Plant Industry, Tallahassee, Florida, a copy of which shall be maintained for public inspection in the department of leisure services.
- (D) *Notice.* If removal is sought for two (2) or more heritage trees or for more than ten (10) protected trees (including heritage trees sought to be removed) and/or if removal of more than fifty (50) of existing protected trees is sought within any property in any zoning district identified in section 12-6-2, a sign shall be posted no further back than four (4) feet from the property line nearest each respective roadway adjacent to the property. One (1) sign shall be posted for every one hundred (100) feet of roadway frontage. Each sign shall contain two (2) horizontal lines of legible and easily discernable type. The top line shall state: "Tree Removal Permit Applied For." The bottom line shall state: "For Further Information Contact the City of Pensacola at 850-***-****." The top line shall be in legible type no smaller than six (6) inches in height. The bottom line shall be in legible type no smaller than three (3) inches in height. There shall be a margin of at least three (3) inches between all lettering and the edge of the sign. The signs shall be posted at by the applicant at their expense, and shall remain continuously posted until the requisite building, site work, or tree removal permit has issued.



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00461

City Council

10/10/2019

LEGISLATIVE ACTION ITEM

SPONSOR: City Council President Andy Terhaar

SUBJECT:

CITY COUNCIL STAFF SALARY INCREASE

RECOMMENDATION:

That City Council approve a 4% salary increase for Council Staff (Council Executive, Executive Assistant to City Council and Council Assistant) and an up to 2% merit increase based on performance evaluations for Council Staff.

HEARING REQUIRED: No Hearing Required

SUMMARY:

With the passage of the FY20 Budget, City Council approved providing a 4% salary increase to all city employees, across the board, along with a "pay for performance" (merit) component that allows for an additional up to 2% merit increase based on evaluations.

During the passage of the budget, City Council chose to maintain Council Staff as contract employees and outside of the prescribed city pay plan; allowing City Council to have unilateral control over what they pay their staff.

Council staff's performance is on par, if not exceeding that of their City staff counterparts, accordingly this item proposes a 4% pay increase for Council Staff as well as an up to 2% merit increase based on evaluations. These increases would be retroactive to October 1, 2019. Within the pay range, Council staff will transition from a "C" (Contract) to an N/R (No Range), while still remaining contract employees.

PRIOR ACTION:

September 18, 2019 - City Council approved the FY20 Budget

September 9, 2015 - City Council approved the hiring of Council Executive

January 14, 2016 - City Council hired Executive Assistant to City Council and Council Assistant

February 12, 2015 - Office of City Council created

November 4, 2014 - City charter amended to add Section 4.02(a)(6) - Establishing Office of City

Council and creating staff positions.

FUNDING:

N/A

FINANCIAL IMPACT:

The increased costs (salary and benefits) associated with the 4% pay increase is \$10,400 for the Council Staff (Council Executive, the Executive Assistant to Council and the Council Assistant) and has been included in the FY 2020 Fiscal Year Budget as approved by City Council. The Fiscal Year 2020 Fiscal Year Budget appropriated \$7,900 in Line Item 9196 Salary Increases (Non Union) which was to provide funding for the up to 2% Merit Pay Increase. The increased costs (salary and benefits) associated with the up to 2% merit pay increase is \$5,500 for those same individuals.

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

- 1) None

PRESENTATION: No



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00441

City Council

10/10/2019

LEGISLATIVE ACTION ITEM

SPONSOR: Grover C. Robinson, IV, Mayor

SUBJECT:

PUBLIC HEARING - PROPOSED AMENDMENT TO THE CODE OF THE CITY OF PENSACOLA - LAND DEVELOPMENT CODE - SECTION 12-2-31 - ACCESSORY USES AND STRUCTURE STANDARDS

RECOMMENDATION:

That City Council conduct a Public Hearing on October 10, 2019, to consider the request to amend Section 12-2-31 of the Land Development Code pertaining to Accessory Uses and Structure Standards.

HEARING REQUIRED: Public

SUMMARY:

Staff received a request for modifications to the exterior requirements of detached vending and transaction machines, specifically ice machines. The proposed changes would allow metal as an exterior finish, for alternative screening materials for rooftop mechanical equipment to be allowed if approved by the Planning Board, and for a maximum advertising area of 25% per street front elevation.

On July 9, 2019, the Planning Board unanimously recommended denial of the request.

On August 13, 2019, Mayor Robinson requested reconsideration of the request. The Planning Board unanimously denied without prejudice in order for Mayor Robinson to request additional information from the vendor regarding questions from the Board.

On September 10, 2019, the Planning Board unanimously recommended approval of the proposed amendments.

PRIOR ACTION:

None

FUNDING:

N/A

FINANCIAL IMPACT:

None

CITY ATTORNEY REVIEW: Yes

9/23/2019

STAFF CONTACT:

Christopher L. Holley, City Administrator
Keith Wilkins, Deputy City Administrator
Kerrith Fiddler, Assistant City Administrator
Sherry Morris, Planning Services Administrator

ATTACHMENTS:

- 1) Ice Machines Staff Memo Packet - 09.10.2019
- 2) Planning Board Minutes - 07.09.2019
- 3) Planning Board Minutes - 08.13.2019
- 4) Planning Board Minutes - 09.10.2019 (DRAFT)
- 5) Proposed Ordinance Draft

PRESENTATION: No



PLANNING SERVICES

MEMORANDUM

TO: Planning Board Members

FROM: Cynthia Cannon, Assistant Planning Services Administrator *CC*

DATE: September 3, 2019

SUBJECT: Modifications to Detached Vending & Transaction Machines
LDC Amendment – Sec. 12-2-31, Accessory Structures

Staff received a request for modifications to the exterior requirements of detached vending and transaction machines, specifically ice machines. The proposed changes would allow metal as an exterior finish, lattice as an acceptable screening for rooftop mechanical equipment, and advertising to be applied to the sides.

Attached you will find a modified version of Sec. 12-2-31 with the proposed changes.

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Sec. 12-2-31. - Accessory uses and structure standards.

In addition to the principal uses which are designated herein as being permitted within the several zoning districts established by this title, it is intended that certain uses which are customarily and clearly accessory to such principal uses, which do not include structures or structural features inconsistent with the principal uses, and which are provided electrical and plumbing service from the main building service shall also be permitted.

For the purposes of this chapter, therefore, each of the following uses is considered to be a customary accessory use, and as such, may be situated on the same lot with the principal use or uses to which it serves as an accessory.

(A) *Uses and structures customarily accessory to dwellings.*

- (a) Private garage.
- (b) Open storage space or parking area for motor vehicles provided that such space shall not be used for more than one (1) commercial vehicle licensed by the State of Florida as one (1) ton or more in capacity per family residing on the premises.
- (c) Shed or building for the storage of equipment.
- (d) Children's playhouse.
- (e) Private swimming pool, bathhouse or cabana, tennis courts, and private recreation for tenants of principal buildings.
- (f) Structures designed and used for purposes of shelter in the event of manmade or natural catastrophes.
- (g) Noncommercial flower, ornamental shrub or vegetable greenhouse.
- (h) Television antenna or satellite TV receiving dish.
- (i) Attached or detached, uncovered decks.
- (j) Solar panels.
- (k) Screened enclosures.

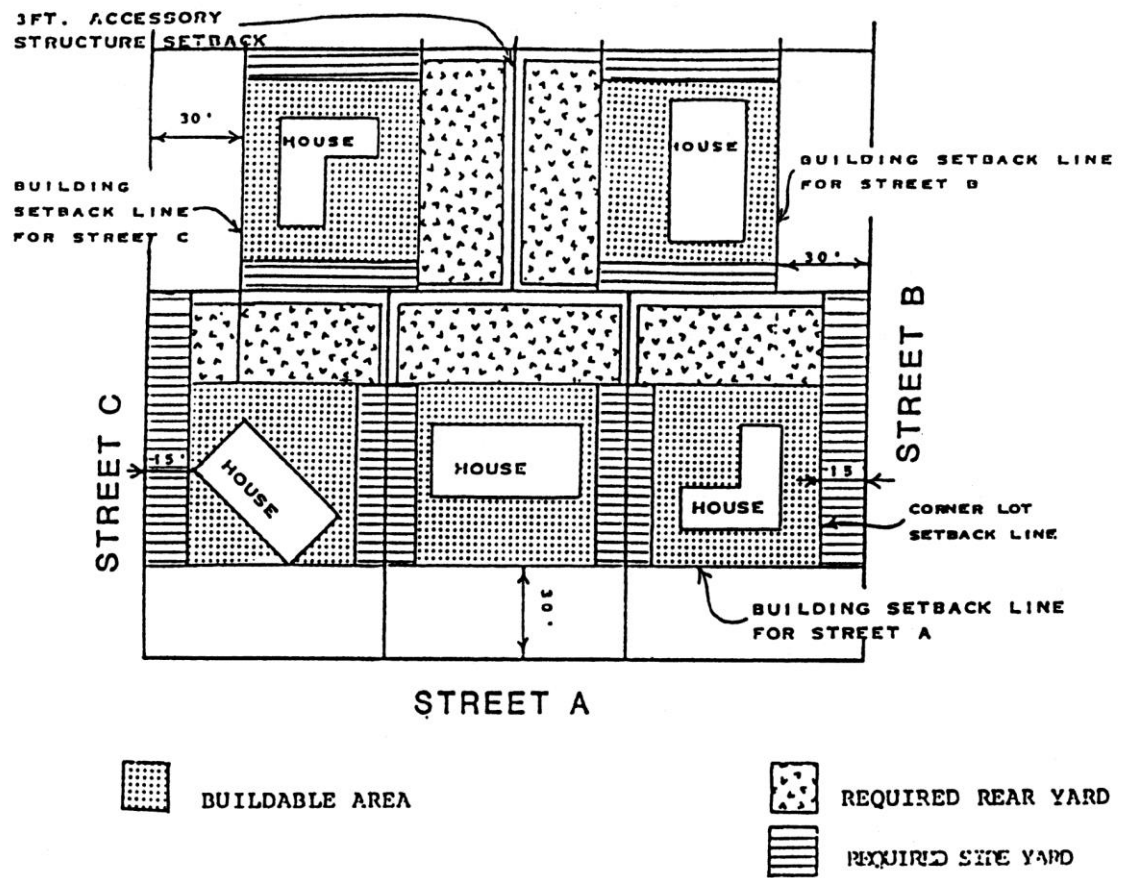
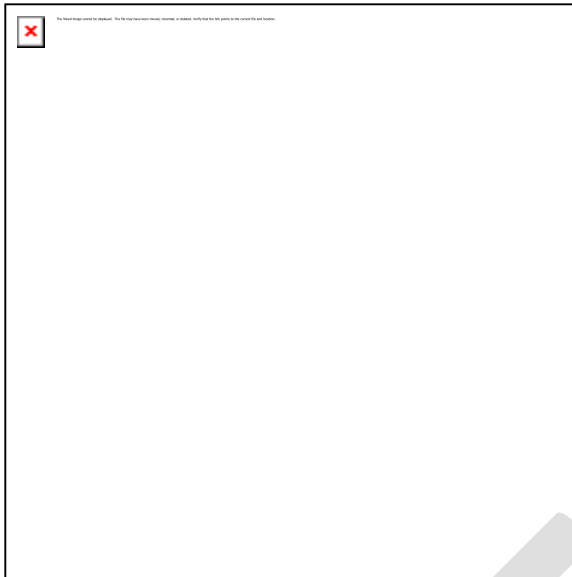
(B) *Uses customarily accessory to multi-family residential, retail business, office uses, and commercial recreation facilities.*

- (a) Completely enclosed building not to exceed forty-nine (49) percent of the floor area of the main structure for the storage of supplies, stock, merchandise or equipment for the principal business.
- (b) Lounge as an accessory use to a package liquor store, not to exceed forty-nine (49) percent of the floor area of the package store.
- (c) Lounge as an accessory use to a restaurant, not to exceed forty-nine (49) percent of the floor area of the restaurant.
- (d) Car wash as an accessory use to a service station not to exceed forty-nine (49) percent of the square footage of the total site.
- (e) Restaurants, cafes, coffee shops and small scale retail uses are permitted as an accessory use in multifamily developments over twenty (20) units in size, and office buildings over four thousand (4,000) square feet, Such accessory uses shall be clearly subordinate to the principal use, shall be located on the first floor within the multi-family or office structure, and shall not exceed ten (10) percent of the gross floor area of the structure in which it is located.
- (f) Standards for accessory structures shall be as follows:

- 1) The use shall be clearly incidental to the use of the principal building, and shall comply with all other city regulations. No accessory structure shall be used for activities not permitted in the zoning district except as noted above.
 - 2) No insignia or design of any kind may be painted or affixed to an accessory use or structure except such signs as are permitted in the provisions of Chapter 12-4.
 - 3) Detached vending and transaction machines shall meet the following restrictions:
 - a. Placement must be outside required landscape islands and stormwater management systems.
 - b. Anchoring to trees, traffic signs, fire hydrants, fire connectors, lift stations or other site infrastructure is prohibited.
 - c. Dispensers and service machines placed in parking lots shall have a finished exterior of brick, stucco, stone, metal, stained wood or similar materials and shall not contain windmills or similar objects.
 - d. A sloped roof with a peak or parapet roof is ~~required~~ preferred to be affixed to dispensers placed in parking lots with shingle, tile or other roof material in accordance with Florida Building Codes. Lattice may be used to shield rooftop mechanical units.
 - e. Advertising, other than minimal signage with the logo and name of the item being dispensed or service provided is ~~prohibited~~ allowed; such advertising may not exceed 50% of the proposed elevation.
- (C) *Uses customarily accessory to cemeteries.* A chapel is an accessory use to a cemetery.
- (D) *Residential accessory structures standards.*
- (a) Accessory structures shall not be permitted in any required front or required side yard except as exempted in this section. Accessory structures shall be permitted in a required rear yard. Figure 12-2.3 shows permitted locations for residential accessory structures.

FIGURE 12-2.3

PERMITTED LOCATION OF RESIDENTIAL ACCESSORY STRUCTURES



1. Permitted only in shaded areas noted as buildable area or required rear yard as shown above.
2. Shall occupy not more than twenty-five (25) percent of required rear yard area. For purposes of calculating this percentage in a corner lot rear yard, the yard shall be measured from the interior side lot line to the street right-of-way line.
3. Except for corner lots, accessory structures shall not be located closer than three (3) feet from a property line in a required rear yard.

4. No part of an accessory structure may be located any closer than four (4) feet to any part of the main dwelling unit. An open covered walkway no more than six (6) feet wide may connect the main structure to the accessory structure.
5. Maximum height shall be determined as follows:
 - (a) Accessory structures located within three (3) feet of the side and rear property lines shall have a maximum allowed height of fifteen (15) feet.
 - (b) Accessory structures exceeding fifteen (15) feet must meet the side yard setback requirements of the principal dwelling unit. For every additional one (1) foot that an accessory dwelling unit is setback from the rear property line above and beyond five (5) feet, an additional one (1) foot in height shall be allowed up to a maximum allowed height of twenty (20) feet as measured at the roof peak.
6. Accessory dwelling units must meet the requirements set forth in section 12-2-52.

(Ord. No. 6-93, § 11, 3-25-93; Ord. No. 13-06, § 11, 4-27-06; Ord. No. 45-07, § 1, 9-13-07; Ord. No. 40-13, § 2, 11-14-13)



PLANNING SERVICES

THE UPSIDE *of* FLORIDA

MINUTES OF THE PLANNING BOARD

July 9, 2019

MEMBERS PRESENT: Chairman Paul Ritz, Kurt Larson, Nathan Monk, Danny Grundhoefer, Laurie Murphy

MEMBERS ABSENT: Ryan Wiggins, Nina Campbell

STAFF PRESENT: Leslie Statler, Planner, Greg Harding, Historic Preservation Planner, Heather Lindsay, Assistant City Attorney, Jonathan Bilby, Building Official

OTHERS PRESENT: Councilwoman Sherri Myers, Diane Mack, Sarah O'Neill, John Connell, Dottie Dubuisson, Renee Foret, Sam Lundy, John & Jonathan Connell, Steve Geci, Barbara Mayall, Michael Carro, Don Redhead, Tia Queyquep, Ann Hill, Ron Helms, Justin Beck

AGENDA:

- Quorum/Call to Order
- Approval of Meeting Minutes from May 14, 2019.
- **New Business:**
 1. Preliminary Plat Review – “Whispering Creek” subdivision
 2. Rezoning Request – 3200 BLK Seville Drive
 3. Amendment to Conditional Use Permit – 501 S. Palafox Street (Al Fresco)
 4. Aesthetic Review – 501 S. Palafox Street (Al Fresco)
 5. Review of Gateway Review Board
 6. LDC Amendment – Ice Machines
 7. Comprehensive Plan Amendment – Density Transfer
- Open Forum
- Adjournment

Call to Order / Quorum Present

Chairman Ritz called the meeting to order at 2:02 pm with a quorum present and explained the Board procedures to the audience.

Approval of Meeting Minutes

Ms. Murphy made a motion to approve the May 14, 2019 minutes, seconded by Mr. Larson, and it carried unanimously.

New Business

Preliminary Plat Review – “Whispering Creek” subdivision

Chairman Ritz reviewed some of the comments received regarding this project and asked Mr. Geci to address the Board. Mr. Geci advised there were no real issues with the corrections to be made. In the previous phase of the subdivision, they constructed a stormwater pond which would also handle new

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property, and there would be no new stormwater pond added. Water and sewer are available. Deeded access is being provided through the Target shopping center. He has some questions to staff regarding the comments asking for everything to be on one sheet. He also stated there will be two parking spaces per lot, and in most cases three or four.

Ms. Murphy stated she was an active member of the restoration crew for Carpenters Creek located behind the property and noted this plat was heavily forested, and she had several concerns since this property would empty into Carpenters Creek. She asked if they planned to raise the property up since at one point there was a 10' grade difference. She pointed out the stormwater pond for the Whispers subdivision had not worked well and asked how the runoff would be handled for the new development after clearcutting all the trees. Mr. Geci stated there was a tremendous slope from north to south, so they would cut one end and fill the other with retaining walls at each end to grade it out, and it would be difficult to save any trees. Once the site was developed with the inlets and pipes to control it all, there wouldn't be any flow down the bank. He explained currently there was sheet flow into the pond which had caused problems over time. Ms. Murphy pointed out the water did not flow toward the stormwater pond; Mr. Geci advised none of the water would flow onto the adjacent property.

Chairman Ritz clarified that the agenda item was the preliminary plat review which normally did not cover sheet flow, and Mr. Geci's answers were acceptable at this point since the Board had certain criteria for preliminary plat review. While important for the City of Pensacola, in the rules for preliminary review, it might not be an item on which you could accept or reject the plat. Mr. Geci advised they would address all the details with construction plans reviewed by the City and water management district. Ms. Murphy pointed out there were no Conifer trees listed on the tree list; Chairman Ritz explained the City had a list of protected trees, and the trees not listed were not protected. Mr. Geci advised the tree survey was prepared in accordance with the City ordinance, and they would comply with it.

Mr. Monk advised his concern with preliminary reviews involved a lot of steps he would want to know had been taken before any review. Once something was stamped and approved, it became very difficult to stop it down the line. He pointed out there was probably someone living on the property, there were runoff issues, tree issues and community issues. Whenever he was told the issues would be handled down the line, sometimes they never were, and there should be a fix to this portion of the process. Chairman Ritz explained that someone living on the property was a legal issue and not a part of the Board's decision making process. Mr. Geci pointed out this was a preliminary plat and discussed the steps up to the preliminary plat. Beyond this stage, there were construction plans, permits from the City and the utility authority; this stage was not designed to address all the details. Mr. Monk felt the Board had the obligation to ask these questions. Chairman Ritz explained that they needed to balance the questions they asked with what was required by the agenda item as a preliminary plat. Mr. Grundhoefer asked about the development, and Mr. Geci stated it was single-family detached. Ms. Murphy asked how long it would take to develop the 20 homes, and Mr. Connell advised they would begin immediately with construction as soon as the roads were finished. He explained the reason for not going through the Whispers was because they left a parcel which connected to this property which was intended to have an extension of the Whispers in the next phase; through the course of engineering and legalities, that parcel was thrown into the homeowners' association instead of being retained by the developer as owners. He also stated there were two holding ponds in the Whispers, and those holding ponds were to be maintained by the City. He explained no water would flow into the Target parking lot or the existing Whispers location. The new phase would be compatible to the Whispers subdivision. He also pointed out the homeless situation is all over the City of Pensacola and not just in this area. He clarified that they would adhere to any City ordinance or requirement concerning this project.

Ms. O'Neill wanted to know how many protected trees were being removed; she was also concerned with the homeless and the wildlife in this location. She was also concerned that the project was being pushed

through quickly. Chairman Ritz explained according to the LDC, private property owners can clear cut trees by right, and protected trees have been allowed to be removed from residential property. He emphasized the Board was trying to stay with the agenda item, and discussions brought forth deal with other legislative issues which might be addressed by the City Council in a different forum. He clarified the preliminary plat deals with a proper drawing showing the delineation of the properties, roadways, setbacks and other particular features.

Ms. Mack asked if the number of parcels was included in the preliminary plat and was this the maximum of parcels allowed. Ms. Statler advised this was not the maximum the developer could build since this parcel was zoned C-2 with a very dense allowance. Chairman Ritz explained that cumulative zoning means we are allowed to use this zoning and other zoning designations below it such as C-1, and the R designations to determine what can be built there. Ms. Mack suggested since the developer had already seen the value of having fewer lots in the allowed area, given the current real estate market, there was an opportunity to have fewer lots, noting how much retaining trees adds to the value of each parcel and each developed single family home. Regarding climate change, the most effective thing we could do and the least expensive way would be to re-forest the planet.

Mr. Grundhoefer asked if there was another option rather than building retaining walls as a possibility for not building up a site and clear cutting. Mr. Geci stated they had looked at condominiums but decided on the less dense subdivision. Because of the slope of the site, to have building pads that were level, they were limited; they were cutting the north end and filling the south end and then leveling it out.

Ms. Dubuisson cautioned the Board, the developer and the City to stop and look at the ripple effect of every change that this particular development would cause. She pointed out our Mayor emphasized neighborhoods, and the neighbors have made known they do not wish for this activity at the current rate currently being discussed. She explained everything she was hearing was about reversing the natural order and trying to countermand the normal drainage of the property. It was noted the City had acquired responsibility for a privately developed stormwater pond serving the first development. She did not know how they could have anticipated the second development would be covered if they did not even know how many buildings were going in the new development. She suggested the Board table the item until all the questions raised by staff and the public could be addressed. She advised when the Board could slow the process down to answer any questions, she encouraged them to do so.

Councilwoman Meyers addressed the Board with a great concern for this project, and that the existing stormwater pond was the worst she had seen in the City of Pensacola. She explained the erosion was not coming from the land the developer wanted to clear cut but coming straight down the street through the Whispers and eroding it to the point you cannot drive into the pond to maintain it. She stated she had many conversations with Derrik Owens about the maintenance of the pond, and the pond was not sufficient for the Whispers and definitely would not be adequate for any additional impervious surfacing. She pointed out the City had spent a lot of resources trying to rehabilitate this pond. She stated Carpenters Creek was not a whispering creek but has been viewed as a conveyer of stormwater and was not designed for that much stormwater from impervious surfacing. She observed there was tremendous bank erosion along that creek because it was not designed to take on all that water from impervious surfaces. The new development would contribute to not only the demise of the stormwater pond, but would put more water into the creek, resulting in more erosion. She suggested using more pervious surfacing so the water would not enter the stormwater pond. She urged the Board not to approve the item until it had all the facts.

Mr. Monk made a motion to table the item, seconded by Ms. Murphy. Mr. Grundhoefer suggested the motion include information on what the Board was looking for. He also thought the Board needed more comfort that the stormwater system and the pond could take this development, and if not, return with a less impervious development and keeping the more natural terrain, something the Board could see was a positive statement. Mr. Monk and Ms. Murphy accepted this amendment. Chairman Ritz clarified the

added information of addressing stormwater during the tabling time. Mr. Monk also understood the motion to include lot size and the possibility of reducing the effect on the environment; Ms. Murphy added green stormwater structure with bio swales and other options available to give the Board more information and more items to look at to make a better decision. Mr. Monk agreed, and the motion carried unanimously.

Rezoning Request – 3200 BLK Seville Drive

Ms. Statler explained the zoning change would not change the uses permitted, but would simply change the minimum lot size and the front and rear setbacks which would be consistent with the properties to the north.

Mr. Beck presented to the Board and advised the current zoning prevented them from building anything on the property, and it was the only parcel on Bayou Texar with that zoning. He stated they had no intention of selling this lot at this time, and the rezoning would allow them to place a pool house on it. **Mr. Larson made a motion to approve as presented, seconded by Mr. Monk, and it carried unanimously.**

Amendment to Conditional Use Permit – 501 S. Palafox Street (Al Fresco)

Mr. Sallis presented to the Board and stated he was addressing the ordinance and as a developer and wanted to go through the proper procedures. Mr. Carro had met with the Mayor to talk about the retail for this project which was not currently in the ordinance. Mr. Sallis explained they wanted the Board's support for retail in this development and to obtain approval of the aesthetics. He explained the developer was working with them to create a cover for the airstreams to shelter them from weather events so they could have successful businesses year round. He stated the idea was to have an old building which looked like Al Fresco was added later; he hoped the current rendering had the bones of a warehouse which housed the outdoor retail market. He stated Mr. Bilby informed him there still might be issues because of the flood design manuals for the City. He confirmed the property was clearly in a flood zone, and to build, they would have to comply with flood management. They would need to completely elevate the site and build it up to around 4.5' with a 40' ramp and steps, which was a cost not worth pursuing. The other method was to use FEMA standards for flood proof construction - a wall around the development to withhold water for several hours - which was not a sensible effort in construction. He explained they wanted to leave the airstreams as they are; the documents provided illustrated mobile restaurant units made from shipping containers, but they were no longer going to pursue that. They preferred to leave the airstreams where they were, moving one of the airstreams to allow an open flow underneath the proposed covering. They would be anchored in the same method of a mobile home, but this was no longer acceptable according to Mr. Bilby. He asked that they be allowed to keep the airstreams as they are but move one of them and anchor it in the similar method the others have been in the past and construct the overhead structure.

Chairman Ritz stated in the intervening years of the original airstream decision, he had heard both pros and cons especially as it related to what is considered a prominent corner in Pensacola. He explained the bank across the street had to build up because of the flood zone. He personally had received more negative comments than positive on the airstreams. He did like the current aesthetic presentation because it fit in the "building that has been there" mentality. He referred to the conditional use permit issue and the aesthetic review as being two separate agenda items.

Mr. Grundhoefer confirmed moving the one airstream was the main issue. Mr. Sallis explained the Board was first tasked to allow retail as a part of the ordinance and discussed the methods of anchoring; they were hoping to use the helical design for the mobile units. Mr. Grundhoefer appreciated the new design and stated he would support it and thought retail was appropriate in this situation. Mr. Bilby explained the flood ordinance gave two conditions in new construction to either to elevate 3' or to anchor to resist flood loads and to flood proof. He was not sure why the existing airstreams were allowed the way there were, but the

existing ordinance would not allow them to be placed in that manner. Recreational vehicles are covered but only up to 180 days before they must be removed. He loved this concept and explained the helical anchors were fine but they would need to flood proof up to that 3' elevation above base flood elevation along with the anchor. They could flood proof each individual shipping container, anchor them, and the development would go through with no problem. He clarified the basic flood regulations were out of the National Flood Insurance Program adopted by Pensacola. Mr. Monk felt Al Fresco helped to develop downtown to what it currently is and wanted to find a way to be safe and to find an answer.

Chairman Ritz advised with the conditional use, he did not have a problem with retail, and this project brings life and a higher people count through more hours of the day. Ms. Statler explained this conditional use had changed today, and staff had just been made aware of it at the same time the Board was made aware. In discussions with Legal and the Planning Director, it was not something that could be voted on today. She advised the site plan had changed, and basically the conditional use packet that would move forward was not what was in front of the Board. Mr. Sallis voiced his frustration since there is now not a change to the site plan. Chairman Ritz clarified that the current packet was not advertised and the site plan would be different from the one the citizens of Pensacola had seen. Mr. Grundhoefer felt the conditional use didn't have to do with the way the site was configured. Ms. Statler further explained the conditional use itself is site specific and deals with the orientation of the structures on the site, and the aesthetics would be considered under Item 4. Mr. Monk asked if the Board could not approve the language of the containers themselves but the option for retail, and Ms. Statler stated that was acceptable. Chairman Ritz pointed out with other business owners having high stakes in the game, public notice needed to be considered. Mr. Sallis stated their May submittal was not in time for the Board's consideration and was then delayed, and they missed June because of the proper advertising. Mr. Carro stated they did not miss June, and the Board had expected to see them in June; the City did not perform the proper notification, even as they were making the changes the Board requested. Mr. Sallis explained the flood comments were received in the last week regarding the current submittal and was the reason for the changes to keep what they currently have and cover it.

Ms. Statler clarified the application deadline for conditional use is 30 days and not 21; when this project was initially submitted for May, staff did not have a full, complete packet 30 days prior to the meeting. Staff agreed to let it come forward as a discussion item. This item was submitted in a timely manner with the conditional use application with all specifications and met the deadline for this meeting. The procedures for a conditional use are different and based on a development plan submitted with the application. The reason the Board could not vote on this was because the development plan submitted with the application had changed; it doesn't matter if it was a minor or a major change. Relative to the flood proofing, there was a Development Review meeting attended by Mr. Carro where that requirement was fully discussed several months ago.

Chairman Ritz pointed out he had no problem with retail, but the language in the conditional use application had changed and was in line with the advice of Legal and staff. He was hesitant to tell one applicant they have to provide above and beyond for their one item and then with a little bit more of a cavalier attitude allow a change that someone may complain to City Council that they didn't see. Ms. Statler advised the Board should postpone to a date certain and staff would expect revisions to present to the Board in August. She stated the 30-day deadline would be this Friday, with the actual Planning Board deadline on July 23 for the August 13 meeting. Mr. Sallis stated they would submit plans by this Friday showing the existing airstreams remaining, with the anchoring details worked out with Mr. Bilby for the building code requirements. Ms. Statler advised the Board could proceed with the review of the aesthetic and provide comments on design to allow them to move forward. Chairman Ritz offered the Board should table until the August meeting.

Mr. Larson made a motion to table Item 3, seconded by Ms. Murphy, and it carried unanimously.

Aesthetic Review – 501 S. Palafox Street (Al Fresco)

Mr. Sallis appreciated the support of the Board and appreciated staff working with them on the very specific and detailed conditional use ordinance, and the current design was intentional to create the plaza called for in the ordinance. Mr. Carro stated he had four to six tenants who are affected by the weather. Since he cannot charge additional rent, he could prevent turnover in giving them more hours and more days in which to operate. He was also more pleased with the wood design.

Ms. Mack stated the most charming feature of Al Fresco is that it is open air and open light. She would like to see the light coming through perhaps through a green roof. Mr. Carro did not disagree; however, the entrance would be open air with four palm trees, and at least three sides would be open air with natural light. Mr. Sallis stated there were two cupolas on the roof to allow for good airflow and light which were designed to create interest in the structure. Chairman Ritz agreed this was a better approach for the roof, and Mr. Monk also liked the design which gives reprieve in the hot and cold temperatures. Adding the retail was important since he felt it would become a hub of activity. Ms. Murphy understood the importance of tenant turnover and thought the design was a great idea to help retain the businesses there. Mr. Larson stated it reminded him of the old warehouse district and appreciated the effort in design changes. Mr. Grundhoefer asked if approved, would the design go to Council before the conditional use, and Ms. Statler explained it would not. **Mr. Grundhoefer made a motion to approve the aesthetic design, seconded by Mr. Larson, and it carried unanimously.**

Review of Gateway Review Board (to eliminate the Gateway Review Board)

Chairman Ritz explained if approved, this would place slightly more work on the Planning Board for items in the Gateway Review Board purview. Ms. Statler explained signage is now handled through an abbreviated review process and would not be reviewed by the Board unless the chairman determined it should be. Mr. Grundhoefer asked why this Board and not the ARB. Ms. Statler clarified that ARB covers the historic areas, and Planning Board does have purview over aesthetics. The Gateway Redevelopment District is under the same section as the Waterfront Redevelopment District, which is under the Planning Board purview. Mr. Larson stated with the new bridge and waterfront development, there would be some changes which will demand review. **Mr. Larson made a motion to approve because its well within the scope of what the City has asked us to do, seconded by Mr. Monk, and it carried unanimously.**

LDC Amendment – Ice Machines

Chairman Ritz advised the issue was with the aesthetics and appearance of the vending machines. Ms. Dubuisson pointed out this was not only a vending machine issue but a traffic-originating and noise issue and has an impact on everything around it not only in aesthetics but in an access point of view – not just how it looks but how it functions. Mr. Grundhoefer clarified what they are tasked with is not whether you can put these ugly boxes in a parking lot; it has to do with can we change it to make it uglier. Mr. Monk agreed this was a bad idea, and the few he did see around town were unattractive and problematic in a lot of ways and did not see any reason to vote for this. Ms. Murphy noted the request was included screening rooftop mechanical equipment with lattice and allowing advertising on the sides. Mr. Grundhoefer asked who sponsored the item, and Ms. Statler stated it was a request presented to the Mayor's office. **Mr. Larson made a motion to deny, seconded by Mr. Monk, and it carried unanimously.**

Comprehensive Plan Amendment – Density Transfer

Ms. Statler advised that like density bonuses, density transfers will be required to be approved by the Planning Board and not at a staff level. The review process was not as technical as for the platting process where you have a staff review with comments issued. Chairman Ritz offered that the language presented

was far less restrictive than with some items with a checklist. Ms. Statler explained if this was approved for the Comprehensive Plan, they would come back and draft the conditions and procedures to obtain the transfer. Ms. Murphy asked how long the units stayed affordable. Chairman Ritz advised with the language not written, that was to be determined. Mr. Monk stated most affordable housing was done through granting, and almost all of them have a 30-year retention period; if it was set at 20 or 30 years, it would meet the national standard. Chairman Ritz pointed out there are legal requirements if a developer chooses to go affordable, depending on which funding sources are followed. If we, as the Board, believe the City should develop rules and regulations for density transfers, we would vote they should; the language would then be crafted and approved. If the Board did not think the City should pursue density transfers, the language would not be developed. Ms. Murphy had a problem with gentrification of neighborhoods. Ms. Statler explained this was step one to get this into the Comprehensive Plan in order to move forward. Step two would be to return to the Board to get the language into the LDC; staff would draft the language, and the Board would make modifications. Chairman Ritz stated the Board had conducted workshops outside of the Board's meetings to work on the specific language. Ms. Murphy agreed public input would be beneficial. Chairman Ritz explained the language could be drafted, but it was controlled by the Florida legislature. Ms. Murphy asked if the City received financial incentives for these bonuses or transfers, and Chairman Ritz advised that would be illegal. Ms. Murphy wanted to know what the incentive was, and Ms. Statler stated there had been some discussions in general regarding the fact that if someone had common ownership of a property, they could transfer density from one lot they were not going to develop to a maximum density onto to their other lot which would have more density. Other municipalities have both bonuses and density transfers, but Pensacola does not. She pointed out we deal with developers who come in and have a vision of what they want to do, and sometimes the zoning district does not allow for the density they need, so something like this could help those developers in that they would not have to go through a rezoning which might be contentious. She clarified they were not changing the land use but allowing for more density with the understanding there was a tradeoff. The language has been drafted as and/or – redevelopment and/or affordable housing. She explained there might be an environmental issue where the property is deemed wasteland, but they have density, and another piece of property might be suitable for more development with something with more density. **Ms. Murphy made a motion to approve, seconded by Mr. Grundhoefer, and it carried unanimously.**

Open Forum – Ms. Dubuisson thanked the Board for their service and encouraged them to be conscious of every step taken to move something farther and the end game; the good reasoning the Board had may not be present in the later steps.

Mr. Monk advised he had rescinded his application to serve on the Board because of time restraints. He would not be able to attend at the rate necessary. He felt the Board had accomplished a lot and he had enjoyed the process; however, this was the right decision for him. The Board appreciated his service and wished him well.

The Board then commended Ms. Statler on her assistance in the meeting. It was noted Ms. Campbell had resigned, and the Board would need another Planning Board member sitting on the ARB.

Adjournment – With no further business, Chairman Ritz adjourned the meeting at 4:19 pm.

Respectfully Submitted,



Leslie Statler

Secretary to the Board

PLANNING SERVICES

MINUTES OF THE PLANNING BOARD

August 13, 2019

MEMBERS PRESENT: Chairman Paul Ritz, Danny Grundhoefer, Laurie Murphy, Ryan Wiggins, Charletha Powell

MEMBERS ABSENT: Kurt Larson, Eladies Sampson

STAFF PRESENT: Leslie Statler, Planner, Cynthia Cannon, Assistant Planning Services Administrator, Gregg Harding, Historic Preservation Planner, Heather Lindsay, Assistant City Attorney, Brad Hinote, Inspections

OTHERS PRESENT: Mayor Grover Robinson, Councilwoman Sherri Myers, Jonathan Connell, John Connell, Renee Foret, Sam Lundy, Steve Geci, Dottie Dubuisson, Rand Hicks

AGENDA:

- Quorum/Call to Order
- Approval of Meeting Minutes from July 9, 2019.
- **New Business:**
 1. **Amendment to Conditional Use Permit – 501 S. Palafox Street (Al Fresco)**
 2. **Aesthetic Review – 501 S. Palafox Street (Al Fresco)**
 3. **Preliminary Plat Review – “Whispering Creek” subdivision**
 4. **Reconsideration of LDC Amendment – Ice Machines**
 5. **Appointment of Planning Board’s Representative to the ARB**
- Open Forum
- Adjournment

Call to Order / Quorum Present

Chairman Ritz called the meeting to order at 2:02 pm with a quorum present and stated the new Board would be sworn in by Ms. Tice of the City Clerk’s office. **Ms. Wiggins made a motion that the Board observe a moment of silence for the passing of Councilman Wingate, seconded by Mr. Grundhoefer, and it carried unanimously.**

Chairman Ritz explained he would be glad to serve as Chairman of the Board should no one else be interested. **Mr. Grundhoefer made a motion to elect Mr. Ritz as Chairman, seconded by Ms. Wiggins, and it carried unanimously. Mr. Grundhoefer made a motion for Mr. Larson to continue as Vice Chairman, seconded by Ms. Wiggins, and it carried unanimously.**

Approval of Meeting Minutes

Ms. Murphy made a motion to approve the July 9, 2019 minutes, seconded by Mr. Grundhoefer, and it carried unanimously.

New Business – Chairman Ritz asked that the reconsideration of the LDC Amendment for ice machines be moved forward since Mayor Robinson had another meeting to attend. **Ms. Wiggins made a motion to move the item to the front of the agenda, seconded by Ms. Murphy, and it carried unanimously.**

Reconsideration of LDC Amendment – Ice Machines – Ms. Statler reminded the Board this item was unanimously denied at the last Board meeting. Mayor Robinson explained that the Code in a lot of ways discouraged mixed use and thought there were some weaknesses within it, one of which was dealing with the ice machines. He advised people were driving all over for cheap ice from the vending side, and we were denying them the opportunity to be present in other places. He understood the cosmetics and other issues, but pointed out one of the ice machines was in the expensive area of Pensacola Beach, which had not brought down the value of the area in any way and in fact it was actually a compliment to the surrounding area. Ms. Wiggins stated the concern last month was the advertisement, the colors and the locations. Mayor Robinson explained C-1 was multiple use, and the person operating the ice machine on 9th Ave. stated the structure came as is, and he could not modify it. Ms. Wiggins pointed out the ice machine in East Hill was very busy, and the advertising on the side told what the machine was for; she had no problem with it. Chairman Ritz also agreed that many of the customers appreciated it, but understood it was a vending machine. It was also designated for C-1 and would not go into a residential neighborhood with the exception of a neighborhood located in a C-1 district. It was determined the machine was currently non-compliant because of the lattice. Mayor Robinson explained if we allowed the lattice at the top, advertising, and the metal, it would become compliant. The current machines were grandfathered in, but if they were removed, they would not be able to return. Chairman Ritz stated what was built at that time was in compliance. Mr. Grundhoefer did not have a problem with placing these ice machines in certain areas and was not opposed to allowing them in the city. He was in favor of retaining some dignity and aesthetic restrictions to these and not allowing them to become billboards. Mayor Robinson was not looking for a change in the sign ordinance but trying to meet the demand of citizens. Ms. Statler confirmed the vending machines were not protected by the sign ordinance. Ms. Murphy pointed out the importance of looking at the long term maintenance of the lattice, and if we were going to have something long term, it should be sustainable and attractive. She asked if there was a compromise where the Board could look at the aesthetics. Mayor Robinson stated railing would be fine, but the question came down to the issue related to the coverage, and if that was the case, maybe the item should be tabled to research the amount of that coverage since the advertising is already displayed on the machine.

Ms. Dubuisson advised when this issue came up previously, there was a debate on whether this was light manufacturing because it was being made at the moment or a vending machine because a product was being loaded into it. She cautioned that there were now several things which could be included in vending, so if the Board changed the aesthetics, it should be noted we could be bringing negative things to neighborhoods which have to overcome negative architectural elements already. Chairman Ritz advised his home was in a C-1 zoning, and a vending machine could be placed in this location.

Ms. Wiggins made a motion to deny without prejudice, seconded by Ms. Powell, and it carried unanimously.

Amendment to Conditional Use Permit – 501 S. Palafox Street (Al Fresco)

Ms. Statler commended the applicants for meeting with staff on several occasions after the last Board meeting, and the project did comply with the conditional use requirements as cited in the LDC; it had met with the notice requirements as well. The following was the aesthetic review which was a formality since the kiosk design had changed since the July 2019 meeting, and staff brought the entire package to the Board for review.

Mr. Sallis presented to the Board and gave a background on the project for new Board members. He explained that in order to ensure everything was in compliance aesthetically with the LDC, they had relocated one of the Airstream trailers. He further explained this was an effort to build an open cover for the existing food markets on the corner of Palafox and Main. He then presented a video illustrating the project.

Chairman Ritz had reviewed the additional comments received, and there were very little comments directed toward the project, and those that were made were addressed during the submittal of final drawings and permitting. He explained in the Conditional Use Permit, they were looking to allow for the placement of mobile restaurants downtown at this corner on private property; for this particular installation, the mobile restaurants and kiosks were being proposed for review. Their existence was covered under a previous Conditional Use Permit, and to place roofing over the trailers would improve comfort for them and customers. He also appreciated the aesthetic changes made. Mr. Sallis explained they had met with the City and confirmed they would be able to maintain the type of anchoring they have for the Airstream trailers, and the retail kiosks would be moveable on casters for emergency plans. **Mr. Grundhoefer made a motion to approve the Conditional Use Permit, seconded by Ms. Wiggins, and it carried unanimously.**

Aesthetic Review – 501 S. Palafox Street (Al Fresco)

Chairman Ritz asked for any comments on the aesthetic side of the project. With no additional speakers, **Mr. Grundhoefer made a motion for aesthetic approval, seconded by Ms. Powell, and it carried unanimously.**

Preliminary Plat Review – “Whispering Creek” subdivision

Ms. Statler presented to the Board and advised this was a 20-lot subdivision for residential use, and the development had self-imposed setbacks since the zoning did not have setback requirements; the project also had the minimum required parking spaces. She also pointed out revisions had been made according to the Board’s comments, and a letter from Mark Norris was submitted stating for the most part the surveying comments had been addressed. Chairman Ritz pointed out that it was indicated anything further could be worked out prior to the final plat approval. He then opened the floor for Board comments.

Ms. Murphy advised during the previous meeting, there was some discussion about going back and making a few changes to possibly save vegetation, to create some type of stormwater infrastructure, and some type of mindful development since it is along an impaired water body. She also remembered Mr. Grundhoefer suggested reducing the number of lots, and when reviewing the packet, she noticed there were no changes on the physical components to the plat. She explained in the Comprehensive Plan and the City Code of Ordinances, the plat review should also encourage the discussion of the health and vitality of impaired water bodies, including the City taking advantage of obtaining easements along Carpenters Creek which had yet to be done, to protect wildlife habitats, and she felt the developer had not gone above and beyond to try to work with the Board to reduce the impacts to the wildlife habitat especially regarding Carpenters Creek. Even though she did receive a copy of the agreement between the City and the developer donating the easement to allow stormwater mitigation for the Whispers, she did not feel it was land donated as an environmental easement but donated as a requirement for development of the Whispers. She explained she could not support the project until there were some protections in place.

Mr. Connell advised this project was just a continuation of the Whispers. He stated the existing holding pond was in good shape and pointed out that in the 2014 flooding event, it did not flood into Carpenters Creek. He emphasized this zoning was C-2 which allows 135 units per acre, and they were only proposing 20, which was the most conservative use to be found. He also pointed out the animals would always have

access to the creek. He indicated if the holding pond needed attention, they would consult the City when developing the engineering drawings.

Ms. Murphy pointed out she was the one who gets the phone calls when residents get flooded. When you clear cut vegetation and remove trees of that size, you remove nature's way of handling sheet flow. We keep doing the same thing over and over and keep getting the same results. She advised when you build a new subdivision and use the same stormwater pond while removing the vegetation, the water will impact the neighbors. Mr. Connell stated they had not received any phone calls from the Whispers, Target had not been flooded out, the holding pond was sufficient, and they had met all the criteria for the City.

Councilwoman Myers, who represents District 2, stated the reason the stormwater pond looked as good as it did today was because of her complaints filed with Code Enforcement. She indicated the pond had to be restored several times, and Carpenters Creek would be negatively impacted by another subdivision. She pointed out she got numerous flooding complaints from Whispers, Cordova Regency and Ellison Place. She emphasized this property could be developed in a way that was more environmentally friendly to the creek. She indicated Fairhope developed houses in harmony with the environment, but she did not see that happening here. She suggested looking at the LDC and asking if this project was keeping with the LDC, especially the conservation part of it; she would love for the area to be developed responsibly.

Mr. Hicks, President of the Pineglades subdivision, was concerned with the water flow that carried debris into the creek to the point that it was nearly dead. They asked that maximum restraint be exercised in further development to avoid any further damage to that creek. He indicated the engineer for the City advised that all the water would be poured into the holding tank and would not escape to the creek. If there were creative ideas on how to reform this project, he would encourage that. He wanted to see a constructive conversation between developers and citizens to work in harmony.

Mr. Geci designed the previous pond and the pond for this development and wished every pond worked as well as this one, and he did not see an issue at all. He explained the State put a drag line in the creek under the mosquito control program which drastically changed the area. Mr. Grundhoefer reminded Mr. Geci that the Board had requested that they consider other practices with bio swales and things that would be environmentally friendly, but they basically came back with the same thing which involved clear cutting. Mr. Geci advised the land could not be developed without cutting down the trees. The only other way would be to go mid-rise, going straight up or reducing the lots. Ms. Murphy explained when they clear cut the lots, the sheet flow would go in all directions.

Ms. Wiggins indicated she grew up playing in Carpenters Creek but was not sure the Florida Statute allowed the Board to tell a developer what they could do on private property. Chairman Ritz asked staff what the Board could or could not do under this statute. Ms. Statler advised with the final plat approval a lot more of these concerns would be addressed. She read from the LDC, Section 12-8-8, Appendix B, regarding the preliminary plat requirements. Chairman Ritz agreed the Board should operate under the Code for preliminary plat approval. Ms. Powell pointed out it would be good for people to know that the Board had heard their concerns and asked was there an olive branch the developer could extend to the Board. Mr. Connell stated at this point they had not done any design work, but advised that they abide by the rules and go over the final plat with City Engineering staff. Derrik Owens had advised that the pond was good, and they would get his final approval before they could move forward. They asked the Board to let them take the first step up the ladder.

Ms. Dubuisson stated she had heard a lot of good innovative thoughts put out by the Board and thought that the developers were embracing those thoughts and would come back and cooperate with what they could. What she heard in today's meeting was that this was it, and this is all we can do. She explained that was not what the community had hoped for in regards to long range development, nor was it what was required in the Code because if in that Code you are to protect the surrounding areas and the environment, then they should meet the minimum Code, it down with any of the Board members who have ideas or ask

for any advice outside of the current staff working on it since our City engineers cannot design for them. She encouraged the developers to meet in a creative spirit with someone who sees opportunity that currently has not been presented, because she believed there was a solution which would work for them. She also pointed out with every storm, we are finding we have a weaker and weaker infrastructure that is not capable of responding to the increasing frequency with which we have rainfall. She stressed this was a prime site and could be one of the premiere developments to come out of our community in a while.

Ms. Wiggins asked if this piece of property was anywhere else, what would be the role of the Board – to make sure they followed the Code and to approve if they followed the Code. She did not feel the Board could tell a developer they had met the Code, but because of this location, they should go above and beyond. Mr. Grundhoefer pointed out the Board could not just ignore the things around the development and the community which the Board represents. Ms. Murphy believed the Board was put together to utilize creativity and represent the public and allow people to speak, and she felt it was the Board's opportunity to intercept at this point before it proceeded to Council. The bottom line was did the developer come back with a better plan to indicate they were willing to work with the City.

Chairman Ritz explained if the developer was allowed 135 units, and they were only putting in 20, they had already come down off the Code, and if the Board suggested 18, he believed that was legislating. Ms. Statler read the requirements for a subdivision plat subsection (F), but advised basically staff reviewed the plans for compliance with the Code and the Board would subsequently assess staff's review. She also pointed out that this project would return to the Board for final plat approval and then proceed to Council. In this review, Engineering would be taking a deeper look into their drainage calculations and drainage plan which was not a requirement of this preliminary plat review. If the Board voted to deny the preliminary plat, it would be required to furnish the applicant detailed reasons for rejection (**Section 12-8-8-A thru N**).

Mr. Grundhoefer asked the applicant if there was a way to implement some of these suggestions. Mr. Connell advised he would work with the Board and the community after the preliminary plat approval. Chairman Ritz emphasized that the applicant was also a citizen of the community. Ms. Powell asked if the Board would be able to submit Mr. Grundhoefer's drawing and suggestions before the next Board review, and was it worth holding up the process since the Board would have another review. Chairman Ritz explained the Board was approving the layout, and if it rejected the preliminary plat review, a list would have to be furnished to the applicant telling them what they needed to do. Ms. Statler confirmed the final plat would return to the Board. Mr. Connell asked if rejected, that the Board come back with engineering data and calculations they could go by. Ms. Statler pointed out for the developer to do any further work on the site and to possibly incorporate some of the ideas the Board would like to see, this would be the first step in that process.

Ms. Wiggins made a motion to approve the preliminary plat, seconded by Ms. Powell, and it carried 3 to 2 with Ms. Murphy and Mr. Grundhoefer dissenting.

Appointment of Planning Board's Representative to the ARB – Chairman Ritz explained one of the Board members was required to be on the ARB per the City's requirements. Ms. Statler advised that person would be a voting member who would also be approved by Council. She also explained the functions and districts covered by the ARB. Ms. Wiggins volunteered; **Ms. Murphy made a motion to appoint Ms. Wiggins to the ARB, seconded by Ms. Powell, and it carried unanimously.**

Open Forum – Ms. Dubuisson thanked the Board for their service and for thinking about the community as well as the applicants coming forward. She asked that the Board carry from each level of their decision making the memory of why certain things happen so that we can be corrective anywhere along the process to bring the best forward.

Chairwoman Myers thanked the Board for the very difficult decision and for a very thoughtful and respectful discussion even though she would have liked the vote to be different. She felt the vote was correct in her opinion legally but was hoping moving forward, the Board could come up with some ideas based on facts and the requirements of the law to address the issue of what has been done to Carpenters Creek. She advised if it was not for Ms. Murphy's cleanup, there would still be 30,000 pounds of trash in that creek which is impacted by these developments. She explained the City was not doing enough to protect the natural resources that we have, and they are quickly vanishing in District 2 and District 1. She asked if the Board could think of ways to improve the LDC to protect the environment, it would be greatly appreciated. Ms. Powell explained that the Board was in the position where it could not make the difference they wanted to make, but in the next phase where the applicant must give specifics, the Board would be in a better position to make those suggestions. Chairman Ritz reminded the Board of the Sunshine Law. Ms. Wiggins suggested submitting emails to Ms. Statler as an option to ensure all Board members were aware of the information before the next Board meeting.

Adjournment – With no further business, Chairman Ritz adjourned the meeting at 4:17 pm.

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "Cynthia Cannon".

Cynthia Cannon
Secretary to the Board

PLANNING SERVICES

MINUTES OF THE PLANNING BOARD
September 10, 2019

MEMBERS PRESENT: Chairman Paul Ritz, Danny Grundhoefer, Laurie Murphy, Ryan Wiggins, Charletha Powell, Kurt Larson, Eladies Sampson

MEMBERS ABSENT: None

STAFF PRESENT: Cynthia Cannon, Assistant Planning Services Administrator, Sherry Morris, Planning Services Administrator, Heather Lindsay, Assistant City Attorney

OTHERS PRESENT: Mayor Grover Robinson, Councilwoman Sherri Myers, Diane Mack, Steve Corbae

AGENDA:

- Quorum/Call to Order
- Approval of Meeting Minutes from August 13, 2019.
- **New Business:**
 1. **Reconsideration of LDC Amendment – Ice Machines**
 2. **Discussion on Procedure for Planning Board's Review of the Proposed Amendment to the Tree Ordinance**
- Open Forum
- Adjournment

Call to Order / Quorum Present

Chairman Ritz called the meeting to order at 2:00 pm with a quorum present. Mr. Larson and Ms. Sampson were sworn in by the Clerk's office.

Approval of Meeting Minutes

Ms. Wiggins made a motion to approve the August 13, 2019 minutes, seconded by Mr. Larson, and it carried unanimously.

New Business

Reconsideration of LDC Amendment – Ice Machines

Ms. Cannon advised this item was a request from the Mayor for modifications to the exterior requirements of detached vending and transaction machines, specifically ice machines. The proposed changes would allow metal as an exterior finish, lattice as an acceptable screening for rooftop mechanical equipment, and advertising to be applied to the sides. This item was unanimously denied without prejudice in order for Mayor Robinson to request additional information from the vendor regarding questions from the Board. A modified version of Sec. 12-2-31 with the proposed changes was given to the Board.

Ms. Morris advised the Mayor was not present but wanted to attend the meeting, and the Board might want to proceed to the next item. **Mr. Larson made a motion to postpone the item until the Mayor was able to**

attend. The motion was seconded by Ms. Wiggins and then carried unanimously.

Discussion on Procedure for Planning Board's Review of the Proposed Amendment to the Tree Ordinance

On July 18, 2019 the City Council referred a proposed amendment to Section 12-6 of the City's Land Development Code, Tree and Landscape regulations, to the Planning Board and Environmental Advisory Board for review and recommendation. It has been requested that this item begin as a discussion item in order to establish a review timeline for the proposed amendment and to ensure the best process for community engagement. A modified version of Sec. 12-6 with the proposed changes was provided to the Board.

Chairman Ritz indicated this item was for discussion only, and no action would be taken other than to ascertain the best way to move forward. Ms. Murphy's organization, Emerald Coastkeeper, put the ordinance together over a period of time, meeting with Mayor Robinson in January of 2019 for review of the ordinance. They took his concerns and slightly revamped the original ordinance and submitted it to the Environmental Advisory Board (EAB) for review. Ms. Murphy stated that the EAB liked the ordinance as it was. Ms. Murphy gave a formal presentation at the Council Agenda Conference. The ordinance was then turned over to the Planning Board. Since she helped write the ordinance, and after speaking with staff, it was her opinion she should recuse herself from the voting process. Chairman Ritz clarified that would be the scenario if this was an action item or if she would obtain financial gain from this item. Ms. Murphy emphasized she wanted input from a variety of stakeholder groups, and it was important to set the precedent that she was not going to utilize herself as a voting person in order to maintain the decorum throughout the ordinance revision process.

Mr. Larson questioned the minimum height above a city street, and Ms. Murphy stated the ordinance indicated it could not impede emergency exists and using common sense when planting considering what the vegetation would look like in 20 years. Mr. Larson gave the example of a tree in the middle of the street at Southtowne and wanted to make sure that was not implemented in the future. Chairman Ritz stressed since this was not an action item at this meeting and because the Board was looking for public input, today's outcome would be a plan to move forward for allowing that input which could possibly involve a workshop format.

Ms. Wiggins asked about the protected tree list in the ordinance, and Ms. Murphy indicated the current revised ordinance was developed through numerous sources like the cities of Portland, Dallas, and heavily from Gainesville, Florida, aimed at restoring native species and eliminating invasive species. Chairman Ritz pointed out there was also verbiage dealing with stormwater requirements. Ms. Murphy stated as part of the workshop, she would be contacting developers and landscape architects to involve a very diverse group during the workshop and to allow an online comment area for people to comment to the Board. Chairman Ritz then explained the rules followed in a workshop and asked for the Board's preference. Ms. Wiggins preferred a workshop not on a Board meeting day. Ms. Sampson asked about the time element involved. Chairman Ritz explained the Board would not be meeting as a quorum, and a Board member could be present for a portion of the workshop. He indicated the workshop would take place, discussions and information would be presented, with the true deliberations as an agenda item happening inside a regular Board meeting.

Mr. Larson recommended a workshop within the next 60 days before the holiday season. Ms. Morris indicated staff could look at the availability of meeting dates and spaces which could be sent to the Board for a consensus. She also clarified that a workshop would be livestreamed with a video available to the public. Councilwoman Myers pointed out that the culture of Pensacola needed to change. She used Fairhope, Alabama, as an example of embracing heritage trees. She was hoping the tree ordinance would possibly incentivize citizens to not cut down our trees. She advised the Council was not in a hurry but wanted a good product to be applied with a lot of public input.

Mr. Corbae, a certified arborist, felt the workshop would be a good collaboration. He also explained he chose to live in Pensacola because of the heritage trees. He pointed out with larger trees, the less you need to consider rainwater since they work together with the environment.

Chairman Ritz indicated the Board would wait for input from staff for availability of rooms for the workshop and would respond accordingly.

(The Board then returned to Item 1.)

Mayor Robinson stated leaving the advertising at 25% of the proposed elevation was acceptable to the Twice the Ice clients. They also had no problem with the railing. He pointed out the equipment came with metal siding which seemed to be the real issue. It was determined 3) e. should read "proposed street elevation." Mr. Grundhoefer suggested "screening of mechanical rooftop units is required" and then add "the sloped roof with a peak or parapet roof is preferred" and "other attractive screening may be used subject to approval by the Planning Board." Mayor Robinson wanted to make sure there wasn't too much subsection and the verbiage was consistent.

Ms. Mack submitted a handout to the Board and addressed the language "detached vending and transaction machines" which was not just ice vending. She also pointed out there was no language in the LDC for what a detached vending and transaction machine actually is. She felt the proliferation this was going to invite was a step back into the "uglyfication" of Pensacola. She addressed 3) c. with "shall" have a finished exterior which indicates mandatory, "should" is directed but not mandatory, and the word "may" is permissive. She pointed out "shall" in this case is the wrong word unless we are dictating people shall do metal. She proposed different language for 3) e. regarding advertising. She suggested "signage advertising the product being dispensed or service being provided may not exceed 25% of the surface area of the machine." Chairman Ritz explained vending machines could apply to various functions even though ice vending was being considered. Mr. Grundhoefer explained "shall" explained the materials had to be one of the five listed in 3) e. Ms. Wiggins addressed the dog wash and the possibility of placing brick around it, and advised the language should be carefully stated. Mr. Grundhoefer agreed with the signage language provided by Ms. Mack. Ms. Wiggins made a motion to accept the language from Ms. Mack. Chairman Ritz asked that the motion be held until further discussion.

Ms. Cannon clarified the language specifically striking the "Advertising" on 3) e. and changing that to "Signage" and to revise "such advertising of the item being dispensed or service provided may not exceed 25% of the proposed street project elevation."

Mr. Grundhoefer's suggestion for 3) d. was "screening of mechanical rooftop is required and other attractive screening, with no more than 50% openings, may be used subject to approval by the Planning Board."

Chairman Ritz offered certain materials would have to meet the building code (lattice, chicken wire).

Ms. Powell addressed the railings and being specific with the materials required. Chairman Ritz indicated 3) c. already limited this with "brick, stucco, stone, metal, stained wood or similar materials and no windmills." The Board agreed to strike "or similar materials" and "or similar objects." Chairman Ritz clarified the sloped roof and parapet is really for mechanical units on top, pointing out that the dog wash unit did not contain a roof.

Staff read back 3) d. as "the screening of mechanical rooftop units, other attractive screening with no more than 50% openings and must meet building code and subject to Planning Board approval." Chairman Ritz stated "parapet roof is preferred" and explained "screening" was the technical term for "hide."

Ms. Cannon restated Mr. Grundhoefer's version that "a sloped roof with a peak or parapet roof is preferred to be affixed to dispensers placed in parking lots with shingle, tile or other roof materials in accordance with Florida Building Codes." "Screening either may or must be used to shield rooftop mechanical units with no more than 50% opening and subject to Planning Board approval." The Board agreed that "must" be used.

Chairman Ritz clarified the Board would be dealing with machines with mechanical units and not a dog wash, etc., with no rooftop equipment. What few items installed within city limits would come to this Board. The word "preferred" was acceptable in being the City's primary goal of a peak or parapet roof. The Board was trying to accomplish what the Mayor had requested. Mr. Grundhoefer offered this might encourage the clients to screen the mechanical units and do less advertising which would make them a little more attractive.

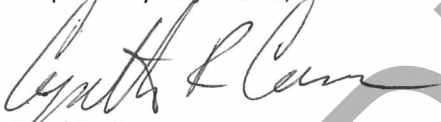
Mr. Grundhoefer made a motion to approve the ordinance as revised, seconded by Ms. Wiggins, and it carried unanimously. Mayor Robinson asked for clarification on what passed. Chairman Ritz explained the Board had revised items 3) c. d. and e., beginning with 3) e. at 25% signage advertising the products being dispensed or service being provided; they removed "lattice" as a possibility and inserted "railing" and no more than 50% openings; if it is screened rooftop mechanical units, it would become a Planning Board agenda item, but only for screening mechanical items. 3) c. "dispensers and service machines placed in parking lots shall have a finished exterior of brick, stucco, stone, metal, stained wood and shall not contain windmills or similar objects." "Similar materials" was removed and "metal" was added to the materials for the exterior.

Open Forum – Ms. Cannon informed the Board that Whispering Creek had not resubmitted at this time and was not aware of any specific time for resubmittal.

Chairman Ritz explained he would not be at the Board's October meeting, and Mr. Larson would be chairing that Board meeting.

Adjournment – With no further business, Chairman Ritz adjourned the meeting at 3:19 pm.

Respectfully Submitted,



Cynthia Cannon
Secretary to the Board

PROPOSED
ORDINANCE NO. 31-19

ORDINANCE NO. _____

AN ORDINANCE
TO BE ENTITLED:

AN ORDINANCE AMENDING SECTION 12-2-31 OF THE CODE OF
THE CITY OF PENSACOLA, FLORIDA; AMENDING THE
ACCESSORY USES AND STRUCTURES STANDARD; PROVIDING
FOR SEVERABILITY; REPEALING CLAUSE;

BE IT ORDAINED BY THE CITY OF PENSACOLA, FLORIDA:

SECTION 1. Section 12-2-31 of the Code of the City of Pensacola, Florida is hereby amended as follows:

Sec. 12-2-31. – Accessory uses and structure standards.

In addition to the principal uses which are designated herein as being permitted within the several zoning districts established by this title, it is intended that certain uses which are customarily and clearly accessory to such principal uses, which do not include structures or structural features inconsistent with the principal uses, and which are provided electrical and plumbing service from the main building service shall also be permitted.

For the purposes of this chapter, therefore, each of the following uses is considered to be a customary accessory use, and as such, may be situated on the same lot with the principal use or uses to which it serves as an accessory.

(A) *Uses and structures customarily accessory to dwellings.*

- (a) Private garage.
- (b) Open storage space or parking area for motor vehicles provided that such space shall not be used for more than one (1) commercial vehicle licensed by the State of Florida as one (1) ton or more in capacity per family residing on the premises.
- (c) Shed or building for the storage of equipment.
- (d) Children's playhouse.
- (e) Private swimming pool, bathhouse or cabana, tennis courts, and private recreation for tenants of principal buildings.
- (f) Structures designed and used for purposes of shelter in the event of manmade or natural catastrophes.
- (g) Noncommercial flower, ornamental shrub or vegetable greenhouse.

- (h) Television antenna or satellite TV receiving dish.
 - (i) Attached or detached, uncovered decks.
 - (j) Solar panels.
 - (k) Screened enclosures.
- (B) *Uses customarily accessory to multi-family residential, retail business, office uses, and commercial recreation facilities.*
- (a) Completely enclosed building not to exceed forty-nine (49) percent of the floor area of the main structure for the storage of supplies, stock, merchandise or equipment for the principal business.
 - (b) Lounge as an accessory use to a package liquor store, not to exceed forty-nine (49) percent of the floor area of the package store.
 - (c) Lounge as an accessory use to a restaurant, not to exceed forty-nine (49) percent of the floor area of the restaurant.
 - (d) Car wash as an accessory use to a service station not to exceed forty-nine (49) percent of the square footage of the total site.
 - (e) Restaurants, cafes, coffee shops and small scale retail uses are permitted as an accessory use in multifamily developments over twenty (20) units in size, and office buildings over four thousand (4,000) square feet, Such accessory uses shall be clearly subordinate to the principal use, shall be located on the first floor within the multi-family or office structure, and shall not exceed ten (10) percent of the gross floor area of the structure in which it is located.
 - (f) Standards for accessory structures shall be as follows:
 - 1) The use shall be clearly incidental to the use of the principal building, and shall comply with all other city regulations. No accessory structure shall be used for activities not permitted in the zoning district except as noted above.
 - 2) No insignia or design of any kind may be painted or affixed to an accessory use or structure except such signs as are permitted in the provisions of Chapter 12-4.
 - 3) Detached vending and transaction machines shall meet the following restrictions:
 - a. Placement must be outside required landscape islands and stormwater management systems.
 - b. Anchoring to trees, traffic signs, fire hydrants, fire connectors, lift stations or other site infrastructure is prohibited.
 - c. Dispensers and service machines placed in parking lots shall have a finished exterior of brick, stucco, stone, metal or stained wood ~~or similar materials~~ and shall not contain windmills or similar objects.

- d. A sloped roof with a peak or parapet roof is ~~required~~ preferred to be affixed to dispensers placed in parking lots with shingle, tile or other roof material in accordance with Florida Building Codes. Screened mechanical rooftops, and other screening or railings with no more than 50% openings, may be used subject to approval by the Planning Board.
 - e. ~~Advertising, Signage advertising the products being dispensed or service being provided other than minimal signage with the logo and name of the item being dispensed or service provided is prohibited.~~ allowed. Advertising may not exceed 25% of the proposed street elevation.
- (C) *Uses customarily accessory to cemeteries.* A chapel is an accessory use to a cemetery.
- (D) *Residential accessory structures standards.*
- (a) Accessory structures shall not be permitted in any required front or required side yard except as exempted in this section. Accessory structures shall be permitted in a required rear yard. Figure 12-2.3 shows permitted locations for residential accessory structures.

FIGURE 12-2.3
PERMITTED LOCATION OF RESIDENTIAL ACCESSORY STRUCTURES

allowed up to a maximum allowed height of twenty (20) feet as measured at the roof peak.

6. Accessory dwelling units must meet the requirements set forth in section 12-2-52.

SECTION 2. If any word, phrase, clause, paragraph, section or provision of this ordinance or the application thereof to any person or circumstance is held invalid or unconstitutional, such finding shall not affect the other provision or applications of the ordinance which can be given effect without the invalid or unconstitutional provisions or application, and to this end the provisions of this ordinance are declared severable.

SECTION 3. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 4. This ordinance shall take effect on the fifth business day after adoption, unless otherwise provided, pursuant to Section 4.03(d) of the City Charter of the City of Pensacola.

Adopted: _____

Approved: _____
President of City Council

Attest:

City Clerk



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 31-19

City Council

10/10/2019

LEGISLATIVE ACTION ITEM

SPONSOR: Grover C. Robinson, IV, Mayor

SUBJECT:

PROPOSED ORDINANCE NO. 31-19 - PROPOSED AMENDMENT TO THE CODE OF THE CITY OF PENSACOLA - LAND DEVELOPMENT CODE - SECTION 12-2-31 - ACCESSORY USES AND STRUCTURE STANDARDS

RECOMMENDATION:

That City Council approve Proposed Ordinance No. 31-19 on first reading:

AN ORDINANCE AMENDING SECTION 12-2-31 OF THE CODE OF THE CITY OF PENSACOLA, FLORIDA; AMENDING THE ACCESSORY USES AND STRUCTURE STANDARD; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE.

HEARING REQUIRED: No Hearing Required

SUMMARY:

Staff received a request for modifications to the exterior requirements of detached vending and transaction machines, specifically ice machines. The proposed changes would allow metal as an exterior finish, for alternative screening materials for rooftop mechanical equipment to be allowed if approved by the Planning Board, and for a maximum advertising area of 25% per street front elevation.

On July 9, 2019, the Planning Board unanimously recommended denial of the request.

On August 13, 2019, Mayor Robinson requested reconsideration of the request. The Planning Board unanimously denied without prejudice in order for Mayor Robinson to request additional information from the vendor regarding questions from the Board.

On September 10, 2019, the Planning Board unanimously recommended approval of the proposed amendments.

PRIOR ACTION:

None

FUNDING:

N/A

FINANCIAL IMPACT:

None

CITY ATTORNEY REVIEW: Yes

9/23/2019

STAFF CONTACT:

Christopher L. Holley, City Administrator
Keith Wilkins, Deputy City Administrator
Kerrith Fiddler, Assistant City Administrator
Sherry Morris, Planning Services Administrator

ATTACHMENTS:

- 1) Proposed Ordinance No. 31-19
- 2) Ice Machines Staff Memo Packet - 09.10.2019
- 3) Planning Board Minutes - 07.09.2019
- 4) Planning Board Minutes - 08.13.2019
- 5) Planning Board Minutes - 09.10.2019 (DRAFT)

PRESENTATION: No

PROPOSED
ORDINANCE NO. 31-19

ORDINANCE NO. _____

AN ORDINANCE
TO BE ENTITLED:

AN ORDINANCE AMENDING SECTION 12-2-31 OF THE CODE OF THE CITY OF PENSACOLA, FLORIDA; AMENDING THE ACCESSORY USES AND STRUCTURES STANDARD; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY OF PENSACOLA, FLORIDA:

SECTION 1. Section 12-2-31 of the Code of the City of Pensacola, Florida is hereby amended to read as follows:

Sec. 12-2-31. – Accessory uses and structure standards.

In addition to the principal uses which are designated herein as being permitted within the several zoning districts established by this title, it is intended that certain uses which are customarily and clearly accessory to such principal uses, which do not include structures or structural features inconsistent with the principal uses, and which are provided electrical and plumbing service from the main building service shall also be permitted.

For the purposes of this chapter, therefore, each of the following uses is considered to be a customary accessory use, and as such, may be situated on the same lot with the principal use or uses to which it serves as an accessory.

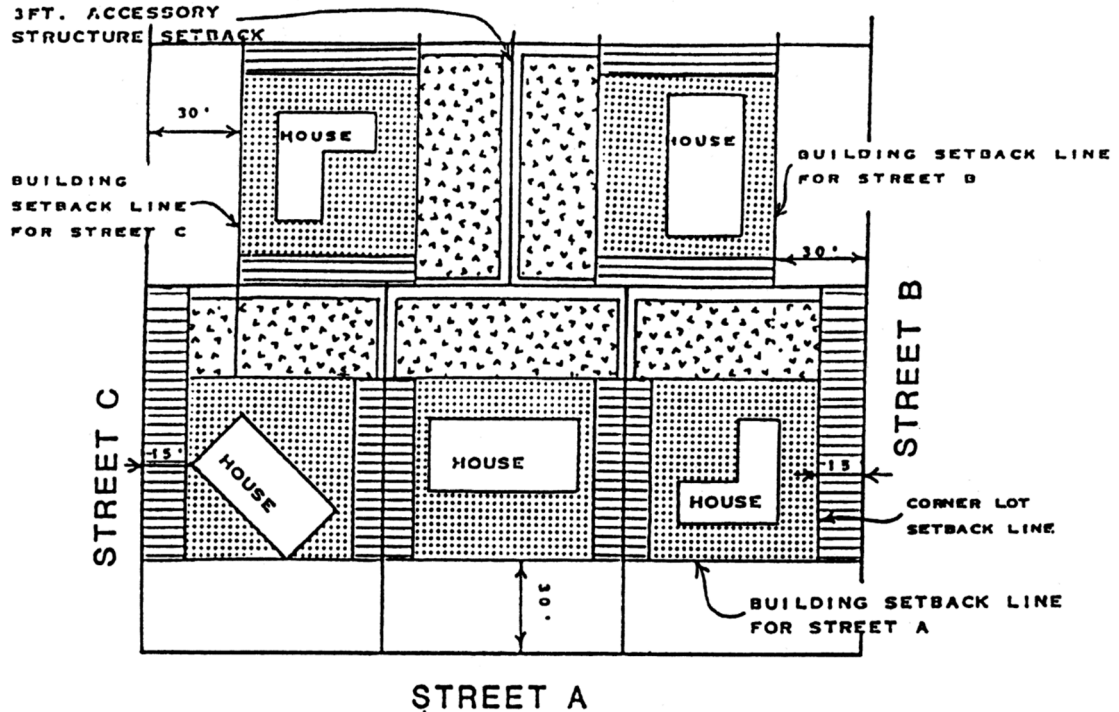
(A) *Uses and structures customarily accessory to dwellings.*

- (a) Private garage.
- (b) Open storage space or parking area for motor vehicles provided that such space shall not be used for more than one (1) commercial vehicle licensed by the State of Florida as one (1) ton or more in capacity per family residing on the premises.
- (c) Shed or building for the storage of equipment.
- (d) Children's playhouse.
- (e) Private swimming pool, bathhouse or cabana, tennis courts, and private recreation for tenants of principal buildings.
- (f) Structures designed and used for purposes of shelter in the event of manmade or natural catastrophes.
- (g) Noncommercial flower, ornamental shrub or vegetable greenhouse.

- (h) Television antenna or satellite TV receiving dish.
 - (i) Attached or detached, uncovered decks.
 - (j) Solar panels.
 - (k) Screened enclosures.
- (B) *Uses customarily accessory to multi-family residential, retail business, office uses, and commercial recreation facilities.*
- (a) Completely enclosed building not to exceed forty-nine (49) percent of the floor area of the main structure for the storage of supplies, stock, merchandise or equipment for the principal business.
 - (b) Lounge as an accessory use to a package liquor store, not to exceed forty-nine (49) percent of the floor area of the package store.
 - (c) Lounge as an accessory use to a restaurant, not to exceed forty-nine (49) percent of the floor area of the restaurant.
 - (d) Car wash as an accessory use to a service station not to exceed forty-nine (49) percent of the square footage of the total site.
 - (e) Restaurants, cafes, coffee shops and small scale retail uses are permitted as an accessory use in multifamily developments over twenty (20) units in size, and office buildings over four thousand (4,000) square feet, Such accessory uses shall be clearly subordinate to the principal use, shall be located on the first floor within the multi-family or office structure, and shall not exceed ten (10) percent of the gross floor area of the structure in which it is located.
 - (f) Standards for accessory structures shall be as follows:
 - 1) The use shall be clearly incidental to the use of the principal building, and shall comply with all other city regulations. No accessory structure shall be used for activities not permitted in the zoning district except as noted above.
 - 2) No insignia or design of any kind may be painted or affixed to an accessory use or structure except such signs as are permitted in the provisions of Chapter 12-4.
 - 3) Detached vending and transaction machines shall meet the following restrictions:
 - a. Placement must be outside required landscape islands and stormwater management systems.
 - b. Anchoring to trees, traffic signs, fire hydrants, fire connectors, lift stations or other site infrastructure is prohibited.
 - c. Dispensers and service machines placed in parking lots shall have a finished exterior of brick, stucco, stone, metal or stained wood ~~or similar materials~~ and shall not contain windmills or similar objects.

- d. A sloped roof with a peak or parapet roof is ~~required~~ preferred to be affixed to dispensers placed in parking lots with shingle, tile or other roof material in accordance with Florida Building Codes. Screened mechanical rooftops, and other screening or railings with no more than 50% openings, may be used subject to approval by the Planning Board.
 - e. ~~Advertising, Signage advertising the products being dispensed or service being provided other than minimal signage with the logo and name of the item being dispensed or service provided is prohibited.~~ allowed. Advertising may not exceed 25% of the proposed street elevation.
- (C) *Uses customarily accessory to cemeteries.* A chapel is an accessory use to a cemetery.
- (D) *Residential accessory structures standards.*
- (a) Accessory structures shall not be permitted in any required front or required side yard except as exempted in this section. Accessory structures shall be permitted in a required rear yard. Figure 12-2.3 shows permitted locations for residential accessory structures.

FIGURE 12-2.3
PERMITTED LOCATION OF RESIDENTIAL ACCESSORY STRUCTURES



BUILDABLE AREA



REQUIRED REAR YARD



REQUIRED SIDE YARD

1. Permitted only in shaded areas noted as buildable area or required rear yard as shown above.
2. Shall occupy not more than twenty-five (25) percent of required rear yard area. For purposes of calculating this percentage in a corner lot rear yard, the yard shall be measured from the interior side lot line to the street right-of-way line.
3. Except for corner lots, accessory structures shall not be located closer than three (3) feet from a property line in a required rear yard.
4. No part of an accessory structure may be located any closer than four (4) feet to any part of the main dwelling unit. An open covered walkway no more than six (6) feet wide may connect the main structure to the accessory structure.
5. Maximum height shall be determined as follows:
 - (a) Accessory structures located within three (3) feet of the side and rear property lines shall have a maximum allowed height of fifteen (15) feet.
 - (b) Accessory structures exceeding fifteen (15) feet must meet the side yard setback requirements of the principal dwelling unit. For every additional one (1) foot that an accessory dwelling unit is setback from the rear property line above and beyond five (5) feet, an additional one (1) foot in height shall be

allowed up to a maximum allowed height of twenty (20) feet as measured at the roof peak.

6. Accessory dwelling units must meet the requirements set forth in section 12-2-52.

SECTION 2. If any word, phrase, clause, paragraph, section or provision of this ordinance or the application thereof to any person or circumstance is held invalid or unconstitutional, such finding shall not affect the other provision or applications of the ordinance which can be given effect without the invalid or unconstitutional provisions or application, and to this end the provisions of this ordinance are declared severable.

SECTION 3. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 4. This ordinance shall take effect on the fifth business day after adoption, unless otherwise provided, pursuant to Section 4.03(d) of the City Charter of the City of Pensacola.

Adopted: _____

Approved: _____
President of City Council

Attest:

City Clerk



PLANNING SERVICES

MEMORANDUM

TO: Planning Board Members

FROM: Cynthia Cannon, Assistant Planning Services Administrator *CC*

DATE: September 3, 2019

SUBJECT: Modifications to Detached Vending & Transaction Machines
LDC Amendment – Sec. 12-2-31, Accessory Structures

Staff received a request for modifications to the exterior requirements of detached vending and transaction machines, specifically ice machines. The proposed changes would allow metal as an exterior finish, lattice as an acceptable screening for rooftop mechanical equipment, and advertising to be applied to the sides.

Attached you will find a modified version of Sec. 12-2-31 with the proposed changes.

Sec. 12-2-31. - Accessory uses and structure standards.

In addition to the principal uses which are designated herein as being permitted within the several zoning districts established by this title, it is intended that certain uses which are customarily and clearly accessory to such principal uses, which do not include structures or structural features inconsistent with the principal uses, and which are provided electrical and plumbing service from the main building service shall also be permitted.

For the purposes of this chapter, therefore, each of the following uses is considered to be a customary accessory use, and as such, may be situated on the same lot with the principal use or uses to which it serves as an accessory.

(A) *Uses and structures customarily accessory to dwellings.*

- (a) Private garage.
- (b) Open storage space or parking area for motor vehicles provided that such space shall not be used for more than one (1) commercial vehicle licensed by the State of Florida as one (1) ton or more in capacity per family residing on the premises.
- (c) Shed or building for the storage of equipment.
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- (f) Structures designed and used for purposes of shelter in the event of manmade or natural catastrophes.
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- (h) Television antenna or satellite TV receiving dish.
- (i) Attached or detached, uncovered decks.
- (j) Solar panels.
- (k) Screened enclosures.

(B) *Uses customarily accessory to multi-family residential, retail business, office uses, and commercial recreation facilities.*

- (a) Completely enclosed building not to exceed forty-nine (49) percent of the floor area of the main structure for the storage of supplies, stock, merchandise or equipment for the principal business.
- (b) Lounge as an accessory use to a package liquor store, not to exceed forty-nine (49) percent of the floor area of the package store.
- (c) Lounge as an accessory use to a restaurant, not to exceed forty-nine (49) percent of the floor area of the restaurant.
- (d) Car wash as an accessory use to a service station not to exceed forty-nine (49) percent of the square footage of the total site.
- (e) Restaurants, cafes, coffee shops and small scale retail uses are permitted as an accessory use in multifamily developments over twenty (20) units in size, and office buildings over four thousand (4,000) square feet, Such accessory uses shall be clearly subordinate to the principal use, shall be located on the first floor within the multi-family or office structure, and shall not exceed ten (10) percent of the gross floor area of the structure in which it is located.
- (f) Standards for accessory structures shall be as follows:

- 1) The use shall be clearly incidental to the use of the principal building, and shall comply with all other city regulations. No accessory structure shall be used for activities not permitted in the zoning district except as noted above.
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 - 3) Detached vending and transaction machines shall meet the following restrictions:
 - a. Placement must be outside required landscape islands and stormwater management systems.
 - b. Anchoring to trees, traffic signs, fire hydrants, fire connectors, lift stations or other site infrastructure is prohibited.
 - c. Dispensers and service machines placed in parking lots shall have a finished exterior of brick, stucco, stone, metal, stained wood or similar materials and shall not contain windmills or similar objects.
 - d. A sloped roof with a peak or parapet roof is ~~required~~ preferred to be affixed to dispensers placed in parking lots with shingle, tile or other roof material in accordance with Florida Building Codes. Lattice may be used to shield rooftop mechanical units.
 - e. Advertising, other than minimal signage with the logo and name of the item being dispensed or service provided is ~~prohibited~~ allowed; such advertising may not exceed 50% of the proposed elevation.
- (C) *Uses customarily accessory to cemeteries.* A chapel is an accessory use to a cemetery.
- (D) *Residential accessory structures standards.*
- (a) Accessory structures shall not be permitted in any required front or required side yard except as exempted in this section. Accessory structures shall be permitted in a required rear yard. Figure 12-2.3 shows permitted locations for residential accessory structures.

FIGURE 12-2.3

PERMITTED LOCATION OF RESIDENTIAL ACCESSORY STRUCTURES



1. Permitted only in shaded areas noted as buildable area or required rear yard as shown above.
2. Shall occupy not more than twenty-five (25) percent of required rear yard area. For purposes of calculating this percentage in a corner lot rear yard, the yard shall be measured from the interior side lot line to the street right-of-way line.
3. Except for corner lots, accessory structures shall not be located closer than three (3) feet from a property line in a required rear yard.

4. No part of an accessory structure may be located any closer than four (4) feet to any part of the main dwelling unit. An open covered walkway no more than six (6) feet wide may connect the main structure to the accessory structure.
5. Maximum height shall be determined as follows:
 - (a) Accessory structures located within three (3) feet of the side and rear property lines shall have a maximum allowed height of fifteen (15) feet.
 - (b) Accessory structures exceeding fifteen (15) feet must meet the side yard setback requirements of the principal dwelling unit. For every additional one (1) foot that an accessory dwelling unit is setback from the rear property line above and beyond five (5) feet, an additional one (1) foot in height shall be allowed up to a maximum allowed height of twenty (20) feet as measured at the roof peak.
6. Accessory dwelling units must meet the requirements set forth in section 12-2-52.

(Ord. No. 6-93, § 11, 3-25-93; Ord. No. 13-06, § 11, 4-27-06; Ord. No. 45-07, § 1, 9-13-07; Ord. No. 40-13, § 2, 11-14-13)



PLANNING SERVICES

THE UPSIDE *of* FLORIDA

MINUTES OF THE PLANNING BOARD

July 9, 2019

MEMBERS PRESENT: Chairman Paul Ritz, Kurt Larson, Nathan Monk, Danny Grundhoefer, Laurie Murphy

MEMBERS ABSENT: Ryan Wiggins, Nina Campbell

STAFF PRESENT: Leslie Statler, Planner, Greg Harding, Historic Preservation Planner, Heather Lindsay, Assistant City Attorney, Jonathan Bilby, Building Official

OTHERS PRESENT: Councilwoman Sherri Myers, Diane Mack, Sarah O'Neill, John Connell, Dottie Dubuisson, Renee Foret, Sam Lundy, John & Jonathan Connell, Steve Geci, Barbara Mayall, Michael Carro, Don Redhead, Tia Queyquep, Ann Hill, Ron Helms, Justin Beck

AGENDA:

- Quorum/Call to Order
- Approval of Meeting Minutes from May 14, 2019.
- **New Business:**
 1. Preliminary Plat Review – “Whispering Creek” subdivision
 2. Rezoning Request – 3200 BLK Seville Drive
 3. Amendment to Conditional Use Permit – 501 S. Palafox Street (Al Fresco)
 4. Aesthetic Review – 501 S. Palafox Street (Al Fresco)
 5. Review of Gateway Review Board
 6. LDC Amendment – Ice Machines
 7. Comprehensive Plan Amendment – Density Transfer
- Open Forum
- Adjournment

Call to Order / Quorum Present

Chairman Ritz called the meeting to order at 2:02 pm with a quorum present and explained the Board procedures to the audience.

Approval of Meeting Minutes

Ms. Murphy made a motion to approve the May 14, 2019 minutes, seconded by Mr. Larson, and it carried unanimously.

New Business

Preliminary Plat Review – “Whispering Creek” subdivision

Chairman Ritz reviewed some of the comments received regarding this project and asked Mr. Geci to address the Board. Mr. Geci advised there were no real issues with the corrections to be made. In the previous phase of the subdivision, they constructed a stormwater pond which would also handle new

EVERYTHING THAT'S GREAT ABOUT FLORIDA IS BETTER IN PENSACOLA.

property, and there would be no new stormwater pond added. Water and sewer are available. Deeded access is being provided through the Target shopping center. He has some questions to staff regarding the comments asking for everything to be on one sheet. He also stated there will be two parking spaces per lot, and in most cases three or four.

Ms. Murphy stated she was an active member of the restoration crew for Carpenters Creek located behind the property and noted this plat was heavily forested, and she had several concerns since this property would empty into Carpenters Creek. She asked if they planned to raise the property up since at one point there was a 10' grade difference. She pointed out the stormwater pond for the Whispers subdivision had not worked well and asked how the runoff would be handled for the new development after clearcutting all the trees. Mr. Geci stated there was a tremendous slope from north to south, so they would cut one end and fill the other with retaining walls at each end to grade it out, and it would be difficult to save any trees. Once the site was developed with the inlets and pipes to control it all, there wouldn't be any flow down the bank. He explained currently there was sheet flow into the pond which had caused problems over time. Ms. Murphy pointed out the water did not flow toward the stormwater pond; Mr. Geci advised none of the water would flow onto the adjacent property.

Chairman Ritz clarified that the agenda item was the preliminary plat review which normally did not cover sheet flow, and Mr. Geci's answers were acceptable at this point since the Board had certain criteria for preliminary plat review. While important for the City of Pensacola, in the rules for preliminary review, it might not be an item on which you could accept or reject the plat. Mr. Geci advised they would address all the details with construction plans reviewed by the City and water management district. Ms. Murphy pointed out there were no Conifer trees listed on the tree list; Chairman Ritz explained the City had a list of protected trees, and the trees not listed were not protected. Mr. Geci advised the tree survey was prepared in accordance with the City ordinance, and they would comply with it.

Mr. Monk advised his concern with preliminary reviews involved a lot of steps he would want to know had been taken before any review. Once something was stamped and approved, it became very difficult to stop it down the line. He pointed out there was probably someone living on the property, there were runoff issues, tree issues and community issues. Whenever he was told the issues would be handled down the line, sometimes they never were, and there should be a fix to this portion of the process. Chairman Ritz explained that someone living on the property was a legal issue and not a part of the Board's decision making process. Mr. Geci pointed out this was a preliminary plat and discussed the steps up to the preliminary plat. Beyond this stage, there were construction plans, permits from the City and the utility authority; this stage was not designed to address all the details. Mr. Monk felt the Board had the obligation to ask these questions. Chairman Ritz explained that they needed to balance the questions they asked with what was required by the agenda item as a preliminary plat. Mr. Grundhoefer asked about the development, and Mr. Geci stated it was single-family detached. Ms. Murphy asked how long it would take to develop the 20 homes, and Mr. Connell advised they would begin immediately with construction as soon as the roads were finished. He explained the reason for not going through the Whispers was because they left a parcel which connected to this property which was intended to have an extension of the Whispers in the next phase; through the course of engineering and legalities, that parcel was thrown into the homeowners' association instead of being retained by the developer as owners. He also stated there were two holding ponds in the Whispers, and those holding ponds were to be maintained by the City. He explained no water would flow into the Target parking lot or the existing Whispers location. The new phase would be compatible to the Whispers subdivision. He also pointed out the homeless situation is all over the City of Pensacola and not just in this area. He clarified that they would adhere to any City ordinance or requirement concerning this project.

Ms. O'Neill wanted to know how many protected trees were being removed; she was also concerned with the homeless and the wildlife in this location. She was also concerned that the project was being pushed

through quickly. Chairman Ritz explained according to the LDC, private property owners can clear cut trees by right, and protected trees have been allowed to be removed from residential property. He emphasized the Board was trying to stay with the agenda item, and discussions brought forth deal with other legislative issues which might be addressed by the City Council in a different forum. He clarified the preliminary plat deals with a proper drawing showing the delineation of the properties, roadways, setbacks and other particular features.

Ms. Mack asked if the number of parcels was included in the preliminary plat and was this the maximum of parcels allowed. Ms. Statler advised this was not the maximum the developer could build since this parcel was zoned C-2 with a very dense allowance. Chairman Ritz explained that cumulative zoning means we are allowed to use this zoning and other zoning designations below it such as C-1, and the R designations to determine what can be built there. Ms. Mack suggested since the developer had already seen the value of having fewer lots in the allowed area, given the current real estate market, there was an opportunity to have fewer lots, noting how much retaining trees adds to the value of each parcel and each developed single family home. Regarding climate change, the most effective thing we could do and the least expensive way would be to re-forest the planet.

Mr. Grundhoefer asked if there was another option rather than building retaining walls as a possibility for not building up a site and clear cutting. Mr. Geci stated they had looked at condominiums but decided on the less dense subdivision. Because of the slope of the site, to have building pads that were level, they were limited; they were cutting the north end and filling the south end and then leveling it out.

Ms. Dubuisson cautioned the Board, the developer and the City to stop and look at the ripple effect of every change that this particular development would cause. She pointed out our Mayor emphasized neighborhoods, and the neighbors have made known they do not wish for this activity at the current rate currently being discussed. She explained everything she was hearing was about reversing the natural order and trying to countermand the normal drainage of the property. It was noted the City had acquired responsibility for a privately developed stormwater pond serving the first development. She did not know how they could have anticipated the second development would be covered if they did not even know how many buildings were going in the new development. She suggested the Board table the item until all the questions raised by staff and the public could be addressed. She advised when the Board could slow the process down to answer any questions, she encouraged them to do so.

Councilwoman Meyers addressed the Board with a great concern for this project, and that the existing stormwater pond was the worst she had seen in the City of Pensacola. She explained the erosion was not coming from the land the developer wanted to clear cut but coming straight down the street through the Whispers and eroding it to the point you cannot drive into the pond to maintain it. She stated she had many conversations with Derrik Owens about the maintenance of the pond, and the pond was not sufficient for the Whispers and definitely would not be adequate for any additional impervious surfacing. She pointed out the City had spent a lot of resources trying to rehabilitate this pond. She stated Carpenters Creek was not a whispering creek but has been viewed as a conveyer of stormwater and was not designed for that much stormwater from impervious surfacing. She observed there was tremendous bank erosion along that creek because it was not designed to take on all that water from impervious surfaces. The new development would contribute to not only the demise of the stormwater pond, but would put more water into the creek, resulting in more erosion. She suggested using more pervious surfacing so the water would not enter the stormwater pond. She urged the Board not to approve the item until it had all the facts.

Mr. Monk made a motion to table the item, seconded by Ms. Murphy. Mr. Grundhoefer suggested the motion include information on what the Board was looking for. He also thought the Board needed more comfort that the stormwater system and the pond could take this development, and if not, return with a less impervious development and keeping the more natural terrain, something the Board could see was a positive statement. Mr. Monk and Ms. Murphy accepted this amendment. Chairman Ritz clarified the

added information of addressing stormwater during the tabling time. Mr. Monk also understood the motion to include lot size and the possibility of reducing the effect on the environment; Ms. Murphy added green stormwater structure with bio swales and other options available to give the Board more information and more items to look at to make a better decision. Mr. Monk agreed, and the motion carried unanimously.

Rezoning Request – 3200 BLK Seville Drive

Ms. Statler explained the zoning change would not change the uses permitted, but would simply change the minimum lot size and the front and rear setbacks which would be consistent with the properties to the north.

Mr. Beck presented to the Board and advised the current zoning prevented them from building anything on the property, and it was the only parcel on Bayou Texar with that zoning. He stated they had no intention of selling this lot at this time, and the rezoning would allow them to place a pool house on it. **Mr. Larson made a motion to approve as presented, seconded by Mr. Monk, and it carried unanimously.**

Amendment to Conditional Use Permit – 501 S. Palafox Street (Al Fresco)

Mr. Sallis presented to the Board and stated he was addressing the ordinance and as a developer and wanted to go through the proper procedures. Mr. Carro had met with the Mayor to talk about the retail for this project which was not currently in the ordinance. Mr. Sallis explained they wanted the Board's support for retail in this development and to obtain approval of the aesthetics. He explained the developer was working with them to create a cover for the airstreams to shelter them from weather events so they could have successful businesses year round. He stated the idea was to have an old building which looked like Al Fresco was added later; he hoped the current rendering had the bones of a warehouse which housed the outdoor retail market. He stated Mr. Bilby informed him there still might be issues because of the flood design manuals for the City. He confirmed the property was clearly in a flood zone, and to build, they would have to comply with flood management. They would need to completely elevate the site and build it up to around 4.5' with a 40' ramp and steps, which was a cost not worth pursuing. The other method was to use FEMA standards for flood proof construction - a wall around the development to withhold water for several hours - which was not a sensible effort in construction. He explained they wanted to leave the airstreams as they are; the documents provided illustrated mobile restaurant units made from shipping containers, but they were no longer going to pursue that. They preferred to leave the airstreams where they were, moving one of the airstreams to allow an open flow underneath the proposed covering. They would be anchored in the same method of a mobile home, but this was no longer acceptable according to Mr. Bilby. He asked that they be allowed to keep the airstreams as they are but move one of them and anchor it in the similar method the others have been in the past and construct the overhead structure.

Chairman Ritz stated in the intervening years of the original airstream decision, he had heard both pros and cons especially as it related to what is considered a prominent corner in Pensacola. He explained the bank across the street had to build up because of the flood zone. He personally had received more negative comments than positive on the airstreams. He did like the current aesthetic presentation because it fit in the "building that has been there" mentality. He referred to the conditional use permit issue and the aesthetic review as being two separate agenda items.

Mr. Grundhoefer confirmed moving the one airstream was the main issue. Mr. Sallis explained the Board was first tasked to allow retail as a part of the ordinance and discussed the methods of anchoring; they were hoping to use the helical design for the mobile units. Mr. Grundhoefer appreciated the new design and stated he would support it and thought retail was appropriate in this situation. Mr. Bilby explained the flood ordinance gave two conditions in new construction to either to elevate 3' or to anchor to resist flood loads and to flood proof. He was not sure why the existing airstreams were allowed the way there were, but the

existing ordinance would not allow them to be placed in that manner. Recreational vehicles are covered but only up to 180 days before they must be removed. He loved this concept and explained the helical anchors were fine but they would need to flood proof up to that 3' elevation above base flood elevation along with the anchor. They could flood proof each individual shipping container, anchor them, and the development would go through with no problem. He clarified the basic flood regulations were out of the National Flood Insurance Program adopted by Pensacola. Mr. Monk felt Al Fresco helped to develop downtown to what it currently is and wanted to find a way to be safe and to find an answer.

Chairman Ritz advised with the conditional use, he did not have a problem with retail, and this project brings life and a higher people count through more hours of the day. Ms. Statler explained this conditional use had changed today, and staff had just been made aware of it at the same time the Board was made aware. In discussions with Legal and the Planning Director, it was not something that could be voted on today. She advised the site plan had changed, and basically the conditional use packet that would move forward was not what was in front of the Board. Mr. Sallis voiced his frustration since there is now not a change to the site plan. Chairman Ritz clarified that the current packet was not advertised and the site plan would be different from the one the citizens of Pensacola had seen. Mr. Grundhoefer felt the conditional use didn't have to do with the way the site was configured. Ms. Statler further explained the conditional use itself is site specific and deals with the orientation of the structures on the site, and the aesthetics would be considered under Item 4. Mr. Monk asked if the Board could not approve the language of the containers themselves but the option for retail, and Ms. Statler stated that was acceptable. Chairman Ritz pointed out with other business owners having high stakes in the game, public notice needed to be considered. Mr. Sallis stated their May submittal was not in time for the Board's consideration and was then delayed, and they missed June because of the proper advertising. Mr. Carro stated they did not miss June, and the Board had expected to see them in June; the City did not perform the proper notification, even as they were making the changes the Board requested. Mr. Sallis explained the flood comments were received in the last week regarding the current submittal and was the reason for the changes to keep what they currently have and cover it.

Ms. Statler clarified the application deadline for conditional use is 30 days and not 21; when this project was initially submitted for May, staff did not have a full, complete packet 30 days prior to the meeting. Staff agreed to let it come forward as a discussion item. This item was submitted in a timely manner with the conditional use application with all specifications and met the deadline for this meeting. The procedures for a conditional use are different and based on a development plan submitted with the application. The reason the Board could not vote on this was because the development plan submitted with the application had changed; it doesn't matter if it was a minor or a major change. Relative to the flood proofing, there was a Development Review meeting attended by Mr. Carro where that requirement was fully discussed several months ago.

Chairman Ritz pointed out he had no problem with retail, but the language in the conditional use application had changed and was in line with the advice of Legal and staff. He was hesitant to tell one applicant they have to provide above and beyond for their one item and then with a little bit more of a cavalier attitude allow a change that someone may complain to City Council that they didn't see. Ms. Statler advised the Board should postpone to a date certain and staff would expect revisions to present to the Board in August. She stated the 30-day deadline would be this Friday, with the actual Planning Board deadline on July 23 for the August 13 meeting. Mr. Sallis stated they would submit plans by this Friday showing the existing airstreams remaining, with the anchoring details worked out with Mr. Bilby for the building code requirements. Ms. Statler advised the Board could proceed with the review of the aesthetic and provide comments on design to allow them to move forward. Chairman Ritz offered the Board should table until the August meeting.

Mr. Larson made a motion to table Item 3, seconded by Ms. Murphy, and it carried unanimously.

Aesthetic Review – 501 S. Palafox Street (Al Fresco)

Mr. Sallis appreciated the support of the Board and appreciated staff working with them on the very specific and detailed conditional use ordinance, and the current design was intentional to create the plaza called for in the ordinance. Mr. Carro stated he had four to six tenants who are affected by the weather. Since he cannot charge additional rent, he could prevent turnover in giving them more hours and more days in which to operate. He was also more pleased with the wood design.

Ms. Mack stated the most charming feature of Al Fresco is that it is open air and open light. She would like to see the light coming through perhaps through a green roof. Mr. Carro did not disagree; however, the entrance would be open air with four palm trees, and at least three sides would be open air with natural light. Mr. Sallis stated there were two cupolas on the roof to allow for good airflow and light which were designed to create interest in the structure. Chairman Ritz agreed this was a better approach for the roof, and Mr. Monk also liked the design which gives reprieve in the hot and cold temperatures. Adding the retail was important since he felt it would become a hub of activity. Ms. Murphy understood the importance of tenant turnover and thought the design was a great idea to help retain the businesses there. Mr. Larson stated it reminded him of the old warehouse district and appreciated the effort in design changes. Mr. Grundhoefer asked if approved, would the design go to Council before the conditional use, and Ms. Statler explained it would not. **Mr. Grundhoefer made a motion to approve the aesthetic design, seconded by Mr. Larson, and it carried unanimously.**

Review of Gateway Review Board (to eliminate the Gateway Review Board)

Chairman Ritz explained if approved, this would place slightly more work on the Planning Board for items in the Gateway Review Board purview. Ms. Statler explained signage is now handled through an abbreviated review process and would not be reviewed by the Board unless the chairman determined it should be. Mr. Grundhoefer asked why this Board and not the ARB. Ms. Statler clarified that ARB covers the historic areas, and Planning Board does have purview over aesthetics. The Gateway Redevelopment District is under the same section as the Waterfront Redevelopment District, which is under the Planning Board purview. Mr. Larson stated with the new bridge and waterfront development, there would be some changes which will demand review. **Mr. Larson made a motion to approve because its well within the scope of what the City has asked us to do, seconded by Mr. Monk, and it carried unanimously.**

LDC Amendment – Ice Machines

Chairman Ritz advised the issue was with the aesthetics and appearance of the vending machines. Ms. Dubuisson pointed out this was not only a vending machine issue but a traffic-originating and noise issue and has an impact on everything around it not only in aesthetics but in an access point of view – not just how it looks but how it functions. Mr. Grundhoefer clarified what they are tasked with is not whether you can put these ugly boxes in a parking lot; it has to do with can we change it to make it uglier. Mr. Monk agreed this was a bad idea, and the few he did see around town were unattractive and problematic in a lot of ways and did not see any reason to vote for this. Ms. Murphy noted the request was included screening rooftop mechanical equipment with lattice and allowing advertising on the sides. Mr. Grundhoefer asked who sponsored the item, and Ms. Statler stated it was a request presented to the Mayor's office. **Mr. Larson made a motion to deny, seconded by Mr. Monk, and it carried unanimously.**

Comprehensive Plan Amendment – Density Transfer

Ms. Statler advised that like density bonuses, density transfers will be required to be approved by the Planning Board and not at a staff level. The review process was not as technical as for the platting process where you have a staff review with comments issued. Chairman Ritz offered that the language presented

was far less restrictive than with some items with a checklist. Ms. Statler explained if this was approved for the Comprehensive Plan, they would come back and draft the conditions and procedures to obtain the transfer. Ms. Murphy asked how long the units stayed affordable. Chairman Ritz advised with the language not written, that was to be determined. Mr. Monk stated most affordable housing was done through granting, and almost all of them have a 30-year retention period; if it was set at 20 or 30 years, it would meet the national standard. Chairman Ritz pointed out there are legal requirements if a developer chooses to go affordable, depending on which funding sources are followed. If we, as the Board, believe the City should develop rules and regulations for density transfers, we would vote they should; the language would then be crafted and approved. If the Board did not think the City should pursue density transfers, the language would not be developed. Ms. Murphy had a problem with gentrification of neighborhoods. Ms. Statler explained this was step one to get this into the Comprehensive Plan in order to move forward. Step two would be to return to the Board to get the language into the LDC; staff would draft the language, and the Board would make modifications. Chairman Ritz stated the Board had conducted workshops outside of the Board's meetings to work on the specific language. Ms. Murphy agreed public input would be beneficial. Chairman Ritz explained the language could be drafted, but it was controlled by the Florida legislature. Ms. Murphy asked if the City received financial incentives for these bonuses or transfers, and Chairman Ritz advised that would be illegal. Ms. Murphy wanted to know what the incentive was, and Ms. Statler stated there had been some discussions in general regarding the fact that if someone had common ownership of a property, they could transfer density from one lot they were not going to develop to a maximum density onto to their other lot which would have more density. Other municipalities have both bonuses and density transfers, but Pensacola does not. She pointed out we deal with developers who come in and have a vision of what they want to do, and sometimes the zoning district does not allow for the density they need, so something like this could help those developers in that they would not have to go through a rezoning which might be contentious. She clarified they were not changing the land use but allowing for more density with the understanding there was a tradeoff. The language has been drafted as and/or – redevelopment and/or affordable housing. She explained there might be an environmental issue where the property is deemed wasteland, but they have density, and another piece of property might be suitable for more development with something with more density. **Ms. Murphy made a motion to approve, seconded by Mr. Grundhoefer, and it carried unanimously.**

Open Forum – Ms. Dubuisson thanked the Board for their service and encouraged them to be conscious of every step taken to move something farther and the end game; the good reasoning the Board had may not be present in the later steps.

Mr. Monk advised he had rescinded his application to serve on the Board because of time restraints. He would not be able to attend at the rate necessary. He felt the Board had accomplished a lot and he had enjoyed the process; however, this was the right decision for him. The Board appreciated his service and wished him well.

The Board then commended Ms. Statler on her assistance in the meeting. It was noted Ms. Campbell had resigned, and the Board would need another Planning Board member sitting on the ARB.

Adjournment – With no further business, Chairman Ritz adjourned the meeting at 4:19 pm.

Respectfully Submitted,



Leslie Statler

Secretary to the Board

PLANNING SERVICES

MINUTES OF THE PLANNING BOARD

August 13, 2019

MEMBERS PRESENT: Chairman Paul Ritz, Danny Grundhoefer, Laurie Murphy, Ryan Wiggins, Charletha Powell

MEMBERS ABSENT: Kurt Larson, Eladies Sampson

STAFF PRESENT: Leslie Statler, Planner, Cynthia Cannon, Assistant Planning Services Administrator, Gregg Harding, Historic Preservation Planner, Heather Lindsay, Assistant City Attorney, Brad Hinote, Inspections

OTHERS PRESENT: Mayor Grover Robinson, Councilwoman Sherri Myers, Jonathan Connell, John Connell, Renee Foret, Sam Lundy, Steve Geci, Dottie Dubuisson, Rand Hicks

AGENDA:

- Quorum/Call to Order
- Approval of Meeting Minutes from July 9, 2019.
- **New Business:**
 1. **Amendment to Conditional Use Permit – 501 S. Palafox Street (Al Fresco)**
 2. **Aesthetic Review – 501 S. Palafox Street (Al Fresco)**
 3. **Preliminary Plat Review – “Whispering Creek” subdivision**
 4. **Reconsideration of LDC Amendment – Ice Machines**
 5. **Appointment of Planning Board’s Representative to the ARB**
- Open Forum
- Adjournment

Call to Order / Quorum Present

Chairman Ritz called the meeting to order at 2:02 pm with a quorum present and stated the new Board would be sworn in by Ms. Tice of the City Clerk’s office. **Ms. Wiggins made a motion that the Board observe a moment of silence for the passing of Councilman Wingate, seconded by Mr. Grundhoefer, and it carried unanimously.**

Chairman Ritz explained he would be glad to serve as Chairman of the Board should no one else be interested. **Mr. Grundhoefer made a motion to elect Mr. Ritz as Chairman, seconded by Ms. Wiggins, and it carried unanimously. Mr. Grundhoefer made a motion for Mr. Larson to continue as Vice Chairman, seconded by Ms. Wiggins, and it carried unanimously.**

Approval of Meeting Minutes

Ms. Murphy made a motion to approve the July 9, 2019 minutes, seconded by Mr. Grundhoefer, and it carried unanimously.

New Business – Chairman Ritz asked that the reconsideration of the LDC Amendment for ice machines be moved forward since Mayor Robinson had another meeting to attend. **Ms. Wiggins made a motion to move the item to the front of the agenda, seconded by Ms. Murphy, and it carried unanimously.**

Reconsideration of LDC Amendment – Ice Machines – Ms. Statler reminded the Board this item was unanimously denied at the last Board meeting. Mayor Robinson explained that the Code in a lot of ways discouraged mixed use and thought there were some weaknesses within it, one of which was dealing with the ice machines. He advised people were driving all over for cheap ice from the vending side, and we were denying them the opportunity to be present in other places. He understood the cosmetics and other issues, but pointed out one of the ice machines was in the expensive area of Pensacola Beach, which had not brought down the value of the area in any way and in fact it was actually a compliment to the surrounding area. Ms. Wiggins stated the concern last month was the advertisement, the colors and the locations. Mayor Robinson explained C-1 was multiple use, and the person operating the ice machine on 9th Ave. stated the structure came as is, and he could not modify it. Ms. Wiggins pointed out the ice machine in East Hill was very busy, and the advertising on the side told what the machine was for; she had no problem with it. Chairman Ritz also agreed that many of the customers appreciated it, but understood it was a vending machine. It was also designated for C-1 and would not go into a residential neighborhood with the exception of a neighborhood located in a C-1 district. It was determined the machine was currently non-compliant because of the lattice. Mayor Robinson explained if we allowed the lattice at the top, advertising, and the metal, it would become compliant. The current machines were grandfathered in, but if they were removed, they would not be able to return. Chairman Ritz stated what was built at that time was in compliance. Mr. Grundhoefer did not have a problem with placing these ice machines in certain areas and was not opposed to allowing them in the city. He was in favor of retaining some dignity and aesthetic restrictions to these and not allowing them to become billboards. Mayor Robinson was not looking for a change in the sign ordinance but trying to meet the demand of citizens. Ms. Statler confirmed the vending machines were not protected by the sign ordinance. Ms. Murphy pointed out the importance of looking at the long term maintenance of the lattice, and if we were going to have something long term, it should be sustainable and attractive. She asked if there was a compromise where the Board could look at the aesthetics. Mayor Robinson stated railing would be fine, but the question came down to the issue related to the coverage, and if that was the case, maybe the item should be tabled to research the amount of that coverage since the advertising is already displayed on the machine.

Ms. Dubuisson advised when this issue came up previously, there was a debate on whether this was light manufacturing because it was being made at the moment or a vending machine because a product was being loaded into it. She cautioned that there were now several things which could be included in vending, so if the Board changed the aesthetics, it should be noted we could be bringing negative things to neighborhoods which have to overcome negative architectural elements already. Chairman Ritz advised his home was in a C-1 zoning, and a vending machine could be placed in this location.

Ms. Wiggins made a motion to deny without prejudice, seconded by Ms. Powell, and it carried unanimously.

Amendment to Conditional Use Permit – 501 S. Palafox Street (Al Fresco)

Ms. Statler commended the applicants for meeting with staff on several occasions after the last Board meeting, and the project did comply with the conditional use requirements as cited in the LDC; it had met with the notice requirements as well. The following was the aesthetic review which was a formality since the kiosk design had changed since the July 2019 meeting, and staff brought the entire package to the Board for review.

Mr. Sallis presented to the Board and gave a background on the project for new Board members. He explained that in order to ensure everything was in compliance aesthetically with the LDC, they had relocated one of the Airstream trailers. He further explained this was an effort to build an open cover for the existing food markets on the corner of Palafox and Main. He then presented a video illustrating the project.

Chairman Ritz had reviewed the additional comments received, and there were very little comments directed toward the project, and those that were made were addressed during the submittal of final drawings and permitting. He explained in the Conditional Use Permit, they were looking to allow for the placement of mobile restaurants downtown at this corner on private property; for this particular installation, the mobile restaurants and kiosks were being proposed for review. Their existence was covered under a previous Conditional Use Permit, and to place roofing over the trailers would improve comfort for them and customers. He also appreciated the aesthetic changes made. Mr. Sallis explained they had met with the City and confirmed they would be able to maintain the type of anchoring they have for the Airstream trailers, and the retail kiosks would be moveable on casters for emergency plans. **Mr. Grundhoefer made a motion to approve the Conditional Use Permit, seconded by Ms. Wiggins, and it carried unanimously.**

Aesthetic Review – 501 S. Palafox Street (Al Fresco)

Chairman Ritz asked for any comments on the aesthetic side of the project. With no additional speakers, **Mr. Grundhoefer made a motion for aesthetic approval, seconded by Ms. Powell, and it carried unanimously.**

Preliminary Plat Review – “Whispering Creek” subdivision

Ms. Statler presented to the Board and advised this was a 20-lot subdivision for residential use, and the development had self-imposed setbacks since the zoning did not have setback requirements; the project also had the minimum required parking spaces. She also pointed out revisions had been made according to the Board’s comments, and a letter from Mark Norris was submitted stating for the most part the surveying comments had been addressed. Chairman Ritz pointed out that it was indicated anything further could be worked out prior to the final plat approval. He then opened the floor for Board comments.

Ms. Murphy advised during the previous meeting, there was some discussion about going back and making a few changes to possibly save vegetation, to create some type of stormwater infrastructure, and some type of mindful development since it is along an impaired water body. She also remembered Mr. Grundhoefer suggested reducing the number of lots, and when reviewing the packet, she noticed there were no changes on the physical components to the plat. She explained in the Comprehensive Plan and the City Code of Ordinances, the plat review should also encourage the discussion of the health and vitality of impaired water bodies, including the City taking advantage of obtaining easements along Carpenters Creek which had yet to be done, to protect wildlife habitats, and she felt the developer had not gone above and beyond to try to work with the Board to reduce the impacts to the wildlife habitat especially regarding Carpenters Creek. Even though she did receive a copy of the agreement between the City and the developer donating the easement to allow stormwater mitigation for the Whispers, she did not feel it was land donated as an environmental easement but donated as a requirement for development of the Whispers. She explained she could not support the project until there were some protections in place.

Mr. Connell advised this project was just a continuation of the Whispers. He stated the existing holding pond was in good shape and pointed out that in the 2014 flooding event, it did not flood into Carpenters Creek. He emphasized this zoning was C-2 which allows 135 units per acre, and they were only proposing 20, which was the most conservative use to be found. He also pointed out the animals would always have

access to the creek. He indicated if the holding pond needed attention, they would consult the City when developing the engineering drawings.

Ms. Murphy pointed out she was the one who gets the phone calls when residents get flooded. When you clear cut vegetation and remove trees of that size, you remove nature's way of handling sheet flow. We keep doing the same thing over and over and keep getting the same results. She advised when you build a new subdivision and use the same stormwater pond while removing the vegetation, the water will impact the neighbors. Mr. Connell stated they had not received any phone calls from the Whispers, Target had not been flooded out, the holding pond was sufficient, and they had met all the criteria for the City.

Councilwoman Myers, who represents District 2, stated the reason the stormwater pond looked as good as it did today was because of her complaints filed with Code Enforcement. She indicated the pond had to be restored several times, and Carpenters Creek would be negatively impacted by another subdivision. She pointed out she got numerous flooding complaints from Whispers, Cordova Regency and Ellison Place. She emphasized this property could be developed in a way that was more environmentally friendly to the creek. She indicated Fairhope developed houses in harmony with the environment, but she did not see that happening here. She suggested looking at the LDC and asking if this project was keeping with the LDC, especially the conservation part of it; she would love for the area to be developed responsibly.

Mr. Hicks, President of the Pineglades subdivision, was concerned with the water flow that carried debris into the creek to the point that it was nearly dead. They asked that maximum restraint be exercised in further development to avoid any further damage to that creek. He indicated the engineer for the City advised that all the water would be poured into the holding tank and would not escape to the creek. If there were creative ideas on how to reform this project, he would encourage that. He wanted to see a constructive conversation between developers and citizens to work in harmony.

Mr. Geci designed the previous pond and the pond for this development and wished every pond worked as well as this one, and he did not see an issue at all. He explained the State put a drag line in the creek under the mosquito control program which drastically changed the area. Mr. Grundhoefer reminded Mr. Geci that the Board had requested that they consider other practices with bio swales and things that would be environmentally friendly, but they basically came back with the same thing which involved clear cutting. Mr. Geci advised the land could not be developed without cutting down the trees. The only other way would be to go mid-rise, going straight up or reducing the lots. Ms. Murphy explained when they clear cut the lots, the sheet flow would go in all directions.

Ms. Wiggins indicated she grew up playing in Carpenters Creek but was not sure the Florida Statute allowed the Board to tell a developer what they could do on private property. Chairman Ritz asked staff what the Board could or could not do under this statute. Ms. Statler advised with the final plat approval a lot more of these concerns would be addressed. She read from the LDC, Section 12-8-8, Appendix B, regarding the preliminary plat requirements. Chairman Ritz agreed the Board should operate under the Code for preliminary plat approval. Ms. Powell pointed out it would be good for people to know that the Board had heard their concerns and asked was there an olive branch the developer could extend to the Board. Mr. Connell stated at this point they had not done any design work, but advised that they abide by the rules and go over the final plat with City Engineering staff. Derrik Owens had advised that the pond was good, and they would get his final approval before they could move forward. They asked the Board to let them take the first step up the ladder.

Ms. Dubuisson stated she had heard a lot of good innovative thoughts put out by the Board and thought that the developers were embracing those thoughts and would come back and cooperate with what they could. What she heard in today's meeting was that this was it, and this is all we can do. She explained that was not what the community had hoped for in regards to long range development, nor was it what was required in the Code because if in that Code you are to protect the surrounding areas and the environment, then they should meet the minimum Code, it down with any of the Board members who have ideas or ask

for any advice outside of the current staff working on it since our City engineers cannot design for them. She encouraged the developers to meet in a creative spirit with someone who sees opportunity that currently has not been presented, because she believed there was a solution which would work for them. She also pointed out with every storm, we are finding we have a weaker and weaker infrastructure that is not capable of responding to the increasing frequency with which we have rainfall. She stressed this was a prime site and could be one of the premiere developments to come out of our community in a while.

Ms. Wiggins asked if this piece of property was anywhere else, what would be the role of the Board – to make sure they followed the Code and to approve if they followed the Code. She did not feel the Board could tell a developer they had met the Code, but because of this location, they should go above and beyond. Mr. Grundhoefer pointed out the Board could not just ignore the things around the development and the community which the Board represents. Ms. Murphy believed the Board was put together to utilize creativity and represent the public and allow people to speak, and she felt it was the Board's opportunity to intercept at this point before it proceeded to Council. The bottom line was did the developer come back with a better plan to indicate they were willing to work with the City.

Chairman Ritz explained if the developer was allowed 135 units, and they were only putting in 20, they had already come down off the Code, and if the Board suggested 18, he believed that was legislating. Ms. Statler read the requirements for a subdivision plat subsection (F), but advised basically staff reviewed the plans for compliance with the Code and the Board would subsequently assess staff's review. She also pointed out that this project would return to the Board for final plat approval and then proceed to Council. In this review, Engineering would be taking a deeper look into their drainage calculations and drainage plan which was not a requirement of this preliminary plat review. If the Board voted to deny the preliminary plat, it would be required to furnish the applicant detailed reasons for rejection (**Section 12-8-8-A thru N**).

Mr. Grundhoefer asked the applicant if there was a way to implement some of these suggestions. Mr. Connell advised he would work with the Board and the community after the preliminary plat approval. Chairman Ritz emphasized that the applicant was also a citizen of the community. Ms. Powell asked if the Board would be able to submit Mr. Grundhoefer's drawing and suggestions before the next Board review, and was it worth holding up the process since the Board would have another review. Chairman Ritz explained the Board was approving the layout, and if it rejected the preliminary plat review, a list would have to be furnished to the applicant telling them what they needed to do. Ms. Statler confirmed the final plat would return to the Board. Mr. Connell asked if rejected, that the Board come back with engineering data and calculations they could go by. Ms. Statler pointed out for the developer to do any further work on the site and to possibly incorporate some of the ideas the Board would like to see, this would be the first step in that process.

Ms. Wiggins made a motion to approve the preliminary plat, seconded by Ms. Powell, and it carried 3 to 2 with Ms. Murphy and Mr. Grundhoefer dissenting.

Appointment of Planning Board's Representative to the ARB – Chairman Ritz explained one of the Board members was required to be on the ARB per the City's requirements. Ms. Statler advised that person would be a voting member who would also be approved by Council. She also explained the functions and districts covered by the ARB. Ms. Wiggins volunteered; **Ms. Murphy made a motion to appoint Ms. Wiggins to the ARB, seconded by Ms. Powell, and it carried unanimously.**

Open Forum – Ms. Dubuisson thanked the Board for their service and for thinking about the community as well as the applicants coming forward. She asked that the Board carry from each level of their decision making the memory of why certain things happen so that we can be corrective anywhere along the process to bring the best forward.

Chairwoman Myers thanked the Board for the very difficult decision and for a very thoughtful and respectful discussion even though she would have liked the vote to be different. She felt the vote was correct in her opinion legally but was hoping moving forward, the Board could come up with some ideas based on facts and the requirements of the law to address the issue of what has been done to Carpenters Creek. She advised if it was not for Ms. Murphy's cleanup, there would still be 30,000 pounds of trash in that creek which is impacted by these developments. She explained the City was not doing enough to protect the natural resources that we have, and they are quickly vanishing in District 2 and District 1. She asked if the Board could think of ways to improve the LDC to protect the environment, it would be greatly appreciated. Ms. Powell explained that the Board was in the position where it could not make the difference they wanted to make, but in the next phase where the applicant must give specifics, the Board would be in a better position to make those suggestions. Chairman Ritz reminded the Board of the Sunshine Law. Ms. Wiggins suggested submitting emails to Ms. Statler as an option to ensure all Board members were aware of the information before the next Board meeting.

Adjournment – With no further business, Chairman Ritz adjourned the meeting at 4:17 pm.

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "Cynthia Cannon".

Cynthia Cannon
Secretary to the Board

PLANNING SERVICES

MINUTES OF THE PLANNING BOARD
September 10, 2019

MEMBERS PRESENT: Chairman Paul Ritz, Danny Grundhoefer, Laurie Murphy, Ryan Wiggins, Charletha Powell, Kurt Larson, Eladies Sampson

MEMBERS ABSENT: None

STAFF PRESENT: Cynthia Cannon, Assistant Planning Services Administrator, Sherry Morris, Planning Services Administrator, Heather Lindsay, Assistant City Attorney

OTHERS PRESENT: Mayor Grover Robinson, Councilwoman Sherri Myers, Diane Mack, Steve Corbae

AGENDA:

- Quorum/Call to Order
- Approval of Meeting Minutes from August 13, 2019.
- **New Business:**
 1. **Reconsideration of LDC Amendment – Ice Machines**
 2. **Discussion on Procedure for Planning Board's Review of the Proposed Amendment to the Tree Ordinance**
- Open Forum
- Adjournment

Call to Order / Quorum Present

Chairman Ritz called the meeting to order at 2:00 pm with a quorum present. Mr. Larson and Ms. Sampson were sworn in by the Clerk's office.

Approval of Meeting Minutes

Ms. Wiggins made a motion to approve the August 13, 2019 minutes, seconded by Mr. Larson, and it carried unanimously.

New Business

Reconsideration of LDC Amendment – Ice Machines

Ms. Cannon advised this item was a request from the Mayor for modifications to the exterior requirements of detached vending and transaction machines, specifically ice machines. The proposed changes would allow metal as an exterior finish, lattice as an acceptable screening for rooftop mechanical equipment, and advertising to be applied to the sides. This item was unanimously denied without prejudice in order for Mayor Robinson to request additional information from the vendor regarding questions from the Board. A modified version of Sec. 12-2-31 with the proposed changes was given to the Board.

Ms. Morris advised the Mayor was not present but wanted to attend the meeting, and the Board might want to proceed to the next item. **Mr. Larson made a motion to postpone the item until the Mayor was able to**

attend. The motion was seconded by Ms. Wiggins and then carried unanimously.

Discussion on Procedure for Planning Board's Review of the Proposed Amendment to the Tree Ordinance

On July 18, 2019 the City Council referred a proposed amendment to Section 12-6 of the City's Land Development Code, Tree and Landscape regulations, to the Planning Board and Environmental Advisory Board for review and recommendation. It has been requested that this item begin as a discussion item in order to establish a review timeline for the proposed amendment and to ensure the best process for community engagement. A modified version of Sec. 12-6 with the proposed changes was provided to the Board.

Chairman Ritz indicated this item was for discussion only, and no action would be taken other than to ascertain the best way to move forward. Ms. Murphy's organization, Emerald Coastkeeper, put the ordinance together over a period of time, meeting with Mayor Robinson in January of 2019 for review of the ordinance. They took his concerns and slightly revamped the original ordinance and submitted it to the Environmental Advisory Board (EAB) for review. Ms. Murphy stated that the EAB liked the ordinance as it was. Ms. Murphy gave a formal presentation at the Council Agenda Conference. The ordinance was then turned over to the Planning Board. Since she helped write the ordinance, and after speaking with staff, it was her opinion she should recuse herself from the voting process. Chairman Ritz clarified that would be the scenario if this was an action item or if she would obtain financial gain from this item. Ms. Murphy emphasized she wanted input from a variety of stakeholder groups, and it was important to set the precedent that she was not going to utilize herself as a voting person in order to maintain the decorum throughout the ordinance revision process.

Mr. Larson questioned the minimum height above a city street, and Ms. Murphy stated the ordinance indicated it could not impede emergency exists and using common sense when planting considering what the vegetation would look like in 20 years. Mr. Larson gave the example of a tree in the middle of the street at Southtowne and wanted to make sure that was not implemented in the future. Chairman Ritz stressed since this was not an action item at this meeting and because the Board was looking for public input, today's outcome would be a plan to move forward for allowing that input which could possibly involve a workshop format.

Ms. Wiggins asked about the protected tree list in the ordinance, and Ms. Murphy indicated the current revised ordinance was developed through numerous sources like the cities of Portland, Dallas, and heavily from Gainesville, Florida, aimed at restoring native species and eliminating invasive species. Chairman Ritz pointed out there was also verbiage dealing with stormwater requirements. Ms. Murphy stated as part of the workshop, she would be contacting developers and landscape architects to involve a very diverse group during the workshop and to allow an online comment area for people to comment to the Board. Chairman Ritz then explained the rules followed in a workshop and asked for the Board's preference. Ms. Wiggins preferred a workshop not on a Board meeting day. Ms. Sampson asked about the time element involved. Chairman Ritz explained the Board would not be meeting as a quorum, and a Board member could be present for a portion of the workshop. He indicated the workshop would take place, discussions and information would be presented, with the true deliberations as an agenda item happening inside a regular Board meeting.

Mr. Larson recommended a workshop within the next 60 days before the holiday season. Ms. Morris indicated staff could look at the availability of meeting dates and spaces which could be sent to the Board for a consensus. She also clarified that a workshop would be livestreamed with a video available to the public. Councilwoman Myers pointed out that the culture of Pensacola needed to change. She used Fairhope, Alabama, as an example of embracing heritage trees. She was hoping the tree ordinance would possibly incentivize citizens to not cut down our trees. She advised the Council was not in a hurry but wanted a good product to be applied with a lot of public input.

Mr. Corbae, a certified arborist, felt the workshop would be a good collaboration. He also explained he chose to live in Pensacola because of the heritage trees. He pointed out with larger trees, the less you need to consider rainwater since they work together with the environment.

Chairman Ritz indicated the Board would wait for input from staff for availability of rooms for the workshop and would respond accordingly.

(The Board then returned to Item 1.)

Mayor Robinson stated leaving the advertising at 25% of the proposed elevation was acceptable to the Twice the Ice clients. They also had no problem with the railing. He pointed out the equipment came with metal siding which seemed to be the real issue. It was determined 3) e. should read "proposed street elevation." Mr. Grundhoefer suggested "screening of mechanical rooftop units is required" and then add "the sloped roof with a peak or parapet roof is preferred" and "other attractive screening may be used subject to approval by the Planning Board." Mayor Robinson wanted to make sure there wasn't too much subsection and the verbiage was consistent.

Ms. Mack submitted a handout to the Board and addressed the language "detached vending and transaction machines" which was not just ice vending. She also pointed out there was no language in the LDC for what a detached vending and transaction machine actually is. She felt the proliferation this was going to invite was a step back into the "uglyfication" of Pensacola. She addressed 3) c. with "shall" have a finished exterior which indicates mandatory, "should" is directed but not mandatory, and the word "may" is permissive. She pointed out "shall" in this case is the wrong word unless we are dictating people shall do metal. She proposed different language for 3) e. regarding advertising. She suggested "signage advertising the product being dispensed or service being provided may not exceed 25% of the surface area of the machine." Chairman Ritz explained vending machines could apply to various functions even though ice vending was being considered. Mr. Grundhoefer explained "shall" explained the materials had to be one of the five listed in 3) e. Ms. Wiggins addressed the dog wash and the possibility of placing brick around it, and advised the language should be carefully stated. Mr. Grundhoefer agreed with the signage language provided by Ms. Mack. Ms. Wiggins made a motion to accept the language from Ms. Mack. Chairman Ritz asked that the motion be held until further discussion.

Ms. Cannon clarified the language specifically striking the "Advertising" on 3) e. and changing that to "Signage" and to revise "such advertising of the item being dispensed or service provided may not exceed 25% of the proposed street project elevation."

Mr. Grundhoefer's suggestion for 3) d. was "screening of mechanical rooftop is required and other attractive screening, with no more than 50% openings, may be used subject to approval by the Planning Board."

Chairman Ritz offered certain materials would have to meet the building code (lattice, chicken wire).

Ms. Powell addressed the railings and being specific with the materials required. Chairman Ritz indicated 3) c. already limited this with "brick, stucco, stone, metal, stained wood or similar materials and no windmills." The Board agreed to strike "or similar materials" and "or similar objects." Chairman Ritz clarified the sloped roof and parapet is really for mechanical units on top, pointing out that the dog wash unit did not contain a roof.

Staff read back 3) d. as "the screening of mechanical rooftop units, other attractive screening with no more than 50% openings and must meet building code and subject to Planning Board approval." Chairman Ritz stated "parapet roof is preferred" and explained "screening" was the technical term for "hide."

Ms. Cannon restated Mr. Grundhoefer's version that "a sloped roof with a peak or parapet roof is preferred to be affixed to dispensers placed in parking lots with shingle, tile or other roof materials in accordance with Florida Building Codes." "Screening either may or must be used to shield rooftop mechanical units with no more than 50% opening and subject to Planning Board approval." The Board agreed that "must" be used.

Chairman Ritz clarified the Board would be dealing with machines with mechanical units and not a dog wash, etc., with no rooftop equipment. What few items installed within city limits would come to this Board. The word "preferred" was acceptable in being the City's primary goal of a peak or parapet roof. The Board was trying to accomplish what the Mayor had requested. Mr. Grundhoefer offered this might encourage the clients to screen the mechanical units and do less advertising which would make them a little more attractive.

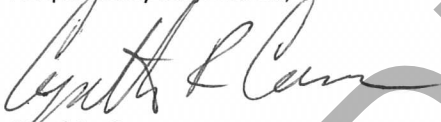
Mr. Grundhoefer made a motion to approve the ordinance as revised, seconded by Ms. Wiggins, and it carried unanimously. Mayor Robinson asked for clarification on what passed. Chairman Ritz explained the Board had revised items 3) c. d. and e., beginning with 3) e. at 25% signage advertising the products being dispensed or service being provided; they removed "lattice" as a possibility and inserted "railing" and no more than 50% openings; if it is screened rooftop mechanical units, it would become a Planning Board agenda item, but only for screening mechanical items. 3) c. "dispensers and service machines placed in parking lots shall have a finished exterior of brick, stucco, stone, metal, stained wood and shall not contain windmills or similar objects." "Similar materials" was removed and "metal" was added to the materials for the exterior.

Open Forum – Ms. Cannon informed the Board that Whispering Creek had not resubmitted at this time and was not aware of any specific time for resubmittal.

Chairman Ritz explained he would not be at the Board's October meeting, and Mr. Larson would be chairing that Board meeting.

Adjournment – With no further business, Chairman Ritz adjourned the meeting at 3:19 pm.

Respectfully Submitted,



Cynthia Cannon
Secretary to the Board



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 33-19

City Council

10/10/2019

LEGISLATIVE ACTION ITEM

SPONSOR: Grover C. Robinson, IV, Mayor

SUBJECT:

PROPOSED ORDINANCE NO. 33-19 - PROPOSED AMENDMENT TO TITLE 7 LICENSES AND BUSINESS REGULATIONS, CHAPTER 7-14, FEES, OF THE CODE OF THE CITY OF PENSACOLA

RECOMMENDATION:

That the City Council approve Proposed Ordinance No. 33-19 on first reading.

AN ORDINANCE AMENDING TITLE 7, LICENSES AND BUSINESS REGULATIONS, CHAPTER 7-14, FEES, SECTIONS 7-14-2, 7-14-3, 7-14-5, 7-14-12, AND 7-14-13 OF THE CODE OF THE CITY OF PENSACOLA, FLORIDA; AMENDING THE ADMINISTRATIVE APPLICATION FEES; AMENDING PERMIT FEES; AMENDING FIELD INSPECTION FEES; ADDING A LIEN SEARCH REQUEST FEE; AMENDING PROVISION FOR REFUNDS; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

HEARING REQUIRED: No Hearing Required

SUMMARY:

The services provided by the City of Pensacola include the use of updated technology to more efficiently implement and enforce the Florida Building Code, and the costs have risen for the City of Pensacola in its efforts to carry out its responsibilities in enforcing the Florida Building Code. In reviewing the Code, proposed changes are made to ensure that fees imposed are consistent with the actual labor and administrative costs incurred by the City to ensure compliance with the Florida Building Code. As part of that effort, certain fees are increased, others are reduced and a new proposed fee is added. Some changes are to promote clarity and consistency within the Section. Regarding the proposed new fee, the City of Pensacola is permitted to charge a search fee, in an amount commensurate with the research and time costs incurred for identifying building permits for each unit or subunit assigned by the governing body to a particular tax parcel identification number. The City of Pensacola is authorized by Home Rule and permitted under statutory law to impose the proposed fees.

PRIOR ACTION:

September 22, 2011 - City Council adopted Ordinance No. 26-11 amending Planning/Zoning and Building Permit Fees.

FUNDING:

N/A

FINANCIAL IMPACT:

The increase in Permit Application Fee from \$27 for residential and \$34 for commercial permits, to \$40 for both residential and commercial projects, will generate approximately \$73,600 in additional fees each year. This increase in revenue will be used to offset the costs of implementing new software for permitting and inspections.

The new \$25 lien search fee will generate approximately \$32,500 in additional revenue and will cover the cost for staff to perform the research. This will ensure that building permit fees are not utilized to cover the cost of this service, and will keep the City in compliance with 553.80, Florida Statutes.

CITY ATTORNEY REVIEW: Yes

9/30/2019

STAFF CONTACT:

Christopher L. Holley, City Administrator
Jonathan Bilby, Inspection Services Administrator

ATTACHMENTS:

- 1) Proposed Ordinance No. 33-19

PRESENTATION: No

PROPOSED
ORDINANCE NO. 33-19

ORDINANCE NO. _____

AN ORDINANCE
TO BE ENTITLED:

AN ORDINANCE AMENDING TITLE 7, LICENSES AND BUSINESS REGULATIONS, CHAPTER 7-14, FEES, SECTIONS 7-14-2, 7-14-3, 7-14-5, 7-14-12, AND 7-14-13 OF THE CODE OF THE CITY OF PENSACOLA, FLORIDA; AMENDING THE ADMINISTRATIVE APPLICATION FEES; AMENDING PERMIT FEES; AMENDING FIELD INSPECTION FEES; ADDING A LIEN SEARCH REQUEST FEE; AMENDING PROVISION FOR REFUNDS; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the services provided by the City of Pensacola include the use of updated technology to more efficiently implement and enforce the Florida Building Code; and

WHEREAS, the costs of certain building inspection services have changed for the City of Pensacola in its efforts to carry out its responsibilities in enforcing the Florida Building Code; and

WHEREAS, the City of Pensacola has determined that the proposed adjustments in fees reflect the actual labor and administrative costs incurred for plans review, inspections, and allowable activities to ensure compliance with the Florida Building Code;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF PENSACOLA, FLORIDA:

SECTION 1. Section 7-14-2 is hereby amended to read as follows:

Sec. 7-14-2. - Permit fees.

The following permit fees to be charged by the city for buildings, signs, manufactured buildings, mobile homes, swimming pools, television and radio antennas, roofing, moving or demolition of buildings or structures, electrical, plumbing, gas, mechanical, fire suppression and alarm system installations, penalties for starting work without a permit, and field inspection for business license certificate of occupancy shall be collected by the building inspection division for all work done within the city, as outlined below, and said fees shall be paid before the beginning of any construction or alteration as hereinafter set forth:

The applicant for any permit shall pay an administrative application fee of ~~twenty-seven dollars (\$27.00) for residential and thirty-four dollars (\$34.00) for commercial~~

~~purposes~~ forty dollars (\$40.00) in addition to the building, electrical, gas, mechanical, fire protection/prevention, and plumbing permit fees specified below. Fences, tents, temporary signs and banners shall be exempt from this fee.

(a) *Building permit fees:*

- (1) The applicant for a permit for any new building or structure, for any additions to an existing building or structure or portion thereof, shall, at the time of having made application and issuance of the permit, pay for each and every building or structure ~~ten-fifteen~~ cents (\$0.10-0.15) per square foot based on the square footage of gross floor area of such work. Minimum permit fees will also be based upon the number of required inspections times the minimum inspection fee of fifty dollars (\$50.00) when the square footage is such that the square footage cost will not cover the cost of inspections.
- (2) For remodeling, repairs or modifications of existing buildings or structures for which a gross floor area cannot be measured and for which a specific fee is not indicated, the fee shall be at the rate of seven dollars fifty cents (\$7.50) per one thousand dollars (\$1,000.00) of the estimated total cost of labor and materials for the work for which the permit is requested, i.e., excluding only subcontractor work that will be permitted separately.
- (3) Antennas, dish and tower, roof and ground installations:
 - a. Residential, including amateur "ham" units \$50.00
 - b. Commercial: Fee to be calculated in accordance with subsection 7-14-2(a)(2).
- (4) Window and door installation:
Fee to be calculated in accordance with subsection 7-14-2(a)(2).
- (5) Demolition of buildings or structures 100.00
Plus one dollar (\$1.00) for each one hundred (100) square feet of total gross floor space, or portion thereof, over five thousand (5,000) square feet.
- (6) Fences and tents 35.00
- (7) Manufactured buildings and mobile homes:
 - a. For plan review, foundation rough-in and final inspection, per unit 140.00

- b. Each additional inspection 50.00
- (8) Moving of buildings or structures:
 - a. From one (1) location to another within the city limits: Two hundred dollars (\$200.00) plus twenty dollars (\$20.00) for each mile within the city in excess of five (5) miles.
 - b. From outside the city limits to a location inside the city: Two hundred fifty dollars (\$250.00) plus twenty-five dollars (\$25.00) for each mile within the city in excess of five (5) miles.
 - c. For moving a building or structure through the city or from the city: Two hundred dollars (\$200.00) plus twenty dollars (\$20.00) for each mile within the city in excess of five (5) miles.
- (9) Siding or residing structures including pre-inspection 100.00
 Structural, electrical, mechanical and plumbing work required in conjunction with siding installation shall be permitted and fees charged in accordance with appropriate subsections of this chapter.
- (10) Roofing, re-roofing:
 - a. Residential . . . \$100.00
 Plus fifty (\$50.00) for each additional; inspection in excess of two (2) inspections.
 - b. Commercial, 140.00
 Plus fifty (\$50.00) for each additional; inspection in excess of two (2) inspections.
- (11) Signs (including plan review):
 - a. Accessory . . . 100.00
 - b. Non-accessory--Billboard-type signs, including pre-inspection . . . 210.00
 - c. Temporary--Portable signs and banners . . . 35.00
- (12) Swimming pools/spas:
 - a. Residential . . . 150.00
 - b. Commercial . . . 300.00

Plus fifty (\$50.00) for each inspection in excess of three (3).

(13) Minimum permit fee ~~50.00~~ 35.00

(14) Penalty fee for work which commences prior to securing the appropriate permit or permits computed in accordance with section 7-14-6.

(b) *Electrical permit fees:*

(1) Temporary or construction pole service . . . 50.00

(2) Minimum fee, per inspection unless noted otherwise . . . 50.00

(3) Electrical service: (residential and commercial, including signs, generators, and service changes:

0--100 amperes . . . 90.00

101--200 amperes . . . 95.00

201--400 amperes . . . 125.00

401--600 amperes . . . 175.00

601--800 amperes . . . 275.00

801--1,000 amperes . . . 375.00

1,001--1,200 amperes . . . 475.00

1,201--1,600 amperes . . . 675.00

1,601--2,000 amperes . . . 875.00

2,001--2,400 amperes . . . 1075.00

Over 2,401 amperes . . 1275.00

Plus fifty cents (\$0.50) per ampere over two thousand four hundred one (2,401)

~~(4) For new construction five cents (\$0.05) per gross square foot. Group S (warehouse and storage buildings) shall be exempt from square foot computation with fee based upon service size.~~

- (~~54~~) For sub-meters derived from main service, per meter 50.00
 - (~~65~~) For swimming pools, spas and hot tubs 100.00
 - (~~76~~) Commercial computer and communications systems including fire/security alarm systems ("system" defined as detection devices connected to a control panel), including alterations:
 - a. Base fee (includes two (2) inspections) 100.00
 - b. Each additional inspection 50.00
 - (~~87~~) Residential fire and security systems 50.00
 - (~~98~~) Penalty fee for work which commences prior to securing the appropriate permit or permits computed in accordance with section 7-14-6.
- (c) *Gas installation permit fees:* The following fees shall be charged for both natural and liquid petroleum gas installations:
- (1) Permit fee based upon number of inspections, per inspection . . . 50.00
 - (2) Penalty fee for work which commences prior to securing the appropriate permit or permits computed in accordance with section 7-14-6.
- (d) *Mechanical permit fees:*
- (1) For heating, ventilation, air conditioning, and refrigeration systems: Fifty dollars (\$50.00) per inspection plus three dollars (\$3.00) for each ton or fraction thereof in excess of fifteen (15) tons.
 - (2) All other mechanical work, including, but not limited to, installation, replacement or alteration of duct work, hydraulic lifts, pumps, air compressors, refrigeration equipment, high-pressure washers, medical gas systems, extractors, boilers, incinerators etc., for each inspection . . . 50.00
 - (3) Penalty fee for work which commences prior to securing the appropriate permit or permits computed in accordance with section 7-14-6.
- (e) *Fire protection/prevention permit fees:*
- (1) Fire sprinkler systems (includes plan review):
 - a. Residential (one- or two-family dwelling . . . 170.00
 - b. Commercial; small, six (6) heads or less . . . 170.00
 - Large . . . 500.00

- (2) Fire suppression systems (includes plan review):
 - a. Small, single hazard area . . . 35.00
 - b. Large . . . 210.00
 - (3) Fire alarm systems (includes plan review):
 - a. New installation, one (1) pull . . . 35.00
 - b. New installation, multi-pull . . . 85.00
 - c. Fire alarm inspection; small, six (6) or fewer initiating devices . . . 90.00
 - d. Fire alarm inspection; large . . . 250.00
 - (4) Installation of pollutant/hazardous material storage tanks:
 - a. Aboveground . . . 250.00
 - b. Underground . . . 250.00
 - (5) Removal of pollutant/hazardous material storage tank . . . 100.00
 - (6) Penalty fee for work which commences prior to securing the appropriate permit or permits computed in accordance with section 7-14-6.
- (f) *Plumbing permit fees:*
- (1) Base fee (includes final, inspection) . . . 50.00

Plus:

 - a. Additional fee for each outlet, fixture, floor drain or trap in excess of ten (10) . . . 2.00
 - b. Each additional inspection . . . 50.00
 - c. Sewer connection, in conjunction with new single-family dwelling .. 50.00
 - All others . . . 50.00
 - (2) Plumbing permit fees for manufactured buildings/factory-built housing:
 - a. Base fee (including final inspection) . . . 50.00
 - b. Sewer connection (each) . . . 50.00
 - c. Rough-in for joining together of all components, including stack-out, for each inspection required . . . 50.00

- (3) Lawn sprinkler system installation fees:
 - a. Installation of valves, vacuum breakers and/or back-flow preventers and sprinkler heads to a maximum of fifty (50) . . . 50.00
 - b. For each head in excess of fifty (50) add . . . 2.00
 - c. Each additional inspection . . . 50.00
- (4) Solar heating system . . . 50.00
- (5) Penalty fee for work which commences prior to securing the appropriate permit or permits computed in accordance with section 7-14-6.

SECTION 2. Section 7-14-3 is hereby amended to read as follows:

Sec. 7-14-3. - Renewal of expired permits.

- (a) A permit once issued, expires if work is not commenced within one hundred eighty (180) days of issuance or if construction or work is suspended or abandoned for a period of one hundred eighty (180) days at any time after work is commenced. To avoid permit expiration, a progress report (showing progress toward the permit) needs to be submitted in writing or an extension request needs to be submitted in writing showing justifiable cause to extend the permit prior to one hundred eighty (180) days of inactivity, otherwise the permit will expire. Extensions may be granted for one hundred eighty (180) days. The fee for renewal of expired permits shall be seventy-five (75) percent of the original fee paid if the fee is paid within thirty (30) days of the expiration date. After thirty (30) days, the full original fee is due. ~~Minimum renewal fee is sixty-six dollars (\$66.00).~~ Beginning with the second permit renewal and subsequent renewals a five hundred dollars (\$500.00) penalty will be assessed in addition to permit fees due for renewal.

SECTION 3. Section 7-14-5 is hereby amended to read as follows:

Sec. 7-14-5. - Field inspection fees.

- (1) Reinspection fee \$50.00
- (2) Inspection for temporary power prior to final inspection (includes electrical and mechanical) 50.00 for one- and two-family dwellings, and 95.00/100.00 for commercial and multi-family dwellings.
- (3) Special inspection conducted outside of normal working hours . . . 200.00
- (4) Contractor assistance: Fifty dollars (\$50.00).

- (5) Reinspection of temporary and construction electrical services . . . 50.00
- (6) Pre-inspection survey service . . . 50.00
- (7) Partial certificate of occupancy inspection . . . \$100.00 for 30 day Temp C.O.
- (8) Business certificate of occupancy inspection . . . 100.00
- (9) A fifty dollar (\$50.00) permit fee shall be charged for tree removal and/or tree trimming in the public right-of-way or canopy road tree protection zones.
- (10) Engineering "as-built" inspection fee four hundred dollars (\$400.00) plus one hundred dollars (\$100.00) per acre in the development site. Each fractional acre shall count as an acre. When an as-built inspection fails because improvements do not comply with approved engineering plans a re-inspection fee of one-half (1/2) the initial fee shall be paid. When an erosion control compliance inspection fails because erosion control measures do not comply with approved plans a re-inspection fee of two hundred fifty dollars (\$250.00) shall be paid.
- (11) Zoning compliance inspection fees:
 - (a) Zoning compliance inspection fee for one- and two-family dwellings shall be one hundred dollars (\$100.00).
 - (b) Zoning compliance inspection fee for accessory structures and buildings and additions to existing single family dwellings shall be fifty dollars (\$50.00).
 - (c) Zoning compliance inspection fee for all other developments shall be four hundred fifty dollars (\$450.00) plus three hundred dollars (\$300.00) per acre in the development site. Each fractional acre shall count as an acre.
 - (d) When a zoning compliance inspection of landscaping, signage, parking, building features, and similar improvements fails because improvements do not comply with approved plans a re-inspection fee of two hundred fifty dollars (\$250.00) shall be paid.
- (12) Overgrown lot inspection (to be added to lot cutting fee) . . . \$30.00

SECTION 4. Section 7-14-12 is hereby amended to read as follows:

Sec. 7-14-12. - Miscellaneous other fees.

- (1) A three dollar (\$3.00) fee shall be charged for each document notarized.

- (2) The fee for processing lien search requests for building permit information, building code violations, and demolition liens shall be twenty-five dollars (\$25.00) per tax parcel identification number.

SECTION 5. Section 7-14-13 is hereby amended to read as follows:

Sec. 7-14-13. - Refunds.

- (1) All fees will be refunded if a permit is issued in error by the inspection department. Otherwise, the maximum refund will exclude an amount equal to all plan review fees, an administrative fee of ~~twenty four~~ forty dollars (~~\$20.00~~ 40.00), plus a ~~thirty five~~ fifty dollar (~~\$35.00~~ 50.00) fee for each completed inspection.
- (2) There will be a ten (10) percent service charge on all materials such as maps which are returned in useable condition within five (5) working days of purchase. No refunds on materials after five (5) working days.
- (3) Refunds will be made by check and will not be credited toward purchase of new permit or material.
- (4) No refund will be made without a receipt.

SECTION 6. If any word, phrase, clause, paragraph, section or provision of this ordinance or the application thereof to any person or circumstance is held invalid or unconstitutional, such finding shall not affect the other provision or applications of the ordinance which can be given effect without the invalid or unconstitutional provisions or application, and to this end the provisions of this ordinance are declared severable.

SECTION 7. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 8. This ordinance shall take effect on the fifth business day after adoption, unless otherwise provided, pursuant to Section 4.03(d) of the City Charter of the City of Pensacola.

Adopted: _____

Approved: _____
President of City Council

Attest:

City Clerk



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 2019-58

City Council

10/10/2019

LEGISLATIVE ACTION ITEM

SPONSOR: Grover C. Robinson, IV, Mayor

SUBJECT:

RESOLUTION NO. 2019-58 - CORRECTING A SCRIVENERS ERROR IN SECTION 7-12-7(e) OF ORDINANCE NO. 17-19

RECOMMENDATION:

That City Council adopt Resolution 2019-58:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA; CORRECTING A SCRIVENER'S ERROR IN SECTION 7-12-7(e) OF ORDINANCE NO. 17-19; CREATING A DOCKLESS SHARED MICROMOBILITY DEVICE PILOT PROGRAM AND ESTABLISHING MICROMOBILITY DEVICE PROGRAM PERMIT FEES; PROVIDING FOR AN EFFECTIVE DATE.

HEARING REQUIRED: No Hearing Required

SUMMARY:

On September 12, 2019, Ordinance No. 17-19 (Proposed Ordinance No. 26-19) was adopted to create and regulate a dockless shared micromobility device pilot program. This Ordinance established the permit fees for vendors who are selected to participate in the Pilot Program. Section 7-12-7(e) of the Ordinance contains a scrivener's error in the Pilot Program Permit Fee amount which erroneously specifies a permit fee of \$50.00 instead of \$500.00. The proposed Resolution will correct this error.

PRIOR ACTION:

September 12, 2019 - City Council adopted Proposed Ordinance No. 26-19 on second reading.

FUNDING:

N/A

FINANCIAL IMPACT:

None

CITY ATTORNEY REVIEW: Yes

9/26/2019

STAFF CONTACT:

Christopher L. Holley, City Administrator
Keith Wilkins, Deputy City Administrator
Kerrith Fiddler, Assistant City Administrator
Sherry H. Morris, Planning Services Administrator

ATTACHMENTS:

- 1) Resolution No. 2019-58

PRESENTATION: No

RESOLUTION

NO. 2019-58

A RESOLUTION
TO BE ENTITLED:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA; CORRECTING A SCRIVENER'S ERROR IN SECTION 7-12-7(e) OF ORDINANCE NO. 17-19; CREATING A DOCKLESS SHARED MICROMOBILITY DEVICE PILOT PROGRAM AND ESTABLISHING MICROMOBILITY DEVICE PROGRAM PERMIT FEES; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Ordinance No. 17-19 was adopted on September 12, 2019, creating and regulating a dockless shared micromobility device pilot program; and

WHEREAS, said ordinance establishes the permit fee for vendors who are selected to participate in the Pilot Program; and

WHEREAS, Section 7-12-7(e) contains a scrivener's error in the Pilot Program Permit Fee amount by erroneously specifying a permit fee of \$50.00 instead of \$500.00, NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA:

SECTION 1. Section 7-12-7(e) is hereby corrected to read as follows:

(e) The following fees, costs and fines shall apply to Vendors:

- | | | |
|-------|---|--|
| (i) | Pilot Program Permit Fee | \$ 50.00 <u>\$500.00</u> non-refundable |
| (ii) | Performance Bond | \$10,000.00 minimum |
| (iii) | One time per unit fee | \$100 per unit - non-refundable |
| (iv) | Removal or Relocation by the City | \$ 75.00 per device the City Fee |
| (v) | Operating Without a Valid Operating Agreement & Permit Fine | \$250 per day; \$500 per day for second offense |
| (vi) | Permit Violation Fine | \$100.00 per device per day; \$200 per device per day for second offense |

SECTION 2. This resolution shall become effective on the fifth business day after adoption, unless otherwise provided, pursuant to Section 4.03(d) of the City Charter of the City of Pensacola.

Adopted: _____

Approved: _____
President of City Council

Attest:

City Clerk



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 2019-59

City Council

10/10/2019

LEGISLATIVE ACTION ITEM

SPONSOR: City Council Member Jewel Cannada-Wynn

SUBJECT:

RESOLUTION NO. 2019-59 - CENSUS 2020

RECOMMENDATION:

That City Council adopt Resolution No. 2019-59:

A RESOLUTION SUPPORTING LOCAL EDUCATIONAL INITIATIVES, PUBLICITY AND PROMOTIONAL ACTIVITIES TO INCREASE COMMUNITY AWARENESS AND PARTICIPATION IN THE 2020 CENSUS

HEARING REQUIRED: No Hearing Required

SUMMARY:

The United States of America has performed a nationwide census every ten years since 1790, with the last census being in 2010.

An accurate census is essential for some of the following reasons:

The allocation of representatives to serve in the legislative bodies of the U.S. House of Representatives, the Florida State Legislature and within the City of Pensacola and Escambia County voting districts.

For planning for future growth, development, and social needs of Escambia County and the City of Pensacola.

Having informed residents about the 2020 census operations will improve their understanding of the process, thereby increasing their willingness to participate in the 2020 census.

Both Escambia county and the City of Pensacola will actively encourage and support the most accurate and complete population count for Census 2020 by increasing the number of County and City responses through a focused and structured communications program. Appointed staff will assist in the implementation of a census awareness campaign targeted to the Pensacola/Escambia

County community to obtain an enhanced and increased response rate of 80% through an accurate and complete population count for Census 2020. Appointed staff will discuss and formulate strategies and techniques, working with census bureau officials to enhance and increase the response rate to Census 2020; this will include the planning and conducting of local educational initiatives and utilizing available communications materials for print media, posters, flyers and handouts as well as public service announcements on the radio and social media campaigns.

PRIOR ACTION:

None

FUNDING:

N/A

FINANCIAL IMPACT:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

- 1) Resolution No. 2019-59

PRESENTATION: No

RESOLUTION
NO. 2019-59

A RESOLUTION
TO BE ENTITLED:

A RESOLUTION SUPPORTING LOCAL EDUCATIONAL
INITIATIVES, PUBLICITY AND PROMOTIONAL ACTIVITIES TO
INCREASE COMMUNITY AWARENESS AND PARTICIPATION
IN THE 2020 CENSUS

WHEREAS, the United States of America has performed a nationwide census every ten years since 1790, with the last census being in 2010; and

WHEREAS, an accurate census is essential for the allocation of representatives to serve in the legislative bodies of the U.S. House of Representatives, the Florida State Legislature, and within the City of Pensacola and Escambia County voting districts; and

WHEREAS, accurate census information is critical to planning for future growth, development, and the social needs of Escambia County and City of Pensacola; and

WHEREAS, the more informed that residents become about the 2020 census operations, the better their understanding of the census process becomes, thus increasing their willingness to the 2020 Census; and

WHEREAS, the Census Bureau is not permitted to publicly release responses furnished by any individual, or on behalf of an individual, or release information to other governmental agencies, including the Internal Revenue Service, the Immigration and Naturalization Service, law enforcement agencies or welfare agencies. In addition, per the Federal Cybersecurity Enhancement Act of 2015, census data is protected from cybersecurity risks through screening of the systems that transmit this data; and

WHEREAS, Escambia County and the City of Pensacola will actively encourage and support the most accurate and complete population count for Census 2020 by increasing the number of City and County responses through a focused and structured communications program.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA:

Section 1. That the City of Pensacola will utilize appointed City staff to assist in the implementation of a census awareness campaign targeted to the Pensacola/Escambia County community to obtain an enhanced and increased response rate of 80% through an accurate and complete population count for Census 2020.

Section 2. The appointed City and County staff shall discuss and formulate strategies and techniques, working with census bureau officials, to enhance and increase the response rate to Census 2020. The staff shall support the planning and conducting of local educational initiatives, and for utilizing available communications materials for print media, posters, flyers and handouts as well as public service announcements on the radio and social media campaigns.

Section 3. The appointed staff shall encourage and engage with representatives from the Town of Century, Pensacola Naval Air Station, Pensacola State College, Escambia County Schools, the University of West Florida, Opening Doors Northwest Florida, Faith-based organizations, community organizations, large employers, corrections entities, media outlets and the Chambers of Commerce.

Section 4. The staff will be designated to work on this project from October 2019 through and including July 2020.

Section 5. This Resolution shall become effective the fifth business day after adoption, unless otherwise provided pursuant to Section 4.03(d) of the City Charter of the City of Pensacola.

Adopted: _____

Approved: _____
President of City Council

Attest:

City Clerk



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-19

City Council

10/10/2019

LEGISLATIVE ACTION ITEM

SPONSOR: Grover C. Robinson, IV, Mayor

SUBJECT:

PROPOSED ORDINANCE NO. 19-19 - AMENDMENTS TO THE COMPREHENSIVE PLAN AND ADOPTION OF THE CURRENT FUTURE LAND USE MAP

RECOMMENDATION:

That City Council adopt Proposed Ordinance No. 19-19 on second reading.

AN ORDINANCE ADOPTING AMENDMENTS TO THE COMPREHENSIVE PLAN AND ADOPTING THE CURRENT FUTURE LAND USE MAP OF THE CITY OF PENSACOLA, FLORIDA; REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE.

HEARING REQUIRED: No Hearing Required

SUMMARY:

As provided in Florida Statute 163, all local governments within the state of Florida are required to participate in a state coordinated review for a Comprehensive Plan Update. The proposed amendments within this update reflect changes in state requirements and local conditions. Attached you will find all changes submitted by the various subject matter experts in strike-through and underline format. This Public Hearing is to consider transmitting the proposed Comprehensive Plan amendment to the Department of Economic Opportunity (DEO). Within sixty (60) days, DEO will transmit its findings to the city along with any objections and recommendations for modifications. Following receipt of DEO comments, Council will schedule a public hearing to consider adopting the Comprehensive Plan amendment and Current Future Land Use Map.

PRIOR ACTION:

December 16, 2010 - City Council approved Evaluation and Appraisal Report (E.A.R.) - Based Amendments to the Comprehensive Plan and Future Land Use Map

July 21, 2011 - City Council adopted the current Comprehensive Plan and Future Land Use Map

September 26, 2019 - City Council voted to approve Ordinance No. 19-19 on first reading.

FUNDING:

N/A

FINANCIAL IMPACT:

None

CITY ATTORNEY REVIEW: Yes

9/10/2019

STAFF CONTACT:

Christopher L. Holley, City Administrator
Kerrith Fiddler, Assistant City Administrator
Sherry H. Morris, AICP, Planning Services Administrator

ATTACHMENTS:

- 1) Proposed Ordinance No. 19-19
- 2) 2011 Comprehensive Plan for the City of Pensacola
- 3) Exhibit A, Current Future Land Use Map
- 4) Exhibit B, Proposed Comprehensive Plan for the City of Pensacola - 7/15/2019
- 5) April 9, 2019 Planning Board Minutes
- 6) July 9, 2019 Planning Board Minutes

PRESENTATION: No

PROPOSED
ORDINANCE NO. 19-19

ORDINANCE NO. _____

AN ORDINANCE
TO BE ENTITLED:

AN ORDINANCE ADOPTING AMENDMENTS TO THE COMPREHENSIVE PLAN AND ADOPTING THE CURRENT FUTURE LAND USE MAP OF THE CITY OF PENSACOLA, FLORIDA; REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Pensacola adopted a Comprehensive Plan on October 4, 1990, pursuant to applicable law; and

WHEREAS, the City of Pensacola conducted a public hearing on July 18, 2019 to consider amendments to the Comprehensive Plan and adopt the current Future Land Use Map of the City of Pensacola; and

WHEREAS, said amendment will affirmatively contribute to the health, safety and general welfare of the citizens of the City of Pensacola; and

WHEREAS, the City Council has followed all of the procedures set forth in §§163.3184 and 163.3187, Fla. Stat., and all other applicable provisions of law and local procedures with relation to amendment to Comprehensive Plan and the Future Land Use Map of the Comprehensive Plan; and

WHEREAS, proper public notice was provided and appropriate public hearing was held pursuant to the provisions referred to hereinabove as to the following amendment to the Comprehensive Plan and Future Land Use Map of the City of Pensacola;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF PENSACOLA, FLORIDA:

SECTION 1. The City of Pensacola City Council does hereby adopt these Amendments to the City's Comprehensive Plan and adopts the Current Future Land Use Map, attached here as Exhibit A and incorporated in full by reference.

SECTION 2. The City Council shall by subsequently

adopted ordinance change the zoning classification and zoning map to a permissible zoning classification, as determined by the discretion of the City Council, which is consistent with the future land use classification adopted by this ordinance. Pending the adoption of such a rezoning ordinance, no development of the subject property shall be permitted which is inconsistent with the future land use classification adopted by this ordinance.

SECTION 3. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 4. The effective date of this plan amendment, if the amendment is not timely challenged, shall be the date the state land planning agency posts a notice of intent determining that this amendment is in compliance. If timely challenged, or if the state land planning agency issues a notice of intent determining that this amendment is not in compliance, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the state land planning agency.

Adopted: _____

Approved: _____
President of City Council

Attest:

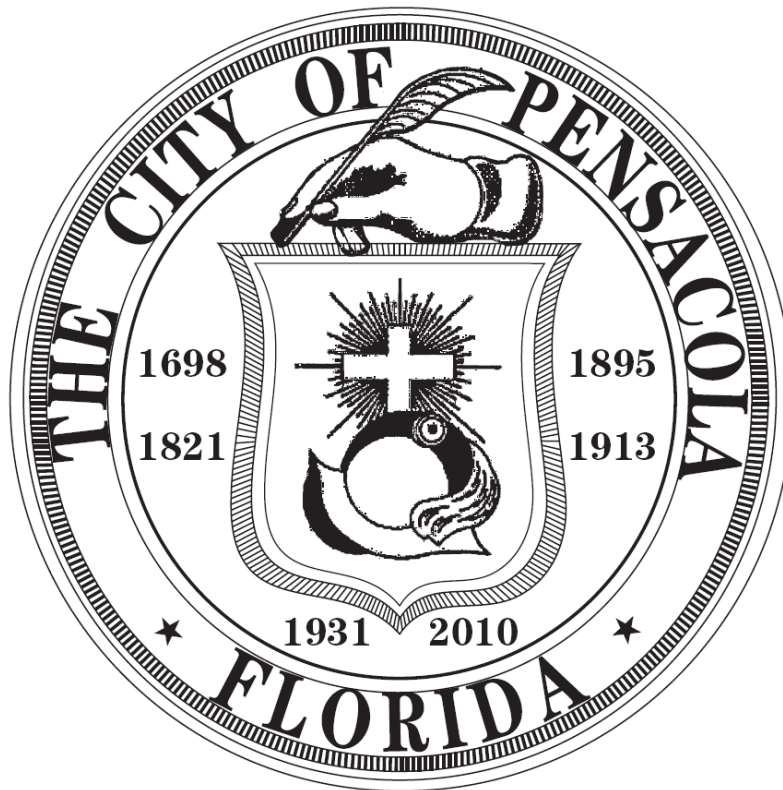
City Clerk

City of Pensacola

COMPREHENSIVE PLAN

VOLUME I

Goals, Objectives, and Policies



Pensacola, Florida
Community Development Department

July 2011

**CITY OF PENSACOLA
COMPREHENSIVE PLAN**

**VOLUME I
GOALS, OBJECTIVES, AND POLICIES**

**PENSACOLA, FLORIDA
COMMUNITY DEVELOPMENT DEPARTMENT**

JULY 2011

*VOLUME II - DATA AND ANALYSIS TO THE COMPREHENSIVE PLAN
SERVES AS SUPPORTING DOCUMENTATION TO THIS SECTION*

CITY OF PENSACOLA COMPREHENSIVE PLAN

VOLUME I GOALS, OBJECTIVES, AND POLICIES

TABLE OF CONTENTS

CHAPTER

1	FUTURE LAND USE
2	TRANSPORTATION
3	HOUSING
4	PUBLIC FACILITIES
5	COASTAL MANAGEMENT
6	CONSERVATION AND SUSTAINABILITY
7	RECREATION AND OPEN SPACE
8	INTERGOVERNMENTAL COORDINATION
9	CAPITAL IMPROVEMENTS
10	HISTORIC PRESERVATION
11	PUBLIC SCHOOLS AND FACILITIES

CHAPTER 1

FUTURE LAND USE

GOAL FLU-1: Maximize the use of land both from an economic standpoint, and from the standpoint of minimizing threats to the health, safety and welfare of residents and to the continued well-being of the natural environment.

Objective FLU-1.1: Specify the desired development pattern through a land use category system that provides for the location, type, density and intensity of development and redevelopment based on natural conditions and dependent on the availability of services as shown on the Future Land Use Map and controlled through the adopted Land Development Code.

Policy FLU-1.1.1: All development orders and building permits for future development and redevelopment activities shall be issued only if public facilities necessary to meet adopted level of service standards are available concurrent with the impacts of the development.

Policy FLU-1.1.2: The City will amend its Land Development Code as needed to remain consistent with the requirements of Chapter 163.3202, Florida Statutes and Chapter 9J-5.022 and 9J-5.023, F.A.C. so that future growth and development will continue to be managed through the preparation, adoption, implementation and enforcement of land development regulations that are consistent with the Comprehensive Plan.

Policy FLU-1.1.3: The Land Development Code will be evaluated during the EAR-based amendment process to identify revisions that are needed to implement the goals, objectives and policies of the Comprehensive Plan. The Land Development Code includes:

1. Zoning District Regulations
2. Neighborhood Preservation Standards
3. Off-Street Parking
4. Signage
5. Tree/Landscape Regulations
6. Subdivisions
7. Control of Erosion, Sedimentation and Runoff
8. Flood Plain Management
9. Airport Zoning

Policy FLU-1.1.4: Each future land use category shall have a set of zoning districts that may be permitted within that future land use category, and zoning that is not consistent with the category shall not be approved. The zoning ordinances shall include a table which sets forth the different zoning districts

which are permitted within each future land use category, and designations which are not consistent with the table shall not be approved.

Policy FLU-1.1.5: Future land use categories, including densities and intensities of use for each category, shall be established as follows:

Conservation District: The Conservation Land Use District is established to preserve open space as necessary for protecting water resources, preserving scenic areas, preserving historic sites, providing parklands and wilderness reserves, conserving endemic vegetation, preventing flood damage and soil erosion. This future land use category shall apply to environmentally sensitive areas identified on the Future Land Use Map and protected from development pursuant to site plan review. The following generalized uses are permitted:

- (a) Wildlife and vegetation conservation:
Wildlife refuge, nature trails and related facilities
- (b) Recreational facilities:
Passive recreation
Bike trails
Jogging trails
- (c) Other similar and compatible conservation and recreational uses:
Boat moorings, fishing piers, drainage areas, etc.

Residential Districts: The Residential Land Use Districts are established for the purpose of providing and preserving areas of predominantly low, medium or high residential development. A variety of residential uses shall be allowed, based on zoning classification, at the following maximum densities:

- * Low Density Residential - 5 or fewer residential dwelling units per acre.
- * Medium Density Residential - 18 or fewer residential dwelling units per acre. Conditional use permits for the following land uses may be approved in the Medium Density Residential Land Use District based on site plan review and public notification procedures: Residential design manufactured homes, bed and breakfast, day care centers and accessory office units subject to intensity standards for the Office and Residential/Neighborhood Commercial Land Use Districts.
- * High Density Residential - 35 or fewer residential dwelling units per acre allowed pursuant to lot coverage, landscape area, parking and recreational area development requirements provided in the adopted Land Development Code. No building shall exceed a height of 150'. This height limitation shall not apply to buildings for which preliminary development plan approval was granted by the City Council on or before December 31, 1994.

Office District: The Office Land Use District is established for the purpose of providing for a mixture of residential and office uses, developed separately or within the same structure. When located in older, developed areas of the City, the district is intended to provide for residential or office infill development at a density, character and scale compatible with the surrounding area. In newer, vacant areas of the City, the district is also intended as a transition area between residential and commercial uses. Residential and office uses are allowed at the following maximum densities and intensities:

- * Residential - density not to exceed 35 dwelling units per acre.
- * Office - the maximum combined area occupied by all principal and accessory buildings on a lot shall be 30% for a one- to four-story building, 25% for a five- to seven-story building and 20% for any building over eight stories. No building shall exceed a height of 100'.

Residential/Neighborhood Commercial District: The Residential/ Neighborhood Commercial Land Use District is established for the purpose of providing for a mixture of residential, professional and certain types of neighborhood convenience-shopping-retail sales and service uses. Residential and office or commercial uses shall be allowed within the same structure. When located in older sections of the community in which by custom and tradition the intermixing of such uses has been found to be necessary and desirable, the districts intended to provide for infill development at a density, character and scale compatible with the surrounding area. When located in newer developing areas where it is necessary and desirable to create a transition zone between a residential and a commercial district, the district is intended to provide for mixed office, commercial and residential development. Residential, office and low-intensity commercial uses are allowed at the following maximum densities and intensities:

- * Residential - density not to exceed 35 dwelling units per acre.
- * Office and Commercial - the maximum combined area occupied by all principal and accessory buildings on a lot shall be 30% for a one- to four-story building, 25% for a five- to seven-story building and 20% for any building over eight stories. No building shall exceed a height of 100'.
- * Commercial uses shall be restricted to a maximum floor area subject to regulations set forth in the adopted Land Development Code.

Commercial District: The Commercial Land Use District is established for the purpose of providing areas of commercial development ranging from compact shopping areas to limited industrial/high intensity commercial uses. Light industrial uses such as fabrication, assembly and warehousing are permitted.

Conventional residential use is allowed as well as residential uses on upper floors above ground floor commercial or office uses and in other types of mixed-use development. Residential, office and commercial uses are allowed at the following maximum densities and intensities:

- * Residential - density not to exceed 35 dwelling units per acre outside the dense business area and density not to exceed 135 dwelling units per acre in the dense business area.
- * Office and Commercial in the dense business area - the maximum combined area occupied by all principal and accessory buildings shall be 100% of lot size (subject to compliance with parking provisions) up to a height of 100'. Developments of over 100' in height shall be required to reduce the lot coverage by 10%. No building shall exceed a height of 150'.
- * Office and Commercial - outside of the dense business area the maximum combined area occupied by all principal and accessory buildings shall be 75% of lot size up to a height of 100'. Developments of over 100' in height shall be required to reduce the lot coverage by 10%. No building shall exceed a height of 150'.

Industrial District: The Industrial Land Use District is established for the purpose of providing areas for industrial development for community and regionally oriented service areas. The district is intended to facilitate the more intense, large-scale manufacturing, warehousing, distribution, wholesaling and other industrial functions of the City and the region. The uses in this district would typically be of a scale and intensity that are more likely to be capable of having an adverse affect (through sound, vibration, odor, etc) on adjacent properties if they are not of a compatible character (i.e. residential, office, and general commercial land uses). Office, commercial and a mixture of light industrial, heavy industrial and industrial park uses are allowed, with maximum building coverage of 75% of lot size up to a maximum height of 100 feet.

Neighborhood District: The Neighborhood Land Use District is established to provide for land uses and aesthetic considerations which are distinctive and unique to neighborhoods defined by specific geographic boundaries on the Future Land Use Map.

A variety of residential, office and commercial uses will be allowed at the following maximum densities or intensities:

- * Residential – density not to exceed 35 dwelling units per acre.
- * Office and Commercial - the maximum combined area occupied by all principal and accessory buildings shall be 75% of lot size up to a maximum height of 100'.

Historic and Preservation District: The Historic and Preservation Land Use District is established to preserve the development pattern and distinctive architectural character of these unique areas through the restoration of existing buildings and construction of compatible new buildings. These buildings and historic sites and their period architecture make the district unique and worthy of continuing preservation efforts. Regulations are intended to ensure that future development is compatible with and enhances the pedestrian scale of the existing structures and period architectural character of the districts. The district is an established business area, residential neighborhood and tourist attraction, containing historic sites and museums, a variety of specialty retail shops, restaurants, small offices, and residences.

A variety of residential, office and commercial uses will be allowed at the following maximum densities or intensities:

- * Residential – density not to exceed 35 dwelling units per acre in the Pensacola (Seville) Historic District, the North Hill Preservation District and the Old East Hill Preservation District and density not to exceed 135 dwelling units per acre in the Palafox Historic Business District.
- * Office and Commercial in the Pensacola (Seville) Historic District, the North Hill Preservation District and the Old East Hill Preservation District - buildings shall not exceed a maximum height of 45'. Lot coverage shall be regulated by use of front, side and rear yard requirements pursuant to regulations in the Land Development Code and based on existing development.
- * Office and Commercial in the Palafox Historic Business District - the maximum combined area occupied by all principal and accessory buildings shall be 100% of lot size (subject to compliance with parking provisions) up to a height of 100'. Developments of over 100' in height shall be required to reduce the lot coverage by 10%. No building shall exceed a height of 150'.

Redevelopment District: The Redevelopment Land Use District is established to promote the orderly redevelopment of the southern gateway to the City and portions of the Pensacola Bay waterfront area in order to enhance visual appearance, preserve unique shoreline vistas, provide public shoreline access, preserve or provide working waterfront activities, improve traffic safety and encourage a high quality of site planning. Site specific analysis of each development proposal within the district is intended to ensure that the scenic orientation and open space image of the shoreline is maintained, that the development characteristics are upgraded and the boundary of the adjacent special districts are positively reinforced.

A variety of residential, office and commercial uses will be allowed at the following densities or intensities:

- * Residential - density not to exceed 100 dwelling units per acre in the Gateway Redevelopment District and 60 dwelling units per acre in the Waterfront Redevelopment District.
- * Office and Commercial in the Gateway Redevelopment District - the maximum combined area occupied by all principal and accessory buildings shall be 75% of lot size up to a maximum height of 100'.
- * Office and Commercial in the Waterfront Redevelopment District - the maximum combined area occupied by all principal and accessory buildings shall be 75% of lot size up to a maximum height of 60'.

Business District: The Business Land Use District is established to promote the compatible redevelopment of the City's historic downtown waterfront by encouraging high quality site planning and architectural design which is compatible with both the historic character of the existing structures and the waterfront activities.

- * Residential - density not to exceed 108 dwelling units per acre in the South Palafox Business District.
- * Office and Commercial in the South Palafox Business District - the maximum combined area occupied by all principal and accessory buildings shall be 100% of lot size up to a maximum height of 80'.

Airport District: The Airport Land Use District is established to regulate land owned by the Pensacola Regional Airport or immediately adjacent to the airport which is considered sensitive due to its relationship to the runways and its location within noise zones. Land owned by the City allows only open space, recreational or commercial and industrial uses customarily related to airport operations. Low density residential and a variety of office and commercial uses will be allowed on privately owned land, based on the zoning classification and subject to the requirements of Chapter 333 of the Florida Statutes, at the following maximum densities:

- * Residential - density not to exceed 5 dwelling units per acre.
- * Office and Commercial - the maximum combined area occupied by all principal and accessory buildings shall be 50%. No building shall exceed a height of 45', subject to airport height limitations.

Interstate Corridor District: The Interstate Corridor Land Use District is established to provide for non-highway land uses both below and adjoining the Interstate I-110 corridor on land owned by the Florida Department of Transportation and leased by the City of Pensacola as shown in the Site Development Plan in the DOT *Corridor Location, Design and Multiple Use Report: Interstate 110, Pensacola, Escambia County, Florida, 1972*. The

following land uses are allowed at the land use mix composition shown below, with site plan review and City Council approval:

- * Residential – density not to exceed 35 dwelling units per acre up to a maximum 3% of the developable land.
- * Service, tourist and community commercial and light industrial uses up to a maximum 25% of developable land.
- * Recreation and open space facilities, and community centers owned and operated by the City up to a maximum 35% of developable land.
- * Public utilities, City government buildings and facilities and public transportation facilities up to a maximum 37% of developable land.

The maximum combined area occupied by all principal and accessory buildings shall be 50%. No building shall exceed a height of 45', subject to DOT height limitations.

Policy FLU-1.1.6: The following uses shall be allowed in all future land use districts, except for Conservation and Interstate Corridor, subject to regulations set forth in the adopted Land Development Code, and Chapter 333 of the Florida Statutes: Community residential homes, schools with curriculum the same as public schools, libraries, churches, home occupations and accessory structures incidental to any permitted use. Parks and playgrounds and utility structures shall be allowed in every district.

Policy FLU-1.1.7: Adaptive reuse of vacant public, semipublic, institutional or historically significant structures within the Medium and High Density Residential Land Use Districts and the Residential Neighborhood Commercial Land Use District shall be allowed subject to issuance of a conditional use permit.

Applicants for a conditional use permit must submit development plans, undergo site review process through the Planning Board, provide for public notification of property owners within an established radius and obtain approval from the City Council. To ensure the compatibility of the conditional use development with the surrounding residential neighborhood the City Council may prescribe appropriate conditions and safeguards as follows:

- * Limit or otherwise designate the following: the manner in which the use is conducted; the height, size or location of a building or other structure; the number, size, location, height or lighting of signs; the location and intensity of outdoor lighting or require its shielding.
- * Establish special or more stringent buffer, yard or other open space requirements.
- * Designate the size, number, location or nature of vehicle access points.

- * Require berming, screening, landscaping or similar methods to protect adjacent or nearby property and designate standards for installation or maintenance of the facility.
- * Designate the size, height, location or materials for a fence or wall.

Objective FLU-1.2: Existing nonconforming land uses which are incompatible or inconsistent with the Future Land Use Plan will not be allowed to expand, to be enlarged, or to be rebuilt or reopened if destroyed, pursuant to provisions adopted in the Land Development Code and consistent with the requirements of Chapter 163, F.S.

Policy FLU-1.2.1: Expansion or replacement of land uses, which are incompatible with the Future Land Use Plan, shall be prohibited. Existing nonconforming uses will be permitted as provided in the City's Land Development Code.

Policy FLU-1.2.2: Land uses which are potentially incompatible due to type of use and/or intensity of use, shall be buffered from one another through the use of physical and/or natural vegetative barriers within required yards established in the adopted Land Development Code.

Objective FLU-1.3: The City shall protect its natural resources and its historic, architectural and archaeological resources in accordance with the City's Land Development Code.

Policy FLU-1.3.1: Continue to protect natural open space areas within the City as designated in the Recreation and Open Space Element.

Policy FLU-1.3.2: Public access to the waterfront shall be maintained or improved by the City (i.e., boat ramps, street rights-of-way). Private property rights will be protected in providing public access to the waterfront.

Policy FLU-1.3.3: Wetlands and other natural vegetative and wildlife habitats identified, as Conservation Districts on the City's Future Land Use Map will be protected from development through provisions in the Land Development Code.

Policy FLU-1.3.4: Regulate the location of hazardous waste disposal, storage and treatment facilities within the City through enforcement of land development regulations.

Policy FLU-1.3.5: The City shall coordinate with West Florida Historic Preservation, Inc. by providing technical assistance in its efforts to identify, designate and preserve historic architectural resources and shall continue to enforce the regulations in the adopted Historic District zoning ordinance.

Policy FLU-1.3.6: The City shall abide by the guidelines of its archaeological resolution whenever development is planned for City-owned property.

Policy FLU-1.3.7: The City shall utilize maps contained in the *Wellhead Protection Area Delineation In Southern Escambia County, Florida, Water Resources Special Report 97-4, December 1997*, prepared by the Northwest Florida Water Management District, as may be amended, and included by reference, to identify wellhead protection areas around existing water wells and shall continue to cooperate with the Escambia County Utilities Authority in reviewing land use regulations within these areas.

Policy FLU-1.3.8: Land uses delineated by the Future Land Use element shall be permitted based on the availability of water supplies in addition to the availability of public water facilities consistent with the requirements of Chapter 163, F.S.

Objective FLU-1.4: All development and redevelopment in the Coastal High Hazard Area shall be consistent with the Coastal Management Element and shall be coordinated with appropriate regional hurricane evacuation plans.

Policy FLU-1.4.1: For City-funded developments, water-dependent and water-related activities shall be given a higher priority for permit approval.

Policy FLU-1.4.2: Public access to the waterfront shall be encouraged in all developments utilizing City funds except for industrial developments.

Policy FLU-1.4.3: Future residential land use developments in the CHHA shall be limited to the following densities by location:

- * Low density - along Escambia Bay north of Hyde Park Road and south of Gadsden Street, and along both shores of Bayou Texar.
- * Medium density - along Pensacola Bay (except for the Historic District), and along Bayou Chico.
- * High density - Historic District.

Policy FLU-1.4.4: Future residential land use developments in the dense business area constructed in the CHHA shall be limited to medium density (18 or fewer residential dwelling units per acre). Allowable density above the medium density limit established by future land use category may be transferred to portions of the development site outside the CHHA.

Objective FLU-1.5: The City shall coordinate with other local governments and agencies to reduce or minimize adverse impacts in the region due to development in the City.

Policy FLU-1.5.1: The City shall develop procedures for review of requests for development orders which might affect or be affected by another government or agency and coordinate appropriately.

Policy FLU-1.5.2: The City shall review and contribute to any updates of the Comprehensive Plans in surrounding jurisdictions and other policy plans that would affect implementation of local resource protection goals.

Objective FLU-1.6: Ensure that suitable land is available for utilities necessary to support proposed developments through enforcement of subdivision ordinances which require the provision of adequate land for utilities infrastructure.

Policy FLU-1.6.1: Pursue an interlocal agreement and an informal coordination mechanism, to the extent possible, with Emerald Coast Utilities Authority and other utilities providers in locating public facilities and utilities to maximize the efficiency of services provided, to minimize their cost and to minimize their impacts on the natural environment.

Objective FLU-1.7: Facilitate efficient and reliable delivery of electric service.

Policy FLU-1.7.1: New electric distribution substations shall be a permitted use in all land use categories and zoning districts within the City except those designated as preservation, conservation, or historic preservation on the future land use map or duly adopted ordinance pursuant to F.S. 163.3208.

Policy FLU-1.7.2: Standards for set-backs, landscaping, buffering, screening, and other aesthetic compatibility-based standards shall apply to new distribution electric substations pursuant to F.S. 163.3208 to achieve compatibility with adjacent and surrounding land uses to the maximum extent practicable.

Policy FLU-1.7.3: The City shall grant or deny a properly completed application for a permit to locate a new distribution electric substation within a residential land use category or zoning district pursuant to the requirements of F.S. 163.3208.

Objective FLU-1.8: Provide for effective land development opportunities while allowing for innovative solutions through the Land Development Code.

Policy FLU-1.8.1: The land development regulations shall be modified and/or expanded to reflect the goals, objectives and policies of all the Comprehensive Plan elements.

Policy FLU-1.8.2: Land development regulations shall allow flexibility, within some zoning districts to provide for affordable housing and other redevelopment opportunities.

Policy FLU-1.8.3: Land development regulations shall include standards for residential density bonuses above the limit otherwise established by future land use category in exchange for the construction of affordable housing and as an incentive to achieve superior building and site design, preserve environmentally

sensitive lands and open space, and provide public benefit uses including access to the waterfront.

- Density bonuses for superior building and site design, preservation of environmentally sensitive lands and open space, and provision of public benefit uses shall not exceed 10% of the limit otherwise established by land use category and shall be available to residential developments in the medium density residential land use district, high density residential land use district, office land use district, residential/neighborhood commercial land use district, commercial land use district, redevelopment land use district and business land use district.
- Density bonuses for superior building and site design, preservation of environmentally sensitive lands and open space, and provision of public benefit uses shall be based upon clear and convincing evidence that the proposed design will result in a superior product that is compatible with the surrounding land uses and produces a more desirable product than the same development without the bonus.
- Density bonuses for the provision of affordable housing shall not exceed 25% of the limit otherwise established by land use category and shall be available to residential developments in the medium density residential land use district, high density residential land use district, office land use district, residential/neighborhood commercial land use district, commercial land use district, redevelopment land use district and business land use district.
- Density bonuses for the provision of affordable housing shall be based upon ratios of the amount of affordable housing to market rate housing within a proposed residential development and shall include mechanisms to assure that the units remain affordable for a reasonable timeframe such as resale and rental restrictions and rights of first refusal.
- The maximum combined density bonus for superior building and site design, preservation of environmentally sensitive lands and open space, provision of public benefit uses and affordable housing provided to any single development shall not exceed 35% of the limit otherwise established by land use category.
- All density bonuses shall be approved by the City Planning Board.

Objective FLU-1.9: Direct development in the City to areas where infrastructure exists to reduce development outside of the City limits which would cause further urban sprawl.

Policy FLU-1.9.1: Promote infill development of vacant and underutilized parcels within City limits through use of appropriate land development regulations, and provision of effective urban services.

Policy FLU-1.9.2: Encourage mixed-use development as a means to increase density in the designated urban core and inner-city redevelopment areas of the City in accordance with adopted redevelopment area plans through EAR-based amendments of the Comprehensive Plan and revisions of the Land Development Code.

Policy FLU-1.9.3: Support increased density in proximity to existing and proposed urban elementary schools, and seek to use such schools as neighborhood focal points by collocating public facilities such as parks and community centers with schools to the extent possible.

Policy FLU-1.9.4: Continue to encourage mixed use development through the use of innovative land development techniques such as planned unit developments, cluster housing, mixed-uses on individual parcels and other approaches as provided in the land development code.

Policy FLU-1.9.5: Promote innovative arrangements of development types and promote a complimentary mix of residential/commercial/recreation uses along primary vehicular corridors of neighborhoods so as to minimize the impacts of new development on existing resources and facilities by allowing a variety of uses in close proximity to one another.

Policy FLU-1.9.6: Allow development of a mixture of residential, commercial and office land uses in the mixed residential/office/commercial zoning districts along primary vehicular corridors of the Urban Core and inner-city Community Redevelopment Areas, through review and revision of the Land Development Code.

Objective FLU-1.10: Increase and enhance Traditional Neighborhoods

Policy FLU-1.10.1: Identify and revise incompatible zoning designations and approved land uses to ensure suitable development in support of existing traditional neighborhoods and a cohesive urban fabric.

Policy FLU-1.10.2: Encourage new Neo-Traditional Neighborhood Development and compatibly designed infill within the urban core and inner-city redevelopment areas through review, and revision where necessary, of the land use regulations in the Land Development Code.

Policy FLU-1.10.3: Explore Neighborhood Conservation Overlay Districts to ensure compatible infill development in existing traditional neighborhoods.

Policy FLU-1.10.4: Explore the use of State and Federal redevelopment programs to encourage Neo-Traditional Neighborhood Developments that include a mix of uses and provide housing for a range of incomes.

Objective FLU 1.11: Promote development in the downtown urban core areas of the City.

Policy FLU-1.11.1: Promote through the redevelopment process, the introduction of mixed-use development to enhance retail viability, establish truly pedestrian-oriented shopping districts, create more attractive buildings and public spaces, support transit viability, and reduce vehicle trips.

Policy FLU-1.11.2: Review land use regulations in the Land Development Code and revise where necessary to support walkability and pedestrian activity, arts, and entertainment uses in the City's downtown.

Policy FLU-1.11.3: Review land use regulations in the Land Development Code and revise where necessary to encourage the vertical and horizontal integration of a complementary mix of commercial, service and other non- residential uses that address the needs of families and other household types living in downtown neighborhoods.

Policy FLU-1.11.4: Pursue the establishment of a downtown railroad "quiet zone" to facilitate downtown development.

Policy FLU-1.11.5: Continue to coordinate with the Downtown Improvement Board on parking enforcement and management to provide adequate parking for downtown patrons.

Policy FLU-1.11.6: Continue to waive off-street parking requirements in the HC-1 and HC-2 districts, for residential land uses in the dense business area, and for qualifying buildings in the South Palafox Business District and C-2A district to encourage downtown and urban core development.

Policy FLU-1.11.7: Continue to allow the off-site provision of parking through a shared parking agreement in qualifying zoning districts to promote downtown and urban core development.

Objective FLU-1.12.: Implement plans for redevelopment and renewal of blighted areas in Census Tracts 1 through 8, and particularly in the downtown urban core and inner-city Community Redevelopment Areas.

Policy FLU-1.12.1: Continue to undertake redevelopment projects and programs as outlined in the *Urban Core Community Redevelopment Plan* (2010 Update), the *Pensacola Waterfront Redevelopment Plan* (2000/Update 2010), the *Pensacola Historic District Master Plan*, (2004) and the *Belmont DeVilliers Land use Plan* (2004) and promote increased density.

Policy FLU-1.12.2: Continue to engage in redevelopment activities within the designated Urban Infill and Redevelopment Area in accordance with the *Urban Infill and Redevelopment Area Plan*.

Policy FLU-1.12.3: Implement redevelopment efforts as identified in the *Westside Community Redevelopment Area Plan* (2007).

Policy FLU-1.12.4: Encourage Brownfield and grayfield redevelopment and adaptive reuse within the urban core and inner-city development areas.

Policy FLU-1.12.5: Promote redevelopment of existing automobile-oriented corridors and the upgrading of existing commercial development to create vibrant, mixed-use boulevards that balance efficient movement of motor vehicles with the creation of attractive pedestrian-friendly districts that serve the adjoining neighborhoods as well as passing motorists pursuant to adopted redevelopment plans.

Policy FLU-1.12.6: Provide infrastructure improvements as part of a redevelopment program in the above mentioned areas in such a way that will not strain the economic resources of the City's existing and new residents.

Policy FLU-1.12.7: Provide for some economic incentives for development in the cited neighborhoods including the following:

- * Establishing lower level of service standards for some facilities in developed neighborhoods so that costs of upgrading facilities will not be prohibitive; and
- * Establishing lower or abolishing impact fee assessments in these neighborhoods if the use of impact fees are adopted in the Plan.

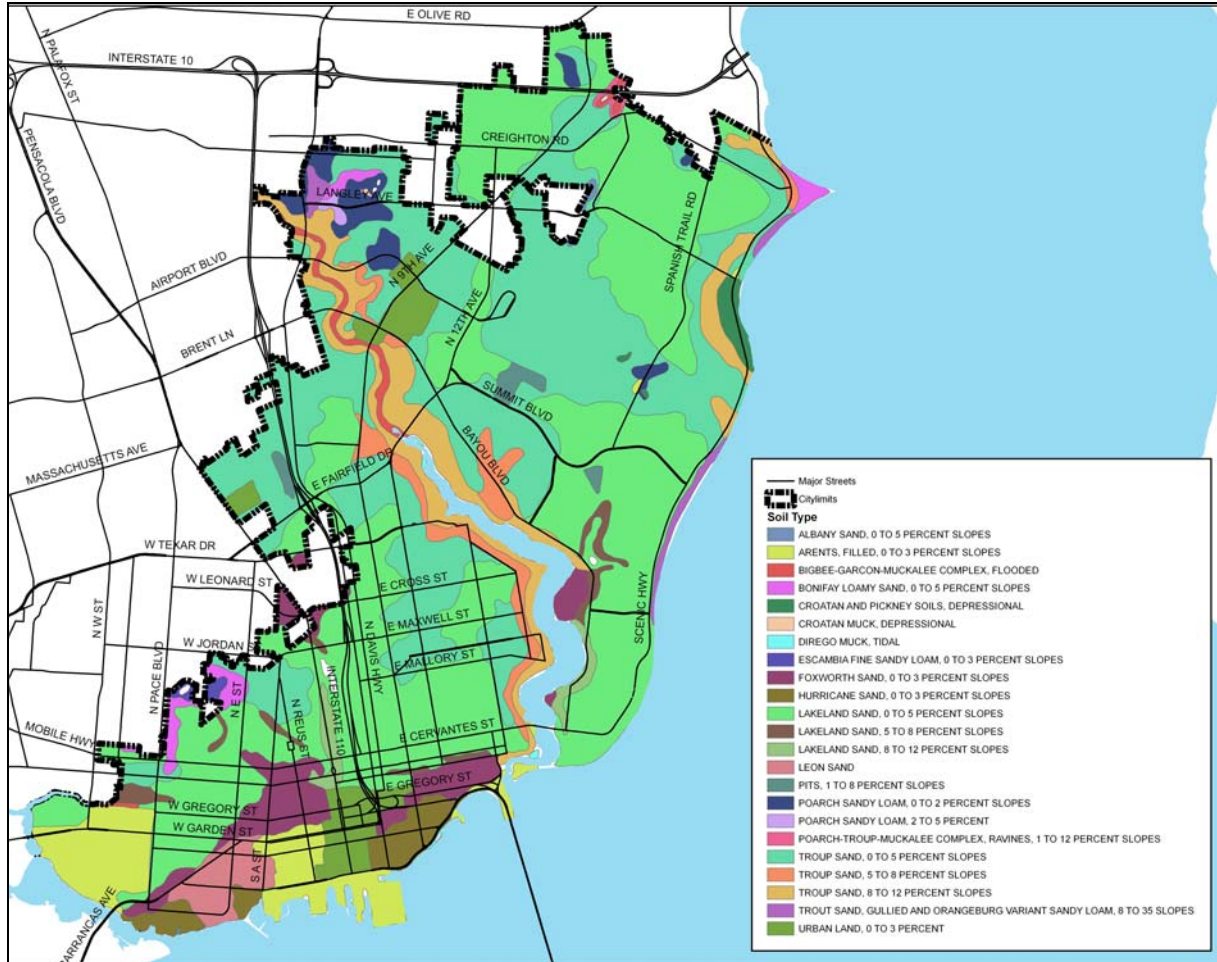
Objective FLU-1.13: Opportunity for dispute resolution in consideration of revisions to the Comprehensive Plan.

Policy FLU-1.13.1: Opportunity shall be afforded, pursuant to F.S. 163.3181 (4), for informal mediation or other alternative dispute resolution to a property owner who's request for an amendment to the Comprehensive Plan pertaining to his property is denied. The costs of the mediation or other alternative dispute resolution shall be borne equally by the local government and the property owner. If the owner requests mediation, the time for bringing a judicial action is tolled until the completion of the mediation or 120 days, whichever is earlier.

Policy FLU-1.13.2: Prior to an administrative hearing conducted pursuant to review of the comprehensive plan or plan amendment by the state land planning agency, opportunity to mediate or otherwise resolve the dispute of any affected person who intervenes as a party to that proceeding shall be afforded pursuant to

F.S. 163.3184 (10)(c). The costs of the mediation or other alternative dispute resolution shall be borne equally by all the parties to the proceeding.

City of Pensacola Soils



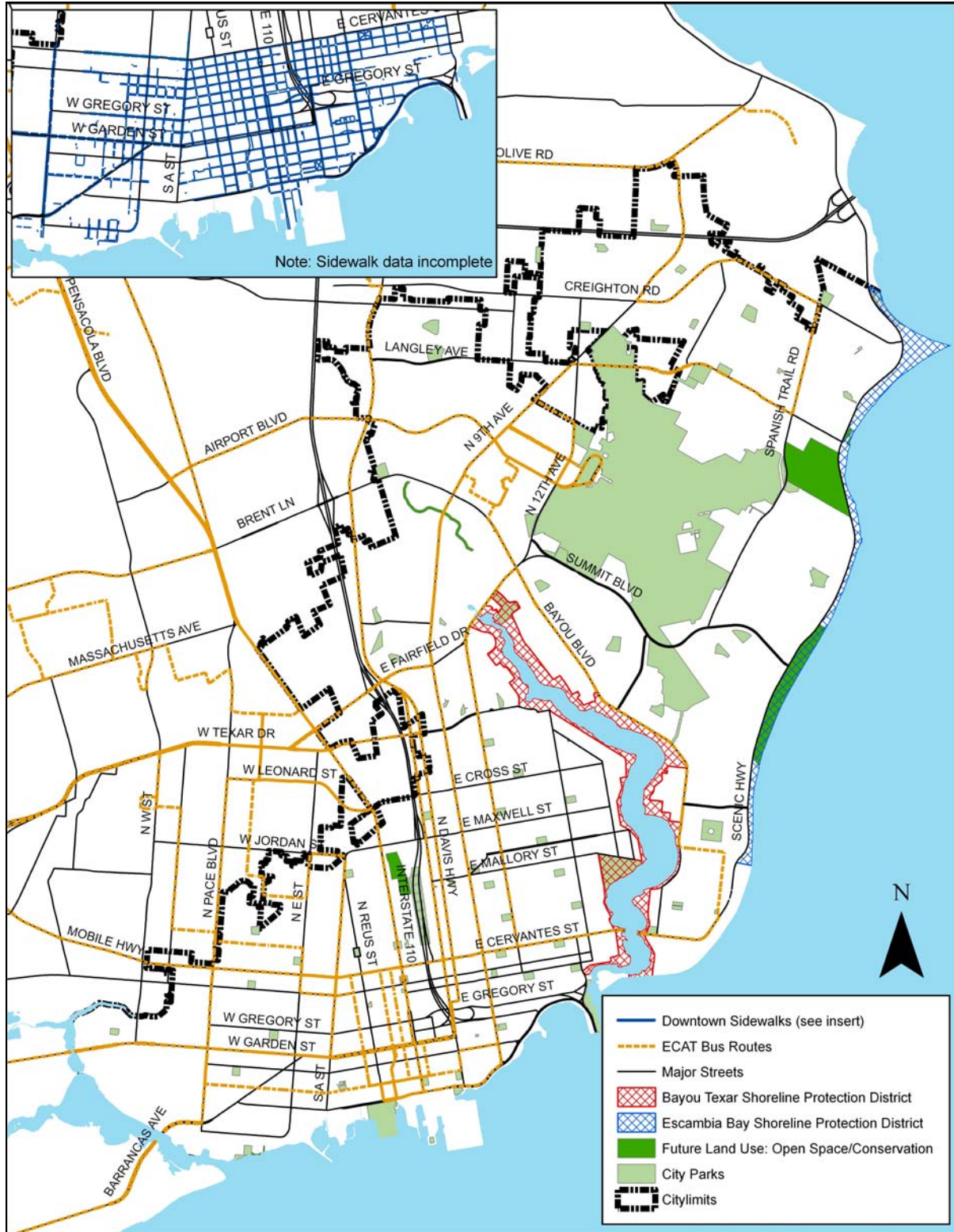
City of Pensacola Flood Zones



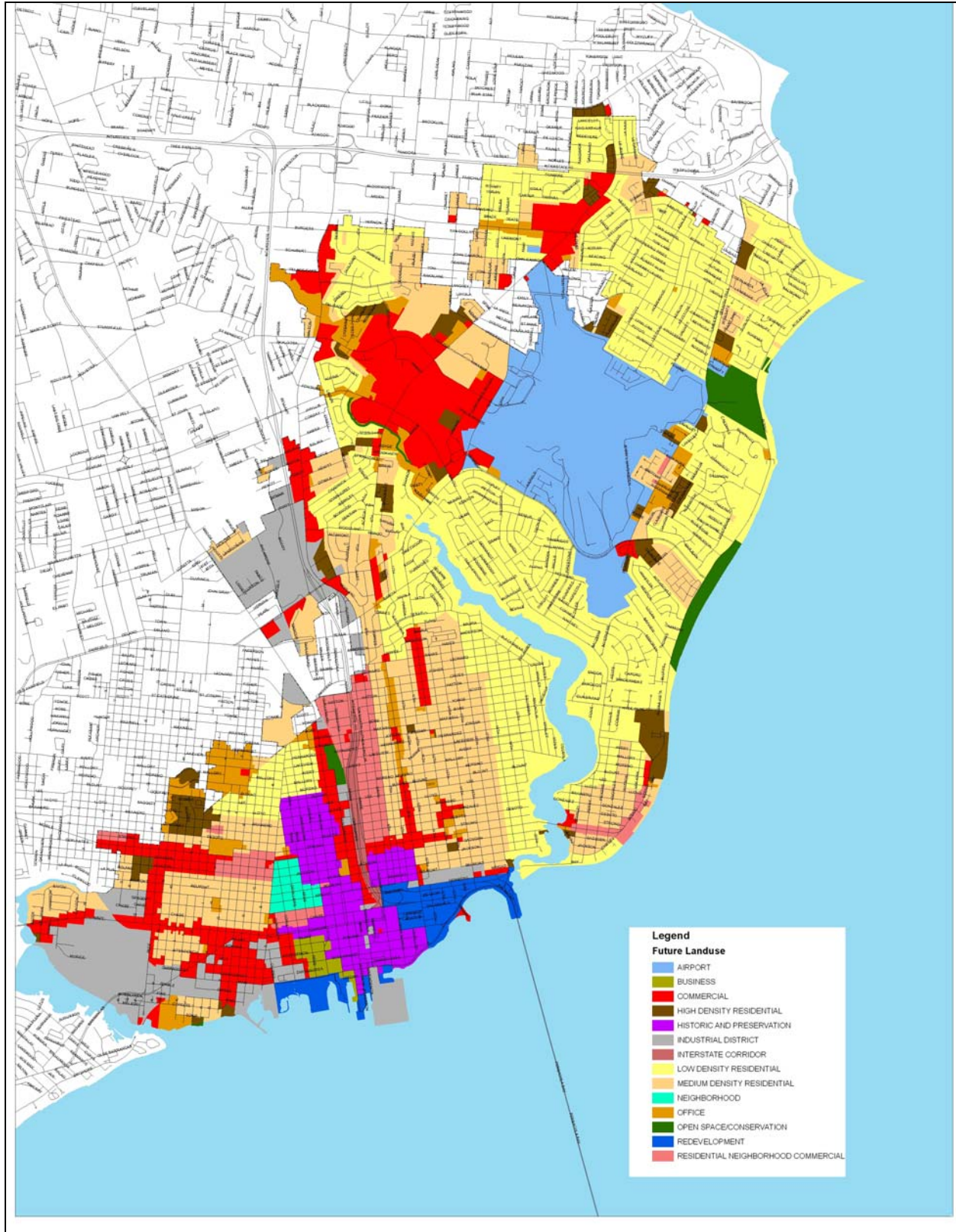
City of Pensacola Wellhead Protection Zones



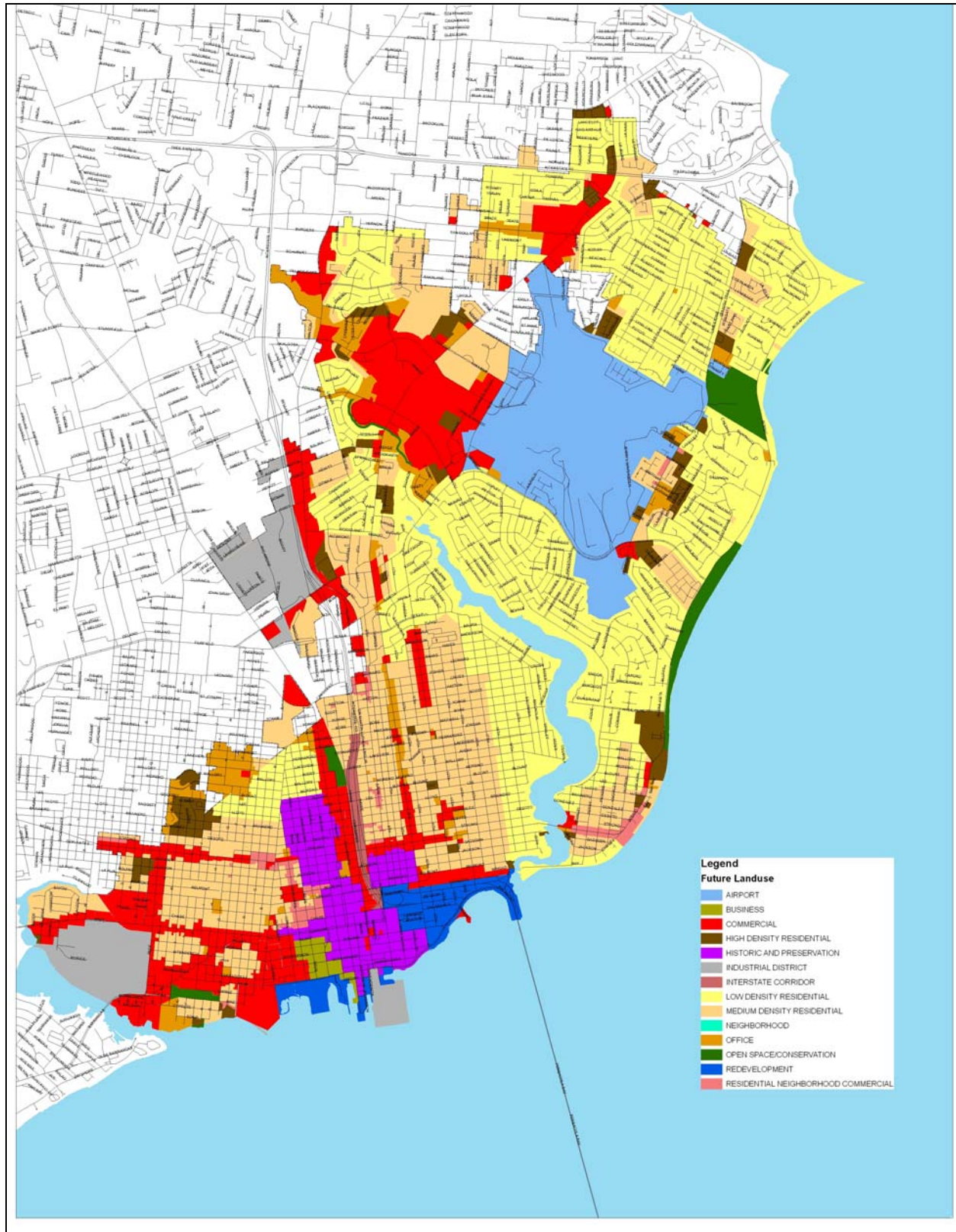
City of Pensacola Energy Conservation



Existing Future Land Use



Proposed Future Land Use



CHAPTER 2

TRANSPORTATION

GOAL T-1: A safe, convenient, and efficient street system.

Objective T-1.1: The City shall maintain Level of Service standards and implement recommendations to address existing and forecasted LOS deficiencies.

Policy T-1.1.1: The City of Pensacola has adopted Florida Department of Transportation (FDOT) Quality/Level of Service Handbook standards to determine maximum volumes for adopted level of service on the Florida Intrastate Highway System. In addition, the City has adopted the following Level of Service standards on the other roadway types within the City limits to determine maximum volumes:

Roadway Type	LOS (Peak hour)
State Roadways	
Intrastate	C
Other State Roads	E
Roads Within the TCEA	Exempt
Local Roadways	
Local Collector Roads	E
Other Local Roads	C

Policy T-1.1.2: The City of Pensacola shall continue to examine traffic impacts associated with development on roadways within the City to ensure that adopted Level of Service standards are not degraded.

Policy T-1.1.3: The City will review annually, adopted Level of Service standards, traffic volumes, and system demands in order to monitor impacts of new development on the traffic circulation of the City.

Policy T-1.1.4: The City of Pensacola has designated an Urban Redevelopment Transportation Concurrency Exception Area (TCEA) within the boundaries of the Community Redevelopment Area as established pursuant to Resolution 54-80. The boundary of the Urban Redevelopment TCEA is shown on the adopted Future Traffic circulation Map.

Objective T-1.2: The City of Pensacola shall continue to cooperate with the local comprehensive transportation planning process in the Pensacola urbanized area.

Policy T-1.2.1: The City will continue to coordinate with the West Florida Regional Planning Council, FDOT, and the TPO regarding transportation planning and programs within the Pensacola urbanized area.

Policy T-1.2.2: The City will continue to participate in the preparation of the Florida Alabama Transportation Planning Organization's (TPO's) long-range transportation study to evaluate transportation needs and alternatives to improve traffic circulation between the Gulf Breeze peninsula and the City of Pensacola. The City will request the FDOT prepare an analysis of land use and traffic impacts of landfall locations proposed for the western terminus of a new Pensacola Bay bridge.

Policy T-1.2.3: The City shall coordinate with the FDOT, the TPO, the Federal Highway Administration (FHWA), Escambia County, and other Corridor Management Entity partners, where feasible, in implementing elements of the Corridor Management Plan (CMP) for the Scenic Bluffs Highway Corridor.

Objective T-1.3: The City of Pensacola shall continue to maintain, protect, and improve the existing and future coordinated network of streets.

Policy T-1.3.1: The City will use the following definitions from the Land Development Code section 12-14-1 to classify streets within City limits. The City will identify the classification of local streets on the Roadway Functional Classification Map which shall be contained in the City's Land Development Code, and updated periodically to reflect current roadway function.

Street means a way for vehicular traffic, whether designated as a street, highway, thoroughfare, parkway, throughway, road, avenue, boulevard, lane, place or however otherwise designated. The word "street" includes the following terms, further described as follows:

Streets, major arterial means streets which provide for through traffic movement between areas and across the City, and direct access to major employment locations and commercial uses.

Streets, minor arterial means street which provide for traffic movement between major neighborhoods.

Streets, collector means streets which provide for the movement of traffic between major arterials and local streets and direct access to abutting property.

Street, local means streets which provide for direct access to abutting land and used for local traffic movements only.

Streets, marginal access are minor streets which are parallel to and adjacent to arterial streets and highways; and which provide access to abutting properties and protection from through traffic.

Policy T-1.3.2: The City shall follow and annually update its 5-year Master Plan for City streets and roadways.

Policy T-1.3.3: The City will continue to coordinate land use decisions with the future traffic circulation system by coordinating traffic circulation improvements with the Future Land Use Map.

Policy T-1.3.4: The City shall incorporate safety measures such as signage, pavement markings, and engineering improvements into all transportation improvements.

Policy T-1.3.5: The City will review periodical accident frequency reports about applicable roads within the City limits and make necessary roadway improvements whenever and wherever applicable.

Policy T-1.3.6: The City shall preserve and protect the capacity of all major streets by minimizing points of ingress/egress, wherever possible, and by closing or relocating unnecessary curb cuts to provide efficient access to the roadway system when development occurs. The City will review, and revise where necessary, its existing standards for providing access and spacing in the Land Development Code. The City will periodically coordinate this review activity with Escambia County and the FDOT through continued participation with the Florida-Alabama TPO.

Policy T-1.3.7: The City shall protect existing and future transportation corridors by implementing the requirements of the subdivision ordinance. This includes mandatory dedication of rights-of-way, where required, as a condition of plat approval.

Objective T-1.4: The City shall continue to implement Transportation System Management strategies to improve the overall performance and quality of the existing transportation network.

Policy T-1.4.1: The City shall coordinate additional segments of the existing computerized signal system with Escambia County, the TPO, and FDOT.

Policy T-1.4.2: The City will review the elimination of one way streets in the current street network

Policy T-1.4.3: The City shall work to reduce excess surface parking along new and existing development through revisions to the Land Development Code where appropriate.

Policy T-1.4.4: The City shall continue to explore the replacement of traffic signals with stop signs at appropriate intersections.

Policy T-1.4.5: The City shall continue to implement “right sizing” strategies where appropriate to reduce lane widths and number of lanes to enhance the quality of the local transportation network.

Policy T-1.4.6: The City shall continue to integrate traffic calming measures including curb extensions, roundabouts, speed tables, raised intersections, textured crosswalks, and the addition of on-street parking to improve the overall quality of the motorized and non-motorized transportation network.

Policy T-1.4.7: In order to promote urban redevelopment within the Urban Redevelopment Area TCEA, the City will consider parking control and pricing policies, transportation demand management programs, transportation system management programs, availability of public transportation, and the use of creative financing tools for the provision of transportation services and facilities.

Policy T-1.4.8: The City shall coordinate with the DIB to implement the recommendations incorporated in the CRA Downtown Parking Study (May 1999) and Parking Management Analysis Findings and Recommendations (2006) including the following: traffic operation improvements; providing for pedestrian and bicyclists; identification of sites for on-grade parking lots or parking garages; identification of satellite parking locations linked to a downtown closed loop trolley to provide a "park and shuttle" alternative in the TCEA to reduce vehicle traffic in the central business district, and; a financial feasibility analysis to address costs of the improvements and possible funding sources.

Policy T-1.4.9: The City shall coordinate with the Downtown Improvement Board (DIB) and West Florida Historic Preservation, Inc. to periodically review the feasibility and joint funding of the existing closed loop trolley or shuttle service within the TCEA boundary.

GOAL T-2: An economically sound, safe, energy-efficient, and equitable mass transportation system.

Objective T-2.1: The City shall encourage Escambia County Area Transit (ECAT) in the provision of fixed route mass transit service linking major trip generators and attractors.

Policy T-2.1.1: The City shall continue to coordinate with the WFRPC and the TPO regarding the promotion of alternative modes of transportation (i.e., ridesharing, mass transit).

Policy T-2.1.2: The City shall endorse the promotion of the ECAT in order to relieve traffic and parking congestion and in order to foster energy conservation.

Policy T-2.1.3: The City shall coordinate with ECAT and Escambia County in evaluating transit routes and service utilizing route ridership, headways, or other appropriate performance standard.

Policy T-2.1.4: The City will encourage "ride sharing" programs in coordination with Escambia County in order to reduce the number of vehicles on the road during peak hours.

Policy T-2.1.5: The City will develop land use and site design guidelines to assure the accessibility of new development to mass transit service.

Objective T-2.2: The City shall assist in developing coordinated transportation systems for transportation-disadvantaged citizens.

Policy T-2.2.1: The City will support the provision of the para-transit system developed by the Community Transportation Coordinator as required by Chapter 427, Florida Statutes.

Policy T-2.2.2: The City will assist the TPO in the recommendation for a new coordinator by participating in the development of a Request for Proposals and in the evaluation of proposals received.

Objective T-2.3: The City shall encourage the pursuit of new sources of funding for mass transportation.

Policy T-2.3.1: The City shall work with ECAT, the County and the FDOT to provide for increased Service Development and Urban Corridor funding.

Policy T-2.3.2: The City will support Florida Transit Association in efforts to provide state operating assistance for mass transit.

Policy T-2.3.3: The City will support efforts to provide for a designated funding source for the local contribution.

Goal T-3: A complete network of pedestrian and bicycle facilities that enhances the City's livability, accessibility, and safety.

Objective T-3.1: The City shall continue to provide facilities in support of a safe, non-motorized transportation system.

Policy T-3.1.1: The City of Pensacola shall accommodate non-motorized forms of transportation in the design of transportation improvement projects.

Policy T-3.1.2: The City shall consider in its design of all future roadway improvements for major arterial streets, the accommodation of bicycle transportation needs where appropriate.

Policy T-3.1.3: The City shall encourage the development of a comprehensive bicycle education program in coordination with the TPO and Escambia County.

Policy T-3.1.4: The City shall continue to coordinate with the WFRPC and the TPO regarding the promotion of walking and bicycling as alternative modes of transportation.

Policy T-3.1.5: The City shall coordinate with and encourage the deployment of DIB-purchased and installed of bicycle racks within the TCEA boundary.

Objective T-3.2: The City shall coordinate all development in order to produce walkable communities and neighborhoods throughout the City.

Policy T-3.2.1: The City will continue to repair and construct new sidewalks where feasible through the Penny for Progress sidewalk program and other applicable funding sources like the Community Development Block Grant.

Policy T-3.2.2: The City will continue to include requirements for provision of sidewalks by developers around future commercial developments to aid in pedestrian transportation needs.

Policy T-3.2.3: In accordance with the City's Public Schools and Facilities Element of the Comprehensive Plan, new residential developments within two miles of an existing or planned school shall be required to provide sidewalks. In addition, sidewalks shall be placed along all collector, arterial, and local roads abutting the subdivision to the subdivision property line, where it has been determined that the most direct route from the subdivision to the school is along those roadways.

Policy T-3.2.4: The City shall continue to improve accessibility for citizens with mobility limitations throughout the City by providing curb cuts along all proposed sidewalks and through improvements to existing sidewalks where feasible.

Policy T-3.2.5: The City shall strive to upgrade existing and design new pedestrian crossings and intersections with the appropriate "intersection geometry" to allow for visibility, ease of crossing, and pedestrian connectivity.

Policy T-3.2.6: The City shall continue to install countdown-type pedestrian signals at the most appropriate and highly-traveled pedestrian crossings.

Policy T-3.2.7: The City shall, through coordination with the FDOT, the TPO, the Federal Highway Administration (FHWA), design and operate a

comprehensive network of “Complete Streets,” consisting of arterial, collector and local streets, that enables safe access and a full range of daily activities by all user groups, including pedestrians, bicyclists, motorists, and transit vehicles.

Policy T-3.2.8: The City will develop a typology of Complete Streets amenities, and identify the most appropriate enhancements for the range of streets within the City. This typology will be included as part of the Land Development Code or as a stand-alone supplement, and will be used to systematically plan public transportation upgrades and bicycle and pedestrian enhancements.

Policy T-3.2.9: The downtown Community Redevelopment Agency (CRA) will continue to develop and consider funding streetscape improvement projects to enhance pedestrian use of sidewalks as an alternative to vehicle use in the TCEA boundary.

Policy T-3.2.10: The City will continue to support pedestrian access and community beautification through proposed streetscape improvement projects in adopted neighborhood and revitalization plans where feasible.

Policy T-3.2.11: The City will pursue, where feasible, “Complete Street,” and intersection improvements along the corridors identified in adopted neighborhood and redevelopment plans to provide for aesthetics, accessibility and safety for pedestrians, bicycles and motorized vehicles. Such improvements may include traffic calming measures such as adequate lighting, shade trees, wider sidewalks, bike paths, street furniture, gateway treatments, directional signage and area identity markers where feasible.

GOAL T-4: Rail service that allows for the safe and efficient transportation of cargo and passengers while enhancing livability.

Objective T-4.1: The City shall coordinate for safe and efficient railroad operations along the existing system within the city limits.

Policy T-4.1.1: The City shall utilize available legal methods in order to provide that railroad companies will continue to maintain the roadway for vehicular traffic at railroad crossings.

Policy T-4.1.2: The City shall strive to be the first responder to any hazardous material incidents within the city limits and maintain an on-going training program to ensure maximum response capabilities in the event of derailments.

Policy T-4.1.3: The City shall monitor any modifications to the railroad trestle at Bayou Texar to provide for maximum enhancement of tidal circulation.

Policy T-4.1.4: The City shall coordinate with the appropriate railroad company to seek removal and/or replacement of the overpass at 17th Avenue that would allow for the continued improvements of 17th Avenue.

Policy T-4.1.5: The City shall encourage the return and continued service of Amtrak or other passenger rail service along existing rail lines.

Objective T-4.2: The City shall coordinate with the rail companies serving the area in order to achieve compatibility of rail facilities and operations with community planning efforts.

Objective T-4.2.1: The City shall work for the establishment of a rail quiet zone within the City limits for the benefit of local residents and businesses.

Policy T-4.2.2: The City shall coordinate with rail companies to identify unused railroad spurs and trackage and require or encourage their removal by the appropriate party.

Policy T-4.2.3: The City shall take action to secure abandoned railroad rights-of-way in the event that track removal or relocation occurs and determine the best land use for the impacted rights-of-way.

Policy T-4.2.4: The City shall explore the restoration of unused rails lines to be used for public recreational use.

GOAL T-5: The stimulation of economic development and generation of positive economic and employment benefits in the City of Pensacola and surrounding area by promoting the use of the waterfront and Port facilities to cargo shippers and water-dependent businesses, and coordinating with the Pensacola Gulf Coast Regional Airport when feasible.

Objective T-5.1: The Port shall continue to attract new and expanded waterborne commerce.

Policy T-5.1.1: Sufficient financial resources shall be made available annually within the Port's departmental budget to facilitate the continued promotion of Port facilities to prospective users.

Policy T-5.1.2: The Port shall maintain a business development plan and facilities development strategy which identifies the annual marketing targets and long-range facility development objectives required to attract new and expanded business to the Port.

Policy T-5.1.3: The Port shall maintain close working relationships with applicable federal, state, regional and local economic development agencies, as well as with the Pensacola Gulf Coast Regional Airport, and port-associated

businesses (i.e. trucking companies, railroads, shipping lines, etc.) to enhance economic development opportunities, and to identify and pursue waterborne commerce opportunities.

Policy T-5.1.4: The Port shall review, and if necessary, revise its Terminal Tariff so as to maximize revenues while maintaining a competitive position within the industry.

Objective T-5.2: The Port shall diversify its business base in order to strengthen the Port's contribution to the economic vitality of the Pensacola area.

Policy T-5.2.1: The Port shall make its maritime knowledge and experience available to tourism officials, inter- and intra-governmental departments and agencies, political leaders and others to assist in exploring the development of excursion, cruise, or amenity vessel operations at public access areas of the downtown waterfront including, but not limited to, Commendencia Slip, Plaza de Luna, and the Vince Whibbs Community Maritime Park, etc.

Policy T-5.2.2: The City shall work with the TPO, National Park Service, and the Department of the Navy to review the feasibility and benefits of establishing a local and regional passenger ferry system to support tourism and water-related commerce in the area.

Policy T-5.2.3: The Port may acquire, by lease or purchase, land or buildings for the purpose of leasing to potential Port customers, or to provide the same for use by transient cargo users of the Port.

Policy T-5.2.4: The Port shall actively market its deep draft docks, berths, pier-side warehouses and other infrastructure to traditional and non-traditional waterborne commerce and water-dependent maritime industry interests.

Policy T-5.2.5: The Port shall market its northeastern boundary for development of a commercial/restaurant/retail venture.

Policy T-5.2.6: The Port shall market unimproved land located roughly in the north central portion of the Port for development of light manufacturing/assembly type operations with signification employment potential.

Policy T-5.2.7: The Port may collaborate with other government agencies and private waterfront and inland landholders to develop strategic alliances and public-private partnerships which expand and enhance the Port's ability to serve new and expanded cargo and water-dependent business activities.

Objective T-5.3: The Port shall maintain a 5-year capital improvement and replacement plan to address Port facility construction and maintenance requirements.

Policy T-5.3.2: The City shall consider the potential impact on the Port of Pensacola of non-maritime related developments in the areas immediately adjacent to the Port property.

Policy T-5.3.3: The City, through the annual Port Department budget with support from state and federal grant resources where applicable, shall identify and commit funding as available to provide and maintain facilities necessary to facilitate the Port's business activities as described in Objective 5.2.

Policy T-5.3.4: Port capital improvement and expansion plans will be coordinated and consistent with applicable federal, state, and local laws, ordinances and regulations and shall be sensitive to environmental issues in consideration of the economic policy of Port operations.

Objective T-5.4: The Port shall develop and implement a comprehensive facilities maintenance program.

Policy T-5.4.1: The City, through the annual Port Department budget, shall provide sufficient personnel and financial resources, as available, to implement the facilities maintenance program.

Policy T-5.4.2: Port facilities shall be maintained so as to minimize the requirement for replacement and thereby extend the useful and productive life of Port assets.

Objective T-5.5: The City will limit public expenditures in the Coastal High Hazard Area except in the provision of facilities necessary for Port maintenance and operations.

Policy T-5.5.1: Future Port related public expenditures in the Coastal High Hazard Area shall be limited to: those which provide evidence of natural disaster mitigation planning and design; those which restore or enhance natural resources; or, those which are necessary for operation and expansion to accommodate Port activity as determined by the City.

GOAL T-6: Port operations and developments that are undertaken in a manner which minimize or mitigate negative impacts on the basic functions and productivity of the City's natural land, coastal and water resources; and that eliminate, reduce or avoid Port related health and safety concerns for present and future residents of the City of Pensacola.

Objective T-6.1: The Port shall endeavor to protect, conserve, and enhance wetlands, living marine resources, coastal barriers, and other natural resources within its immediate geographic area of operation.

Policy T-6.1.1: The Port will conduct its operations in accordance with all state, federal, and local regulations designed to protect wetlands, aquatic wildlife and creatures, and water quality.

Policy T-6.1.2: The Port will protect to the extent reasonably feasible, living marine resources from any permanent effects of Port related dredging by providing that all dredging activity will be permitted and conducted in accordance with applicable state and federal regulations designed to reasonably ensure that dredging impacts are short-term and limited.

Policy T-6.1.3: All future Port developments shall be designed to meet Northwest Florida Water Management District standards for the control of stormwater runoff. Recommendations outlined in the City's Stormwater Management Plan will be implemented during new construction activities on the Port site.

Policy T-6.1.4: All Port users discharging coolant or ballast water into Port area waters must comply with the pertinent state and federal regulations.

Objective T-6.2: Port operations, development, and expansion plans will be integrated into all City plans for the downtown and waterfront areas and compatible with the surrounding land uses, including the plans of the City Planning Department and the Community Redevelopment Agency, as a water-dependent land use.

Policy T-6.2.1: The Port shall work with other City departments to reasonably ensure that Port transportation requirements are analyzed and reflected in the plans of the TPO as well as federal and state DOT plans by participating in the development and adoption process of these plans.

Policy T-6.2.2: City Council Resolution 12-05 and City Council Policy on Port Operations and Administration will be incorporated into the City of Pensacola Comprehensive Plan.

Policy T-6.2.3: The Port will work with other City, County, State and Federal departments and agencies to explore transportation planning and management solutions which seek to segregate Port vehicular and rail traffic from other traffic types along Main Street and in the downtown Pensacola corridor to the extent practical.

Policy T-6.2.4: The City shall consider the economic impact of the Port in all future coastal and waterfront land use planning or development.

Policy T-6.2.5: Future Port development shall be visually compatible with adjacent development in the downtown and Historic District to the extent reasonably possible.

Objective T-6.3: The Port shall maintain a petroleum products and hazardous waste management program.

Policy T-6.3.1: The Port shall maintain a consolidated hazardous waste and petroleum products contingency/emergency response plan, which implements the guidance in the *Florida Coastal Pollutant Spill Contingency Plan*.

Policy T-6.3.2: The Port shall coordinate all disaster/ hazardous waste and petroleum products contingency planning with the Escambia County Emergency Management Director, State Department of Environmental Protection and the U.S. Coast Guard.

Policy T-6.3.3: All future Port expansion planning will, to the extent financially feasible, incorporate the appropriate technology for the safe handling of hazardous wastes and petroleum products.

Policy T-6.3.4: All handlers of petroleum products shall be required to have a U.S. Coast Guard approved spill contingency plan.

Policy T-6.3.5: The Port shall maintain a current file of the U.S. Coast Guard inspection reports and the various industry/company hazardous materials and petroleum products operations and handling manuals.

Policy T-6.3.6: The Port will maintain a comprehensive inventory of hazardous materials and petroleum products and inventory of spill cleanup equipment.

Objective T-6.4: All Port projects shall be consistent with the Future Land Use, Coastal Management and Conservation Elements of the City's Comprehensive Plan.

Policy T-6.4.1: Revisions to the Port development plan shall be reviewed to ensure consistency with the City's Comprehensive Plan.

Objective T-6.5: The Port will continue to coordinate operations and expansion plans with the TPO, the FDOT, and other appropriate transportation planning entities to ensure an integrated traffic circulation system.

Policy T-6.5.1: Port development plans will be reviewed for consistency with transportation plans of applicable transportation planning agencies.

Objective T-6.6: The Port shall continue to coordinate operational and expansion activities with the U. S. Army Corps of Engineers, the TPO, the Department of Defense, the *Escambia/Santa Rosa Coastal Resource Planning and Management Plan* and the FDOT 5-Year Transportation Plan.

Policy T-6.6.1: The Port will continue to construct and operate Port facilities in cooperation with appropriate federal, state and local agencies.

Policy T-6.6.2: The Port development plans will be coordinated with appropriate plans of other agencies including FDOT's 5-Year Transportation Plan and the TPO's adopted Transportation Improvement Plan (TIP).

Policy T-6.6.3: The Port shall coordinate with the appropriate City departments to assure that Port transportation requirements are consistent with and included in the plans of the TPO.

GOAL T-7: The reduction of vulnerability of Port occupants to hurricanes and other natural disasters.

Objective T-7.1: The Port evacuation time will be consistent with that of the County from Evacuation Zone 12.

Policy T-7.1.1: The Port shall maintain a disaster evacuation, response, and recovery plan as part of its comprehensive Port Security Plan approved by the United States Coast Guard and Florida Department of Law Enforcement.

Policy T-7.1.2: The Port shall coordinate with the County to ensure that its plan is consistent with that for County Evacuation Zone 12.

Policy T-7.1.3: The Port shall coordinate with the County in the development of a revised update of the Escambia County and City Hurricane Preparedness Plan which considers revised evacuation routes, the Port's role in the evacuation process, the orderly evacuation of Port workers, resident businesses, and cargo, and the post-hurricane recovery process.

Policy T-7.1.4: The Port shall conduct an annual review of its disaster evacuation, response, and recovery plan with all Port tenants, users, and resident businesses.

Objective T-7.2: The Port shall fully implement compliance with life safety, fire prevention, construction and flood plain management codes of the City and state.

Policy T-7.2.1: The Port area building standards shall continue to be consistent with or in excess of the most current construction, life safety and fire prevention codes.

Policy T-7.2.2: The City's land development regulations shall identify priorities for shoreline land uses which provide for a range of water-dependent uses, in-water related activities, economic growth stimuli, hurricane contingency planning, and protection of the natural and water quality of the environment.

Objective T-7.3: The Port shall provide immediate response to post-hurricane and natural disaster situations as requested or required by the Escambia County Civil Defense Organization.

Policy T-7.3.1: The Port-assigned recovery task forces shall be recommended to be incorporated in the current version of the Escambia County Emergency Management Organization and shall include a Port representative and, if available, a City Engineer.

Policy T-7.3.2: The Port shall coordinate with the County to develop plans and ordinance amendments, as necessary, which reflect any Port related recommendations in any inter-agency hazard mitigation reports or reports pursuant to Port or coastal operations.

Policy T-7.3.3: The Port shall develop the procedures for the Recovery Task Force to evaluate and recommend to the City and County various replacement options and priorities for damaged public/commercial facilities.

GOAL T-8: Airport facilities that promote economic development, including new industry, business and tourism, while meeting existing and future demand.

Objective T-8.1: Future development or expansion of the Pensacola Gulf Coast Regional Airport shall be consistent with the 2000 Airport Master Plan Update and F.A.A. approved Airport Layout Plan or subsequent updates.

Policy T-8.1.1: The City shall coordinate the future updates of the Airport Master Plan with updates to the City's Comprehensive Plan.

Policy T-8.1.2: As an integral component of the airport master planning process, the City shall make provisions for regional transportation facilities for the efficient use and operation of the airport.

Policy T-8.1.3: The City shall coordinate the future expansion and/or development of Pensacola Regional Airport with Escambia County to ensure land use compatibility consistent with Chapter 333 of the Florida Statutes.

Objective T-8.2: As identified in the 2000 Airport Master Plan, the Airport shall continue to work towards the development of an Airport Commerce Park on 65 acres of property adjacent to the northwest quadrant of the Airport.

Policy T-8.2.1: The Airport will continue to acquire properties in the targeted 65-acre site through a combination of Florida Department of Transportation and Airport Capital Improvement funds.

Policy T-8.2.2: The Airport will explore the development of the Airport Commerce Park through build-to-suit development, third-party developers, design-build contracts, or other types of Request For Proposals processes.

Policy T-8.2.3: The Airport shall explore alternative funding sources and partnerships to finance the development of the Airport Commerce Park.

Policy T-8.2.4: The Airport shall explore the creation of partnerships with local and regional economic development agencies to attract appropriate businesses and firms to the Commerce Park to foster agglomeration economies.

Policy T-8.2.5: The Airport shall consider the development of a free-trade zone at the Commerce Park to attract firms and industries and enhance their economic competitiveness.

Policy T-8.2.6: The Airport will explore coordination with the Port of Pensacola for the provision of helicopter or air service at the proposed inland Port facility.

Objective T-8.3: The Airport will continue to coordinate operations and expansion plans with the appropriate transportation planning entities to ensure an integrated traffic circulation system.

Policy T-8.3.1: If the City undertakes future construction projects at the airport, the City shall develop a traffic circulation and parking plan to accommodate the impacts of that construction project.

Policy T-8.3.2: The City shall ensure that future airport development or expansion is consistent with the transportation element of this comprehensive plan and applicable TPO long-range transportation plans.

Policy T-8.3.3: The City shall coordinate with FDOT in developing a comprehensive airport signage plan to include all interstate and major streets leading to the airport from all directions.

Policy T-8.3.4: Airport development plans and capital improvement program will be reviewed for consistency with transportation plans of the MPO, the FDOT and other applicable transportation planning agencies.

Objective T-8.4: The Airport shall continue to coordinate operational and expansion activities with the Federal Aviation Administration (FAA), the TPO and the FDOT.

Policy T-8.4.1: Cost estimates of proposed airport improvements shall be submitted for utilization in the Joint Automated Capital Improvement Program (JACIP) of the FDOT and FAA, the TPO transportation improvement plan, and the City's Capital Improvements Element.

Policy T-8.4.2: The Airport Manager shall provide planning and budgeting information to FDOT, the MPO, and the City's Comprehensive Plan Capital Improvements Element to encourage the inclusion of airport expansion projects and related traffic corridor improvements in their budgets.

Objective T-8.5: The City shall actively participate in the *Northwest Florida Steering Committee of the Continuing Florida Aviation Systems Planning Process (CFASPP and Strategic Intermodal Systems Development Plan)*, to assure that the service needs of the Pensacola Regional Airport are considered in the coordination of air transportation in the Northwest Florida area.

Policy T-8.5.1: The development of new airports to support economic growth will take into consideration the use of existing airports.

Objective T-8.6: Coordinate with the United States Navy and the F.A.A. in the periodic review of the *Naval Aviation Training System (NATS) Plan* to reasonably assure that both military and civilian air space operations are compatible.

Policy T-8.6.1: Through the Airport Master Plan Update process, the City shall communicate the long range forecasting of airport operations for airport facilities to reasonably assure that civilian air space needs can be identified.

Objective T-8.7: All airport projects shall be consistent with the Future Land Use, Coastal Management and Conservation Elements of the City's Comprehensive Plan.

Policy T-8.7.1: Revisions to the Airport Master Plan Update shall be reviewed to ensure consistency with the City's Comprehensive Plan.

GOAL T-8: Airport improvements and operations that consider environmental impacts and compatibility with surrounding land uses.

Objective T-8.1: The City shall enforce the Airport Land Use Regulations to prevent incompatible land use that have a potential for being hazardous to aircraft operations as well as to the persons and property on the ground in the vicinity of the incompatible land use.

Policy T-8.1.1: The City shall encourage real estate agents to notify potential property owners that their property is within the Airport Impact District noise zones.

Policy T-8.1.2: The City shall continue to enforce Section 12-2-11, Airport Land Use District, and Section 12-11, Airport, of the Land Development Code to reasonably ensure that airport obstructions do not intersect the airport's runway protection zones, approach surfaces, transition surfaces, horizontal surfaces and conical surfaces.

Policy T-8.1.3: The City shall ensure that future changes to the Land Development Code shall be consistent with Chapter 333 of the Florida Statutes.

Objective T-8.2: The City shall continue to examine the concept of multiple land uses within Airport Restricted Zoned property.

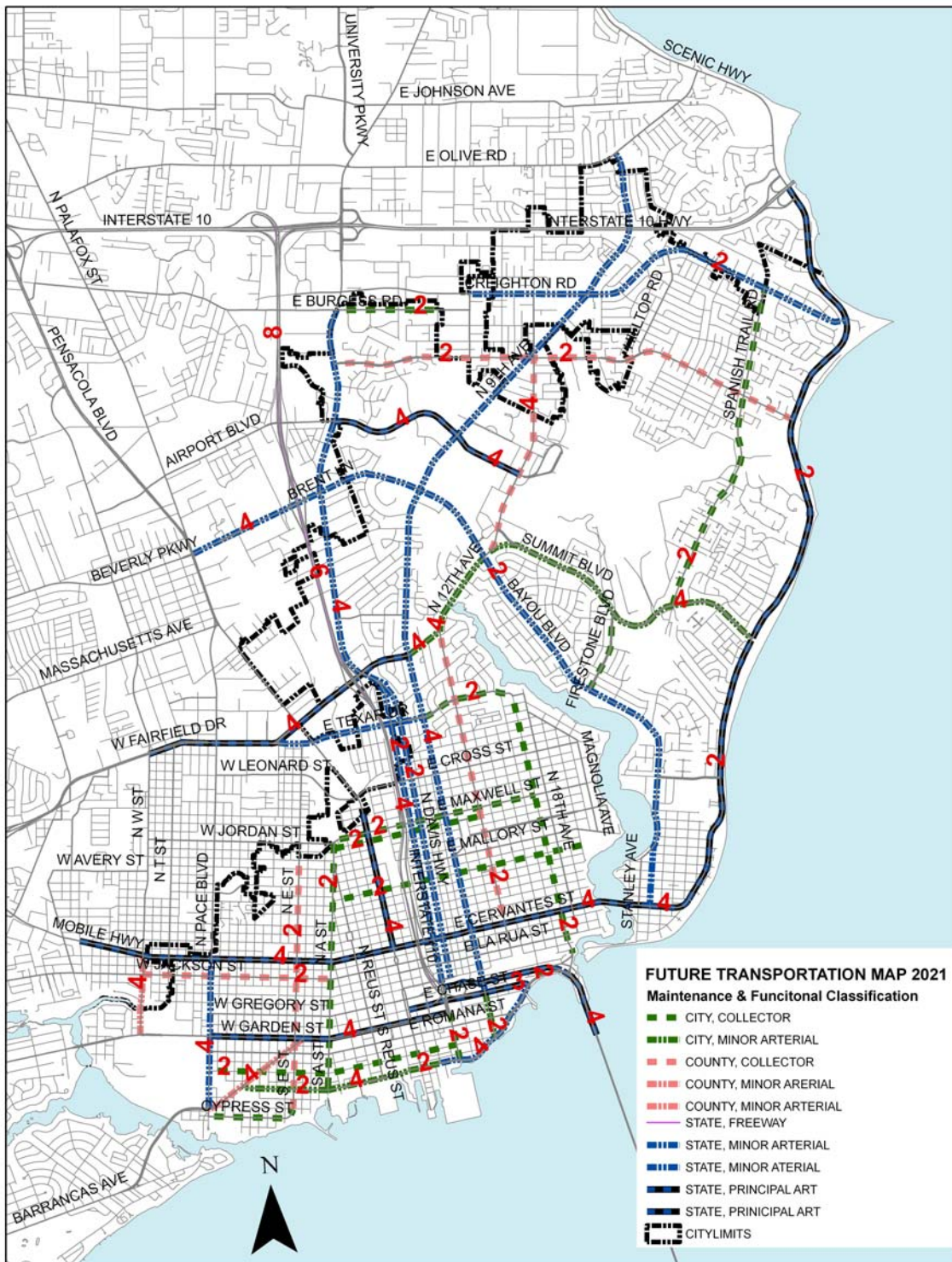
Policy T-8.2.1: The City shall consider a compatible multiple use concept for the open space area at the end of Runway 8/26, considering the environmental sensitivity of the Gaberonne wetland area.

Policy T-8.2.2: The City shall consider the development of airport-related commercial activities within the ARZ zone but outside of runway protection zones, consistent with Chapter 333 of the Florida Statutes.

Objective T-8.3: The City shall continue to encourage Escambia County to enforce its airport land use compatibility regulations in the unincorporated area around the Pensacola Regional Airport.

Policy T-8.3.1: The City should continue to coordinate with the County, particularly after the approval of the *FAR Part 150 Noise Study*, to assure that the County enforcement of noise regulations around the Regional Airport is compatible with the City's noise regulations.

City of Pensacola Future Transportation Map



Transportation



CHAPTER 3

HOUSING

GOAL H-1: An adequate supply of quality housing available to meet the needs of Pensacola households, now and in the future, in all neighborhoods.

Objective H-1.1: Monitor and evaluate the housing market within the City to assess how well supply addresses present and expected future needs in the planning period.

Policy H-1.1.1: Review population trends and new construction figures to identify future housing needs of City residents.

Policy H-1.1.2: Conduct periodic surveys to identify substandard housing structures.

Policy H-1.1.3: Coordinate with public agencies and the private sector to ensure that a sufficient quantity of dwelling units exists to meet the housing needs of the existing and anticipated population in the City, including households with special needs.

Objective H-1.2: Encourage the creation and conservation of a wide variety of housing development and redevelopment types throughout the City.

Policy H-1.2.1: Continue to provide incentives for the development of new dwelling units in situations where housing needs are not being adequately met by the private sector with special emphasis on the elderly, handicapped, very low to moderate income and workforce households. These incentives could include density bonuses, donation of City-owned property, payment of utility connections and impact fees, assistance with obtaining financing from local lending institutions, and expedited permitting.

Policy H-1.2.2 Encourage the efficient use of existing housing by promoting rehabilitation and adaptive re-use of non-residential buildings.

Policy H-1.2.3: Encourage the efficient use of infrastructure by focusing well-designed new and redeveloped housing on vacant, infill or underdeveloped land.

GOAL H-2: Sufficient quality affordable housing to support the needs of present and future residents.

Objective H-2.1: Identify very low, low, moderate income and workforce housing needs and provide safe, decent and sanitary housing for existing and future residents at a

sufficient volume and variety and at an affordable price range as defined in Chapter 420, Florida Statutes.

Policy H-2.1.1: Conduct a periodic housing needs assessment plan to determine actual housing needs for very low, low, moderate income and workforce households.

Policy H-2.1.2: Continue to provide information about and pursue state and federal sources of funding designated for very low, low, and moderate income housing.

Policy H-2.1.3: Continue to work to improve the conditions of the housing stock by applying for and utilizing funds available through federal and State grants and programs.

Policy H-2.1.4: Continue to distribute applicable Federal and State funds for housing assistance throughout the City to provide for a wide variety of neighborhood settings and housing choices for very low, low and moderate income families while avoiding undue concentration in any given neighborhood.

Policy H-2.1.5: Research the possibility of obtaining dwelling units through donation, tax deed, purchase or other relevant means of acquisition for the purpose of making them available to low and moderate income families

Objective H-2.2: Continue to participate in the Community Development Block Grant Program to rehabilitate substandard owner-occupied housing units within the City in order to maintain existing residential neighborhoods.

Policy H-2.2.1: Continue to designate areas with high incidences of substandard dwelling units and low overall incomes as identified by census tract and other identified areas for timely and efficient rehabilitation activity and program implementation.

Policy H-2.2.2: Continue to provide temporary housing to households having their homes rehabilitated under the CDBG single-family owner-occupied housing rehabilitation program.

Objective H-2.3: Coordinate with other housing providers to foster efficient collaboration and provision of affordable housing.

Policy H-2.3.1: Continue to strive for a high level of intragovernmental and intergovernmental coordination between the City of Pensacola, Escambia County, and other public and private housing providers for all housing assistance efforts for very low, low and moderate income families.

Policy H-2.3.2: Coordinate with the major housing agencies in the area in developing, promoting, and maintaining housing counseling and training services to aid low and moderate income families in finding and maintaining housing compatible with their needs and income capabilities.

Policy H-2.3.3: Continue to implement regulations that are compatible with region-wide regulations for the allocation of very low, low and moderate income housing as stated in the Northwest Strategic Regional Plan Policy, and coordinate with Escambia County to provide for consistency in housing policies, regulations, and incentives.

Policy H-2.3.4: Continue to support the efforts of the Area Housing Commission by having City Council representation on their commission, and assisting in their efforts to locate and develop sites and housing programs for very low, low, and moderate income families.

Objective H-2.4: Encourage and facilitate the creation of quality affordable housing throughout the City.

Policy H-2.4.1: Continue to coordinate, support, and encourage attempts of private enterprises, non-profit groups, and civic organizations to build attractive, quality new dwelling units for households across the full spectrum of income ranges and for those with special needs.

Policy H-2.4.2: Encourage new housing units available to low and moderate income persons by lowering the cost of developing such units through incentive programs to the developers and applying for and utilizing available and eligible federal and state housing programs designed to assist low and moderate income families.

Policy H-2.4.3: Continue to initiate new, and support existing, public or public/private partnership for the provision of new rental units and new owner-occupied housing units for very low, low and moderate income households.

Objective H-2.5: Develop innovative programs and policies to create and preserve sustainable affordable housing.

Policy H-2.5.1: Continue to establish partnerships with local lending agencies that will explore, develop and promote creative ways of financing owner occupied housing for low and moderate income families, the improvement of substandard units and the development of standard ones. All agencies involved in the provision of affordable housing within the City are invited to participate in this "partnership."

Policy H-2.5.2: Encourage the replacement of obsolete public housing units with a quality mixture of for-sale and mixed-income rental properties with supportive services on site.

Policy H-2.5.3: Encourage affordable housing through the exploration of innovative design and regulations in the Land Development Code.

Policy H-2.5.4: Continue to offer incentive for infill housing development through its liens waiver policy for affordable housing.

Policy H-2.5.5: Present a periodic progress report in creating and preserving sustainable affordable housing to the Planning Board of the City of Pensacola and the Mayor.

GOAL H-3: A range of housing options to support the spectrum of a diverse and vibrant population.

Objective H-3.1: Encourage a variety of quality housing types to meet the needs, financial abilities and preferences of present and future Pensacola residents.

Policy H-3.1.1: Encourage the provision of quality affordable housing in areas where it is determined that the demand for housing affordable to low, moderate and workforce families has not been addressed by the local market.

Policy H-3.1.2: Continue to provide for different intensities of attractive single family development to reflect differences in the existing and desired character of single family areas across the City.

Policy H-3.1.3: Continue to permit and encourage accessory dwelling units in appropriate residential zoning districts, subject to regulations designed to limit impacts and protect neighborhood character, in order to create attractive and affordable rental opportunities and provide greater flexibility for homeowners.

Policy H-3.1.4: Support mixed-income housing developments including quality, affordable, rental or for-purchase workforce housing, especially along transit lines in the inner city and urban core.

Policy H-3.1.5: Encourage mixed-income rental housing that allows both market-rate and subsidized units of equal quality and aesthetic appeal in the same development.

Policy H-3.1.6: Continue to allow residentially designed manufactured home units on individual lots in the R-1A, R-2A, R-NC, C-1, C-2, and C-3 zoning districts and as a conditional use in the R-1AA zoning district. Residentially

designed manufactured home units shall be permitted in approved mobile home parks existing as of May 1, 1991, and in approved manufactured home parks. Standard design manufactured home units shall be permitted in approved mobile home parks existing as of May 1, 1991, and in approved manufactured home parks.

Policy H-3.1.7: Continue to identify opportunities and encourage redevelopment and attractive infill development that maintains the single-family character of an area, but allows for a greater range of residential housing types, i.e. garage apartments, cottages, tandem houses.

Policy H-3.1.8: Explore the creation of an independent not-for-profit entity to perform land trust and land banking activities to preserve and promote a range of housing options.

Objective H-3.2: Promote a range of housing options to support the population throughout all life stages and capabilities.

Policy H-3.2.1: Improve the balance in the City's population by attracting a proportionate share of the region's families with children through appropriate housing options in order to encourage stabilized neighborhoods and a vital public school system.

Policy H-3.2.2: Facilitate people who are aging to remain in their own neighborhoods and homes as their needs change by supporting shared housing, accessory dwelling units, adult foster homes, and other assisted residential living arrangements.

Policy H-3.2.3: Encourage the development of housing accessible to people with physical limitations and the adaptation of existing homes to improve accessibility for people of all ages and capabilities.

Policy H-3.2.4: Support and technical assistance shall be given through intergovernmental coordination to handicapped service organizations within the City to help provide them with the infrastructure and public facilities necessary to support and encourage independent living for clients of their programs.

Policy H-3.2.5: Continue to include measures in the Land Development Code that assure that group homes and foster care facilities can be developed in residential zones in proximity to convenient support services in accordance with federal, state and local regulations.

Objective H-3.3: Recognize the importance of housing to economic development efforts, and encourage the provision of a wide variety of housing types that support the retention,

expansion and creation of desirable employment opportunities and a competitive workforce.

Policy H-3.3.1: Support housing development by considering the cumulative impact of City regulations on the protection and improvement of existing housing and on the ability of housing developers to provide quality under-represented housing types that are affordable to and appeal to the full spectrum of the workforce.

Policy H-3.3.2: City ordinances, codes, land development regulations and the permitting process shall be reviewed from time to time and amended, where necessary, for the purpose of eliminating excessive requirements in order to increase private sector participation in meeting housing needs.

Policy H-3.3.3: Allow an exemption from concurrency, pursuant to F.S. 163.3180, for certain affordable workforce housing units developed consistent with s.380.0651(3).

Policy H-3.3.4: Continue to provide expeditious and timely review of development and permit applications.

Policy H-3.3.5: Continue to work to reverse the declining residential population of the City, both in total number as well as in diversity of age, education attainment and working status.

Objective H-3.4: Promote context-appropriate residential redevelopment in the downtown, urban core and inner-city areas.

Policy H-3.4.1: Promote and encourage the use of higher density within the downtown and inner city to creating sufficient mass to establish cohesive residential neighborhoods.

Policy H-3.4.2: Support downtown mixed-use development consistent with the Goals of the Comprehensive Plan's Land Use Element and CRA Downtown Master Plan strategies.

Policy H-3.4.3: Encourage utilization of vacant upper floors in the downtown business district for residential development for loft and non-suburban style apartments.

Policy H-3.4.4: Encourage production of high quality multi-family rental and for-sale units such as apartments, condominiums or co-ops and single family attached units such as townhouses and rowhouses in the downtown area at rents and prices affordable to the majority of younger professionals, empty nesters and urban

families with above moderate, but below upper level incomes through development incentives.

Policy H-3.4.5: Physically revitalize and modernize inner-city neighborhoods by providing appropriate incentives for mixed-income home ownership opportunities combined with multi-family rental units and retail space that reflect traditional neighborhood design.

GOAL H-4: Vibrant, stable neighborhoods that represent the unique diversity of Pensacola's past, present, and future.

Objective H-4.1: Maintain the stability of existing neighborhoods while expanding opportunities for housing choices.

Policy H-4.1.1: Encourage conservation, where appropriate, of the existing supply of standard housing by continued code enforcement and demolition of deteriorated structures which are beyond repair.

Policy H-4.1.2: Continue to encourage private investment in the conservation of residential structures within the City limits.

Policy H-4.1.3: Continue to encourage revitalization of neighborhoods not designated as a formal "historic district" and provide adequate control over the new development and redevelopment by establishing development guidelines that will maintain the aesthetic quality of the area. These guidelines will be included in a Land Development Code amendment.

Objective H-4.2: Increase opportunities for new housing development while balancing the equally important objective of ensuring that new development is compatible with neighborhood character.

Policy H-4.2.1: In order to maintain a consistent and appealing character in residential areas, seek to ensure through development standards that new and converted structures are aesthetically compatible with existing development and reflective of the character of that development in terms of scale, open space, setbacks, siting and unit orientation.

Policy H-4.2.2: Promote denser, but still human-scaled neighborhoods by permitting multifamily building types with height limits and development standards that promote a strong relationship between individual dwellings and the ground level.

Objective H-4.3: Preserve and enhance the unique identities and character of housing in traditional or older neighborhoods.

Policy H-4.3.1: Encourage the rehabilitation and maintenance of existing sound housing to conserve physical assets that contribute to a neighborhood's desired character.

Policy H-4.3.2: Encourage housing design that supports the conservation, enhancement and continued vitality of areas of the City with special scenic, historic, architectural or cultural value.

Policy H-4.3.3: In addition to exploring the development of "special district" ordinances, the City shall continue to provide ordinances to preserve neighborhood character and viable housing stock with the support of public agencies and neighborhood-based organizations.

Objective H-4.4: Redevelopment of the housing stock in distressed and deteriorated neighborhoods.

Policy H-4.4.1: Maintain housing quality by encouraging the revitalization of housing that exceeds minimum construction standards.

Policy H-4.4.2: Promote housing opportunities that build a sense of community and neighborhood pride through quality design and aesthetic appeal.

Policy H-4.4.3: Continue to enhance the quality of the design of new infill residential development.

Objective H-4.5: Quality schools that support vibrant, attractive neighborhoods.

Policy H-4.5.1: Recognize the interconnected importance of quality neighborhood school retention with community economic development, neighborhood stability, diversity and sustainability efforts.

Policy H-4.5.1: In partnership with other agencies, encourage the maintenance and improvement of urban schools to preserve and enhance neighborhood quality and vitality.

Policy H-4.5.2: Support the viability of urban schools by encouraging residents and families to locate or remain in underutilized urban school districts.

Policy H-4.5.3: Utilize, where appropriate, homeownership and rehabilitation incentives to attract families to underutilized school districts, including incentives to the private sector to maintain a housing production capacity sufficient to meet the needs of workforce families.

GOAL H-5: Sustainable, environmentally-friendly neighborhoods that enhance the City's livability.

Objective H-5.1: Encourage the greatest concentration of housing in areas with convenient access to transit, a mix of activities, a range of residential services and amenities and opportunities to live within walking distance of employment.

Policy H-5.1.1: Encourage “walkable,” mixed-use, mixed-income communities that offer a variety of services, multiple housing options and diverse residents to create a stimulating urban lifestyle.

Policy H-5.1.2: Encourage economic development, retail opportunities and incentives for the downtown CRA and inner-city redevelopment districts to support a vibrant urban living experience.

Policy H-5.1.3: Continue to support low-impact home-based businesses and “cottage industries” in mixed-use districts and residential areas while ensuring that those proposed for residential areas do not negatively impact residential neighborhoods.

Policy H-5.1.4: Promote a residential development pattern with increased availability of housing at densities that promote walking and transit use near employment concentrations, residential services and amenities.

Objective H-5.2: Ensure that new residential development is consistent with the environmental capacity of the site and the character of the surrounding area.

Policy H-5.2.1: Continue to utilize flexible development options, including cluster development, to preserve the environmental integrity and viability of the site and surrounding area.

Policy H-5.2.2: Foster flexibility in the division of land and the siting of dwellings and other improvements to reduce the development's impact on environmentally sensitive areas and resources.

Policy H-5.2.3: Continue to provide supporting infrastructure improvements and maintenance of leisure services facilities, such as parks and open space, available to existing neighborhoods and new housing developments.

Policy H-5.2.4: Continue to offer reduced parking requirements for housing where impacts on surrounding neighborhoods are minimal as identified in the land development code.

Policy H-5.2.5: Minimize the exposure of housing to excessive off-site environmental impacts including pollution, noise, vibration and odors associated

with industrial or commercial uses through landscaping and streetscape screenings.

Objective H-5.3: Energy-efficient homes that minimize their impact on the environment while energy decreasing costs to residents.

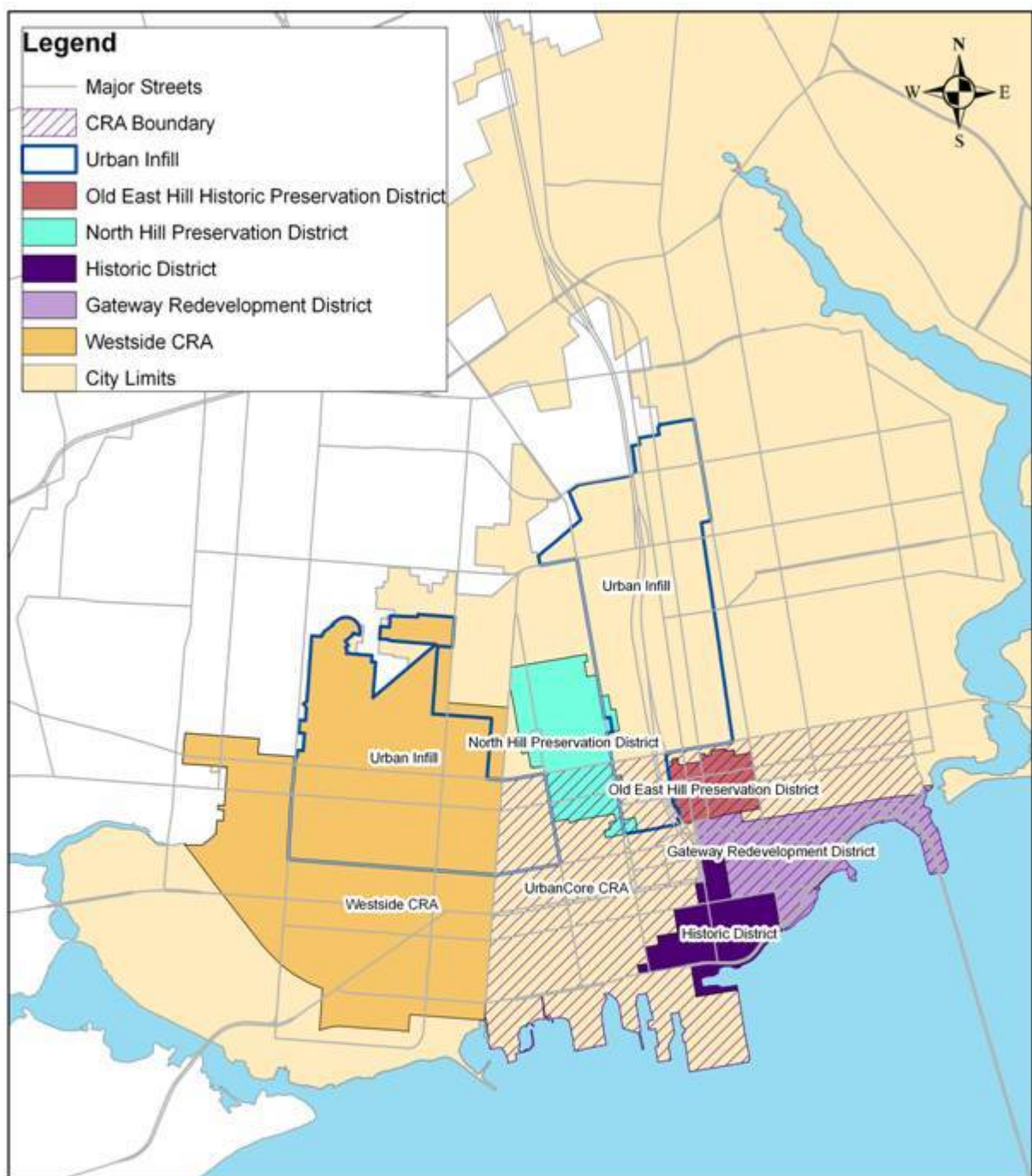
Policy H-5.3.1: Consider, where appropriate, revisions to the land development code that will support the development of energy efficient infill housing.

Policy H-5.3.2: Encourage the use of eco-friendly, “green,” sustainable building standards in residential projects.

Policy H-5.3.3: Encourage the use of the most feasible, safe and energy-efficient systems and methods for constructing rental and home ownership housing to increase its useful life.

Policy H-5.3.4: For qualifying households and homes, the City shall utilize existing weatherization programs and encourage the use of energy efficiency programs available through local agencies like Gulf Power and Energy Services of Pensacola.

City of Pensacola Special Districts



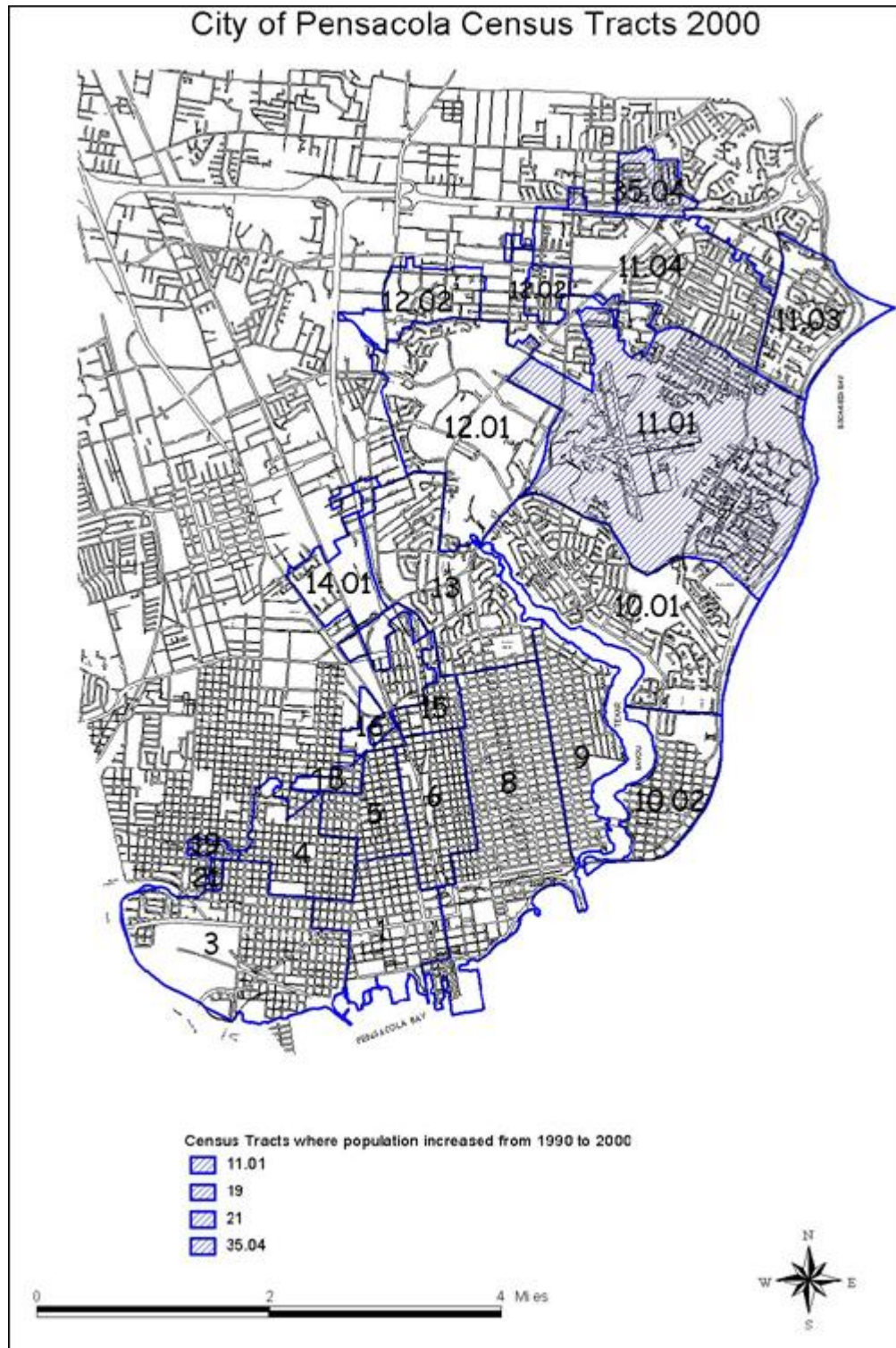
Special Districts City of Pensacola



Date: 2010

This map was prepared by the GIS section of the City of Pensacola and is provided for information purposes only and is not to be used for development of construction plans or any type of engineering services based on information depicted herein. It is maintained for the function of this office only. It is not intended for conveyance nor is it a survey. The data is not guaranteed accurate or suitable for any use other than that for which it was gathered.

City of Pensacola Census Tracts



CHAPTER 4

PUBLIC FACILITIES

GOAL PF-1: The City shall make provision of the necessary solid waste, sanitary sewer, drainage and potable water facilities for the purpose of meeting existing and projected public facility demands within the City of Pensacola.

Objective PF-1.1: The City and/or the appropriate agency shall correct public facilities deficiencies as described in the Public Facilities and the Capital Improvements Chapters of the Comprehensive Plan.

Policy PF-1.1.1: The following level of service standards shall be utilized so that development permits are issued concurrent with adequate public facilities capacity:

Solid Waste - 4.52 pounds per capita per day

Drainage - LOS A - tolerates street flooding to a depth of 3 inches or less in the gutters when the rest of the pavement is passable, and allows open or green space flooding of up to 12" as long as there is no threat to public health or safety, or permanent impediment to the intended use of the property; LOS B - tolerates flooding of entire street surface up to 4"; LOS C - tolerates structure flooding; based on the following design criteria:

- * In existing developments adequate drainage capacity to accommodate run-off associated with a 3-year, 12-hour design storm for collection systems;
- * In new developments adequate drainage capacity to accommodate a 25-year, 12-hour design storm for collection systems and for retention and detention ponds. As a minimum the first 1/2" of runoff must be retained on the site of the development. At the discretion of the City Engineer, retention standards may be increased beyond the 1/2" minimum standards on a site specific basis.

Objective PF-1.2: The City shall participate with the Emerald Coast Utilities Authority in the preparation of the ECUA's 5-Year Capital Improvements Plan to ensure the future provision of sanitary sewer and potable water facilities.

Sanitary Sewer - No existing deficiencies identified

Potable Water - No existing deficiencies identified

Policy PF-1.2.1: The following level of service standards shall be utilized so that development permits are issued concurrent with adequate public facilities capacity:

Sanitary Sewer - 100 gallons per capita per day (gpcd) for average flow capacity and 200 gpcd for peak flow capacity.

Potable Water - 118 gallons per capita per day for Zone 1 and 146 gallons per capita per day for Zone 2.

Objective PF-1.3: The City shall:

1. Coordinate the extension of, or increase in the capacity of, sanitary sewer or potable water facilities with ECUA based on population projections and the development of land as described in the Future Land Use Chapter and delineated on the Future Land Use Map Series.
2. Update the City's Stormwater Master Plan in order to assess need to extend or increase capacity of the municipal drainage system.

Policy PF-1.3.1: The City shall monitor and verify the availability and capacity of public facilities prior to issuing development permits so that a determination can be made as to whether adequate capacity will be available concurrent with the impacts of the development.

Policy PF-1.3.2: No City development permits will be issued for new development, which will result in increased demand on City or ECUA controlled public facilities beyond their design capacities based on adopted level of service standards, unless the necessary facilities are available concurrent with the impacts of the development.

Policy PF-1.3.3: The City shall prepare an annual summary of capacity and demands for drainage and solid waste facilities and the ECUA will prepare annual summaries of capacity and demand for sanitary sewer and potable water facilities within the City limits pursuant to the Uniform Special District Accountability Act of 1989.

Objective PF-1.4: The City shall maximize the use of existing drainage facilities through efficient and timely maintenance and shall propose an interlocal agreement with Escambia County and the ECUA, which will describe provisions under which sanitary sewer and potable water facilities will be expanded so as to discourage urban sprawl.

Policy PF-1.4.1: The following priorities shall be established in providing for public facility needs:

1. Correction of existing deficiencies;
2. Replacement of existing facilities as they deteriorate, unless these facilities are located in an area that is deemed hazardous to human safety or environ-mentally unsound; and,
3. Provision of future facility needs when developments comply with all other requirements of the Comprehensive Plan.

Policy PF-1.4.2: Through provisions of the proposed interlocal agreement, ECUA shall be required to upgrade, maintain and expand sanitary sewer and potable water facilities in existing developed areas in the City and the County at a higher priority than that of construction and/or expansion into undeveloped areas, especially when such expansion fosters urban sprawl.

Objective PF-1.5: The City of Pensacola has implemented, and will continue to operate, a solid waste management programs for the separation of domestic waste into recyclable and non-recyclable categories in order to reduce overall quantities of landfilled waste by 30% in accordance with Chapter 187.201(13), F.S., to the maximum extent economically feasible.

Policy PF-1.5.1: Projected solid waste landfill demands through the year 2019 will be met through the interlocal agreement with Escambia County regarding the utilization of the County's resource recovery facility.

Policy PF-1.5.2: The City of Pensacola will continue to conduct solid waste separation programs using the most feasible separation techniques.

Policy PF-1.5.3: The City will continue a public information/education campaign concerning the City's solid waste management program.

Policy PF-1.5.4: The City shall encourage the use of xeriscaping© (i.e., the use of native vegetation in its natural state by residents so that less yard waste will be generated by mowing and pruning activities) through education of City residents.

Policy PF-1.5.5: The City of Pensacola will conduct periodic studies on future solid waste management techniques.

GOAL PF-2: Provision of sanitary sewer, solid waste, drainage and potable water facilities shall be done in a manner which reasonably ensures the maintenance and integrity of environmental quality, as well as protection and maintenance of groundwater aquifer recharge areas, surface groundwater and receiving waters.

Objective PF-2.1: The City shall coordinate with the ECUA and Escambia County in efforts to reduce effluent discharge to surface water.

Policy PF-2.1.1: When considering a site for a sewage treatment plant, the City shall encourage ECUA to consider locations close to facilities, crop lands, etc., which can use the effluent generated by the plant.

Policy PF-2.1.2: The City will coordinate with the ECUA and the Escambia County Health Department to identify the location of individual septic tanks in the City for the purpose of discontinuing septic tank use and requiring utilization of the sewer collection system.

Policy PF-2.1.3: The City will review cumulative impact of new development on natural resources.

Policy PF-2.1.4: The City shall continue to monitor the implementation actions of the Escambia/Santa Rosa Coast Resources Planning and Management Committees and recommend area-wide compliance with the policies pertaining to wastewater facilities planning.

Policy PF-2.1.5: Where economic feasible, the City will support ECUA's efforts to require impact fees on developments which create a demand for additional public facilities, sufficient to finance the development's share of the cost.

Objective PF-2.2: The City shall continue to require all new development, and redevelopment where economically feasible, to protect natural drainage features and sensitive environmental resources by implementing stormwater management and erosion control practices, which comply with regulations adopted in the revised Land Development Code.

Policy PF-2.2.1: The City shall monitor stormwater management facilities on City-owned lands that are adjacent to or contain natural water systems to minimize impact.

Policy PF-2.2.2: The City shall continue to develop cooperative approaches to restoring and managing regionally significant natural systems through implementation of the recommendations from the *Escambia County/City of Pensacola Stormwater Plan* and the *Pensacola Bay System S.W.I.M. Plan*.

Objective PF-2.3: The City's Land Development Code shall be revised where necessary to assure that development, which adversely affects functioning natural systems, is minimized or prevented.

Policy PF-2.3.1: The City shall protect the hydrologic and ecologic function of estuarine systems by designating areas as Conservation Land Use Districts and through the implementation and enforcement of "Resource Protection Overlay Districts".

Overlay Zoning Districts are as follows:

- X Wellhead Protection District - The purpose of this district is to avoid risks of damage to sources of drinking water by prohibiting within close proximity of public water wells certain land uses, facilities and activities which involve a reasonable likelihood of discharges of pollutants into or upon surface of ground waters.
- X Bayou Texar Shoreline protection District - The purpose of this district is to establish standards which recognize and protect the environmental resources of the Bayou Texar shoreline. This district ensures the preservation of the natural buffering effect of open spaces along the shoreline for storm surge abatement and the filtering of stormwater runoff.
- X Escambia Bay Shoreline Protection District - The purpose of this district is to establish standards, which recognize and protect the unique scenic vistas and environmental resources of the Escambia Bay shoreline.

Policy PF-2.3.2: The City shall continue to enforce all ordinances, which relate to drainage, stormwater management, litter, and sedimentation and erosion control.

Policy PF-2.3.3: The City shall continue to provide technical assistance for the development of non-structural approaches to stormwater drainage control.

Policy PF-2.3.4: The City shall continue to encourage use of permeable surfaces for parking lots, patios, sidewalks, driveways, etc.

Objective PF-2.4: The City shall develop a public information campaign about watershed management (either on its own or in conjunction with other applicable agencies or governmental entities).

Policy PF-2.4.1: The City shall coordinate with Escambia County, the Escambia County School Board, ECUA and the NFWFMD in funding and/or developing educational materials which will be utilized for public information purposes on watershed management.

Policy PF-2.4.2: The City shall coordinate with the Escambia County Agriculture Extension Service and/or other appropriate agencies in developing landscape design and/or urban forestry programs, which promote the preservation of native vegetation for the purpose of sedimentation and erosion control.

Objective PF-2.5: The City of Pensacola shall coordinate with the County, the ECUA and the NFWFMD to promote water conservation through identifying methods of reducing sanitary sewer flows and pumping of potable water.

Policy PF-2.5.1: The City shall coordinate with the Emerald Coast Utilities Authority (ECUA) to develop a public information campaign concerning water conservation.

Policy PF-2.5.2: The City shall coordinate with Escambia County, the Escambia County School Board, ECUA and the NFWFMD in the continued funding and/or development of educational materials which will be utilized for public information purposes on water conservation.

Policy PF-2.5.3: The City shall coordinate with Escambia County, the Escambia County School Board, ECUA, and the NFWFMD in researching all funding mechanisms which are available for establishing a water conservation campaign.

Policy PF-2.5.4: The City shall continue to enforce codes and ordinances requiring water-saving devices in new and rehabilitated construction and encouraging or requiring use of permeable surfaces for parking lots. The City shall consider incentives for developments, which utilize water conservation technology, not to exclude energy conservation technology such as water-sourced heat pumps.

Policy PF-2.5.5: The City shall coordinate with ECUA in studying the development of irrigation systems, which utilize water sources other than the groundwater aquifer for City-owned building sites, recreational sites or public rights-of-way.

Policy PF-2.5.6: The City shall coordinate with the Escambia County Agriculture Extension Service and/or other appropriate agencies in developing landscape design and/or urban forestry programs, which promote the use of indigenous vegetation for the purpose of conserving water used for irrigation. This coordination may be either in the form of shared funding or manpower.

Objective PF-2.6: The City shall continue to enforce its Land Development Code regulations protecting the function of the Sand and Gravel Aquifer.

Policy PF-2.6.1: The City shall utilize maps contained in the *Wellhead Protection Area Delineation In Southern Escambia County, Florida, Water Resources Special Report 97-4, December 1997*, prepared by the Northwest Florida Water Management District, as may be amended, and included by reference, to identify wellhead protection areas around existing water wells and shall continue to cooperate with the Emerald Coast Utilities Authority in reviewing land use regulations within these areas.

Policy PF-2.6.2: The City shall protect all water recharge areas within the City through enforcement of all existing ordinances adopted in the Land Development Code, including but not limited to the following:

1. Open space requirements;
2. Amount of impervious surfaces permitted in critical water recharge areas;
3. Stormwater management;
4. Erosion control; and
5. Landscaping and vegetation protection.

Objective PF-2.7: The City shall continue to cooperate in developing a hazardous waste management program in coordination with State and County governments and agencies for the proper collection, storage, disposal and transport of hazardous wastes generated within the City.

Policy PF-2.7.1: The City shall continue to respond to all hazardous materials incidents in the City in compliance with Title III of the Superfund Amendment and Re-authorization Act of 1986 and the Florida Hazardous Materials Emergency Response and Community Right-to-Know Act of 1988.

Policy PF-2.7.2: The City shall promote the use of scheduled amnesty days for the appropriate collection of hazardous wastes.

Policy PF-2.7.3: All industries with hazardous wastes shall be required to develop a spill clean-up plan, provide storage facilities for hazardous wastes generated on site, and provide for safe transport of any hazardous waste.

Policy PF-2.7.4: The City shall coordinate with County, State and Federal agencies in the development and compliance of hazardous waste management programs.

Policy PF-2.7.5: The City shall regulate the use and disposal of hazardous materials and wastes within critical aquifer protection areas and within wellhead protection zones.

GOAL PF-3: The City shall encourage the use of energy efficient and environmentally-beneficial activities and products for public facility use.

Objective PF-3.1: The City shall encourage construction of new facilities and purchase of equipment to be used with environmentally beneficial equipment.

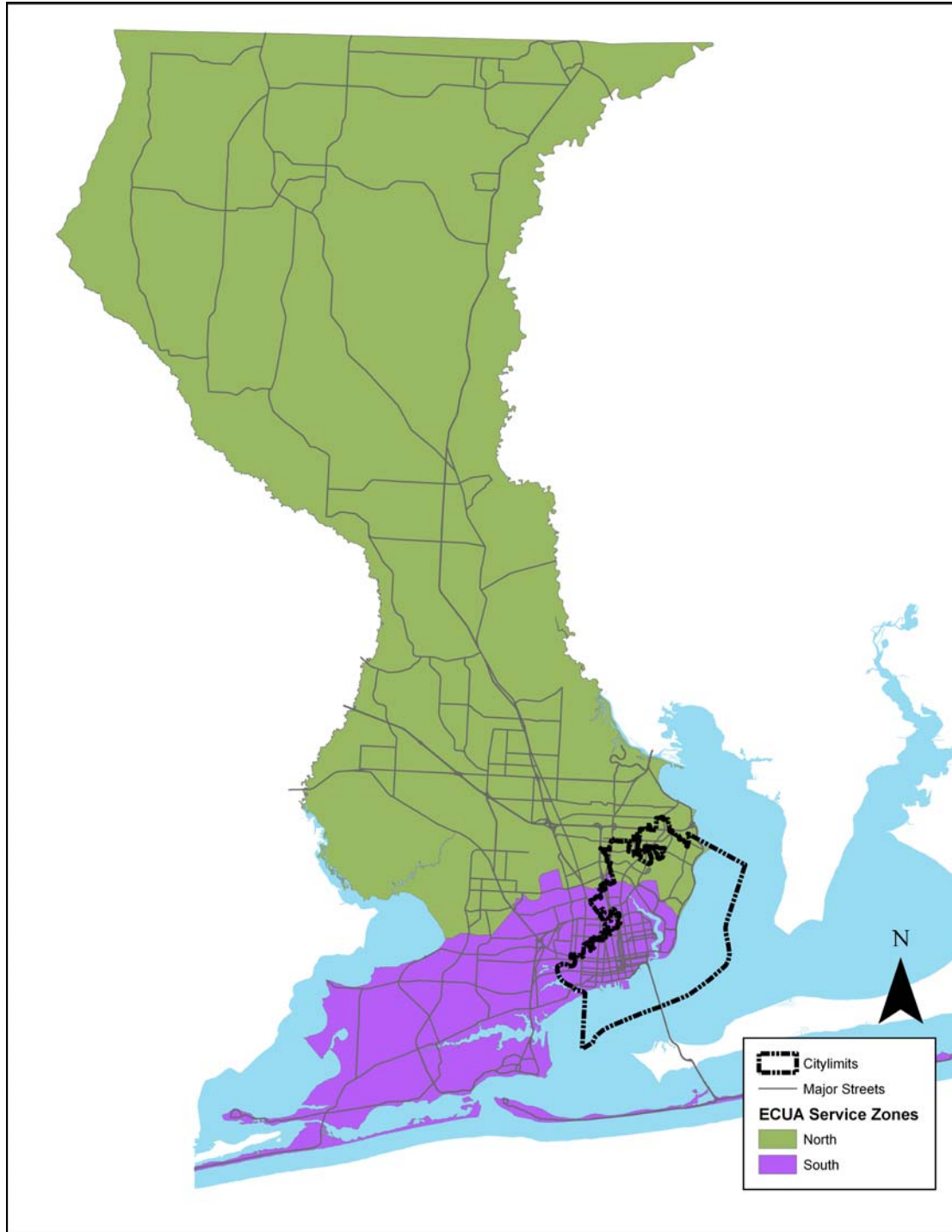
Policy PF-3.1.1: The City shall encourage all new public facilities to be constructed utilizing energy and resource efficient techniques and systems including benchmarks from the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Green Building Rating Systems. The City shall also encourage LEED certification where appropriate and feasible.

Policy PF-3.1.2: The City shall exclusively purchase environmentally-beneficial equipment such as Energy-Star qualified products when cost feasible.

Public Facilities



Emerald Coast Utility Authority Service Zones



CHAPTER 5

COASTAL MANAGEMENT

GOAL CM-1: The City shall manage the coastal system natural resources within the City limits in a manner that will maintain or enhance environmental, recreational, historic and economic qualities, protect human life, and limit public expenditures in coastal areas.

Objective CM-1.1: The City shall encourage shoreline development of those land uses which are dependent on or related to access to the water.

Policy CM-1.1.1: Shoreline development in Coastal High Hazard Area (CHHA) shall be prioritized as follows to the maximum extent feasible

- A. Water dependent uses
 - 1. Commercial
 - 2. Light industrial
- B. Water related recreation
- C. Residential
- D. Commercial

Policy CM-1.1.2: All City owned or City financed waterfront development, except for industrial uses, shall provide for public waterfront access.

Policy CM-1.1.3: The City shall encourage and coordinate in the development of additional marina facilities and fishing piers provided they meet the following criteria:

- * The use is compatible with surrounding land uses.
- * Upland support services are available.
- * A hurricane contingency plan is in place.
- * The water quality concerns have been addressed.
- * A plan is in place for mitigation actions in the event that the environment is adversely affected.
- * The economic need and feasibility for the facility have been established.

Policy CM-1.1.4: The City shall continue to provide for the siting of water-dependent and water-related uses through the zoning guidelines of the appropriate land use districts.

Policy CM-1.1.5: The City shall continue to utilize and develop its deepwater port, coordinating the port's activities with other City, County, regional, state and federal agencies in the following areas: transportation, land use, natural and man-made hazards, protection of natural resources.

Policy CM-1.1.6: The City shall enhance the urban waterfront through proper land use planning, the public acquisition of land for parks and open space, and the establishment of downtown waterfront pedestrian connections.

Objective CM-1.2: The City shall limit public expenditures that subsidize development in the Coastal High Hazard Area (CHHA) except for restoration or enhancement of natural resources.

Policy CM-1.2.1: The Coastal High Hazard Area (CHHA) will be the area seaward of the elevation of the Category 1 storm surge line as established by a Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

Policy CM-1.2.2: Public funds shall be expended in the CHHA only in developments: that comply with residential densities adopted in this plan that will produce no adverse affects to the surrounding land uses or the environment without approved mitigation plans; and/or, that would further open up the waterfront to public access.

Policy CM-1.2.3: The City shall take whatever actions that are necessary so that all public facilities located near the City's shoreline or in the CHHA are resistant to storm events and meet all the building standards for the hurricane-force winds and floods.

Objective CM-1.3: In accordance with the City's land development code, the City shall continue to direct high density population developments away from the City's CHHA.

Policy CM-1.3.1: Future residential land use in the CHHA shall be limited to the following densities by location:

- * Low density - along Escambia Bay north of Hyde Park Road and south of Gadsden Street, and along both shores of Bayou Texar.
- * Medium density - along Pensacola Bay (except for the Historic District), and along Bayou Chico.
- * High density - Historic District.

Policy CM-1.3.2: Future residential land use developments in the dense business area constructed in the CHHA shall be limited to medium density (18 or fewer residential dwelling units per acre). Allowable density above the medium density limit established by future land use category may be transferred to portions of the development site outside the CHHA.

Objective CM-1.4: The City shall provide, and if necessary increase, public access to available shoreline consistent with estimated need.

Policy CM-1.4.1: The City will limit vacations of public rights-of-way to maintain the public access to shorelines.

Policy CM-1.4.2: The City will continue to work with Escambia County to maintain and increase shoreline access to the public.

Policy CM-1.4.3: The City shall review and enforce the public access requirements of the Coastal Zone Protection Act of 1996.

Policy CM-1.4.4: The City shall coordinate land use plans for shoreline access to include proper circulation routes and parking facilities necessary for the particular locations and uses.

Policy CM-1.4.5: The City shall coordinate with the Escambia County Transit System for provision of public transportation to shoreline facilities.

Policy CM-1.4.6: The City shall promote public access and increase overall connectivity between existing neighborhoods and Pensacola Bay.

Objective CM-1.5: The City shall allow development in the CHHA only if it will not create a deficiency in the adopted minimum levels of service.

Policy CM-1.5.1: Level of service standards in the CHHA shall be consistent with those of the rest of the City.

Policy CM-1.5.2: The City shall take all appropriate steps to provide that funding for infrastructure will be phased to coincide with the demands generated by development or redevelopment in the CHHA provided the development meets all the requirements of density and use set forth in the Future Land Use Plan and is consistent with coastal resource protection and safe evacuation.

Objective CM-1.6: The City shall coordinate with State, regional and county agencies in evaluating major evacuation routes and determining where operational improvements can be made to maintain or reduce hurricane evacuation times and shall work with the Civil Defense and Red Cross in identification and provision of adequate emergency shelter.

Policy CM-1.6.1: In the event of a natural disaster, the City shall respond to the instruction and guidance of the Escambia County Civil Defense office and follow the recommendations from the *Tri-State Hurricane Evacuation Study* for evacuation procedures.

Policy CM-1.6.2: The City shall periodically review the natural disaster plan, taking into consideration the capacity of evacuation routes as compared to the predicted population density listed in the Future Land Use Plan Element and other publications relating to natural disaster planning.

Objective CM-1.7: The City will update post-disaster redevelopment plans based on building and construction regulations, city codes, and intergovernmental reports in coordination with Escambia County in order to minimize or eliminate the exposure of human life and property to natural disaster hazards, as necessary.

Policy CM-1.7.1: The City will enforce and/or establish any necessary building and development codes to minimize damage to human life and property from a natural disaster.

Policy CM-1.7.2: The City will continue to participate in the National Flood Insurance Program.

Policy CM-1.7.3: Following a natural disaster, the City will seek Federal Acquisition and donation of properties along CHHA that have been damaged beyond repair, provided for by section 1362 of the NFIP.

Policy CM-1.7.4: The City shall identify all areas needing redevelopment to reduce or eliminate unsafe conditions and inappropriate uses in the CHHA.

Policy CM-1.7.5: The Post-Disaster Redevelopment Plan shall establish policies for the following: differentiating between repair and clean-up actions which are needed to protect public health and safety and those actions which constitute long-term repair and redevelopment activities; practices for removal, relocation or structural modification of damaged infrastructure and unsafe structures; limiting redevelopment in areas of repeated damage; and incorporating recommendations of interagency hazard mitigation reports into the local Comprehensive Plan.

Policy CM-1.7.6: The City shall develop regulatory or management techniques for general hazard mitigation including regulation of: beach alteration; stormwater management; and sanitary sewer facilities.

Policy CM-1.7.7: The City shall incorporate the recommendations of the hazard mitigation annex of the local peacetime emergency plan and applicable existing interagency hazard mitigation reports.

GOAL CM-2: The City shall ensure the highest environmental quality feasible, the City will seek to conserve, protect, and properly manage its natural resources.

Objective CM-2.1: The City shall protect, conserve or enhance coastal wetlands, living marine resources and wildlife habitat.

Policy CM-2.1.1: The City shall limit the specific and cumulative impacts of development and redevelopment which will have adverse effects on wetlands, water quality, wildlife habitat, living marine resources and beach systems by prohibiting these developments unless mitigation actions are specified or by withholding public funds from these projects.

Policy CM-2.1.2: By the year 2021, the City shall restore or enhance disturbed or degraded natural areas for City-owned property including beaches, estuaries, wetlands, shoreline ecosystems, and drainage systems and shall establish programs to mitigate future disruptions or degradations.

Policy CM-2.1.3: The City shall establish standards for new development adjacent to wetlands to reasonably assure that the quality and quantity of their stormwater discharge does not adversely impact the physical and/or ecological features of those habitats.

Policy CM-2.1.4: With respect to acquisition, the City, where feasible, shall protect, conserve, or enhance coastal wetlands, living marine resources and wildlife habitat unduly threatened by development through establishment of public or private conservation easements or other available means as deemed appropriate.

Objective CM-2.2: The City shall maintain and improve estuarine environmental quality.

Policy CM-2.2.1: The City shall coordinate with Escambia County and the City of Century through the existing interlocal agreement to conduct stormwater management plans which will provide recommendations for preventing estuarine pollution, controlling surface water runoff and protecting living marine resources.

Policy CM-2.2.2: The City shall review and contribute to any updates of the Comprehensive Plans in surrounding jurisdictions and other policy plans that would affect implementation of local estuarine protection goals.

Policy CM-2.2.3: With respect to acquisition, the City, where feasible, shall protect, conserve, or enhance estuarine environmental quality unduly threatened by development through establishment of public or private conservation easements or other available means as deemed appropriate.

Policy CM-2.2.4: The City shall work with local organizations, regional, state agencies to establish procedures to protect and increase the water quality near existing shorelines.

Objective CM-2.3: The City shall reasonably assure that impacts of man-made structures on beach systems are minimal.

Policy CM-2.3.1: Construction in the CHHA shall conform to regulations set forth in the Land Development Code for floodplain management.

Objective CM-2.4: The City shall coordinate with the West Florida Historic Preservation, Inc. and other appropriate agencies in the protection, preservation or sensitive reuse of historic resources.

Policy CM-2.4.1: The City shall continue to support the Historic Pensacola Preservation Board in its efforts to identify historic sites and register them with the proper agencies.

Policy CM-2.4.2: Through historic zoning district guidelines and building codes, the City shall continue to establish controls for safe construction practices and for retaining the character of development within the districts.

Objective CM-2.5: The City shall continue to discourage off shore oil and gas drilling in the coastal areas of North Florida, and the City shall continue to demand accountability for clean-up of any leaks or spills of oil or oil products as well as other contaminants and pollutants.

Policy CM-2.5.1: The City shall continue to cooperate with other local and state agencies in opposition to the leasing of coastal area waters for offshore oil and gas drilling through appropriate actions. Further, the City shall cooperate with local, state and federal agencies in the clean-up efforts following the Deepwater Horizon oil spill and any other oil leak or spill as well as other contaminants and pollutants that affect waterways within the city limits.

City of Pensacola Coastal High Hazard Areas



CHAPTER 6

CONSERVATION AND SUSTAINABILITY

GOAL C-1: The City of Pensacola will seek to properly manage and protect the environment and its natural resources to the highest level possible.

Objective C-1.1: The City will work with the appropriate agencies to preserve and protect air quality within the City and the Pensacola Urbanized Area to meet ambient air quality standards as currently required by the Florida Department of Environmental Protection (FDEP).

Policy C-1.1.1: The City shall support and cooperate with Escambia County, FDEP, and FDOT in monitoring air pollution sources in the area.

Policy C-1.1.2: The City shall ensure that new industrial development is located in compatible land use areas where impact on air quality can be monitored and minimized.

Policy C-1.1.3: The City shall reduce automobile emission pollution by:

- a. Improving traffic flow patterns.
- b. Encouraging carpooling, the "ride-share" program, and other mass transit options.
- c. Encouraging buffer vegetation along arterial roadways and residential areas.
- d. Developing bicycle paths and pedestrian walkways within the City to encourage use of "clean" transportation.
- e. Encourage efforts to require compliance with emission standards.

Policy C-1.1.4: The City shall continue to enforce City regulations which prohibit or restrict the practice of open fire burning within the City.

Objective C-1.2: The City shall, through its land development regulations, protect, to the maximum extent feasible, all ecologically significant plant and animal communities identified by the U. S. Fish and Wildlife Service, the Florida Game and Fresh Water Fish Commission and other governmental and non-governmental agencies.

Policy C-1.2.1: The City shall take into consideration endangered or threatened plant and animal species, habitat conditions, occurrences and disturbances, in reviewing development proposals.

Policy C-1.2.2: The City shall require that development proposals upon request include a survey for endangered and threatened plant or animal communities utilizing information provided by the Florida Natural Areas Inventory indicating

that no such plant or animal communities occur or are likely to occur with the goal that no documented endangered or threatened natural vegetative or animal communities are destroyed.

Policy C-1.2.3: In areas where protected resources or unique vegetative communities are anticipated or documented, utilizing data information provided by the Florida Natural Areas Inventory development plans shall include an inventory of these resources and vegetative communities.

Policy C-1.2.4: The Land Development Code shall ensure reasonable protection of indigenous tree species, and where degradation has occurred, restoration shall take place by planting native species.

Policy C-1.2.5: The City shall adopt regulations which require the responsible party to mitigate impacts where degradation of environmentally sensitive areas, as defined in 9J-5.003(41), F.A.C., occurs as a result of development activities (cost to be incurred by the proposed development affecting the environmentally sensitive areas).

Policy C-1.2.6: The City will study the design of low-impact parks at Carpenter Creek and Gaberonne Swamp using native plants and other natural features that will not alter the wildlife values of the park.

Policy C-1.2.7: The City will coordinate efforts to conserve, appropriately use or protect unique vegetative communities located within more than one local jurisdiction with adjacent local governments and public or private agencies, including but not limited to the Florida Department of Environmental Protection, The Florida Fish and Wildlife Conservation Commission, and local chapters of groups such as the Sierra Club and Audubon Society.

Policy C-1.2.8: With respect to acquisition, the City, where feasible, shall protect ecologically significant plant and animal communities unduly threatened by development through establishment of public or private conservation easements or other available means as deemed appropriate.

Objective C-1.3: The City will coordinate with the County and other regional agencies to encourage a greater abundance and diversity of aquatic vegetation and fish species in Bayou Texar, Bayou Chico and Pensacola Bay.

Policy C-1.3.1: Through coordinated efforts with ECUA, the City will encourage alternative methods of gray-water discharge, such as a recycling program, reducing the volume of wastewater discharged into area waters.

Policy C-1.3.2: The Land Development Code will include provisions that require stream bank and shoreline buffer zones adjacent to surface water bodies to enhance filtration of stormwater run-off.

Policy C-1.3.3: The City will permit shoreline development only when such development would not destroy or degrade the estuarine or deepwater environment, provided it meets the following criteria:

1. A plan is in place for mitigation actions in the event that the environment is adversely affected.
2. The economic need and feasibility for the development has been established.

Policy C-1.3.4: The City, in coordination with Escambia County and the ECUA, will implement a public information program to educate residents on the type and use of pesticides that are environmentally safe.

Policy C-1.3.5: The City shall take necessary measures to reduce the quantity and improve the quality of stormwater discharged to area bodies of surface water as follows:

1. Implementation of the Pensacola Bay System S.W.I.M Plan recommendations.
2. Implementation of the Escambia County/City of Pensacola Stormwater Management Plan recommendations.
3. Improvements to the municipal drainage system shall be designed with appropriate water quality control techniques.
4. Continuing maintenance of stormwater systems will be performed in a timely and adequate manner which minimizes adverse environmental impacts.

Policy C- C-1.3.6: The City will encourage further development of artificial reefs to enhance fish populations.

Objective C-1.4: The City shall participate in the development of a hazardous waste management program, in coordination with the State and County, for the proper collection, storage, disposal, and transport of hazardous wastes generated within the City.

Policy C-1.4.1: The City shall continue to respond to all hazardous material incidents in the City in compliance with Title III of the Superfund Amendment and Re-authorization Act of 1986 and the Florida Hazardous Materials Emergency Response and Community Right-to Know Act of 1988.

Policy C-1.4.2: The City, in coordination with Escambia County and the ECUA, shall provide educational material and schedule amnesty days to provide for the

collection of hazardous wastes from City residents and small commercial and industrial hazardous waste generators.

Policy C-1.4.3: The City shall coordinate with County, State, and Federal agencies in the development and compliance of hazardous waste management programs.

Objective C-1.5: The City shall regulate future development on or near floodplain areas to reduce the exposure of human life and property to damage from natural hazards.

Policy C-1.5.1: The City shall establish limits on public expenditures and capital improvement for developments located in Coastal High Hazard Areas (CHHA).

Policy C-1.5.2: The City will actively enforce minimum building standards identified in the adopted Flood Plain Management Ordinance for construction within the 100-year flood plain.

Policy C-1.5.3: The City shall cooperate with the Federal Emergency Management Agency (FEMA) to regularly update the 100-year flood plain and to continue FEMA regulations.

Objective C-1.6: The City shall establish responsibility for the alleviation of the harmful and damaging effects of on-site generated erosion, sedimentation, runoff, and the accumulation of debris on adjacent downhill and/or downstream properties.

Policy C-1.6.1: The City shall require that no person may subdivide or make any change in the use of land or construct or change the size of a structure, except for individual single-family and duplex home construction, without first submitting a stormwater management plan to the City Engineer and obtaining a stormwater management permit from the building official.

Policy C-1.6.2: The City shall require that all land development plans include measures to minimize soil erosion in sensitive soil erosion areas. These plans should utilize native species for landscaping to the maximum extent possible.

Policy C-1.6.3: The City shall review and update its Erosion, Sedimentation, and Runoff Control ordinance as necessary.

Objective C-1.7: The quality of Pensacola's surface and ground waters should meet or exceed the minimum requirements set by the Florida Department of Environmental Protection.

Policy C-1.7.1: The City shall protect all water recharge areas within the City through enforcement of the Land Development Code, and periodic review and

amendment of these regulations, as necessary, to strengthen the overall protection of water recharge areas including but not limited to the following:

1. Open space requirements;
2. Amount of impervious surfaces permitted in critical water recharge areas;
3. Stormwater management;
4. Erosion control;
5. Landscaping and vegetation protection.

Policy C-1.7.2: The City shall utilize maps contained in the *Wellhead Protection Area Delineation in Southern Escambia County, Florida, Water Resources Special Report 97-4, December 1997*, prepared by the Northwest Florida Water Management District, as may be amended, and included by reference, to identify wellhead protection areas around existing water wells and shall continue to cooperate with the Escambia County Utilities Authority in reviewing land use regulations within these areas.

Policy C-1.7.3: The City shall continue to coordinate its efforts with those of federal and State agencies to complete the clean-up of hazardous waste sites and abandoned dump areas to protect the groundwater from leaching.

Policy C-1.7.4: The City shall regulate, minimize or prohibit development which can be expected to cause or increase salt-water intrusion, interfere with water use rights, or pollute or damage ecosystems within the City.

Policy C-1.7.5: The City shall coordinate with the NFWFMD to prohibit the extraction of water where use exceeds the available recharge, or in areas of concern near utility wells "cones of influence".

Policy C-1.7.6: The City will continue to coordinate with the ECUA and the Escambia County Health Department to identify the location of individual septic tanks in the City for the purpose of discontinuing septic tank use and requiring future utilization of the sewer collection system.

Objective C-1.8: The City shall encourage the conservation of fresh groundwater and the reuse of existing water supplies.

Policy C-1.8.1: The City shall encourage the development of building codes that provide for the installation of water saving devices in new construction and renovation projects.

Policy C-1.8.2: The City will coordinate with ECUA to investigate the feasibility of establishing a graywater system throughout the City for irrigation and other suitable purposes.

Policy C-1.8.3: To reduce the quantity of potable water used for irrigation, the Land Development Code will include provisions encouraging the use of native vegetation for all development or redevelopment activities, whenever feasible.

Policy C-1.8.4: New development shall not be permitted unless a continual source of potable and/or non-potable water is available to meet the projected needs of the population.

Policy C-1.8.5: The City of Pensacola shall support the water management plans and water shortage plans of the Northwest Florida Water Management District through cooperation with ECUA and through enforcement of water conservation provisions.

Objective C-1.9: The City shall identify and cooperate in the protection of all endangered or threatened species by including appropriate regulations within the Land Development Code.

Policy C-1.9.1: The City shall use a current and complete inventory, prepared by other reliable sources, which includes endangered or threatened plant and animal species, habitat conditions, occurrences and disturbances, in reviewing development proposals.

Policy C-1.9.2: The City shall include regulations within the Land Development Code that prohibits any development that would destroy the habitat of endangered or threatened species, when the habitats has been identified and documented.

Objective C-1.10: The City's wetlands shall be conserved and protected, to the greatest extent feasible, from any adverse physical or hydrological alteration without proper mitigation.

Policy C-1.10.1: The City shall require review and approval of dredge and fill permits by the Florida Department of Environmental Regulation for wetlands within its jurisdiction.

Policy C-1.10.2: Where alteration of wetlands is necessary in order to allow for reasonable use of property, then the restoration of disturbed wetlands shall be provided for or additional wetland areas will be created to replace the area that was destroyed.

Policy C-1.10.3: The City shall designate the Gaberonne Swamp area owned by the City as an environmentally sensitive area to be used only for purposes of low-intensity recreation activities, with construction activities limited to those which will not disturb the natural environment pursuant to FAA approval.

Objective C-1.11: The City shall, as feasible, establish and implement a systematic plan for reforesting its urban fabric that optimizes the resources available in the City Tree Planting Trust Fund.

Policy C-1.11.1: The plan should contain an audit and condition analysis of protected trees existing on public properties, and prioritized replanting plan in roadway rights of way between specific intersections on specific roadways.

Policy C-1.11.2: The plan shall coordinate with regulations in the Land Development Code to produce aesthetic uniformity along roadways and biodiversity throughout the total urban forest, promotion of minimum tree spacing, and planting and maintenance specifications should prescribe best practices to optimized tree life.

GOAL C-2: The City of Pensacola will seek to promote sustainable development which meets the needs of the present without compromising the ability to meet the needs of the future through the protection of the natural environment.

Objective C-2.1: The City will encourage green site development in which the design, construction, and operation promote the preservation of resources and environmentally sensitive construction practices, systems and materials.

Policy C-2.1.1: The City shall promote and encourage the construction of buildings with design by recognized environmental rating agencies including the Florida Green Building Coalition, the National Home Builder Association and the U.S. Green Building Council.

Policy C-2.1.2: The City shall establish land use regulations that provide incentives for the construction of LEED certified buildings.

Policy C-2.1.3: The City shall continue to promote, through its Land Development Code regulations, the use of Florida landscape materials that promote water conservation and the principals of Xeriscape.

CHAPTER 7

RECREATION AND OPEN SPACE

GOAL R-1: The City of Pensacola shall ensure that all Pensacola residents have access to a wide range of recreational facilities and City Parks.

Objective R-1.1: The City will acquire, develop and maintain parks and recreational facilities to meet the needs of the city's current and projected population.

Policy R-1.1.1: The City will adopt a recreational level of service of .5 acres/1000 persons for mini-parks (at a 1/4 mile radius); 2 acres/1000 persons for neighborhood parks (at a 1/2 mile radius); 1.5 acres per 1,000 persons for community parks (city-wide radius); and, 1 acre per 1,000 persons for open space (citywide radius). Activity based level of service standards shall be adopted as follows:

Swimming Pools	1 pool/25,000 population
Tennis Courts	1 court/2,000 population
Basketball Courts	1 court/5,000 population
Baseball/Softball Fields	1 field/3,000 population
Football/Soccer/Rugby Fields	1 field/4,000 population
Golf Course (9-hole)	1 course/25,000 population
Golf Course (18-hole)	1 course/50,000 population

Policy R-1.1.2: The City will acquire and/or develop recreation sites and correct or improve existing deficiencies consistent with the Capital Improvements Element as follows:

- ❖ Baars Park- develop neighborhood park.
- ❖ Acquire land near Legion Field
- ❖ Acquire land near Sanders Beach-Corinne Jones Center.
- ❖ Acquire property or implement interlocal agreement for Dory Miller Park.
- ❖ Acquire land or implement interlocal agreement for ball fields near "T" and "W" Streets.
- ❖ Coordinate Master Plan for Hollice Williams Park with CRA.
- ❖ Construct Community Center in Service Area 8.
- ❖ Develop Community Aquatic Center.
- ❖ Develop Mallory Heights Park III.

Policy R-1.1.3: The City will periodically review demographic changes within Pensacola and conduct needs assessment survey for each park service area to determine necessary equipment and services for City parks and recreational facilities.

Policy R-1.1.4: The City will reduce maintenance cost of parks and recreational facilities by using native plants for landscaping in appropriate areas.

Policy R-1.1.5: Where feasible, the City shall provide additional recreation and open space opportunities including, but not limited to, sites/facilities required to meet LOS standards, and/or sites that would further objectives to protect natural environments, through establishment of public or private conservation easements, or through other available means as deemed appropriate.

Policy R-1.1.6: Where feasible in the redevelopment of existing recreation and open space sites or development of new sites, the City shall provide facilities for outdoor recreation activities, including, but not limited to, nature trails or boardwalks, interpretive displays, wildlife observation areas, or picnic areas, if applicable.

Policy R-1.1.7: The City shall identify and prioritize for acquisition, properties that provide for open space amenities, especially if they are located within the urban core or provide access to scenic vistas or waterways.

Policy R-1.1.8: The City shall manage natural areas and waterfront open spaces appropriate for the resources that are contained within, or are being protected by such lands. At a minimum, this shall include removal of non-native and invasive vegetation.

Policy: R-1.1.9: The City shall strive to maintain the quality and availability of recreational facilities for residents throughout the City.

Policy: R-1.1.10: The City shall strive to ensure the quality of the recreational equipment will be provided equally to all recreational facilities in the City.

Objective R-1.2: The City will continue to analyze and improve accessibility of recreational facilities and natural resources.

Policy R-1.2.1: The City will encourage the Pensacola Transportation Planning Organization (TPO) to conduct a study of roadways adjacent to park and recreational facilities and develop a plan for a coordinated system of bicycle lanes and sidewalks/paths linking residential areas with these facilities. This system will be coordinated with plans for existing or proposed state or federal scenic highway corridors and/or greenway trail systems.

Policy R-1.2.2: The City will coordinate with Escambia County Transit System to reasonably assure, when feasible, provision of service to major recreational facilities.

Policy R-1.2.3: The City will maintain existing public access to the greatest extent possible, and if deemed feasible will increase opportunities for public

access to the shoreline through establishment of public or private conservation easements or through other available means as deemed appropriate. Private property rights will be protected in providing additional public access to the shoreline.

Objective R-1.3: The City shall coordinate public and private resources to meet development and maintenance needs for recreation by execution of existing interlocal agreements with public agencies and by assistance to private resources through technical help or through co-sponsorship of activities.

Policy R-1.3.1: The City shall continue to contribute funding to the Pensacola-Escambia Clean Community Commission for the community education program they coordinate with Escambia County School Board about littering and misuse of recreational facilities and for their monitoring of the "Adopt-A-Park" program which coordinates private resources to maintain City parks and rights-of-way.

Policy R-1.3.2: The City shall continue the interlocal agreement for coordination between the City and the Escambia County School Board in the provision and maintenance of shared recreational facilities.

Policy R-1.3.3: The City shall continue to cosponsor recreational programs and events, such as the baseball/softball program and other athletic events, races and festivals, using City facilities and maintenance.

Objective R-1.4: Open space areas, which are accessible to the public for low-intensity use shall be provided through implementation of the open space requirements of the Land Development Code.

Policy R-1.4.1: The City will designate corridor open space areas for new roadways and for reconstruction of existing roadways wherever adequate rights-of-way exist.

Policy R-1.4.2: The City will accept or acquire easements and/or right-of-ways for portions of Gaberonne Swamp and Carpenter Creek from the end of Ellyson Drive north to Bayou Boulevard to protect these areas in their natural state by designating them as conservation districts.

Policy R-1.4.3: The City shall maintain open space areas by implementing Title 12 of the Land Development Code, specifically Chapter 12-2 (zoning district setback requirements) and Chapter 12-8 (subdivision regulations which require a donation of 5% of land for open space or recreation).

Policy R-1.4.4: Open space definitions and standards as described in the Recreation and Open Space Chapter of the Comprehensive Plan will be included in the City of Pensacola Land Development Code.

GOAL R-2: The City shall continue encourage greater usage of recreational facilities and open spaces.

Objective R-2.1: The City will pursue efforts to promote interconnectivity with existing recreational facilities and open spaces.

Policy: R-2.1.1: The City will review existing park locations to determine when interconnections could be established that would promote greater use.

Objective R-2.2: The City will pursue efforts to promote interconnectivity with Escambia County recreational facilities and open space with City resources.

Policy R-2.2.2: The City will coordinate with Escambia County to promote the concept of interconnecting County recreational facilities and City recreational facilities to be used by residents.

Recreation and Open Space

CHAPTER 8

INTERGOVERNMENTAL COORDINATION

GOAL IC-1: The City of Pensacola shall foster and encourage intergovernmental coordination with Escambia County, other adjacent local governments, and local, regional, State and Federal agencies.

Objective IC-1.1: The City will prepare or update existing interlocal agreements with appropriate governmental entities in Escambia County to provide continued intergovernmental coordination.

Policy IC-1.1.1: The City will continue to review all existing interlocal agreements to evaluate their effectiveness and to assure that any new requirements from the Comprehensive Plan will be addressed in the agreement.

Policy IC-1.1.2: The City will prepare interlocal agreements with Escambia County and/or the ECUA to assure coordination regarding infrastructure development which affects both the City and the County.

Policy IC-1.1.3: The City will prepare an interlocal agreement with the District School Board in order to assure collaborative planning of educational facilities and infrastructure development.

Policy IC-1.1.4: The City will coordinate with the Pensacola State College and the University of West Florida in order to assure collaborative planning of infrastructure development.

Policy IC-1.1.5: The City will continue to promote compatibility with local military service.

Objective IC-1.2: The City will participate in and develop new committees or informal coordination mechanisms which will further intergovernmental coordination.

Policy IC-1.2.1: The City will assist in the development and participate in a joint City/County/ECUA coordinating committee to review future development plans with the ECUA facilities capacities.

Policy IC-1.2.2: The City will continue to participate in existing intergovernmental coordination committees (i.e., Transportation Planning Organization, Bay Area Resource Council, Chamber of Commerce) and expand some of the functions of these committees to address problem areas identified in the Comprehensive Plan.

Policy IC-1.2.3: The City shall establish a regular exchange of City Planning Board agendas and Escambia County Planning Board agendas for the purpose of providing information to each entity regarding certain issues with potential intergovernmental impacts.

Policy IC-1.2.4: The City will coordinate with Escambia County to identify potential adverse effects of development decisions made within a one-half (1/2) mile on either side of the City limits.

Policy IC-1.2.5: The City of Pensacola shall routinely review and coordinate the level of service standards with the WFRPC, TPO, DCA, DEP, FDOT and all other appropriate State, regional and local agencies in the development of each element of the Comprehensive Plan.

Policy IC-1.2.6: The City shall continue to coordinate with the WFRPC and other appropriate agencies to ensure that the impacts of development proposed in the City's plan are coordinated with adjacent local governments (i.e., expansion of marinas, airport, ports, bridges and new roads).

Policy IC-1.2.7: The City shall continue to coordinate with the School District to insure that the School Board has an opportunity to review and comment on the effect of proposed residential development, the effect of comprehensive plan amendments and rezonings on the public school facilities plan.

Objective IC-1.3: The City will continue to enforce LOS standards with Escambia County, the ECUA, and the FDOT, and to coordinate with the District School Board facilities work program.

Policy IC-1.3.1: The City will continue to annually review enforce adopted LOS standards and coordinate with the ECUA in planning for future growth.

Policy IC-1.3.2: The City will continue to enforce adopted roadway LOS standards with Escambia County and FDOT, which are consistent, particularly where roadways pass through jurisdictional boundaries.

Policy IC-1.3.3: The City will coordinate with the District School Board facilities work program, which is used to plan for future growth.

Policy IC-1.3.4: The City will coordinate population estimates and projections with the School Board at a minimum of once each year as part of the review of the DSB facilities work program (5-year plan).

Policy IC-1.3.5: In order to coordinate the effective and efficient provision and siting of educational facilities with associated infrastructure and services within the City, representative of the City and the School Board will meet by June 2000

to develop mechanisms for coordination of educational facilities planning. The City will amend the Plan by January 2001 to incorporate the coordination mechanisms developed.

Objective IC-1.4: The City shall ensure that the impacts of development proposed in the City's Comprehensive Plan are coordinated with adjacent municipalities, Escambia County, WFRPC, the State of Florida, the TPO and other appropriate agencies.

Policy IC-1.4.1: The City will coordinate comprehensive planning with local governmental agencies including the School Board, the WFRPC, the Northwest Florida Water Management District, etc. for all developments that will have a significant impact on the region.

Policy IC-1.4.2: The City will participate in the update of the *West Florida Strategic Regional Policy Plan*.

Policy IC-1.4.3: In order to coordinate the management of environmental systems that fall under the jurisdiction of more than one local government, the City shall:

- * Monitor and evaluate updates to the *Escambia/Santa Rosa Coastal Resource Management Plan*.
- * Participate in the Florida-Alabama TPO.
- * Participate in the formulation of, and coordinate in the implementation of, the *Pensacola Bay System S.W.I.M. Plan* and the *Escambia County/City of Pensacola Stormwater Management Plan*.

Objective IC-1.5: The City will provide for formal or informal conflict resolution mechanisms when necessary to deal with issues of intergovernmental coordination.

Policy IC-1.5.1: The City will utilize the services of the West Florida Regional Planning Council for informal conflict mediation where appropriate.

Policy IC-1.5.2: The City will provide for joint meetings of the City Council and the County Commission to resolve issues relating to intergovernmental coordination

Objective IC-1.6: The City of Pensacola shall periodically sponsor workshops with the Escambia County School District, other units of local government, and the ECUA to discuss future expansion plans and identify any proposed land use or facility impacts.

Policy IC-1.6.1: The City of Pensacola shall annually review the master plans of the Escambia County School District, other units of local government, the WFRPC, the State, and the ECUA in the comprehensive planning process and shall advise the respective bodies concerning inconsistencies.

Objective IC-1.7: The City shall comply with Florida laws for review of annexation requests and for resolving annexation issues.

Policy IC-1.7.1: City and County staff will exchange and review data regarding levels of service and land use for areas that are being considered for annexation.

Policy IC-1.7.2: The City will consider conducting an opinion survey of any area(s) being considered for annexation to determine the feasibility of conducting a referendum prior to initiating an annexation action.

Policy IC-1.7.3: The City will coordinate with State legislators in addressing State laws concerning annexation.

GOAL IC-2: The City of Pensacola shall coordinate and plan with the Escambia County District School Board for the provision of adequate and readily accessible educational sites and the timely construction of school facilities.

Objective IC-2.1: The City will cooperate with the School District in siting individual facilities in an orderly and timely manner that is responsive to alleviating overcrowding, providing special facilities, and meeting the demands of new development through, but not limited to, the following policies.

Policy IC-2.1.1: The City Planning Department will coordinate with the School District staff in the siting of school facilities throughout the City so that their location is consistent with and, to the degree possible, will further the Goals, Objectives, and Policies of the Comprehensive Plan.

Policy IC-2.1.2: The City will evaluate the ability for the co-location of public parks, public library facilities, or other public facilities as appropriate, when school sites are chosen and the development plans prepared. The technical inter-relationships of the Capital Improvements Programs will in part, identify co-location/joint use opportunities.

Objective IC-2.2: The City will provide the School District an opportunity for coordinated, on-going review of the impacts of development.

Policy IC-2.2.1: The City will inform the School District of proposed amendments to the Future Land Use Map of the City.

Policy IC-2.2.2: The City will request that the School District, prior to final consideration by the School Board, formally contact the City regarding any existing school in the City that is being considered for closure, capacity change,

or programmatic change, so that the City can assess the impact of the school closure upon the community and provide formal comments if desired.

CHAPTER 9

CAPITAL IMPROVEMENTS

GOAL CI-1: The City shall utilize development standards which will effectively maximize facilities and will provide for new facilities as growth occurs in a manner consistent with the City's Future Land Use element.

Objective CI-1.1: The City shall utilize the capital improvements element to correct existing deficiencies within the framework of the 5-year Schedule of Improvements; to accommodate desired future growth; and to replace worn-out or obsolete facilities.

Policy CI-1.1.1: The Capital Improvements Element shall include only those facility types explicitly required in Chapter J-5, FAC, which are Sanitary Sewer, Solid Waste, Drainage, Potable Water, Transportation and Parks and Recreation.

Policy CI-1.1.2: All existing deficiencies defined in the CIE shall be evaluated and necessary facilities upgraded and/or replaced utilizing the follow method for prioritizing the year the projects will be implemented:

- * Highest priority will be given to projects which directly affect the health and safety of the public.
- * Second priority will be given to those projects, which would be more cost-effectively undertaken with other facilities under the 5-year Schedule of Improvements.

Policy CI-1.1.3: The Capital Improvement Element's 5-year Schedule of Improvements will be included in the City's Capital Improvement Program and will have priority over any other City capital needs.

Policy CI-1.1.4: Proposed capital improvements projects shall be evaluated based on their direct relationship to the Comprehensive Plan Elements and shall include consideration of:

1. The elimination of existing capacity deficiency;
2. The elimination of public hazards;
3. The project's financial feasibility and impact on the local budget;
4. The project's ability to increase the efficiency of use of existing facilities, prevent or reduce future improvement cost, provide service to developed areas lacking full service, or promote infill development; and,
5. Plans of state agencies and water management districts that provide public facilities within the City.

Policy CI-1.1.5: The City Manager, Director of Finance, Community Design & Planning Director, Engineering Department Director, Leisure Services Director, Public Services & Sanitation Director, and the Port Director will serve as the internal review group for the purpose of evaluating and ranking in order of priority projects proposed for inclusion in the 5-year Schedule of Improvements. Other appropriate City officials may, from time to time, be requested to serve on the committee or provide assistance to the committee as circumstances and issues require.

Objective CI-1.2: Infrastructure improvement costs required due to increased use of existing facilities by future development will be proportionately shared by the City and the developer in order to maintain adopted LOS standards taking into account the costs associated with adequately documenting the degree to which future development is responsible for causing such improvements.

Policy CI-1.2.1: The City will implement a stormwater utility fee, if necessary, to assess costs for future drainage improvements and continue to utilize local funding and State and federal grants to adequately maintain adopted LOS standards for drainage. In addition, the City will continue to utilize local optional gas tax to fund local roadway improvements for the purpose of maintaining adopted LOS standards. The City will pursue new revenue sources and methods to fund local roadway and drainage projects.

Policy CI-1.2.2: The City shall continue to implement its program for mandatory dedications or fees in lieu of as a condition of plat approval for the provision of recreation and open space.

Objective CI-1.3: The City shall coordinate its land development process and fiscal resources with its adopted Capital Improvements schedule to ensure all development orders and building permits for future development and redevelopment will only be issued if adopted level of service standards for public facilities are maintained.

Policy CI-1.3.1: All development orders and building permits for future development and redevelopment activities shall be issued by the City only if public facilities necessary to meet the following adopted level of service standards are available concurrent with the impacts of the development.

- * Sanitary Sewer - 100 gallons per capita per day average flow.
- * Solid Waste - 4.52 pounds per capita per day.
- * Drainage - LOS A - tolerates street flooding to a depth of 3 inches or less in the gutters when the rest of the pavement is passable, and allows open or green space flooding of up to 12" as long as there is no threat to public health or safety, or permanent impediment to the intended use of the property; LOS B - tolerates flooding of

entire street surface up to 4"; LOS C - tolerates structure flooding; based on the following design criteria:

In existing developments adequate drainage capacity to accommodate run-off associated with a 3-year, 12-hour design storm for collection systems.

In new developments adequate drainage capacity to accommodate a 25-year, 12-hour design storm for collection systems and for retention and detention ponds. As a minimum the first 1/2" of runoff must be retained on the site of the development. At the discretion of the City Engineer, retention standards may be increased beyond the 1/2" minimum standards on a site-specific basis.

- * Potable Water - 118 gallons per capita per day (gpcd) for Zone 1, 146 gpcd for Zone 2.

*	Roadway Type	LOS (Peak hour)
	State Roadways	
	Intrastate	C
	Other State Roads	E
	Roads Within the TCEA	Exempt
	Local Collector Roads	E
	Other Local Roads	C

- * Recreation Standards
Acreage - .5 acres/1000 persons for mini parks (1/4 mile radius); 2 acres/1000 persons for neighborhood parks (1/2 mile radius); 1.5 acres/1000 persons for community parks (citywide radius), and; 1 acre/1,000 persons for open space (citywide radius).

Swimming Pool	1 pool/25,000 persons
Tennis Court	1 court/2,000 "
Basketball Court	1 court/5,000 "
Baseball/Softball Field	1 field/3,000 "
Football/Soccer/Rugby Field	1 field/4,000 "
Golf Course	1-9-hole course/25,000
Golf Course	1-18-hole course/50,000

Policy CI-1.3.2: The City will not issue development orders unless public facilities that meet adopted LOS standards are available or meet the requirements of the City's adopted Concurrency Management System.

Policy CI-1.3.3: The City shall make provision for the availability of public facilities to serve developments for which development orders were issued prior to the adoption of the Comprehensive Plan.

Policy CI-1.3.4: The City shall track all de minimis impact of development for annual submittal of the CIE through the established concurrency management system.

Objective CI-1.4: The City shall utilize all funding resources and mechanisms which are necessary for capital improvements.

Policy CI-1.4.1: The City shall study the feasibility of implementing as many local funding mechanisms as possible for capital improvements.

Objective CI-1.5: The City shall follow the 5-year Schedule of Improvements (as amended from time to time) as set forth in the Capital Improvements Element (CIE) except in the instance of unforeseen natural disasters or cut-backs in funding sources, either of which could change funding or expenditure priorities.

Policy CI-1.5.1: The City shall review the CIE on an annual basis to ensure that the required fiscal resources are available to provide public facilities to support adopted LOS standards.

Policy CI-1.5.2: The City shall adopt a monitoring and evaluation program for the review of the CIE.

Objective CI-1.6: Proposed expenditure of public funds that subsidize or enable land development in Coastal High Hazard Areas shall be limited to those projects identified in the Coastal Management Chapter.

Policy CI-1.6.1: The use of City funds for shoreline development in the CHHA will be based on the following priorities:

- A. Water dependent uses
- B. Water related recreation
- C. Residential
- D. Commercial

Objective CI-1.7: The City shall adopt its CIE at the same time that it adopts its Annual Operating Budget. The CIE shall include those projects necessary to maintain the adopted level of service standards set forth in Policy 1.3.1.

Policy CI-1.7.1: The ratio of general government debt service expenditures to general government total expenditures shall not exceed 15 percent (as measured by either the most recent comprehensive annual financial report or the adopted

current year budget) except when a proposed borrowing is necessitated to finance reconstruction following emergencies (such as a hurricane or natural disaster).

CAPITAL IMPROVEMENTS FY 2011 - FY 2015																	
(S) Source																	
	2011			2012			2013			2014			2015			TOTAL PROJECTS	CITY'S SHARE
PROJECT	COST	CITY'S SHARE	OTHER SHARE	COST	CITY'S SHARE	OTHER SHARE	COST	CITY'S SHARE	OTHER SHARE	COST	CITY'S SHARE	OTHER SHARE	COST	CITY'S SHARE	OTHER SHARE		
PORT																	
Maintenance Dredging	640,000	320,000 (1) Port	320,000 (2) FSTED													640,000	320,000
Port Intermodal Rail Enhancements	2,750,000	0	2,750,000 (18) TIGER II													2,750,000	0
America's Marine Highways Terminal & Facilities Development, Phase I				900,000	225,000 TBD	675,000 (16) MARAD	900,000	225,000 TBD	675,000 (16) MARAD							1,800,000	450,000
America's Marine Highways Terminal & Facilities Development, Phase II										450,000	112,500 TBD	337,500 (16) MARAD	450,000	112,500 TBD	337,500 (16) MARAD	900,000	225,000
Dockside Utility Improvements	150,000	75,000 (1) Port	75,000 (2) FSTED													150,000	75,000
On-dock Rail Switch Repairs	60,000	60,000 (1) Port	0													60,000	60,000
Entrance Gate Relocation and Improvements	250,000	50,000 (1) Port	200,000 (3) TSA													250,000	50,000
Intermodal Rail Replacement				1,000,000	0	1,000,000 (18) TIGER II	1,000,000	0	1,000,000 (18) TIGER II							2,000,000	0
Dock & Wharf Apron Strengthening (Berth 6 Rehabilitation)				1,100,000	0	1,100,000 (18) TIGER II	1,100,000	0	1,100,000 (18) TIGER II							2,200,000	0
Berth 6 Fender System Replacement							1,000,000	0	1,000,000 (18) TIGER II							1,000,000	0
Port Total	3,850,000	505,000	3,345,000	3,000,000	225,000	2,775,000	4,000,000	225,000	3,775,000	450,000	112,500	337,500	450,000	112,500	337,500	11,750,000	1,180,000
STORMWATER PROJECTS																	
Davis Highway at Valley Drive							309,700	309,700 (5) SWCP		255,000	255,000 (5) SWCP					564,700	564,700
Sanders Beach Storm Sewer Reconstruction										370,000	370,000 (5) SWCP		500,000	500,000 (5) SWCP		870,000	870,000
Gaberonne Swamp Stormwater Enhancements				200,000	200,000 (5) SWCP											200,000	200,000
Land Acquisition Retention Pond Sites										35,000	35,000 (5) SWCP		300,000	300,000 (5) SWCP		335,000	335,000
Baywoods Gulley Stormwater Enhancements				200,000	200,000		295,300	295,300 (5) SWCP								495,300	495,300
Carpenters Creek at Brent Lane				370,000	370,000 (5) SWCP		200,000	200,000 (5) SWCP								570,000	570,000
"L" and Zarragossa Street Drainage Improvements				340,000	340,000 (5) SWCP		104,200	104,200 (5) SWCP								444,200	444,200
12th Avenue at Carpenter's Creek	20,000	20,000 (5) SWCP		250,000	250,000 (5) SWCP		180,800	180,800 (5) SWCP								450,800	450,800
Bayou Chico Stormwater Outfall Retrofits	500,000	500,000 (5) SWCP		300,000	300,000 (5) SWCP											800,000	800,000
Birmam Woods S/D Discharge at Bayou Texar	340,000	340,000 (5) SWCP														340,000	340,000
Scenic Heights Discharge (Langley into Escambia Bay)										500,000	500,000 (5) SWCP		500,000	500,000 (5) SWCP		1,000,000	1,000,000

Bayou Blvd at Tyler Discharge													360,000	360,000 (5) SWCP		360,000	360,000
Stormwater Vaults Citywide	14,200	14,200 (5) SWCP		250,000	250,000 (5) SWCP		250,000	250,000 (5) SWCP		250,000	250,000 (5) SWCP		250,000	250,000 (5) SWCP		1,014,200	1,014,200
DeSoto Street @ Bayou Texar (Western Shore)							450,000	450,000 (5) SWCP								450,000	450,000
Stormwater Capital Maintenance	162,600	162,600 (5) SWCP		326,800	326,800 (5) SWCP		326,800	326,800 (5) SWCP		326,800	326,800 (5) SWCP		326,800	326,800 (5) SWCP		1,469,800	1,469,800
Northmoor Court @ Carpenter's Creek							120,000	120,000 (5) SWCP		500,000	500,000 (5) SWCP					620,000	620,000
Admiral Mason Park	800,000	800,000 (5) SWCP														800,000	800,000
Stormwater Total	1,836,800	1,836,800	0	2,236,800	2,236,800	0	2,236,800	2,236,800	0	2,236,800	2,236,800	0	2,236,800	2,236,800	0	10,784,000	10,784,000
TRANSPORTATION																	
Street Rehabilitation (Formerly Street Resurfacing)	853,400	853,400 (6) LOGT		853,400	853,400 (6) LOGT		853,400	853,400 (6) LOGT		853,400	853,400 (6) LOGT		853,400	853,400 (6) LOGT		4,267,000	4,267,000
Street Reconstruction	521,900	521,900 (6) LOGT		521,900	521,900 (6) LOGT		521,900	521,900 (6) LOGT		521,900	521,900 (6) LOGT		521,900	521,900 (6) LOGT		2,609,500	2,609,500
Intersection/Traffic Improvements	118,300	118,300 (6) LOGT		118,300	118,300 (6) LOGT		118,300	118,300 (6) LOGT		118,300	118,300 (6) LOGT		118,300	118,300 (6) LOGT		591,500	591,500
Transportation Total	1,493,600	1,493,600	0	1,493,600	1,493,600	0	1,493,600	1,493,600	0	1,493,600	1,493,600	0	1,493,600	1,493,600	0	7,468,000	7,468,000
AIRPORT																	
2011																	
Install Pedestrian Sidewalks and Bike Path - GA	600,000	300,000 (7) CIA (9) PFC	300,000 (8) FDOT													600,000	300,000
Parking Garage Expansion	30,000,000	0	30,000,000 (17)													30,000,000	0
Relocate Fuel Farm Phase I	200,000	10,000 (7) CIA (9) PFC	190,000 (11) FAA													200,000	10,000
Landside Access Road Improvements	250,000	12,500 (7) CIA (9) PFC	237,500 (11) FAA													250,000	12,500
Areawide Wayfinding Signage	400,000	400,000 (7) CIA (9) PFC														400,000	400,000
Acquisition of Army Reserve Center and Construction of Parking Lot	6,900,000	5,150,000 (7) CIA (9) PFC	1,750,000 (8) FDOT													6,900,000	5,150,000
Acquire Land - Commerce Park Phase I	1,333,400	333,400 (7) CIA (9) PFC	1,000,000 (8) FDOT													1,333,400	333,400
Apron Joint Seal Replacement and Line Removal	600,000	30,000 (7) CIA (9) PFC	570,000 (11) FAA													600,000	30,000
Expand GA Apron - Design	351,000	17,550 (7) CIA (9) PFC	333,450 (11) FAA													351,000	17,550
Additional GA Ramp - Design	400,000	20,000 (7) CIA (9) PFC	380,000 (11) FAA													400,000	20,000
Landside Signage Improvements Phase I	400,000	20,000 (7) CIA (9) PFC	380,000 (11) FAA													400,000	20,000
Master Plan Update	1,200,000	60,000 (7) CIA (9) PFC	1,140,000 (11) FAA													1,200,000	60,000
Terminal Roadway Improvements Phase 1	1,900,000	95,000 (7) CIA (9) PFC	1,805,000 (11) FAA													1,900,000	95,000

2012																	
Pave Interior Perimeter Road				489,500	24,500	465,000										489,500	24,500
					(7) CIA (9) PFC	(11) FAA											
Acquire Land - Commerce Park Phase I				1,333,333	333,333	1,000,000										1,333,333	333,333
					(7) CIA (9) PFC	(8) FDOT											
Improvements to Retention Pit - Design				900,000	45,000	855,000										900,000	45,000
					(7) CIA (9) PFC	(11) FAA											
Relocate Fuel Farm Phase II				900,000	45,000	855,000										900,000	45,000
					(7) CIA (9) PFC	(11) FAA											
Environmental Assessment for ILS at R/W 35				250,000	12,500	237,500										250,000	12,500
					(7) CIA (9) PFC	(11) FAA											
Airfield Pavement and Lighting Rehab - Design				150,000	7,500	142,500										150,000	7,500
					(7) CIA (9) PFC	(11) FAA											
2013																	
Acquire Land - Commerce Park Phase I							1,333,400	333,400	1,000,000							1,333,400	333,400
								(7) CIA (9) PFC	(8) FDOT								
New ARFF Vehicle (fire rescue)							700,000	35,000	665,000							700,000	35,000
								(7) CIA (9) PFC	(11) FAA								
Construct Hold Pads							1,210,000	60,500	1,149,500							1,210,000	60,500
								(7) CIA (9) PFC	(11) FAA								
Replace Perimeter Fence							900,000	45,000	855,000							900,000	45,000
								(7) CIA (9) PFC	(11) FAA								
Remove Old TRACON Building							1,000,000	50,000	950,000							1,000,000	50,000
								(7) CIA (9) PFC	(11) FAA								
2014																	
Acquire Land - Commerce Park Phase II										2,000,000	500,000	1,500,000				2,000,000	500,000
											(7) CIA (9) PFC	(8) FDOT					
New ARFF Vehicle										700,000	35,000	665,000				700,000	35,000
											(7) CIA (9) PFC	(11) FAA					
Additional GA Ramp - Construction										3,000,000	150,000	2,850,000				3,000,000	150,000
											(7) CIA (9) PFC	(11) FAA					
EA/EIS for GA R/W 17L/35R										229,000	11,450	217,550				229,000	11,450
											(7) CIA (9) PFC	(11) FAA					
Strengthen SW Ramp - Design										200,000	10,000	190,000				200,000	10,000
											(7) CIA (9) PFC	(11) FAA					
2015																	
Acquire Land - Commerce Park Phase II													2,000,000	500,000	1,500,000	2,000,000	500,000
														(7) CIA (9) PFC	(8) FDOT		
Strengthen Cargo Ramp													900,000	45,000	855,000	900,000	45,000
														(7) CIA (9) PFC	(11) FAA		
Design/Build Connecting Taxiways to Additional T-Hangers													955,000	47,750	907,250	955,000	47,750
														(7) CIA (9) PFC	(11) FAA		
Strengthen SW Ramp - Construction													1,300,000	65,000	1,235,000	1,300,000	65,000
														(7) CIA (9) PFC	(11) FAA		
GA Ramp Expansion - Design													600,000	30,000	570,000	600,000	30,000
														(7) CIA (9) PFC	(11) FAA		
Airport Total	44,534,400	6,448,450	38,085,950	4,022,833	467,833	3,555,000	5,143,400	523,900	4,619,500	6,129,000	706,450	5,422,550	5,755,000	687,750	5,067,250	65,584,633	8,834,383
GRAND TOTAL FOR ALL PROJECTS	51,714,800	10,283,850	41,430,950	10,753,233	4,423,233	6,330,000	12,873,800	4,479,300	8,394,500	10,309,400	4,549,350	5,760,050	9,935,400	4,530,650	5,404,750	95,586,633	28,266,383

- (1) PORT - Port Funds
(2) FSTED - Florida Seaport Transportation Economic Development Council
(3) PI - Private Investment
(4) TSA - Transportation Security Administration Grant
(5) SWCP - Stormwater Capital Projects Fund
(6) LOGT - Local Option Gas Tax
(7) CIA - Capital Improvements Fund, Airport
(8) FDOT - Florida Department of Transportation
(9) PFC - Passenger Facility Charge
(10) CFC - Customer Facility Charge
(11) FAA - Federal Aviation Administration Entitlements
(12) SISGM - Strategic Intermodal System Growth Management
(13) Bond - Airport Bonds
(14) ARRA - American Recovery & Reinvestment Act Port Security Grant Program (funding pending grant award)
(16) MARAD - US Maritime Administration America's Marine Highways Program (projected future funding source)
(17) - Economic Recovery Funds (to be constructed if funds are awarded)
(18) TIGER II - National Infrastructure Investments funding pending grant award

CHAPTER 10

HISTORIC PRESERVATION

GOAL HP-1: The City shall continue to preserve its existing historic buildings, historic sites, and historic and preservation districts.

Objective HP-1.1: The City shall continue to enforce its existing historic preservation ordinances.

Policy HP-1.1.1: The City shall, through its historic preservation ordinances, continue to provide zoning categories that support the purpose and character of each historic and preservation district and identify appropriate permitted and conditional uses in those districts.

Policy HP-1.1.2: The City shall, through its historic preservation ordinances, continue to provide procedures for review and for the continuation of the Architectural Review Board as the principal review authority.

Policy HP-1.1.3: The City shall, through its historic preservation ordinances, continue to reference the “The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings” as a guiding document for historic preservation efforts.

Policy HP-1.1.4: The City shall, through its historic preservation ordinances, continue to provide standards and guidelines for restoration, rehabilitation, alterations, and additions, to existing contributing structures within its historic and preservation districts.

Policy HP-1.1.5: The City shall, through its historic preservation ordinances, continue to provide standards and guidelines for restoration, rehabilitation, alterations, and additions, to existing non-contributing and modern in-fill structures within its historic and preservation districts.

Policy HP-1.1.6: The City shall, through its historic preservation ordinances, continue to provide standards and guidelines for the construction of new structures within its historic and preservation districts.

Policy HP-1.1.7: The City shall, through its historic preservation ordinances, continue to provide standards and guidelines for demolition and relocation of all structures in the historic and preservation districts.

Objective HP-1.2: The City shall maintain an Architectural Review Board which shall have the purpose of preserving and protecting historic or architecturally-significant buildings and historic and preservation districts.

Policy HP-1.2.1: The Architectural Review Board shall review all development activities in the historic and preservation districts and apply the historic preservation ordinances adopted by the City of Pensacola.

Policy HP-1.2.2: The Architectural Review Board shall refer to “The Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings” in making its decisions pertaining to contributing historic structures.

Policy HP-1.2.3: The Architectural Review Board shall consider the distinct historical context, development pattern, neighborhood integrity and architectural character of each historic and preservation district in making its decisions.

Policy HP-1.2.4: The Architectural Review Board shall have the authority to grant variances to the Land Development Code when it determines that the granting of said variances are consistent with historic character of a structure or its corresponding historic or preservation district.

Objective HP-1.3: The City shall maintain the historic character and aesthetics of its historic and preservation districts.

Policy HP-1.3.1: The City shall maintain the historic street patterns and street names in each historic and preservation district.

Policy HP-1.3.2: The City shall continue to provide and maintain street lights and similar municipal appurtenances in the public rights-of-way to create aesthetically pleasing streetscapes.

Policy HP-1.3.2: The City shall continue to provide and maintain landscaping, street lights, and similar municipal appurtenances in the public rights-of-way to provide an aesthetically pleasing streetscape.

Policy HP-1.3.3: The City shall require all traffic control signs, traffic signals, transformers, switching gear and related accessory equipment to be installed in the public right-of-way in the historic and preservation districts are approved by the Architectural Review Board.

Policy HP-1.3.4: The City shall encourage all utility providers to place their utilities underground in historic and preservation districts to protect the aesthetic character of the districts.

Policy HP-1.3.5: The City shall formulate regulations pertaining to Architectural Review Board approval of all new electrical, telephone and cable wires and related equipment, such as (but not limited to) utility cabinets, transmission poles and transformers, to be installed in the historic and preservation district.

Objective HP-1.4: The City shall strengthen existing ordinances, as necessary, in order to preserve the integrity of historic buildings, historic sites, and historic and preservation districts.

Policy HP-1.4.1: The City shall review its historic preservation ordinances and identify its strengths and weaknesses.

Policy HP-1.4.2: The City shall strengthen existing ordinances, as necessary, in order to enhance the preservation of the integrity of historic buildings and historic and preservation districts.

Policy HP-1.4.3: The City shall create a separate chapter in its Land Development Code which contains all new and revised regulations and guidelines pertaining to historic buildings, historic sites, and historic and preservation districts.

GOAL HP-2: The City shall continue to identify buildings, sites and neighborhoods with historic significance and deserving of preservation.

Objective HP-2.1: The City shall continue to identify and encourage the preservation, continued use or adaptive reuse of buildings that are eligible for designation as historic buildings.

Policy HP-2.1.1: The City shall provide guidance to citizens seeking to have historic structures placed on the Florida Master Site File.

Policy HP-2.1.2: The City shall provide guidance to citizens seeking to have historic structures placed on the National Register of Historic Places.

Objective HP-2.2: The City shall continue to identify established neighborhoods that may deserve designation as a historic or preservation district, subject to the approval of its residents.

Goal HP-2.2.1: The City shall identify existing neighborhoods for designation as a locally-designated historic or preservation district.

Goal HP-2.2.2: The City shall establish adequate standards and guidelines for these districts in its historic preservation ordinances to maintain its historic character and aesthetic quality.

Goal HP-2.2.3: The City shall provide guidance in the nomination of qualified historic and preservation districts to the National Register of Historic Places.

GOAL HP-3: In conjunction with the University of West Florida, West Florida Historic Preservation, Inc., and other community organizations, the City shall continue to support activities relating to historic preservation.

Policy HP-3.1: The City shall support the historic preservation roles of the University of West Florida, West Florida Historic Preservation, Inc., community organizations, neighborhood associations and individuals.

Goal HP-3.1.1: The City shall encourage and support historic building surveys of its neighborhoods and the listing of historic buildings on the Florida Master Site File.

Goal HP-3.1.2: The City shall encourage and support the nomination of historic buildings and sites to the National Register of Historic Places.

Goal HP-3.1.3: The City shall assist the Pensacola Bay Area Convention and Visitors Bureau and other organizations in providing local heritage tourism programs.

Goal HP-3.1.4: The City shall encourage and support activities that involve walking, bicycling and driving through historic and preservation districts.

Goal HP-3.1.5: The City shall encourage community and cultural events to take place in the historic and preservation districts, with the cooperation of their residents, to enhance awareness and appreciation of the heritage and resources of these districts.

Goal HP-3.1.6: The City shall have “The Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings” and similar technical publications available for review by those interested in the preservation of historic structures.

Policy HP-3.2: The City of Pensacola shall maintain an archaeological review procedure for all proposed construction on City-owned property.

Goal HP-3.2.1: The City shall maintain an archaeological review procedure that provides for an initial determination and review of project impact for projects on City-owned property.

Goal HP-3.2.2: The archaeological review procedure shall be conducted by a professional archaeologist meeting the standards of the Society of Professional Archaeology and having substantial experience in the archaeology and history of Pensacola.

Goal HP-3.2.3: The City shall prepare a memorandum of agreement specifying actions to be taken to avoid or mitigate any adverse effects of construction on any archaeological resources found during the process.

CHAPTER 11

PUBLIC SCHOOL FACILITIES ELEMENT

GOAL PSFE-1: Coordinate and maintain high quality education facilities

Coordinate with the School Board of City of Pensacola (herein "School Board") to ensure high quality public school facilities that are consistent with the Comprehensive Plan and serve to enhance communities.

Objective PSFE-1.1: Schools as community focal points

Enhance communities and encourage school facilities to serve as community focal points through effective school facility design and siting standards. The location will be coordinated with the future land use map.

Policy PSFE-1.1.1: School location

New schools shall be located proximate to the student population they are intended to serve. New elementary schools shall be located within walking distance of the residential neighborhoods to be served.

Policy PSFE-1.1.2: Shared-use and co-location of school sites

Coordinate with the School Board to continue to permit the shared-use and co-location of school sites and City facilities with similar facility needs as described in the Interlocal Agreement for Public School Facility Planning dated August 7th, 2006 (herein "Interlocal Agreement"). The City will identify opportunities for collocation and shared use facilities when preparing updates to the Schedule of Capital Improvements and when planning and designing new community facilities.

Policy PSFE-1.1.3: Emergency shelters

City of Pensacola will continue to coordinate with the School Board on emergency preparedness issues, including the use of public schools as emergency shelters as required by Section 163.3177(12)(g)(8), Florida Statutes. The School Board will continue to fulfill the building code requirements of Section 1012.372, Florida Statutes, such that as appropriate new educational facilities will serve as public shelters for emergency management purposes.

Policy PSFE-1.1.4: School design

The School Board will design and ensure performance standards for new school facilities according to the "Design Guidelines and Technical Specifications 2006"

Florida Department of Education State Requirements for Educational Facilities (SREF).

Policy PSFE-1.1.5: Community vitality

The City of Pensacola will continue to recognize the interconnected importance of quality neighborhood school retention with community economic development, neighborhood stability, diversity and sustainability efforts. Therefore, in partnership with other agencies, the City will encourage the maintenance and improvement of urban schools to preserve and enhance neighborhood quality and vitality.

Policy PSFE-1.1.6: Attracting new residents

The City of Pensacola will support the vitality of urban schools by encouraging new residents to locate in underutilized school districts. Where appropriate, existing homeownership and rehabilitation incentives may be utilized to attract families to such school districts and encourage the private sector to maintain a housing production capacity sufficient to meet the needs of families between moderate and upper level incomes.

Objective PSFE-1.2: Future land use and school siting

Consistent with Section 163.3177, Florida Statutes, the City will include sufficient allowable land use designations for schools proximate to residential development to meet the projected need for schools.

Policy PSFE-1.2.1: Future Land Use categories.

Consistent with the City's Future Land Use Element, public schools shall be an allowable use in all land use categories, except for Conservation. The Land Development Code may include siting standards for schools, consistent with the Comprehensive Plan. The City will consider the provisions of Section 1013.33(13), Florida Statutes (2007).

Policy PSFE-1.2.2: Flood zones and coastal high hazard area

Consistent with the City's Future Land Use Element, future schools shall not be allowed within the coastal high hazard area as delineated by the City.

Objective PSFE-1.3: School facility siting and consistency with the Comprehensive Plan

The City shall ensure that the planning, construction, and opening of educational facilities are coordinated in time and place, concurrent with necessary services and infrastructure, and consistent with the Comprehensive Plan.

Policy PSFE-1.3.1: Consistency with Comprehensive Plan

The City will coordinate with the School Board by giving an informal assessment regarding the consistency of potential new school sites, and significant expansions or potential closures of existing schools with the Comprehensive Plan, as described in the Interlocal Agreement. The informal assessment reviews, as applicable, the following: environmental suitability, transportation and pedestrian access, availability of infrastructure services, safety concerns, land use compatibility, consistency with community vision, and other relevant issues.

Policy PSFE-1.3.2: Review of school sites

The City shall review potential new school sites, and significant expansions or potential closures of existing schools for consistency with the following criteria:

- a. That school sites are compatible with present and projected uses of adjacent property.
- b. The locations of proposed new elementary schools are proximate to and within walking distance of the residential neighborhoods served.
- c. The locations of proposed new high schools are on the periphery of residential neighborhoods, with access to major roads.
- d. Existing or planned adequate public facilities are available to support the school.
- e. Safe access to and from the school site is available for by pedestrians and vehicles.
- f. The site is well drained and the soils are suitable for development or are adaptable for development and outdoor educational purposes with drainage improvements.
- g. The proposed school location is not within a velocity flood zone or floodway, as delineated in the applicable comprehensive plan.
- h. The site is not in conflict with City stormwater management plans or watershed management plans;
- i. The proposed site can accommodate required parking, circulation, and queuing of vehicles.
- j. The proposed location lies outside the area regulated by Section 333.03, F.S., regarding the construction of public educational facilities in the vicinity of an airport.

The City shall also consider the following in its review:

- a. Site acquisition and development costs;
- b. Whether existing schools can be expanded or renovated to support community redevelopment and revitalization;
- c. Efficient use of existing infrastructure;
- d. Discouragement of urban sprawl;
- e. Environmental constraints that would either preclude or render cost infeasible the development or significant renovation of a public school on a site; and
- f. Adverse impacts to archaeological or historic sites.

Objective PSFE-1.4: Pedestrian access to schools

The City shall work with the School Board to improve safe student access to school facilities, and to reduce hazardous walking conditions consistent with the Florida Safe Ways to School Program.

Policy PSFE-1.4.1: Bicycle and pedestrian access

All public schools shall provide bicycle and pedestrian access consistent with Florida Statutes. Parking at public schools will be provided consistent with the City's Land Development Code (LDC) requirements.

Policy PSFE-1.4.2: Sidewalk Master Plan

The City will continue to review the Sidewalk Master Plan to comprehensively address bicycle and pedestrian needs. The plan will continue to focus on bicycle and pedestrian needs relating to school facilities.

Policy PSFE-1.4.3: Sidewalk/pedestrian improvements

In order to ensure continuous pedestrian access to public schools, priority for City sidewalk/pedestrian improvements will be given to cases of hazardous walking conditions pursuant to Section 1006.23, Florida Statutes, and specific provisions for constructing such facilities will be included in the schedule of capital improvements adopted each fiscal year.

Policy PSFE-1.4.4: New development adjacent to school property

New developments adjacent to existing or planned school sites shall be required to provide a right-of-way and a direct access path for pedestrian travel.

Policy PSFE-1.4.5: Sidewalk requirements for development near schools

New residential developments and redevelopment shall be required to provide sidewalks (complete, unobstructed, continuous with a minimum width of 5 feet) along collector, arterial, and local roads designed to move traffic through subdivisions. Sidewalks shall be required pursuant to the City's Community Design Standards.

Policy PSFE-1.4.6: Coordination with FL-AL TPO

Continue to coordinate with the FL-AL TPO to ensure funding for safe access to schools including participation in the Bicycle Pedestrian Advisory Committee and the Community Traffic Safety Team.

Objective PSFE-1.5: Coordinate Future Land Use Map amendments and DRIs to maintain school capacity

It is the objective of the City to coordinate petitions for future land use changes and developments of regional impact to maintain adequate school capacity to meet future growth needs. This goal will be accomplished recognizing the School Board's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools, and the City's authority for land use, including the authority to approve or deny petitions for comprehensive plan amendments, re-zonings or final plat and site plans that generate students and impact the City of Pensacola school system.

Policy PSFE-1.5.1: School Board review and input

As per section 7.6 of the Interlocal Agreement the City shall take the School Board comments and findings on the availability of adequate school capacity into consideration when reviewing comprehensive plan amendments and other land use decisions.

Policy PSFE-1.5.2: Determining impact of Future Land Use changes and DRIs

The School Board shall use the adopted student generation rates to estimate the potential impact of a proposed future land use change or DRI on available school capacity. When such analysis projects a potential deficiency, the School Board shall include in its comments how it will propose to meet the projected demand. The City will take these comments into consideration per Policy PSFE-1.5.1 prior to approving or denying any future land use change or DRI.

GOAL PSFE-2: Implement school concurrency

The School Board will coordinate with the City to assure the future availability of public school facilities to serve new development will be consistent with the adopted level of service standards. This goal will be accomplished recognizing the School Board's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools, and the City's authority for land use, including the authority to approve or deny comprehensive plan amendments, re-zonings or other development orders that generate students and impact the City's school system.

Objective PSFE-2.1: Level of Service standards

The City will coordinate with the School Board to ensure that the capacity of schools is sufficient to support residential development at the adopted level of service (LOS) standards within the period covered by the 5-year schedule of capital improvements, and the long range planning period. The adopted LOS standards shall be achieved by the conclusion of the first 5-year schedule of capital improvements and the LOS standards shall be maintained each subsequent year. These standards shall be consistent with the Interlocal Agreement agreed upon by the School Board, the City, and the local municipalities.

Policy PSFE-2.1.1: Consistency

The LOS standards set forth herein shall be applied consistently by all local governments within City of Pensacola and by the School Board to all schools of the same type.

Policy PSFE-2.1.2: Level of Service standards

Consistent with the Interlocal Agreement, the City and School Board agree to the following level of service standards for school concurrency in City of Pensacola, based on Florida Inventory of School Houses (FISH) permanent capacity, maximum school size by type, core facility capacity. In calculating achievement of LOS relocatables are not considered permanent capacity and school enrollment shall be based on the annual enrollment of each school based on actual counts reported to the Department of Education in October of each year.

TYPE OF SCHOOL	LEVEL OF SERVICE
Existing	100% of FISH permanent capacity
New or Expansion to Elementary (K-5)	100% of FISH permanent capacity and school size shall not exceed FISH permanent capacity of 800.
New or Expansion to Middle (6-8)	100% of FISH permanent capacity and school size shall not exceed FISH permanent capacity of 1200.
New or Expansion to High (9-12)	100% of FISH permanent capacity and

	school size shall not exceed FISH permanent capacity of 2000.
New or Expansion to Combination (K-8)	100% of FISH permanent capacity and school size shall not exceed FISH permanent capacity of 2000.
Centers	100% of FISH permanent capacity or the level of service based on the student/teacher ratios dictated by specific programs, whichever is lowest.
LEVEL-OF SERVICE STANDARD FOR CORE FACILITIES (K-5, 6-8, K-8)	
Dining/Kitchen	100% of permanent Total Capacity*
* Total Capacity for Dining/Kitchen facility shall be based on a standard of three (3) feeding periods per day based on the design capacity of the core facilities.	
LEVEL-OF SERVICE STANDARD FOR CORE FACILITIES (9-12)	
Dining/Kitchen	100% of permanent Total Capacity*
* Total Capacity for Dining/Kitchen facility shall be based on a standard of four (4) feeding periods per day based on the design capacity of the core facilities.	

Policy PSFE-2.1.3: Amending Level of Service standards

Potential amendments to the LOS standards shall be considered at least annually at the staff working group meeting referenced in subsection 1.1 of the Interlocal Agreement. If there is consensus to amend any level of service, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and the adoption of amendments to the City, City and Town's comprehensive plans. The amended LOS shall not be effective until all plan amendments are effective, and the amended Interlocal Agreement is fully executed.

Policy PSFE-2.1.4: Financial feasibility of LOS

No LOS standard shall be amended without a showing that the amended LOS standard is financially feasible, supported by adequate data and analysis, and can be achieved and maintained through the five-year schedule for capital improvements.

Objective PSFE-2.2: School Concurrency Service Areas

The City shall establish School Concurrency Service Areas, as the areas within which an evaluation is made to determine if adequate school capacity is available based on the adopted level of service standards.

Policy PSFE-2.2:1: Concurrency Service areas

The Concurrency Service Areas for the City as agreed in the Interlocal Agreement, shall be coterminous with the attendance zone for each individual school. For special purpose centers, charter schools, and magnet schools the concurrency service area shall be district-wide.

Policy PSFE-2.2:2: Maximize capacity utilization

Concurrency service areas shall maximize capacity utilization, taking into account transportation costs, limiting maximum student travel times, achieving socio-economic, racial and cultural diversity objectives, and other relevant factors as related to determined by the School Board's policy on maximization of capacity.

Policy PSFE-2.2:3: Amending concurrency service areas

Potential amendments to the concurrency service areas shall be considered annually at the staff working group meeting referenced in Subsection 1.1 of the Interlocal Agreement. If there is consensus to amend the concurrency service areas to establish boundaries other than those that are conterminous with the school attendance zones, it shall be accomplished by a written execution of an amendment to the Interlocal Agreement by all parties and by the amendment to the City, City and Town's comprehensive plan. The amended concurrency service area shall not be effective until the amended Interlocal Agreement is fully executed and comprehensive plan amendments are in effect. Amendments to the concurrency service areas that keep the CSAs borders coterminous with the school attendance zones, shall be agreed upon by all parties and shall not require comprehensive plan amendments.

Objective PSFE-2.3: Student generation rates

The School Board will work with the City, City of Pensacola, and Town of Century to establish student generation rates that will be used to determine the impact of development on public school facilities.

Policy PSFE-2.3:1: Student generation rates

Consistent with the Interlocal Agreement, the School Board staff, working with the City staff and municipal staffs, will develop and apply student generation multipliers for residential developments by dwelling unit type (single family or multi-family) for each school type (elementary, middle, K-8, high, or center), considering past trends in student enrollment in order to project future public school enrollment.

Policy PSFE-2.3:2: Calculating student generation rates

The student generation rates shall be calculated by the School Board City, City of Pensacola, and Town of Century in accordance with professionally accepted methodologies, shall be reviewed and updated at least every two years.

Objective PSFE-2.4: Process for school concurrency implementation

In coordination with the School Board, the City will establish a joint process for implementation of school concurrency that includes applicability, capacity determination, and availability standards. The City shall manage the timing of residential subdivision and site plan approvals to ensure adequate school capacity is available consistent with adopted level of service standards for public school concurrency.

Policy PSFE-2.4.1: Applicability standards

School concurrency applies to residential development or a phase of residential development requiring an approval of subdivision plat, site plan, or its functional equivalent.

Policy PSFE-2.4.2: Exempted development

The following residential development shall be considered exempt from the school concurrency requirements:

1. Single family lots of record that have received final subdivision plat approval prior to the effective date of the PSFE, or single family subdivision plats actively being reviewed at the time of adoption of the PSFE that have received preliminary plat approval.
2. Residential developments that have received final site plan approval prior to the effective date of the PSFE, or residential site plans actively being reviewed at the time of adoption of the PSFE.
3. Amendments to residential site plans or subdivisions, which were previously approved prior to the effective date of the PSFE, and which do not increase the number of students generated by the development based on the adopted student generation rates.
4. Age restricted developments that are subject to deed restrictions prohibiting the permanent occupancy of a resident under the age of fifty five (55). Such deed restrictions must be recorded and must be irrevocable for a period of at least thirty (30) years.
5. Group quarters that do not generate students, including facilities such as local jails, prisons, hospitals, bed and breakfast, motels and hotels, temporary emergency shelters for the homeless, adult halfway houses,

firehouse dorms, college dorms exclusive of married student housing, and religious non-youth facilities.

Policy PSFE-2.4.3: Capacity determination standards

The City shall adopt LDC provisions to establish the application procedure and process for evaluating school capacity and making concurrency determinations consistent with the Interlocal Agreement. The School Board shall be responsible for conducting concurrency reviews. The City may choose to provide an informal assessment of school concurrency at the time of preliminary plat, but the test of concurrency shall be at final plat, site plan, or functional equivalent approval.

Policy PSFE-2.4.4: School board findings

The School Board's findings and recommendations shall address whether adequate capacity exists for each affected concurrency service area, based on the level of service standards. If adequate capacity does not exist, the School Board findings shall address whether appropriate mitigation can be accepted. If mitigation can be accepted, the School Board's findings shall identify the accepted form of mitigation that is consistent with the policies set forth herein.

Policy PSFE-2.4.5: Allocated capacity in CIP

In evaluating a subdivision plat or site plan for concurrency, any relevant programmed capacity improvements in years 1, 2, or 3 of the 5-year schedule of capital improvements shall be considered available capacity for a proposed project and factored into the concurrency analysis. Any relevant programmed improvements in years 4 or 5 of the 5-year schedule of improvements shall not be considered available capacity for a proposed project unless funding for the improvement is assured through School Board agreement to accelerate the proposed project, or through proportionate fair share mitigation, or some other means of assuring adequate capacity will be available within 3 years. The School Board may choose to use relocatable classrooms to provide temporary capacity while funded schools or school expansions are being constructed.

Policy PSFE-2.4.6: Determination of insufficient capacity

In the event that the School Board finds that there is not sufficient capacity in the affected concurrency service area(s) to address the impacts of a proposed development, the following standards shall apply:

- The project must provide capacity enhancement sufficient to meet its impacts through proportionate share mitigation; or

- Approval of the site plan or final plat (or functional equivalent) must be delayed to a date when the capacity enhancement necessary to maintain level of service can be assured; or
- A condition of approval of the site plan or final plat (or functional equivalent) shall be that the project's development order and/or building permits shall be delayed to a date when the capacity enhancement necessary to maintain level of service can be assured.

Policy PSFE-2.4.7: Availability standard

Where capacity will not be available to serve students generated by a residential development the City shall use the lack of school capacity as a basis for denial of petitions for final plats, site plans or functional equivalents. However, the City shall not deny a petition for a final plat, site plan, or functional equivalent due to a failure to achieve and maintain the adopted level of service for public school capacity where:

Adequate school facilities will be in place or under actual construction within three years after the issuance of the final plat or site plan or functional equivalent;

Adequate school facilities are available in an adjacent concurrency service area and the impacts of development can be shifted to that area; or,

The developer executes a legally binding commitment with the School Board to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property subject to the final plat or site plan (or functional equivalent) as provided in the Interlocal Agreement.

Objective PSFE-2.5: Proportionate share mitigation

The City shall coordinate with the School Board to provide proportionate share mitigation alternatives that are financially feasible and will achieve and maintain the adopted level of service standard consistent with the School Board's adopted financially feasible 5-Year Facilities Work Program.

Policy PSFE-2.5:1: Acceptable mitigation

The School Board may allow mitigation for developments that would otherwise cause the LOS standards to be exceeded. Mitigation options shall include the following:

Contribution of, or payment for, acquisition of new or expanded school sites;

Construction or expansion of permanent school facilities;

Mitigation banking, the creation of mitigation banking based on the construction of a public school facility in exchange for the right to sell excess capacity credits within the same concurrency service area; and

Charter schools, provided they are constructed to State Requirements for Educational Facilities (SREF) standards, so that it can be relied on the over the longer term as public school capacity, designed to whatever minimum size and specifications established by the School Board to ensure that if the School Board is required, it can efficiently operate the school.

Policy PSFE-2.5:2: CIP and proposed mitigation

Proposed mitigation must be directed toward a permanent capacity improvement identified in the School Board's financially feasible 5-Year Work Plan. However, the School Board may accept mitigation in the form of an improvement not identified on the 5-year Work Plan and commit to add the needed improvement to the 5-year Work Plan. The School Board must find that any proposed mitigation will satisfy the demands created by the proposed development consistent with the adopted level of service standards, and the mitigation shall be assured by a legally binding development agreement between the School Board, the City, and the applicant executed prior to the issuance of the final plat, site plan or functional equivalent.

Policy PSFE-2.5:3: Shifting impacts

Mitigation shall not be required when the adopted level of service cannot be met in a specific concurrency service area if the needed capacity for the development is available in one or more contiguous concurrency service areas and the impacts of the development can be shifted to a contiguous concurrency service area. Where more than one concurrency service area is available to accommodate student impacts, the School Board shall evaluate how the impacts of a development shall be shifted. Measures to maximize capacity, including modifications to concurrency service areas in lieu of shifting development impacts, can be considered.

Policy PSFE-2.5:4: Relocatable Classrooms

Relocatable classrooms will not be accepted as mitigation.

Policy PSFE-2.5:5: Calculation proportionate share mitigation

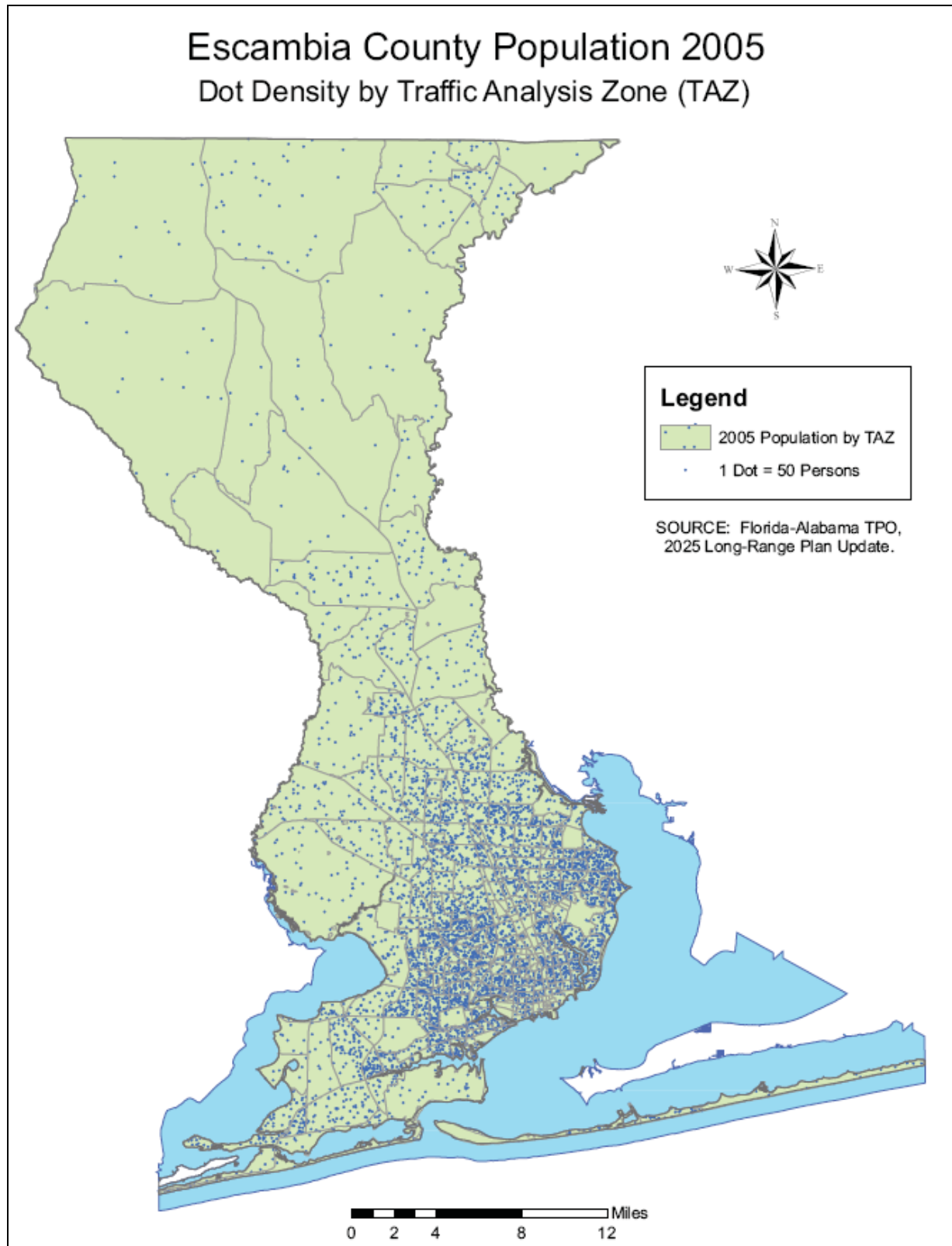
The applicant's total proportionate-share mitigation obligation to resolve a capacity deficiency shall be based on the following formula, for each school level: multiply the number of new student stations required to serve the new development by the average cost per student station and, if needed, add the additional cost of a core facility to accommodate the additional student stations.

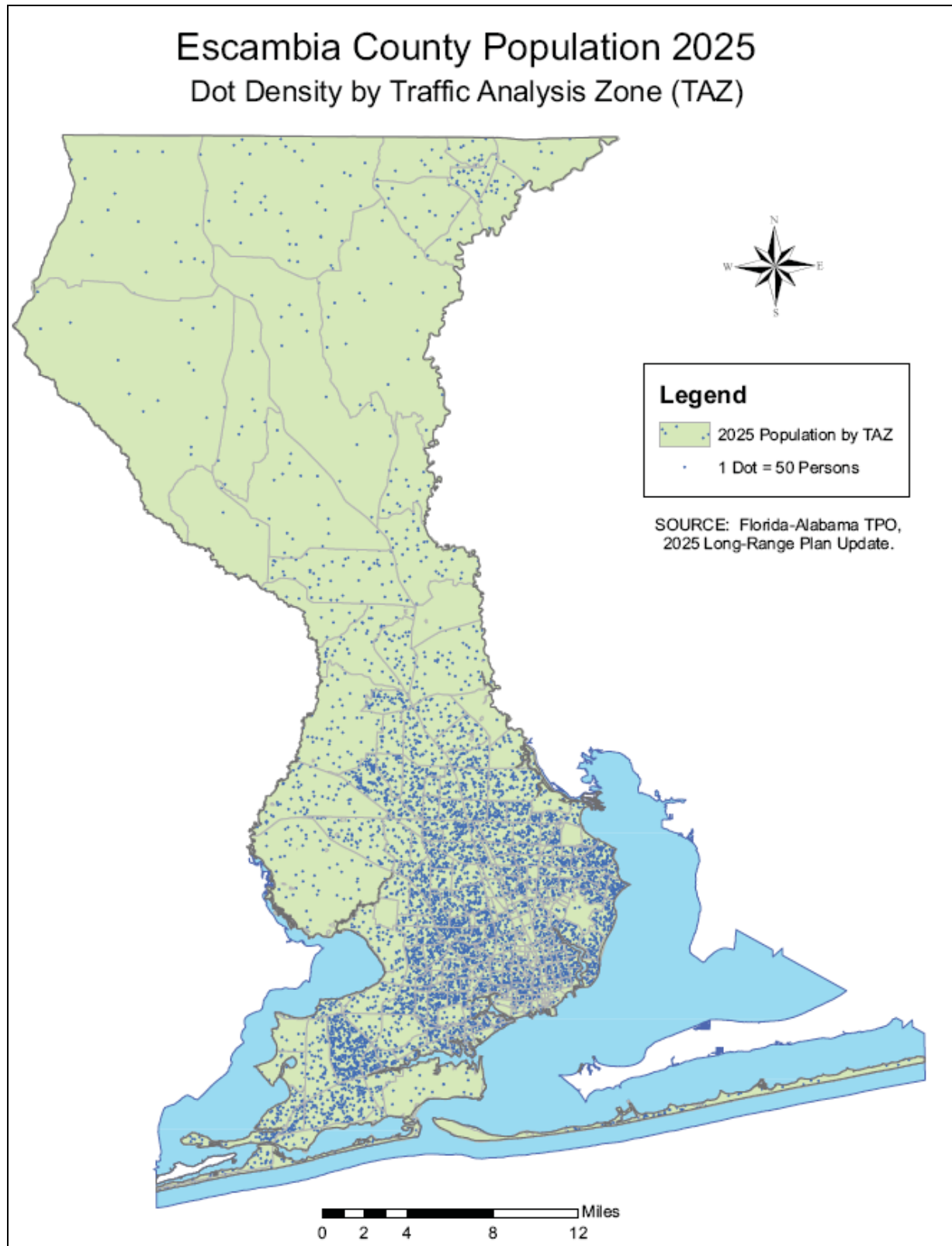
The average cost per student station shall include school facility development costs and land costs. The applicant's proportionate-share mitigation obligation will be credited toward any other impact fee or exaction imposed by local ordinance for the same need, on a dollar-for-dollar basis, at fair market value.

School Facility Maps

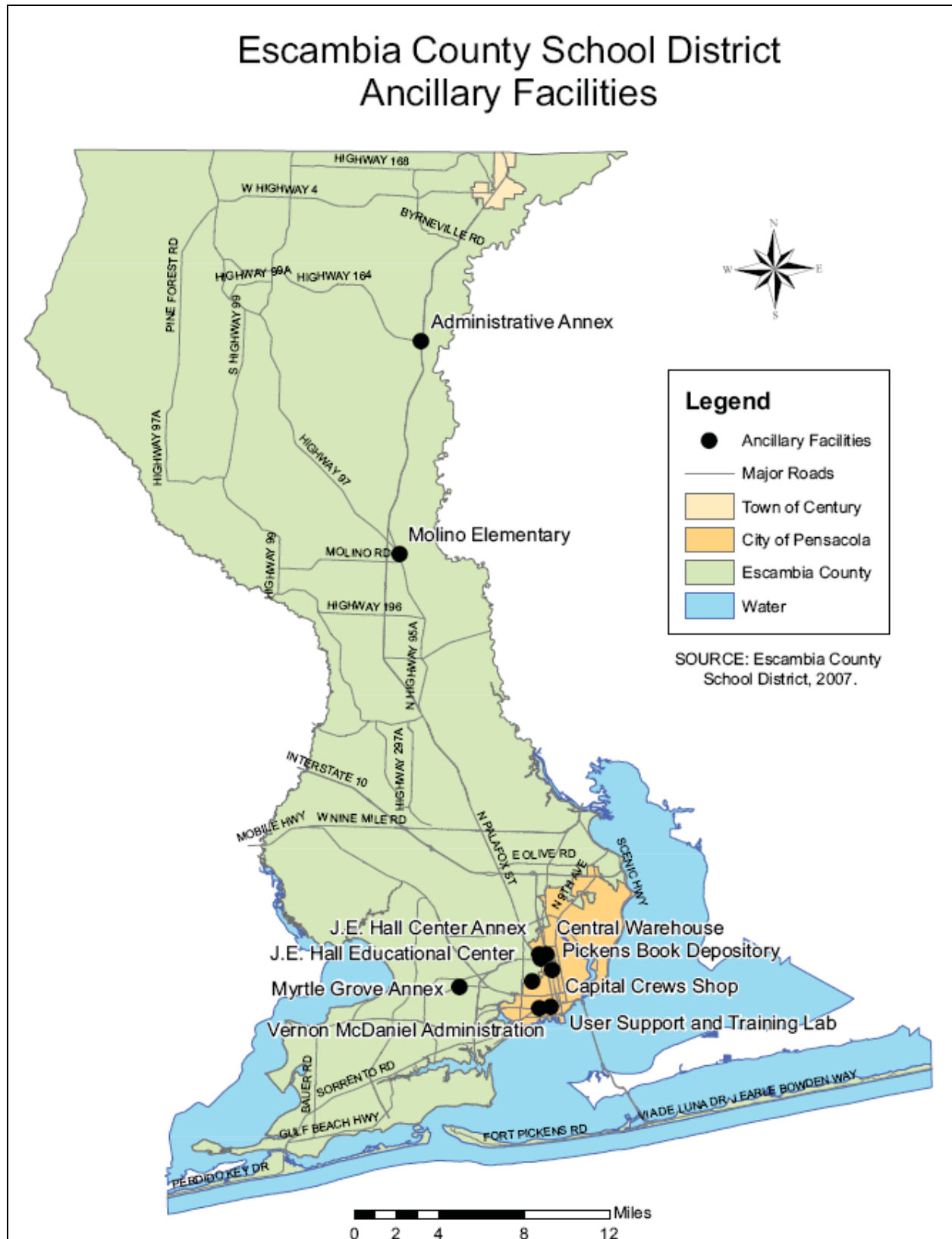
Consistent with Section 123.3177(12)(g), Florida Statutes, the Public School Facilities Element shall include future conditions maps showing existing and anticipated schools over the five-year and long-term planning periods. The maps of necessity may be general over the long-term planning period and do not prescribe a land use on a particular parcel of land.

Escambia County Population 2005

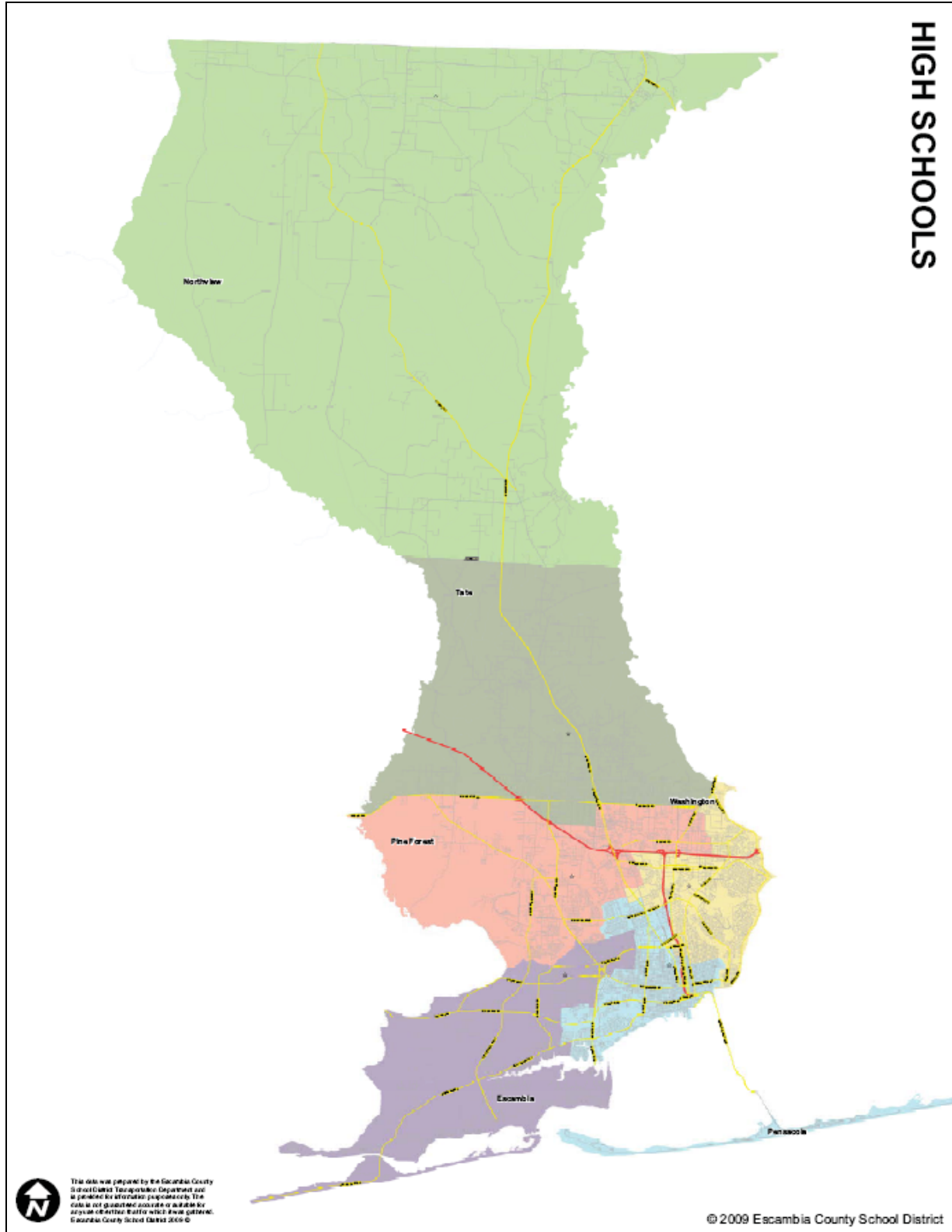




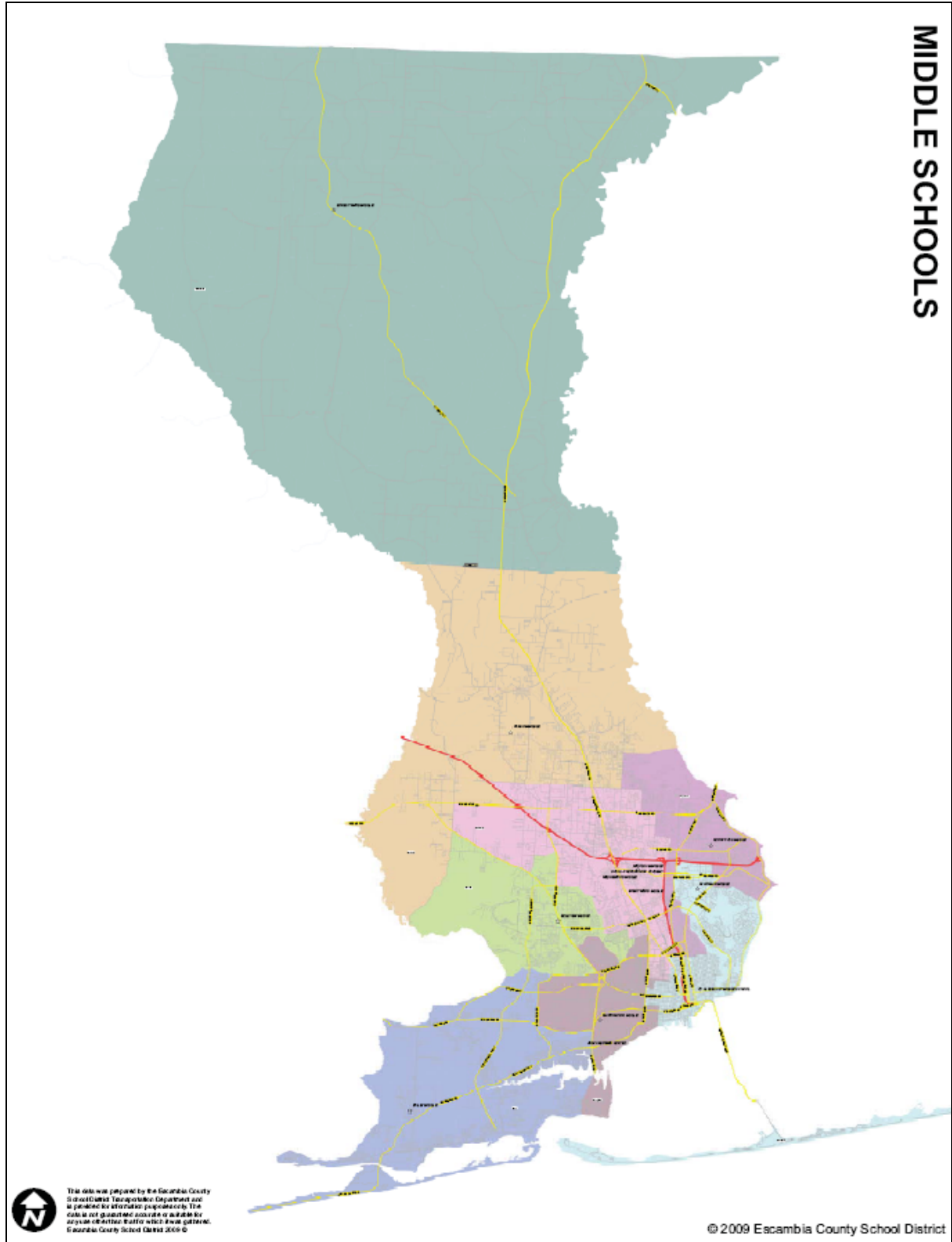
Escambia County School District Ancillary Facilities



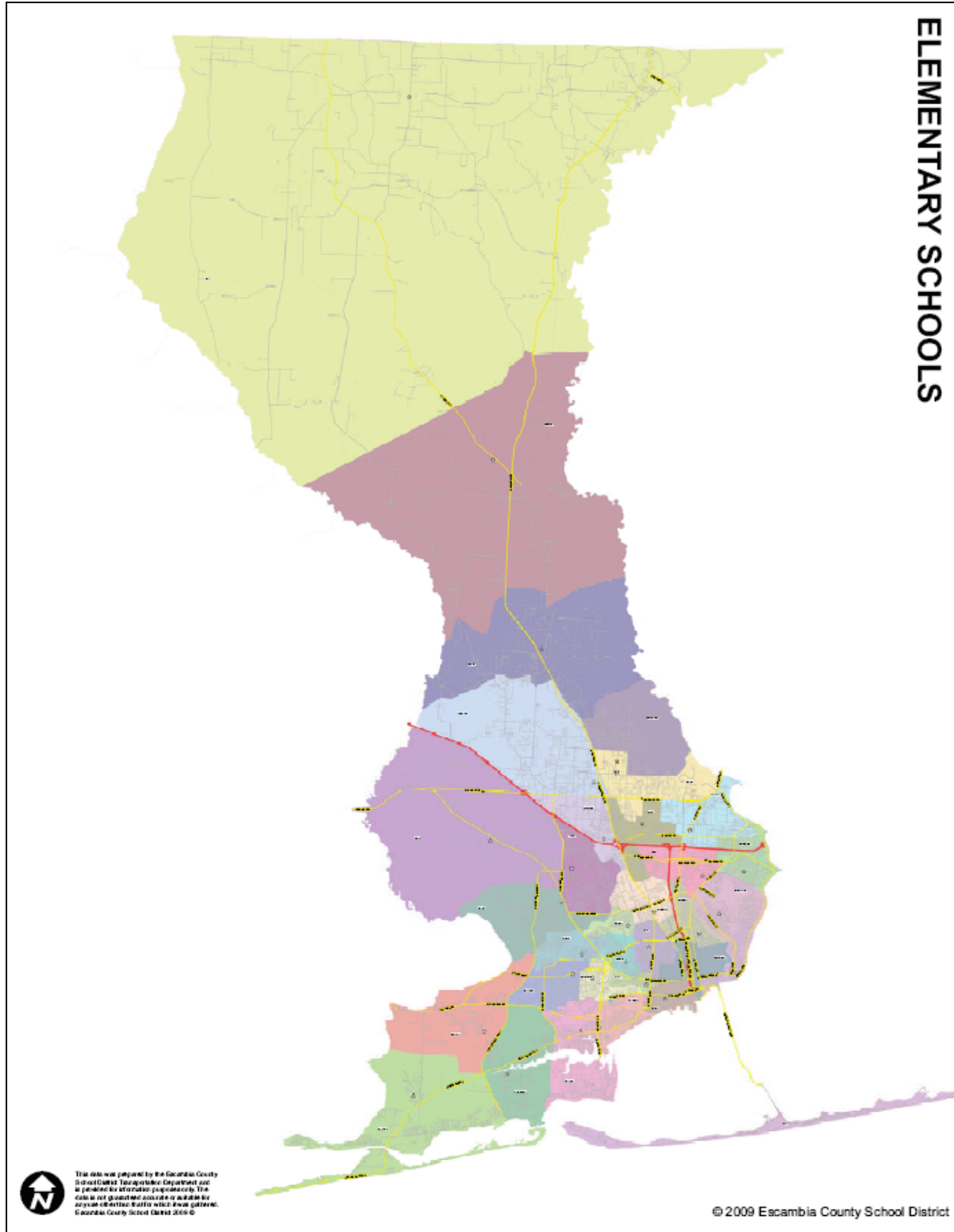
Escambia County High School Attendance Zones



Escambia County Middle School Attendance Zones



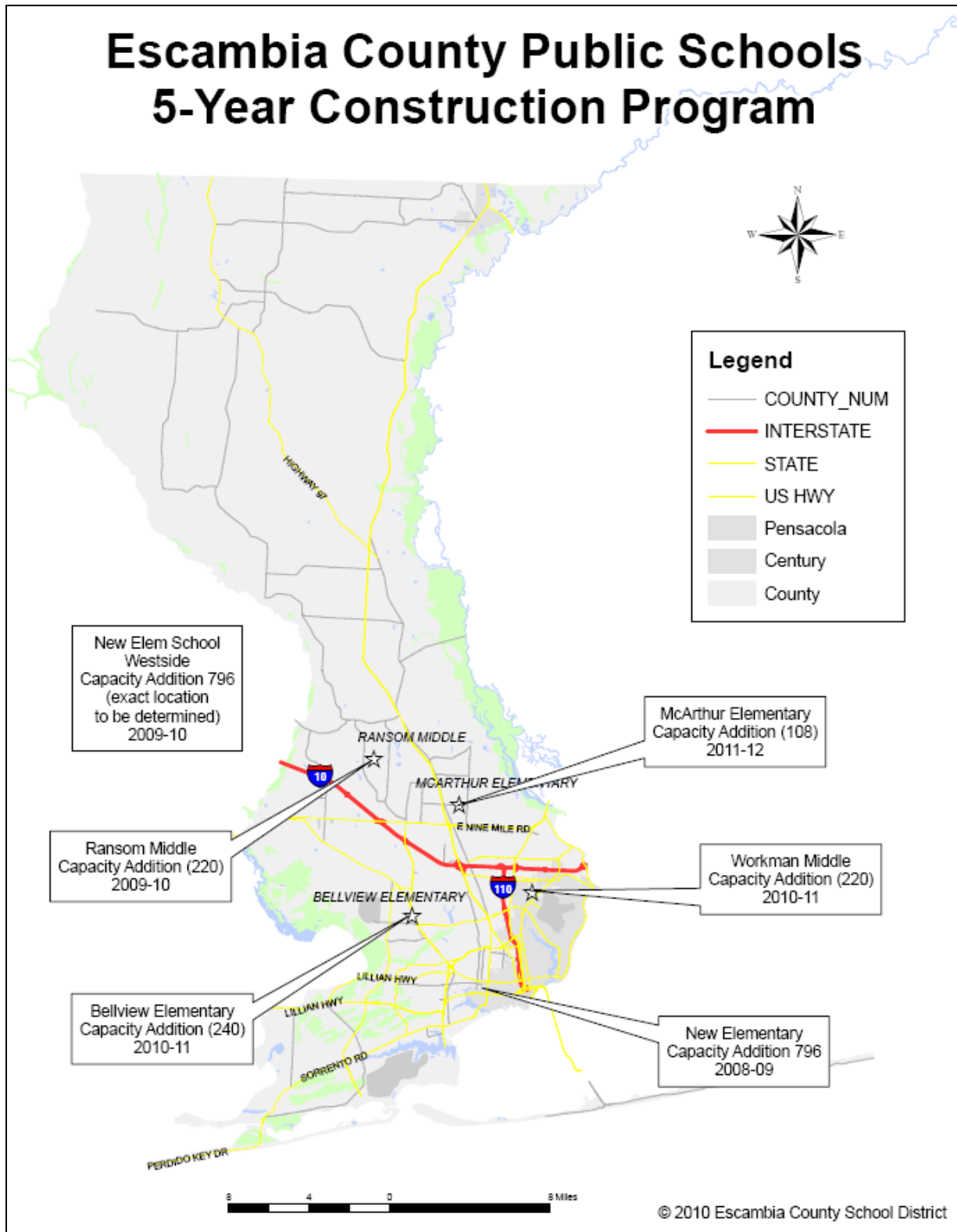
Escambia County Elementary School Attendance Zones



Escambia County Public Schools 5-Year Construction Program

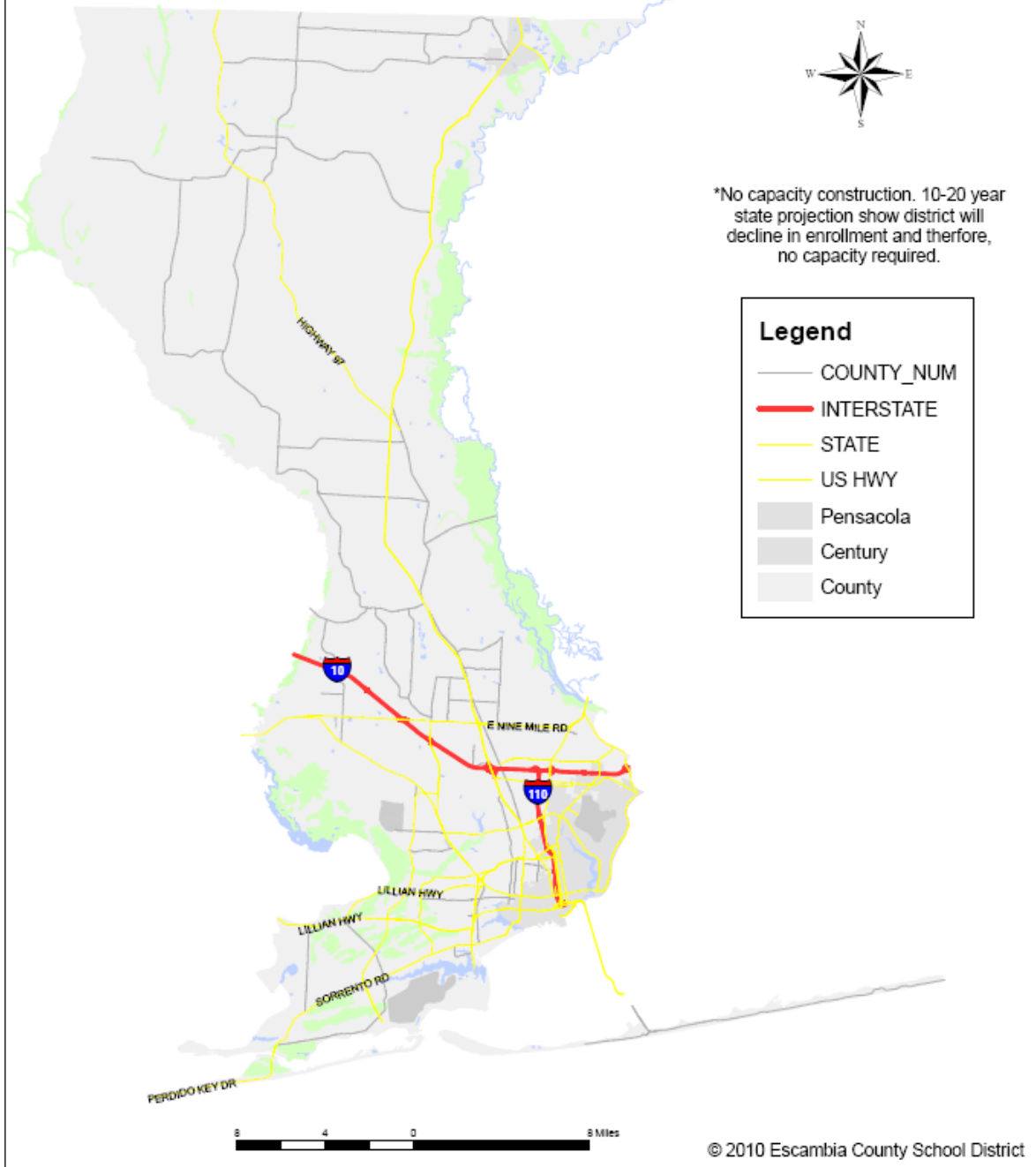
Public Schools and Facilities

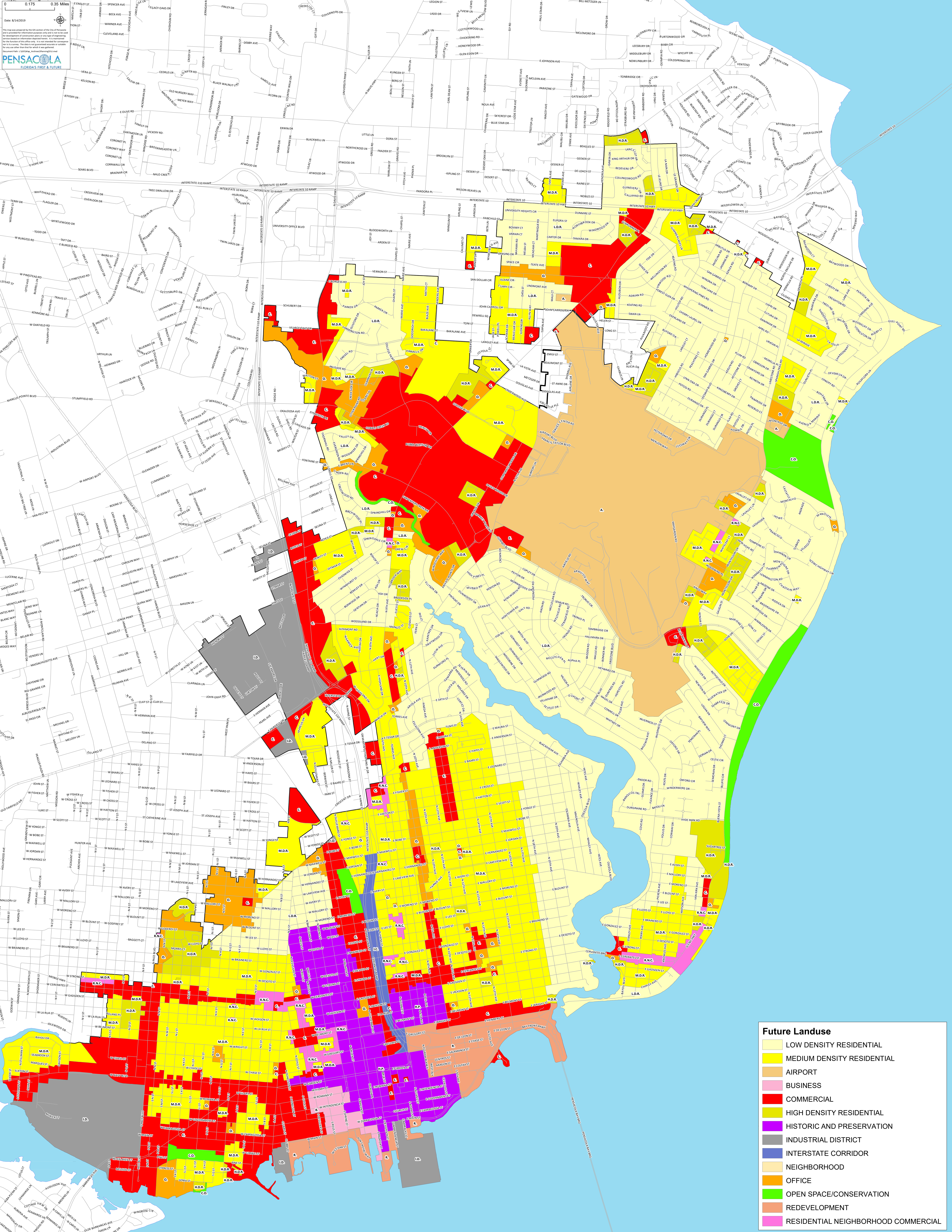
Escambia County Public Schools 5-Year Construction Program



Escambia County Public Schools 20-Year Construction/Needs Program

Escambia County Public Schools 20-Year Construction/Needs Program*





Future Landuse

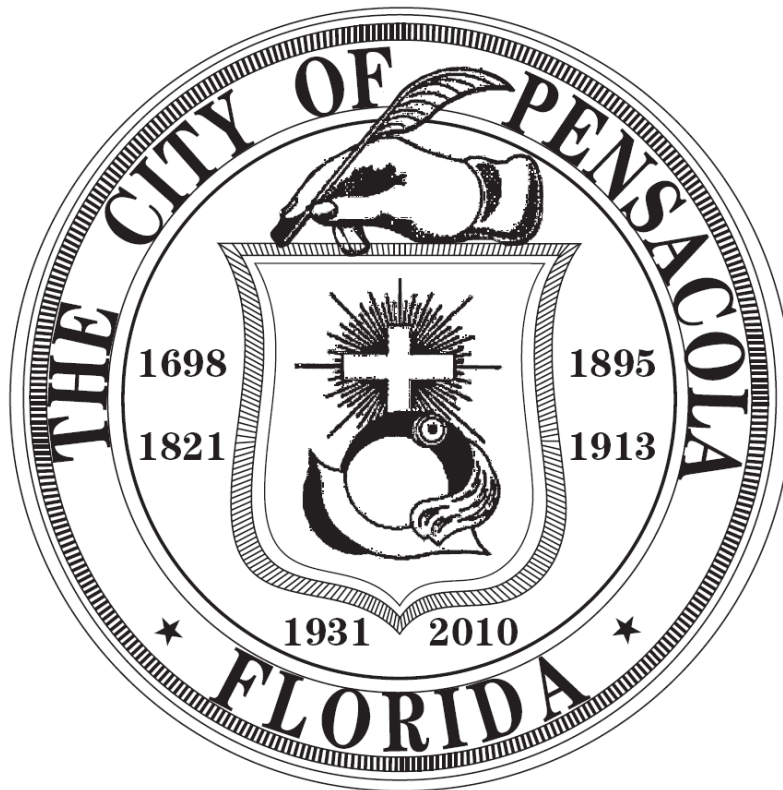
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- AIRPORT
- BUSINESS
- COMMERCIAL
- HIGH DENSITY RESIDENTIAL
- HISTORIC AND PRESERVATION
- INDUSTRIAL DISTRICT
- INTERSTATE CORRIDOR
- NEIGHBORHOOD
- OFFICE
- OPEN SPACE/CONSERVATION
- REDEVELOPMENT
- RESIDENTIAL NEIGHBORHOOD COMMERCIAL

City of Pensacola

COMPREHENSIVE PLAN

VOLUME I

Goals, Objectives, and Policies



Pensacola, Florida
Community Development Department

2019

**CITY OF PENSACOLA
COMPREHENSIVE PLAN**

**VOLUME I
GOALS, OBJECTIVES, AND POLICIES**

**PENSACOLA, FLORIDA
COMMUNITY DEVELOPMENT DEPARTMENT**

2019

*VOLUME II - DATA AND ANALYSIS TO THE COMPREHENSIVE PLAN
SERVES AS SUPPORTING DOCUMENTATION TO THIS SECTION*

CITY OF PENSACOLA COMPREHENSIVE PLAN

VOLUME I GOALS, OBJECTIVES, AND POLICIES

TABLE OF CONTENTS

CHAPTER

1	FUTURE LAND USE
2	TRANSPORTATION
3	HOUSING
4	PUBLIC FACILITIES
5	COASTAL MANAGEMENT
6	CONSERVATION AND SUSTAINABILITY
7	RECREATION AND OPEN SPACE
8	INTERGOVERNMENTAL CORDINATION
9	CAPITAL IMPROVEMENTS
10	HISTORIC PRESERVATION
11	PUBLIC SCHOOLS AND FACILITIES

CHAPTER 1

FUTURE LAND USE

GOAL FLU-1: Maximize the use of land both from an economic standpoint, and from the standpoint of minimizing threats to the health, safety and welfare of residents and to the continued well-being of the natural environment.

Objective FLU-1.1: Specify the desired development pattern through a land use category system that provides for the location, type, density and intensity of development and redevelopment based on natural conditions and dependent on the availability of services as shown on the Future Land Use Map and controlled through the adopted Land Development Code.

Policy FLU-1.1.1: All development orders and building permits for future development and redevelopment activities shall be issued only if public facilities necessary to meet adopted level of service standards are available concurrent with the impacts of the development.

Policy FLU-1.1.2: The City will amend its Land Development Code as needed to remain consistent with the requirements of Chapter 163.3202, Florida Statutes and Chapter 9J-5.022 and 9J-5.023, F.A.C. so that future growth and development will continue to be managed through the preparation, adoption, implementation and enforcement of land development regulations that are consistent with the Comprehensive Plan.

Policy FLU-1.1.3: The Land Development Code will be evaluated during the EAR-based amendment process to identify revisions that are needed to implement the goals, objectives and policies of the Comprehensive Plan. The Land Development Code includes:

1. Zoning District Regulations
2. Neighborhood Preservation Standards
3. Off-Street Parking
4. Signage
5. Tree/Landscape Regulations
6. Subdivisions
7. Control of Erosion, Sedimentation and Runoff
8. Flood Plain Management
9. Airport Zoning

Policy FLU-1.1.4: Each future land use category shall have a set of zoning districts that may be permitted within that future land use category, and zoning that is not consistent with the category shall not be approved. The zoning ordinances shall include a table which sets forth the different zoning districts

which are permitted within each future land use category, and designations which are not consistent with the table shall not be approved.

Policy FLU-1.1.5: Future land use categories, including densities and intensities of use for each category, shall be established as follows:

Conservation District: The Conservation Land Use District is established to preserve open space as necessary for protecting water resources, preserving scenic areas, preserving historic sites, providing parklands and wilderness reserves, conserving endemic vegetation, preventing flood damage and soil erosion. This future land use category shall apply to environmentally sensitive areas identified on the Future Land Use Map and protected from development pursuant to site plan review. The following generalized uses are permitted:

- (a) Wildlife and vegetation conservation:
Wildlife refuge, nature trails and related facilities
- (b) Recreational facilities:
Passive recreation
Bike trails
Jogging trails
- (c) Other similar and compatible conservation and recreational uses:
Boat moorings, fishing piers, drainage areas, etc.

Residential Districts: The Residential Land Use Districts are established for the purpose of providing and preserving areas of predominantly low, medium or high residential development. A variety of residential uses shall be allowed, based on zoning classification, at the following maximum densities:

- * Low Density Residential - 5 or fewer residential dwelling units per acre.
- * Medium Density Residential - 18 or fewer residential dwelling units per acre. Conditional use permits for the following land uses may be approved in the Medium Density Residential Land Use District based on site plan review and public notification procedures: Residential design manufactured homes, bed and breakfast, day care centers and accessory office units subject to intensity standards for the Office and Residential/Neighborhood Commercial Land Use Districts.
- * High Density Residential - 35 or fewer residential dwelling units per acre allowed pursuant to lot coverage, landscape area, parking and recreational area development requirements provided in the adopted Land Development Code. No building shall exceed a height of 150'. This height limitation shall not apply to buildings for which preliminary development plan approval was granted by the City Council on or before December 31, 1994.

Office District: The Office Land Use District is established for the purpose of providing for a mixture of residential and office uses, developed separately or within the same structure. When located in older, developed areas of the City, the district is intended to provide for residential or office infill development at a density, character and scale compatible with the surrounding area. In newer, vacant areas of the City, the district is also intended as a transition area between residential and commercial uses. Residential and office uses are allowed at the following maximum densities and intensities:

- * Residential - density not to exceed 35 dwelling units per acre.
- * Office - the maximum combined area occupied by all principal and accessory buildings on a lot shall be 30% for a one- to four-story building, 25% for a five- to seven-story building and 20% for any building over eight stories. No building shall exceed a height of 100'.

Residential/Neighborhood Commercial District: The Residential/ Neighborhood Commercial Land Use District is established for the purpose of providing for a mixture of residential, professional and certain types of neighborhood convenience-shopping-retail sales and service uses. Residential and office or commercial uses shall be allowed within the same structure. When located in older sections of the community in which by custom and tradition the intermixing of such uses has been found to be necessary and desirable, the districts intended to provide for infill development at a density, character and scale compatible with the surrounding area. When located in newer developing areas where it is necessary and desirable to create a transition zone between a residential and a commercial district, the district is intended to provide for mixed office, commercial and residential development. Residential, office and low-intensity commercial uses are allowed at the following maximum densities and intensities:

- * Residential - density not to exceed 35 dwelling units per acre.
- * Office and Commercial - the maximum combined area occupied by all principal and accessory buildings on a lot shall be 30% for a one- to four-story building, 25% for a five- to seven-story building and 20% for any building over eight stories. No building shall exceed a height of 100'.
- * Commercial uses shall be restricted to a maximum floor area subject to regulations set forth in the adopted Land Development Code.

Commercial District: The Commercial Land Use District is established for the purpose of providing areas of commercial development ranging from compact shopping areas to limited industrial/high intensity commercial uses. Light industrial uses such as fabrication, assembly and warehousing are permitted.

Conventional residential use is allowed as well as residential uses on upper floors above ground floor commercial or office uses and in other types of mixed-use development. Residential, office and commercial uses are allowed at the following maximum densities and intensities:

- * Residential - density not to exceed 35 dwelling units per acre outside the dense business area and density not to exceed 135 dwelling units per acre in the dense business area.
- * Office and Commercial in the dense business area - the maximum combined area occupied by all principal and accessory buildings shall be 100% of lot size (subject to compliance with parking provisions) up to a height of 100'. Developments of over 100' in height shall be required to reduce the lot coverage by 10%. No building shall exceed a height of 150'.
- * Office and Commercial - outside of the dense business area the maximum combined area occupied by all principal and accessory buildings shall be 75% of lot size up to a height of 100'. Developments of over 100' in height shall be required to reduce the lot coverage by 10%. No building shall exceed a height of 150'.

Industrial District: The Industrial Land Use District is established for the purpose of providing areas for industrial development for community and regionally oriented service areas. The district is intended to facilitate the more intense, large-scale manufacturing, warehousing, distribution, wholesaling and other industrial functions of the City and the region. The uses in this district would typically be of a scale and intensity that are more likely to be capable of having an adverse affect (through sound, vibration, odor, etc) on adjacent properties if they are not of a compatible character (i.e. residential, office, and general commercial land uses). Office, commercial and a mixture of light industrial, heavy industrial and industrial park uses are allowed, with maximum building coverage of 75% of lot size up to a maximum height of 100 feet.

Neighborhood District: The Neighborhood Land Use District is established to provide for land uses and aesthetic considerations which are distinctive and unique to neighborhoods defined by specific geographic boundaries on the Future Land Use Map.

A variety of residential, office and commercial uses will be allowed at the following maximum densities or intensities:

- * Residential – density not to exceed 35 dwelling units per acre.
- * Office and Commercial - the maximum combined area occupied by all principal and accessory buildings shall be 75% of lot size up to a maximum height of 100'.

Historic and Preservation District: The Historic and Preservation Land Use District is established to preserve the development pattern and distinctive architectural character of these unique areas through the restoration of existing buildings and construction of compatible new buildings. These buildings and historic sites and their period architecture make the district unique and worthy of continuing preservation efforts. Regulations are intended to ensure that future development is compatible with and enhances the pedestrian scale of the existing structures and period architectural character of the districts. The district is an established business area, residential neighborhood and tourist attraction, containing historic sites and museums, a variety of specialty retail shops, restaurants, small offices, and residences.

A variety of residential, office and commercial uses will be allowed at the following maximum densities or intensities:

- * Residential – density not to exceed 35 dwelling units per acre in the Pensacola (Seville) Historic District, the North Hill Preservation District and the Old East Hill Preservation District and density not to exceed 135 dwelling units per acre in the Palafox Historic Business District.
- * Office and Commercial in the Pensacola (Seville) Historic District, the North Hill Preservation District and the Old East Hill Preservation District - buildings shall not exceed a maximum height of 45'. Lot coverage shall be regulated by use of front, side and rear yard requirements pursuant to regulations in the Land Development Code and based on existing development.
- * Office and Commercial in the Palafox Historic Business District - the maximum combined area occupied by all principal and accessory buildings shall be 100% of lot size (subject to compliance with parking provisions) up to a height of 100'. Developments of over 100' in height shall be required to reduce the lot coverage by 10%. No building shall exceed a height of 150'.

Redevelopment District: The Redevelopment Land Use District is established to promote the orderly redevelopment of the southern gateway to the City and portions of the Pensacola Bay waterfront area in order to enhance visual appearance, preserve unique shoreline vistas, provide public shoreline access, preserve or provide working waterfront activities, improve traffic safety and encourage a high quality of site planning. Site specific analysis of each development proposal within the district is intended to ensure that the scenic orientation and open space image of the shoreline is maintained, that the development characteristics are upgraded and the boundary of the adjacent special districts are positively reinforced.

A variety of residential, office and commercial uses will be allowed at the following densities or intensities:

- * Residential - density not to exceed 100 dwelling units per acre in the Gateway Redevelopment District and 60 dwelling units per acre in the Waterfront Redevelopment District.
- * Office and Commercial in the Gateway Redevelopment District - the maximum combined area occupied by all principal and accessory buildings shall be 75% of lot size up to a maximum height of 100'.
- * Office and Commercial in the Waterfront Redevelopment District - the maximum combined area occupied by all principal and accessory buildings shall be 75% of lot size up to a maximum height of 60'.

Business District: The Business Land Use District is established to promote the compatible redevelopment of the City's historic downtown waterfront by encouraging high quality site planning and architectural design which is compatible with both the historic character of the existing structures and the waterfront activities.

- * Residential - density not to exceed 108 dwelling units per acre in the South Palafox Business District.
- * Office and Commercial in the South Palafox Business District - the maximum combined area occupied by all principal and accessory buildings shall be 100% of lot size up to a maximum height of 80'.

Airport District: The Airport Land Use District is established to regulate land owned by the Pensacola Regional Airport or immediately adjacent to the airport which is considered sensitive due to its relationship to the runways and its location within noise zones. Land owned by the City allows only open space, recreational or commercial and industrial uses customarily related to airport operations. Low density residential and a variety of office and commercial uses will be allowed on privately owned land, based on the zoning classification and subject to the requirements of Chapter 333 of the Florida Statutes, at the following maximum densities:

- * Residential - density not to exceed 5 dwelling units per acre.
- * Office and Commercial - the maximum combined area occupied by all principal and accessory buildings shall be 50%. No building shall exceed a height of 45', subject to airport height limitations.

Interstate Corridor District: The Interstate Corridor Land Use District is established to provide for non-highway land uses both below and adjoining the Interstate I-110 corridor on land owned by the Florida Department of Transportation and leased by the City of Pensacola as shown in the Site Development Plan in the DOT *Corridor Location, Design and Multiple Use Report: Interstate 110, Pensacola, Escambia County, Florida, 1972*. The

following land uses are allowed at the land use mix composition shown below, with site plan review and City Council approval:

- * Residential – density not to exceed 35 dwelling units per acre up to a maximum 3% of the developable land.
- * Service, tourist and community commercial and light industrial uses up to a maximum 25% of developable land.
- * Recreation and open space facilities, and community centers owned and operated by the City up to a maximum 35% of developable land.
- * Public utilities, City government buildings and facilities and public transportation facilities up to a maximum 37% of developable land.

The maximum combined area occupied by all principal and accessory buildings shall be 50%. No building shall exceed a height of 45', subject to DOT height limitations.

Policy FLU-1.1.6: The following uses shall be allowed in all future land use districts, except for Conservation and Interstate Corridor, subject to regulations set forth in the adopted Land Development Code, and Chapter 333 of the Florida Statutes: Community residential homes, schools with curriculum the same as public schools, libraries, churches, home occupations and accessory structures incidental to any permitted use. Parks and playgrounds and utility structures shall be allowed in every district.

Policy FLU-1.1.7: Adaptive reuse of vacant public, semipublic, institutional or historically significant structures within the Medium and High Density Residential Land Use Districts and the Residential Neighborhood Commercial Land Use District shall be allowed subject to issuance of a conditional use permit.

Applicants for a conditional use permit must submit development plans, undergo site review process through the Planning Board, provide for public notification of property owners within an established radius and obtain approval from the City Council. To ensure the compatibility of the conditional use development with the surrounding residential neighborhood the City Council may prescribe appropriate conditions and safeguards as follows:

- * Limit or otherwise designate the following: the manner in which the use is conducted; the height, size or location of a building or other structure; the number, size, location, height or lighting of signs; the location and intensity of outdoor lighting or require its shielding.
- * Establish special or more stringent buffer, yard or other open space requirements.
- * Designate the size, number, location or nature of vehicle access points.

- * Require berming, screening, landscaping or similar methods to protect adjacent or nearby property and designate standards for installation or maintenance of the facility.
- * Designate the size, height, location or materials for a fence or wall.

Objective FLU-1.2: Existing nonconforming land uses which are incompatible or inconsistent with the Future Land Use Plan will not be allowed to expand, to be enlarged, or to be rebuilt or reopened if destroyed, pursuant to provisions adopted in the Land Development Code and consistent with the requirements of Chapter 163, F.S.

Policy FLU-1.2.1: Expansion or replacement of land uses, which are incompatible with the Future Land Use Plan, shall be prohibited. Existing nonconforming uses will be permitted as provided in the City's Land Development Code.

Policy FLU-1.2.2: Land uses which are potentially incompatible due to type of use and/or intensity of use, shall be buffered from one another through the use of physical and/or natural vegetative barriers within required yards established in the adopted Land Development Code.

Objective FLU-1.3: The City shall protect its natural resources and its historic, architectural and archaeological resources in accordance with the City's Land Development Code.

Policy FLU-1.3.1: Continue to protect natural open space areas within the City as designated in the Recreation and Open Space Element.

Policy FLU-1.3.2: Public access to the waterfront shall be maintained or improved by the City (i.e., boat ramps, street rights-of-way). Private property rights will be protected in providing public access to the waterfront.

Policy FLU-1.3.3: Wetlands and other natural vegetative and wildlife habitats identified, as Conservation Districts on the City's Future Land Use Map will be protected from development through provisions in the Land Development Code.

Policy FLU-1.3.4: Regulate the location of hazardous waste disposal, storage and treatment facilities within the City through enforcement of land development regulations.

Policy FLU-1.3.5: The City shall coordinate with West Florida Historic Preservation, Inc. by providing technical assistance in its efforts to identify, designate and preserve historic architectural resources and shall continue to enforce the regulations in the adopted Historic District zoning ordinance.

Policy FLU-1.3.6: The City shall abide by the guidelines of its archaeological resolution whenever development is planned for City-owned property.

Policy FLU-1.3.7: The City shall utilize maps contained in the *Wellhead Protection Area Delineation In Southern Escambia County, Florida, Water Resources Special Report 97-4, December 1997*, prepared by the Northwest Florida Water Management District, as may be amended, and included by reference, to identify wellhead protection areas around existing water wells and shall continue to cooperate with the Escambia County Utilities Authority in reviewing land use regulations within these areas.

Policy FLU-1.3.8: Land uses delineated by the Future Land Use element shall be permitted based on the availability of water supplies in addition to the availability of public water facilities consistent with the requirements of Chapter 163, F.S.

Objective FLU-1.4: All development and redevelopment in the Coastal High Hazard Area shall be consistent with the Coastal Management Element and shall be coordinated with appropriate regional hurricane evacuation plans.

Policy FLU-1.4.1: For City-funded developments, water-dependent and water-related activities shall be given a higher priority for permit approval.

Policy FLU-1.4.2: Public access to the waterfront shall be encouraged in all developments utilizing City funds except for industrial developments.

Policy FLU-1.4.3: Future residential land use developments in the CHHA shall be limited to the following densities by location:

- * Low density - along Escambia Bay north of Hyde Park Road and south of Gadsden Street, and along both shores of Bayou Texar.
- * Medium density - along Pensacola Bay (except for the Historic District), and along Bayou Chico.
- * High density - Historic District.

Policy FLU-1.4.4: Future residential land use developments in the dense business area constructed in the CHHA shall be limited to medium density (18 or fewer residential dwelling units per acre). Allowable density above the medium density limit established by future land use category may be transferred to portions of the development site outside the CHHA.

Objective FLU-1.5: The City shall coordinate with other local governments and agencies to reduce or minimize adverse impacts in the region due to development in the City.

Policy FLU-1.5.1: The City shall develop procedures for review of requests for development orders which might affect or be affected by another government or agency and coordinate appropriately.

Policy FLU-1.5.2: The City shall review and contribute to any updates of the Comprehensive Plans in surrounding jurisdictions and other policy plans that would affect implementation of local resource protection goals.

Objective FLU-1.6: Ensure that suitable land is available for utilities necessary to support proposed developments through enforcement of subdivision ordinances which require the provision of adequate land for utilities infrastructure.

Policy FLU-1.6.1: Pursue an interlocal agreement and an informal coordination mechanism, to the extent possible, with Emerald Coast Utilities Authority and other utilities providers in locating public facilities and utilities to maximize the efficiency of services provided, to minimize their cost and to minimize their impacts on the natural environment.

Objective FLU-1.7: Facilitate efficient and reliable delivery of electric service.

Policy FLU-1.7.1: New electric distribution substations shall be a permitted use in all land use categories and zoning districts within the City except those designated as preservation, conservation, or historic preservation on the future land use map or duly adopted ordinance pursuant to F.S. 163.3208.

Policy FLU-1.7.2: Standards for set-backs, landscaping, buffering, screening, and other aesthetic compatibility-based standards shall apply to new distribution electric substations pursuant to F.S. 163.3208 to achieve compatibility with adjacent and surrounding land uses to the maximum extent practicable.

Policy FLU-1.7.3: The City shall grant or deny a properly completed application for a permit to locate a new distribution electric substation within a residential land use category or zoning district pursuant to the requirements of F.S. 163.3208.

Objective FLU-1.8: Provide for effective land development opportunities while allowing for innovative solutions through the Land Development Code.

Policy FLU-1.8.1: The land development regulations shall be modified and/or expanded to reflect the goals, objectives and policies of all the Comprehensive Plan elements.

Policy FLU-1.8.2: Land development regulations shall allow flexibility, within some zoning districts to provide for affordable housing and other redevelopment opportunities.

Policy FLU-1.8.3: Land development regulations shall include standards for residential density bonuses and density transfers above the limit otherwise established by future land use category in exchange for the construction of affordable housing and as an incentive to achieve superior building and site

design, preserve environmentally sensitive lands and open space, and provide public benefit uses including access to the waterfront.

- Density bonuses for superior building and site design, preservation of environmentally sensitive lands and open space, and provision of public benefit uses shall not exceed 10% of the limit otherwise established by land use category and shall be available to residential developments in the medium density residential land use district, high density residential land use district, office land use district, residential/neighborhood commercial land use district, commercial land use district, redevelopment land use district and business land use district.
- Density bonuses for superior building and site design, preservation of environmentally sensitive lands and open space, and provision of public benefit uses shall be based upon clear and convincing evidence that the proposed design will result in a superior product that is compatible with the surrounding land uses and produces a more desirable product than the same development without the bonus.
- Density bonuses for the provision of affordable housing shall not exceed 25% of the limit otherwise established by land use category and shall be available to residential developments in the medium density residential land use district, high density residential land use district, office land use district, residential/neighborhood commercial land use district, commercial land use district, redevelopment land use district and business land use district.
- Density bonuses for the provision of affordable housing shall be based upon ratios of the amount of affordable housing to market rate housing within a proposed residential development and shall include mechanisms to assure that the units remain affordable for a reasonable timeframe such as resale and rental restrictions and rights of first refusal.
- The maximum combined density bonus for superior building and site design, preservation of environmentally sensitive lands and open space, provision of public benefit uses and affordable housing provided to any single development shall not exceed 35% of the limit otherwise established by land use category.
- Density transfers shall be a direct transfer of unutilized density from a donor site to a receiving site, subject to the City's land development and density transfer regulations.

- All density bonuses and density transfers shall be approved by the City Planning Board.

Objective FLU-1.9: Direct development in the City to areas where infrastructure exists to reduce development outside of the City limits which would cause further urban sprawl.

Policy FLU-1.9.1: Promote infill development of vacant and underutilized parcels within City limits through use of appropriate land development regulations, and provision of effective urban services.

Policy FLU-1.9.2: Encourage mixed-use development as a means to increase density in the designated urban core and inner-city redevelopment areas of the City in accordance with adopted redevelopment area plans through EAR-based amendments of the Comprehensive Plan and revisions of the Land Development Code.

Policy FLU-1.9.3: Support increased density in proximity to existing and proposed urban elementary schools, and seek to use such schools as neighborhood focal points by collocating public facilities such as parks and community centers with schools to the extent possible.

Policy FLU-1.9.4: Continue to encourage mixed use development through the use of innovative land development techniques such as planned unit developments, cluster housing, mixed-uses on individual parcels and other approaches as provided in the land development code.

Policy FLU-1.9.5: Promote innovative arrangements of development types and promote a complimentary mix of residential/commercial/recreation uses along primary vehicular corridors of neighborhoods so as to minimize the impacts of new development on existing resources and facilities by allowing a variety of uses in close proximity to one another.

Policy FLU-1.9.6: Allow development of a mixture of residential, commercial and office land uses in the mixed residential/office/commercial zoning districts along primary vehicular corridors of the Urban Core and inner-city Community Redevelopment Areas, through review and revision of the Land Development Code.

Objective FLU-1.10: Increase and enhance Traditional Neighborhoods

Policy FLU-1.10.1: Identify and revise incompatible zoning designations and approved land uses to ensure suitable development in support of existing traditional neighborhoods and a cohesive urban fabric.

Policy FLU-1.10.2: Encourage new Neo-Traditional Neighborhood Development and compatibly designed infill within the urban core and inner-city redevelopment areas through review, and revision where necessary, of the land use regulations in the Land Development Code.

Policy FLU-1.10.3: Explore Neighborhood Conservation Overlay Districts to ensure compatible infill development in existing traditional neighborhoods.

Policy FLU-1.10.4: Explore the use of State and Federal redevelopment programs to encourage Neo-Traditional Neighborhood Developments that include a mix of uses and provide housing for a range of incomes.

Objective FLU 1.11: Promote development in the downtown urban core areas of the City.

Policy FLU-1.11.1: Promote through the redevelopment process, the introduction of mixed-use development to enhance retail viability, establish truly pedestrian-oriented shopping districts, create more attractive buildings and public spaces, support transit viability, and reduce vehicle trips.

Policy FLU-1.11.2: Review land use regulations in the Land Development Code and revise where necessary to support walkability and pedestrian activity, arts, and entertainment uses in the City's downtown.

Policy FLU-1.11.3: Review land use regulations in the Land Development Code and revise where necessary to encourage the vertical and horizontal integration of a complementary mix of commercial, service and other non- residential uses that address the needs of families and other household types living in downtown neighborhoods.

Policy FLU-1.11.4: Pursue the establishment of a downtown railroad "quiet zone" to facilitate downtown development.

Policy FLU-1.11.5: Continue to coordinate with the Downtown Improvement Board on parking enforcement and management to provide adequate parking for downtown patrons.

Policy FLU-1.11.6: Continue to waive off-street parking requirements in the HC-1 and HC-2 districts, for residential land uses in the dense business area, and for qualifying buildings in the South Palafox Business District and C-2A district to encourage downtown and urban core development.

Policy FLU-1.11.7: Continue to allow the off-site provision of parking through a shared parking agreement in qualifying zoning districts to promote downtown and urban core development.

Objective FLU-1.12.: Implement plans for redevelopment and renewal of blighted areas in Census Tracts 1 through 8, and particularly in the downtown urban core and inner-city Community Redevelopment Areas.

Policy FLU-1.12.1: Continue to undertake redevelopment projects and programs as outlined in the *Urban Core Community Redevelopment Plan* (2010 Update), the *Pensacola Waterfront Redevelopment Plan* (2000/Update 2010), the *Pensacola Historic District Master Plan*, (2004) and the *Belmont DeVilliers Land use Plan* (2004) and promote increased density.

Policy FLU-1.12.2: Continue to engage in redevelopment activities within the designated Urban Infill and Redevelopment Area in accordance with the *Urban Infill and Redevelopment Area Plan*.

Policy FLU-1.12.3: Implement redevelopment efforts as identified in the *Westside Community Redevelopment Area Plan* (2007).

Policy FLU-1.12.4: Encourage Brownfield and grayfield redevelopment and adaptive reuse within the urban core and inner-city development areas.

Policy FLU-1.12.5: Promote redevelopment of existing automobile-oriented corridors and the upgrading of existing commercial development to create vibrant, mixed-use boulevards that balance efficient movement of motor vehicles with the creation of attractive pedestrian-friendly districts that serve the adjoining neighborhoods as well as passing motorists pursuant to adopted redevelopment plans.

Policy FLU-1.12.6: Provide infrastructure improvements as part of a redevelopment program in the above mentioned areas in such a way that will not strain the economic resources of the City's existing and new residents.

Policy FLU-1.12.7: Provide for some economic incentives for development in the cited neighborhoods including the following:

- * Establishing lower level of service standards for some facilities in developed neighborhoods so that costs of upgrading facilities will not be prohibitive; and
- * Establishing lower or abolishing impact fee assessments in these neighborhoods if the use of impact fees are adopted in the Plan.

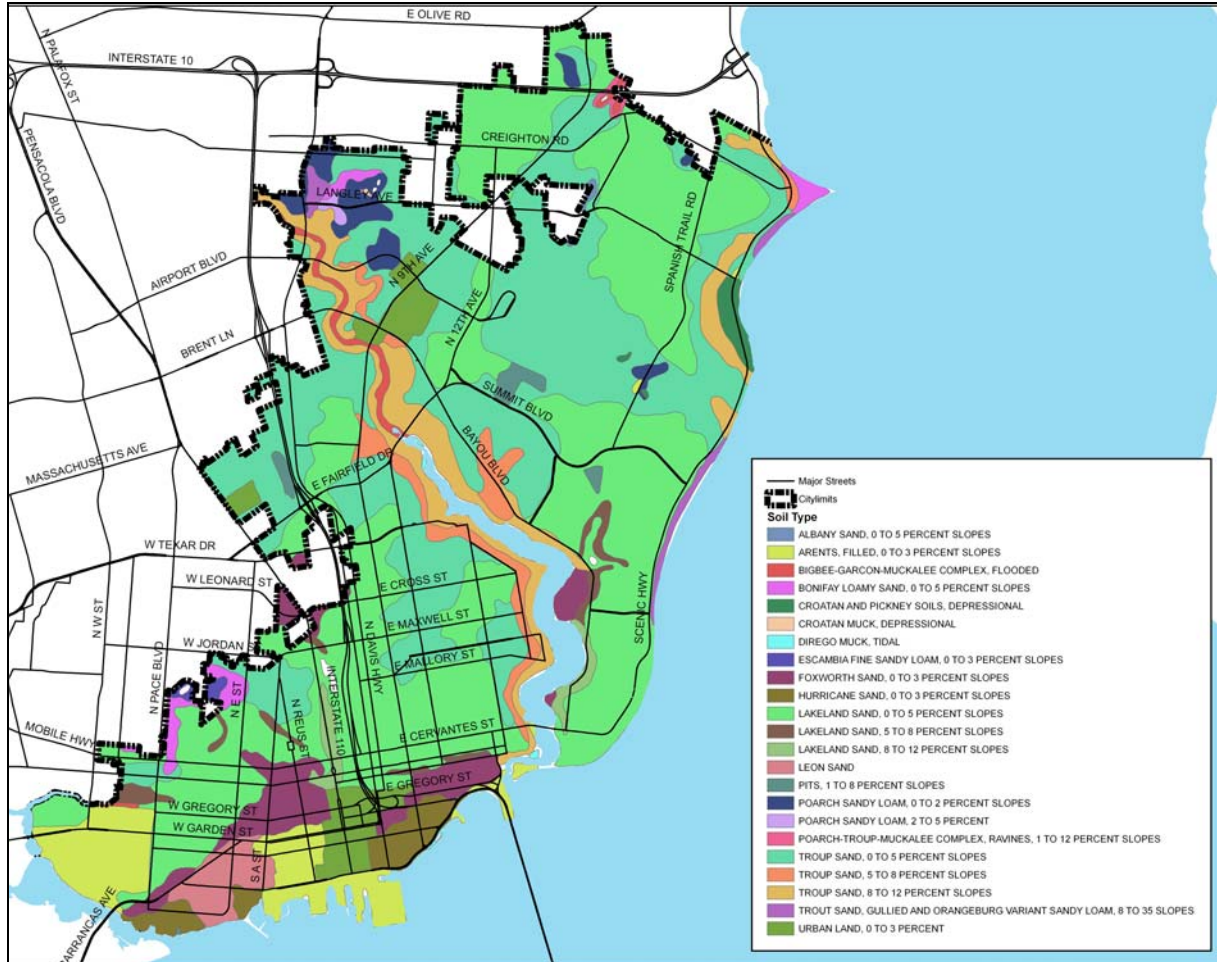
Objective FLU-1.13: Opportunity for dispute resolution in consideration of revisions to the Comprehensive Plan.

Policy FLU-1.13.1: Opportunity shall be afforded, pursuant to F.S. 163.3181 (4), for informal mediation or other alternative dispute resolution to a property owner who's request for an amendment to the Comprehensive Plan pertaining to his

property is denied. The costs of the mediation or other alternative dispute resolution shall be borne equally by the local government and the property owner. If the owner requests mediation, the time for bringing a judicial action is tolled until the completion of the mediation or 120 days, whichever is earlier.

Policy FLU-1.13.2: Prior to an administrative hearing conducted pursuant to review of the comprehensive plan or plan amendment by the state land planning agency, opportunity to mediate or otherwise resolve the dispute of any affected person who intervenes as a party to that proceeding shall be afforded pursuant to F.S. 163.3184 (10)(c). The costs of the mediation or other alternative dispute resolution shall be borne equally by all the parties to the proceeding.

City of Pensacola Soils



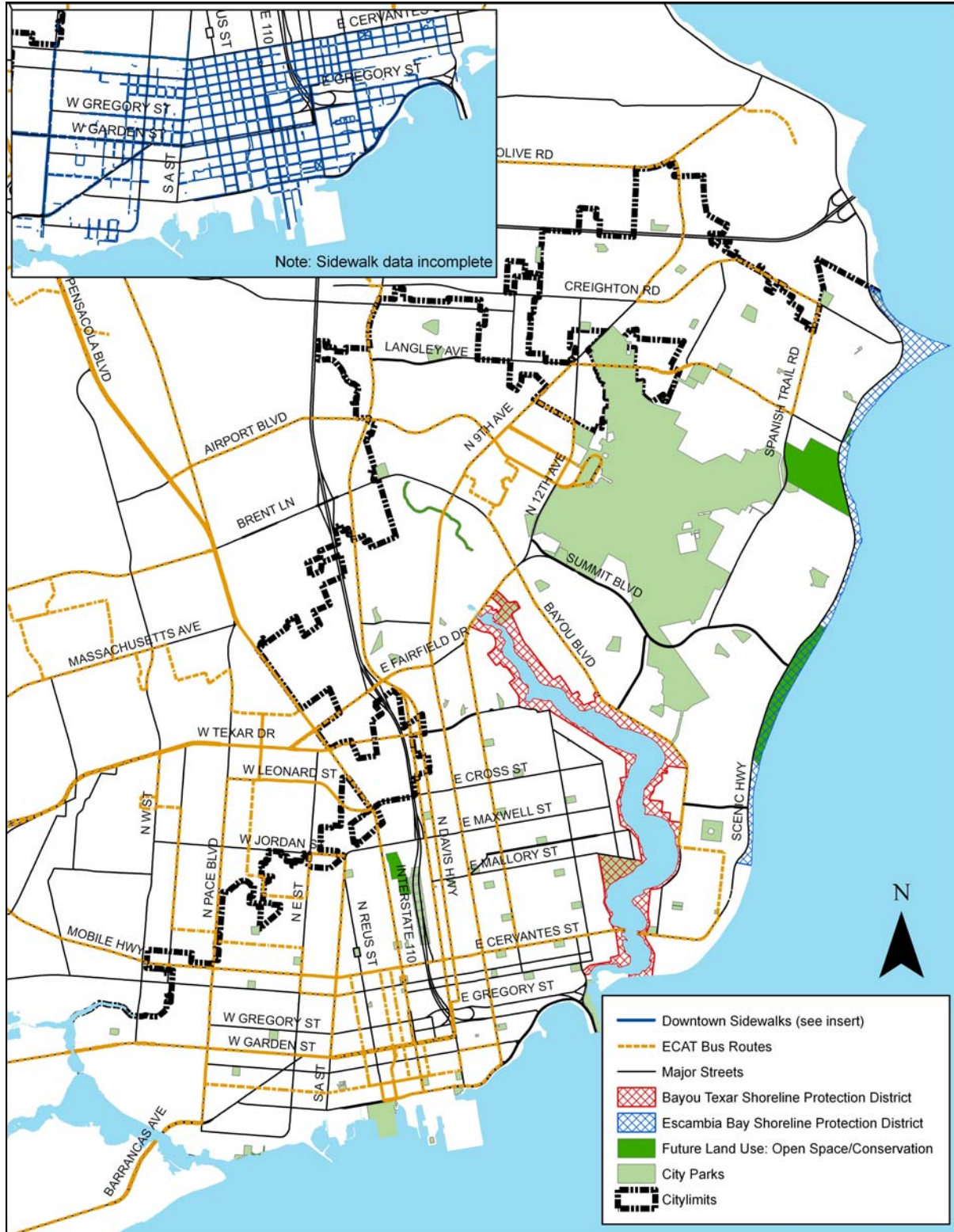
City of Pensacola Flood Zones



City of Pensacola Wellhead Protection Zones



City of Pensacola Energy Conservation



CHAPTER 2

TRANSPORTATION

GOAL T-1: A safe, convenient, and efficient street system.

Objective T-1.1: The City shall maintain Level of Service standards and implement recommendations to address existing and forecasted LOS deficiencies.

Policy T-1.1.1: The City of Pensacola has adopted Florida Department of Transportation (FDOT) Quality/Level of Service Handbook standards to determine maximum volumes for adopted level of service on the Florida Intrastate Highway System. In addition, the City has adopted the following Level of Service standards on the other roadway types within the City limits to determine maximum volumes:

Roadway Type	LOS (Peak hour)
State Roadways	
Intrastate	C
Other State Roads	E
Roads Within the TCEA	Exempt
Local Roadways	
Local Collector Roads	E
Other Local Roads	C

Policy T-1.1.2: The City of Pensacola shall continue to examine traffic impacts associated with development on roadways within the City to ensure that adopted Level of Service standards are not degraded.

Policy T-1.1.3: The City will review annually, adopted Level of Service standards, traffic volumes, and system demands in order to monitor impacts of new development on the traffic circulation of the City.

Policy T-1.1.4: The City of Pensacola has designated an Urban Redevelopment Transportation Concurrency Exception Area (TCEA) within the boundaries of the Community Redevelopment Area as established pursuant to Resolution 54-80. The boundary of the Urban Redevelopment TCEA is shown on the adopted Future Traffic circulation Map.

Objective T-1.2: The City of Pensacola shall continue to cooperate with the local comprehensive transportation planning process in the Pensacola urbanized area.

Policy T-1.2.1: The City will continue to coordinate with the West Florida Regional Planning Council, FDOT, and the TPO regarding transportation planning and programs within the Pensacola urbanized area.

Policy T-1.2.2: The City will continue to participate in the preparation of the Florida Alabama Transportation Planning Organization's (TPO's) long-range transportation study to evaluate transportation needs and alternatives to improve traffic circulation between the Gulf Breeze peninsula and the City of Pensacola. The City will request the FDOT prepare an analysis of land use and traffic impacts of landfall locations proposed for the western terminus of a new Pensacola Bay bridge.

Policy T-1.2.3: The City shall coordinate with the FDOT, the TPO, the Federal Highway Administration (FHWA), Escambia County, and other Corridor Management Entity partners, where feasible, in implementing elements of the Corridor Management Plan (CMP) for the Scenic Bluffs Highway Corridor.

Objective T-1.3: The City of Pensacola shall continue to maintain, protect, and improve the existing and future coordinated network of streets.

Policy T-1.3.1: The City will use the following definitions from the Land Development Code section 12-14-1 to classify streets within City limits. The City will identify the classification of local streets on the Roadway Functional Classification Map which shall be contained in the City's Land Development Code, and updated periodically to reflect current roadway function.

Street means a way for vehicular traffic, whether designated as a street, highway, thoroughfare, parkway, throughway, road, avenue, boulevard, lane, place or however otherwise designated. The word "street" includes the following terms, further described as follows:

Streets, major arterial means streets which provide for through traffic movement between areas and across the City, and direct access to major employment locations and commercial uses.

Streets, minor arterial means street which provide for traffic movement between major neighborhoods.

Streets, collector means streets which provide for the movement of traffic between major arterials and local streets and direct access to abutting property.

Street, local means streets which provide for direct access to abutting land and used for local traffic movements only.

Streets, marginal access are minor streets which are parallel to and adjacent to arterial streets and highways; and which provide access to abutting properties and protection from through traffic.

Policy T-1.3.2: The City shall follow and annually update its 5-year Master Plan for City streets and roadways.

Policy T-1.3.3: The City will continue to coordinate land use decisions with the future traffic circulation system by coordinating traffic circulation improvements with the Future Land Use Map.

Policy T-1.3.4: The City shall incorporate safety measures such as signage, pavement markings, and engineering improvements into all transportation improvements.

Policy T-1.3.5: The City will review periodical accident frequency reports about applicable roads within the City limits and make necessary roadway improvements whenever and wherever applicable.

Policy T-1.3.6: The City shall preserve and protect the capacity of all major streets by minimizing points of ingress/egress, wherever possible, and by closing or relocating unnecessary curb cuts to provide efficient access to the roadway system when development occurs. The City will review, and revise where necessary, its existing standards for providing access and spacing in the Land Development Code. The City will periodically coordinate this review activity with Escambia County and the FDOT through continued participation with the Florida-Alabama TPO.

Policy T-1.3.7: The City shall protect existing and future transportation corridors by implementing the requirements of the subdivision ordinance. This includes mandatory dedication of rights-of-way, where required, as a condition of plat approval.

Objective T-1.4: The City shall continue to implement Transportation System Management strategies to improve the overall performance and quality of the existing transportation network.

Policy T-1.4.1: The City shall coordinate additional segments of the existing computerized signal system with Escambia County, the TPO, and FDOT.

Policy T-1.4.2: The City will review the elimination of one way streets in the current street network

Policy T-1.4.3: The City shall work to reduce excess surface parking along new and existing development through revisions to the Land Development Code where appropriate.

Policy T-1.4.4: The City shall continue to explore the replacement of traffic signals with stop signs at appropriate intersections.

Policy T-1.4.5: The City shall continue to implement “right sizing” strategies where appropriate to reduce lane widths and number of lanes to enhance the quality of the local transportation network.

Policy T-1.4.6: The City shall continue to integrate traffic calming measures including curb extensions, roundabouts, speed tables, raised intersections, textured crosswalks, and the addition of on-street parking to improve the overall quality of the motorized and non-motorized transportation network.

Policy T-1.4.7: In order to promote urban redevelopment within the Urban Redevelopment Area TCEA, the City will consider parking control and pricing policies, transportation demand management programs, transportation system management programs, availability of public transportation, and the use of creative financing tools for the provision of transportation services and facilities.

Policy T-1.4.8: The City shall coordinate with the DIB to implement the recommendations incorporated in the CRA Downtown Parking Study (May 1999) and Parking Management Analysis Findings and Recommendations (2006) including the following: traffic operation improvements; providing for pedestrian and bicyclists; identification of sites for on-grade parking lots or parking garages; identification of satellite parking locations linked to a downtown closed loop trolley to provide a "park and shuttle" alternative in the TCEA to reduce vehicle traffic in the central business district, and; a financial feasibility analysis to address costs of the improvements and possible funding sources.

Policy T-1.4.9: The City shall coordinate with the Downtown Improvement Board (DIB) and West Florida Historic Preservation, Inc. to periodically review the feasibility and joint funding of the existing closed loop trolley or shuttle service within the TCEA boundary.

GOAL T-2: An economically sound, safe, energy-efficient, and equitable mass transportation system.

Objective T-2.1: The City shall encourage Escambia County Area Transit (ECAT) in the provision of fixed route mass transit service linking major trip generators and attractors.

Policy T-2.1.1: The City shall continue to coordinate with the WFRPC and the TPO regarding the promotion of alternative modes of transportation (i.e., ridesharing, mass transit).

Policy T-2.1.2: The City shall endorse the promotion of the ECAT in order to relieve traffic and parking congestion and in order to foster energy conservation.

Policy T-2.1.3: The City shall coordinate with ECAT and Escambia County in evaluating transit routes and service utilizing route ridership, headways, or other appropriate performance standard.

Policy T-2.1.4: The City will encourage "ride sharing" programs in coordination with Escambia County in order to reduce the number of vehicles on the road during peak hours.

Policy T-2.1.5: The City will develop land use and site design guidelines to assure the accessibility of new development to mass transit service.

Objective T-2.2: The City shall assist in developing coordinated transportation systems for transportation-disadvantaged citizens.

Policy T-2.2.1: The City will support the provision of the para-transit system developed by the Community Transportation Coordinator as required by Chapter 427, Florida Statutes.

Policy T-2.2.2: The City will assist the TPO in the recommendation for a new coordinator by participating in the development of a Request for Proposals and in the evaluation of proposals received.

Objective T-2.3: The City shall encourage the pursuit of new sources of funding for mass transportation.

Policy T-2.3.1: The City shall work with ECAT, the County and the FDOT to provide for increased Service Development and Urban Corridor funding.

Policy T-2.3.2: The City will support Florida Transit Association in efforts to provide state operating assistance for mass transit.

Policy T-2.3.3: The City will support efforts to provide for a designated funding source for the local contribution.

Goal T-3: A complete network of pedestrian and bicycle facilities that enhances the City's livability, accessibility, and safety.

Objective T-3.1: The City shall continue to provide facilities in support of a safe, non-motorized transportation system.

Policy T-3.1.1: The City of Pensacola shall accommodate non-motorized forms of transportation in the design of transportation improvement projects.

Policy T-3.1.2: The City shall consider in its design of all future roadway improvements for major arterial streets, the accommodation of bicycle transportation needs where appropriate.

Policy T-3.1.3: The City shall encourage the development of a comprehensive bicycle education program in coordination with the TPO and Escambia County.

Policy T-3.1.4: The City shall continue to coordinate with the WFRPC and the TPO regarding the promotion of walking and bicycling as alternative modes of transportation.

Policy T-3.1.5: The City shall coordinate with and encourage the deployment of DIB-purchased and installed of bicycle racks within the TCEA boundary.

Objective T-3.2: The City shall coordinate all development in order to produce walkable communities and neighborhoods throughout the City.

Policy T-3.2.1: The City will continue to repair and construct new sidewalks where feasible through the Penny for Progress sidewalk program and other applicable funding sources like the Community Development Block Grant.

Policy T-3.2.2: The City will continue to include requirements for provision of sidewalks by developers around future commercial developments to aid in pedestrian transportation needs.

Policy T-3.2.3: In accordance with the City's Public Schools and Facilities Element of the Comprehensive Plan, new residential developments within two miles of an existing or planned school shall be required to provide sidewalks. In addition, sidewalks shall be placed along all collector, arterial, and local roads abutting the subdivision to the subdivision property line, where it has been determined that the most direct route from the subdivision to the school is along those roadways.

Policy T-3.2.4: The City shall continue to improve accessibility for citizens with mobility limitations throughout the City by providing curb cuts along all proposed sidewalks and through improvements to existing sidewalks where feasible.

Policy T-3.2.5: The City shall strive to upgrade existing and design new pedestrian crossings and intersections with the appropriate "intersection geometry" to allow for visibility, ease of crossing, and pedestrian connectivity.

Policy T-3.2.6: The City shall continue to install countdown-type pedestrian signals at the most appropriate and highly-traveled pedestrian crossings.

Policy T-3.2.7: The City shall, through coordination with the FDOT, the TPO, the Federal Highway Administration (FHWA), design and operate a

comprehensive network of “Complete Streets,” consisting of arterial, collector and local streets, that enables safe access and a full range of daily activities by all user groups, including pedestrians, bicyclists, motorists, and transit vehicles.

Policy T-3.2.8: The City will develop a typology of Complete Streets amenities, and identify the most appropriate enhancements for the range of streets within the City. This typology will be included as part of the Land Development Code or as a stand-alone supplement, and will be used to systematically plan public transportation upgrades and bicycle and pedestrian enhancements.

Policy T-3.2.9: The downtown Community Redevelopment Agency (CRA) will continue to develop and consider funding streetscape improvement projects to enhance pedestrian use of sidewalks as an alternative to vehicle use in the TCEA boundary.

Policy T-3.2.10: The City will continue to support pedestrian access and community beautification through proposed streetscape improvement projects in adopted neighborhood and revitalization plans where feasible.

Policy T-3.2.11: The City will pursue, where feasible, “Complete Street,” and intersection improvements along the corridors identified in adopted neighborhood and redevelopment plans to provide for aesthetics, accessibility and safety for pedestrians, bicycles and motorized vehicles. Such improvements may include traffic calming measures such as adequate lighting, shade trees, wider sidewalks, bike paths, street furniture, gateway treatments, directional signage and area identity markers where feasible.

GOAL T-4: Rail service that allows for the safe and efficient transportation of cargo and passengers while enhancing livability.

Objective T-4.1: The City shall coordinate for safe and efficient railroad operations along the existing system within the city limits.

Policy T-4.1.1: The City shall utilize available legal methods in order to provide that railroad companies will continue to maintain the roadway for vehicular traffic at railroad crossings.

Policy T-4.1.2: The City shall strive to be the first responder to any hazardous material incidents within the city limits and maintain an on-going training program to ensure maximum response capabilities in the event of derailments.

Policy T-4.1.3: The City shall monitor any modifications to the railroad trestle at Bayou Texar to provide for maximum enhancement of tidal circulation.

Policy T-4.1.4: The City shall coordinate with the appropriate railroad company to seek removal and/or replacement of the overpass at 17th Avenue that would allow for the continued improvements of 17th Avenue.

Policy T-4.1.5: The City shall encourage the return and continued service of Amtrak or other passenger rail service along existing rail lines.

Objective T-4.2: The City shall coordinate with the rail companies serving the area in order to achieve compatibility of rail facilities and operations with community planning efforts.

Objective T-4.2.1: The City shall work for the establishment of a rail quiet zone within the City limits for the benefit of local residents and businesses.

Policy T-4.2.2: The City shall coordinate with rail companies to identify unused railroad spurs and trackage and require or encourage their removal by the appropriate party.

Policy T-4.2.3: The City shall take action to secure abandoned railroad rights-of-way in the event that track removal or relocation occurs and determine the best land use for the impacted rights-of-way.

Policy T-4.2.4: The City shall explore the restoration of unused rails lines to be used for public recreational use.

GOAL T-5: The stimulation of economic development and generation of positive economic and employment benefits in the City of Pensacola and surrounding area by promoting the use of the waterfront and Port facilities to cargo shippers and water-dependent businesses, and coordinating with the Pensacola International Airport ~~Pensacola Gulf Coast Regional Airport~~ when feasible.

Objective T-5.1: The Port shall continue to attract new and expanded waterborne commerce.

Policy T-5.1.1: Sufficient financial resources shall be made available annually within the Port's departmental budget to facilitate the continued promotion of Port facilities to prospective users.

Policy T-5.1.2: The Port shall maintain a business development plan and facilities development strategy which identifies the annual marketing targets and long-range facility development objectives required to attract new and expanded business to the Port.

Policy T-5.1.3: The Port shall maintain close working relationships with applicable federal, state, regional and local economic development agencies, as

well as with the Pensacola International Airport ~~Pensacola Gulf Coast Regional Airport~~, and port-associated businesses (i.e. trucking companies, railroads, shipping lines, etc.) to enhance economic development opportunities, and to identify and pursue waterborne commerce opportunities.

Policy T-5.1.4: The Port shall review, and if necessary, revise its Terminal Tariff so as to maximize revenues while maintaining a competitive position within the industry.

Objective T-5.2: The Port shall diversify its business base in order to strengthen the Port's contribution to the economic vitality of the Pensacola area.

Policy T-5.2.1: The Port shall make its maritime knowledge and experience available to tourism officials, inter- and intra-governmental departments and agencies, political leaders and others to assist in exploring the development of excursion, cruise, or amenity vessel operations at public access areas of the downtown waterfront including, but not limited to, Commendencia Slip, Plaza de Luna, and the Vince Whibbs Community Maritime Park, etc.

Policy T-5.2.2: The City shall work with the TPO, National Park Service, and the Department of the Navy to review the feasibility and benefits of establishing a local and regional passenger ferry system to support tourism and water-related commerce in the area.

Policy T-5.2.3: The Port may acquire, by lease or purchase, land or buildings for the purpose of leasing to potential Port customers, or to provide the same for use by transient cargo users of the Port.

Policy T-5.2.4: The Port shall actively market its deep draft docks, berths, pier-side warehouses and other infrastructure to traditional and non-traditional waterborne commerce and water-dependent maritime industry interests.

Policy T-5.2.5: The Port shall market its northeastern boundary for development of a commercial/restaurant/retail venture.

Policy T-5.2.6: The Port shall market unimproved land located roughly in the north central portion of the Port for development of light manufacturing/assembly type operations with significant employment potential.

Policy T-5.2.7: The Port may collaborate with other government agencies and private waterfront and inland landholders to develop strategic alliances and public-private partnerships which expand and enhance the Port's ability to serve new and expanded cargo and water-dependent business activities.

Objective T-5.3: The Port shall maintain a 5-year capital improvement and replacement plan to address Port facility construction and maintenance requirements.

Policy T-5.3.2: The City shall consider the potential impact on the Port of Pensacola of non-maritime related developments in the areas immediately adjacent to the Port property.

Policy T-5.3.3: The City, through the annual Port Department budget with support from state and federal grant resources where applicable, shall identify and commit funding as available to provide and maintain facilities necessary to facilitate the Port's business activities as described in Objective 5.2.

Policy T-5.3.4: Port capital improvement and expansion plans will be coordinated and consistent with applicable federal, state, and local laws, ordinances and regulations and shall be sensitive to environmental issues in consideration of the economic policy of Port operations.

Objective T-5.4: The Port shall develop and implement a comprehensive facilities maintenance program.

Policy T-5.4.1: The City, through the annual Port Department budget, shall provide sufficient personnel and financial resources, as available, to implement the facilities maintenance program.

Policy T-5.4.2: Port facilities shall be maintained so as to minimize the requirement for replacement and thereby extend the useful and productive life of Port assets.

Objective T-5.5: The City will limit public expenditures in the Coastal High Hazard Area except in the provision of facilities necessary for Port maintenance and operations.

Policy T-5.5.1: Future Port related public expenditures in the Coastal High Hazard Area shall be limited to: those which provide evidence of natural disaster mitigation planning and design; those which restore or enhance natural resources; or, those which are necessary for operation and expansion to accommodate Port activity as determined by the City.

GOAL T-6: Port operations and developments that are undertaken in a manner which minimize or mitigate negative impacts on the basic functions and productivity of the City's natural land, coastal and water resources; and that eliminate, reduce or avoid Port related health and safety concerns for present and future residents of the City of Pensacola.

Objective T-6.1: The Port shall endeavor to protect, conserve, and enhance wetlands, living marine resources, coastal barriers, and other natural resources within its immediate geographic area of operation.

Policy T-6.1.1: The Port will conduct its operations in accordance with all state, federal, and local regulations designed to protect wetlands, aquatic wildlife and creatures, and water quality.

Policy T-6.1.2: The Port will protect to the extent reasonably feasible, living marine resources from any permanent effects of Port related dredging by providing that all dredging activity will be permitted and conducted in accordance with applicable state and federal regulations designed to reasonably ensure that dredging impacts are short-term and limited.

Policy T-6.1.3: All future Port developments shall be designed to meet Northwest Florida Water Management District standards for the control of stormwater runoff. Recommendations outlined in the City's Stormwater Management Plan will be implemented during new construction activities on the Port site.

Policy T-6.1.4: All Port users discharging coolant or ballast water into Port area waters must comply with the pertinent state and federal regulations.

Objective T-6.2: Port operations, development, and expansion plans will be integrated into all City plans for the downtown and waterfront areas and compatible with the surrounding land uses, including the plans of the City Planning Department and the Community Redevelopment Agency, as a water-dependent land use.

Policy T-6.2.1: The Port shall work with other City departments to reasonably ensure that Port transportation requirements are analyzed and reflected in the plans of the TPO as well as federal and state DOT plans by participating in the development and adoption process of these plans.

Policy T-6.2.2: City Council Resolution 12-05 and City Council Policy on Port Operations and Administration will be incorporated into the City of Pensacola Comprehensive Plan.

Policy T-6.2.3: The Port will work with other City, County, State and Federal departments and agencies to explore transportation planning and management solutions which seek to segregate Port vehicular and rail traffic from other traffic types along Main Street and in the downtown Pensacola corridor to the extent practical.

Policy T-6.2.4: The City shall consider the economic impact of the Port in all future coastal and waterfront land use planning or development.

Policy T-6.2.5: Future Port development shall be visually compatible with adjacent development in the downtown and Historic District to the extent reasonably possible.

Objective T-6.3: The Port shall maintain a petroleum products and hazardous waste management program.

Policy T-6.3.1: The Port shall maintain a consolidated hazardous waste and petroleum products contingency/emergency response plan, which implements the guidance in the *Florida Coastal Pollutant Spill Contingency Plan*.

Policy T-6.3.2: The Port shall coordinate all disaster/ hazardous waste and petroleum products contingency planning with the Escambia County Emergency Management Director, State Department of Environmental Protection and the U.S. Coast Guard.

Policy T-6.3.3: All future Port expansion planning will, to the extent financially feasible, incorporate the appropriate technology for the safe handling of hazardous wastes and petroleum products.

Policy T-6.3.4: All handlers of petroleum products shall be required to have a U.S. Coast Guard approved spill contingency plan.

Policy T-6.3.5: The Port shall maintain a current file of the U.S. Coast Guard inspection reports and the various industry/company hazardous materials and petroleum products operations and handling manuals.

Policy T-6.3.6: The Port will maintain a comprehensive inventory of hazardous materials and petroleum products and inventory of spill cleanup equipment.

Objective T-6.4: All Port projects shall be consistent with the Future Land Use, Coastal Management and Conservation Elements of the City's Comprehensive Plan.

Policy T-6.4.1: Revisions to the Port development plan shall be reviewed to ensure consistency with the City's Comprehensive Plan.

Objective T-6.5: The Port will continue to coordinate operations and expansion plans with the TPO, the FDOT, and other appropriate transportation planning entities to ensure an integrated traffic circulation system.

Policy T-6.5.1: Port development plans will be reviewed for consistency with transportation plans of applicable transportation planning agencies.

Objective T-6.6: The Port shall continue to coordinate operational and expansion activities with the U. S. Army Corps of Engineers, the TPO, the Department of Defense, the *Escambia/Santa Rosa Coastal Resource Planning and Management Plan* and the FDOT 5-Year Transportation Plan.

Policy T-6.6.1: The Port will continue to construct and operate Port facilities in cooperation with appropriate federal, state and local agencies.

Policy T-6.6.2: The Port development plans will be coordinated with appropriate plans of other agencies including FDOT's 5-Year Transportation Plan and the TPO's adopted Transportation Improvement Plan (TIP).

Policy T-6.6.3: The Port shall coordinate with the appropriate City departments to assure that Port transportation requirements are consistent with and included in the plans of the TPO.

GOAL T-7: The reduction of vulnerability of Port occupants to hurricanes and other natural disasters.

Objective T-7.1: The Port evacuation time will be consistent with that of the County from Evacuation Zone 12.

Policy T-7.1.1: The Port shall maintain a disaster evacuation, response, and recovery plan as part of its comprehensive Port Security Plan approved by the United States Coast Guard and Florida Department of Law Enforcement.

Policy T-7.1.2: The Port shall coordinate with the County to ensure that its plan is consistent with that for County Evacuation Zone 12.

Policy T-7.1.3: The Port shall coordinate with the County in the development of a revised update of the Escambia County and City Hurricane Preparedness Plan which considers revised evacuation routes, the Port's role in the evacuation process, the orderly evacuation of Port workers, resident businesses, and cargo, and the post-hurricane recovery process.

Policy T-7.1.4: The Port shall conduct an annual review of its disaster evacuation, response, and recovery plan with all Port tenants, users, and resident businesses.

Objective T-7.2: The Port shall fully implement compliance with life safety, fire prevention, construction and flood plain management codes of the City and state.

Policy T-7.2.1: The Port area building standards shall continue to be consistent with or in excess of the most current construction, life safety and fire prevention codes.

Policy T-7.2.2: The City's land development regulations shall identify priorities for shoreline land uses which provide for a range of water-dependent uses, in-water related activities, economic growth stimuli, hurricane contingency planning, and protection of the natural and water quality of the environment.

Objective T-7.3: The Port shall provide immediate response to post-hurricane and natural disaster situations as requested or required by the Escambia County Civil Defense Organization.

Policy T-7.3.1: The Port-assigned recovery task forces shall be recommended to be incorporated in the current version of the Escambia County Emergency Management Organization and shall include a Port representative and, if available, a City Engineer.

Policy T-7.3.2: The Port shall coordinate with the County to develop plans and ordinance amendments, as necessary, which reflect any Port related recommendations in any inter-agency hazard mitigation reports or reports pursuant to Port or coastal operations.

Policy T-7.3.3: The Port shall develop the procedures for the Recovery Task Force to evaluate and recommend to the City and County various replacement options and priorities for damaged public/commercial facilities.

GOAL T-8: Airport facilities that promote economic development, including new industry, business and tourism, while meeting existing and future demand.

Objective T-8.1: Future development or expansion of the Pensacola International Airport ~~Pensacola Gulf Coast Regional Airport~~ shall be consistent with the 2018 ~~2000~~ Airport Master Plan Update and F.A.A. approved Airport Layout Plan or subsequent updates.

Policy T-8.1.1: The City shall coordinate the future updates of the Airport Master Plan with updates to the City's Comprehensive Plan.

Policy T-8.1.2: As an integral component of the airport master planning process, the City shall make provisions for regional transportation facilities for the efficient use and operation of the airport.

Policy T-8.1.3: The City shall coordinate the future expansion and/or development of Pensacola International Airport ~~Pensacola Regional Airport~~ with Escambia County to ensure land use compatibility consistent with Chapter 333 of the Florida Statutes.

Objective T-8.2: As identified in the 2000 and 2018 Airport Master Plan, the Airport shall continue to work towards the development of the an Airport Commerce Park on 65 ~~an Airport Commerce Park on 65~~ acres of property adjacent to the northwest quadrant of the Airport.

Policy T-8.2.1: ~~The Airport will continue to acquire properties in the targeted 65-acre site through a combination of Florida Department of Transportation and Airport Capital Improvement funds.~~

Policy T-8.2.2: The Airport will explore the development of the area Airport Commerce Park through build-to-suit development, third-party developers, design-build contracts, or other types of ~~Request For Proposals~~ processes.

Policy T-8.2.3: The Airport shall explore alternative funding sources and partnerships to finance the development of the area Airport Commerce Park.

Policy T-8.2.4: The Airport shall explore the creation of partnerships with local and regional economic development agencies to attract appropriate businesses and firms to the area Commerce Park to foster agglomeration economies.

Policy T-8.2.5: The Airport shall consider the development of a free-trade zone at the Commerce Park to attract firms and industries and enhance their economic competitiveness.

Policy T-8.2.6: The Airport will explore coordination with the Port of Pensacola for the provision of helicopter or air service at the proposed inland Port facility.

Objective T-8.3: The Airport will continue to coordinate operations and expansion plans with the appropriate transportation planning entities to ensure an integrated traffic circulation system.

Policy T-8.3.1: If the City undertakes future construction projects at the airport, the City shall develop a traffic circulation and parking plan to accommodate the impacts of that construction project.

Policy T-8.3.2: The City shall ensure that future airport development or expansion is consistent with the transportation element of this comprehensive plan and applicable TPO long-range transportation plans.

Policy T-8.3.3: The City shall coordinate with FDOT in reviewing the developing a comprehensive airport signage plan to include all interstate and major streets leading to the airport from all directions.

Policy T-8.3.4: Airport development plans and capital improvement program will be reviewed for consistency with transportation plans of the MPO, the FDOT and other applicable transportation planning agencies.

Objective T-8.4: The Airport shall continue to coordinate operational and expansion activities with the Federal Aviation Administration (FAA), the TPO and the FDOT.

Policy T-8.4.1: Cost estimates of proposed airport improvements shall be submitted for utilization in the Joint Automated Capital Improvement Program (JACIP) of the FDOT and FAA, the TPO transportation improvement plan, and the City's Capital Improvements Element.

Policy T-8.4.2: The Airport ~~Director~~ ~~Manager~~ shall provide planning and budgeting information to FDOT, the MPO, and the City's Comprehensive Plan Capital Improvements Element to encourage the inclusion of airport expansion projects and related traffic corridor improvements in their budgets.

Objective T-8.5: The City shall actively participate in the *Northwest Florida Steering Committee of the Continuing Florida Aviation Systems Planning Process (CFASPP and Strategic Intermodal Systems Development Plan)*, to assure that the service needs of the Pensacola International Airport ~~Pensacola Regional Airport~~ are considered in the coordination of air transportation in the Northwest Florida area.

Policy T-8.5.1: The development of new airports to support economic growth will take into consideration the use of existing airports.

Objective T-8.6: Coordinate with the United States Navy and the F.A.A. in the periodic review of the *Naval Aviation Training System (NATS) Plan* to reasonably assure that both military and civilian air space operations are compatible.

Policy T-8.6.1: Through the Airport Master Plan Update process, the City shall communicate the long range forecasting of airport operations for airport facilities to reasonably assure that civilian air space needs can be identified.

Objective T-8.7: All airport projects shall be consistent with the Future Land Use, Coastal Management and Conservation Elements of the City's Comprehensive Plan.

Policy T-8.7.1: Revisions to the Airport Master Plan Update shall be reviewed to ensure consistency with the City's Comprehensive Plan.

GOAL T-8: Airport improvements and operations that consider environmental impacts and compatibility with surrounding land uses.

Objective T-8.1: The City shall enforce the Airport Land Use Regulations to prevent incompatible land use that have a potential for being hazardous to aircraft operations as well as to the persons and property on the ground in the vicinity of the incompatible land use.

Policy T-8.1.1: The City shall continue to require via City Code ~~encourage~~ real estate agents to notify potential property owners that their property is within the Airport Impact District noise zones.

Policy T-8.1.2: The City shall continue to enforce Section 12-2-11, Airport Land Use District, and Section 12-11, Airport, of the Land Development Code to reasonably ensure that ~~airport~~ obstructions do not intersect the airport's runway protection zones, or impact the airspace surfaces around the airport approach surfaces. ~~transition surfaces, horizontal surfaces and conical surfaces.~~

Policy T-8.1.3: The City shall ensure that future changes to the Land Development Code shall be consistent with Chapter 333 of the Florida Statutes.

Objective T-8.2: The City shall continue to examine the concept of multiple land uses within Airport Restricted Zoned property.

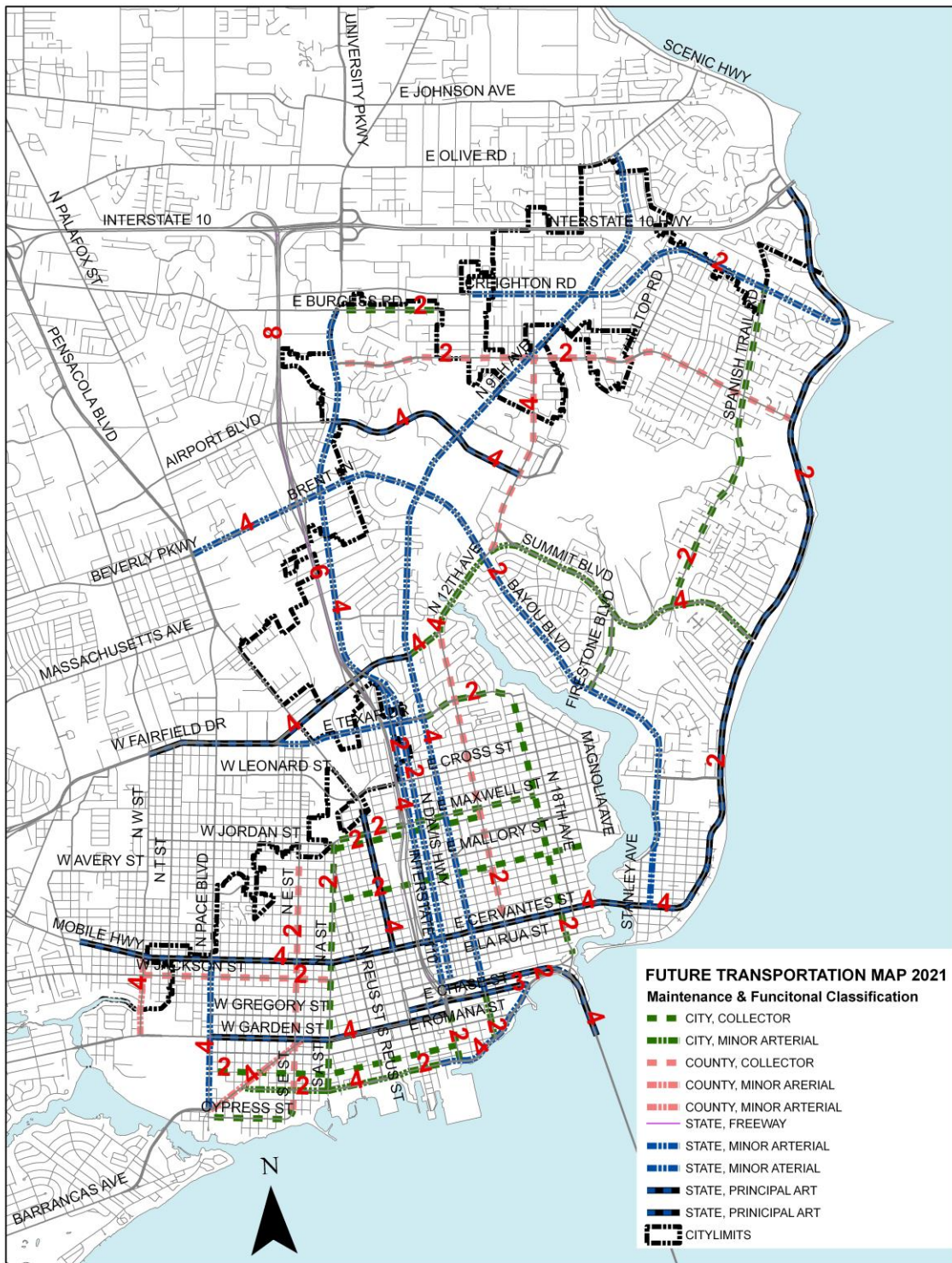
Policy T-8.2.1: The City shall consider a compatible multiple use concept for the open space area at the end of Runway 8/26, considering the environmental sensitivity of the Gaberonne wetland area.

Policy T-8.2.2: The City shall consider the development of airport-related commercial activities within the ARZ zone but outside of runway protection zones, consistent with Chapter 333 of the Florida Statutes.

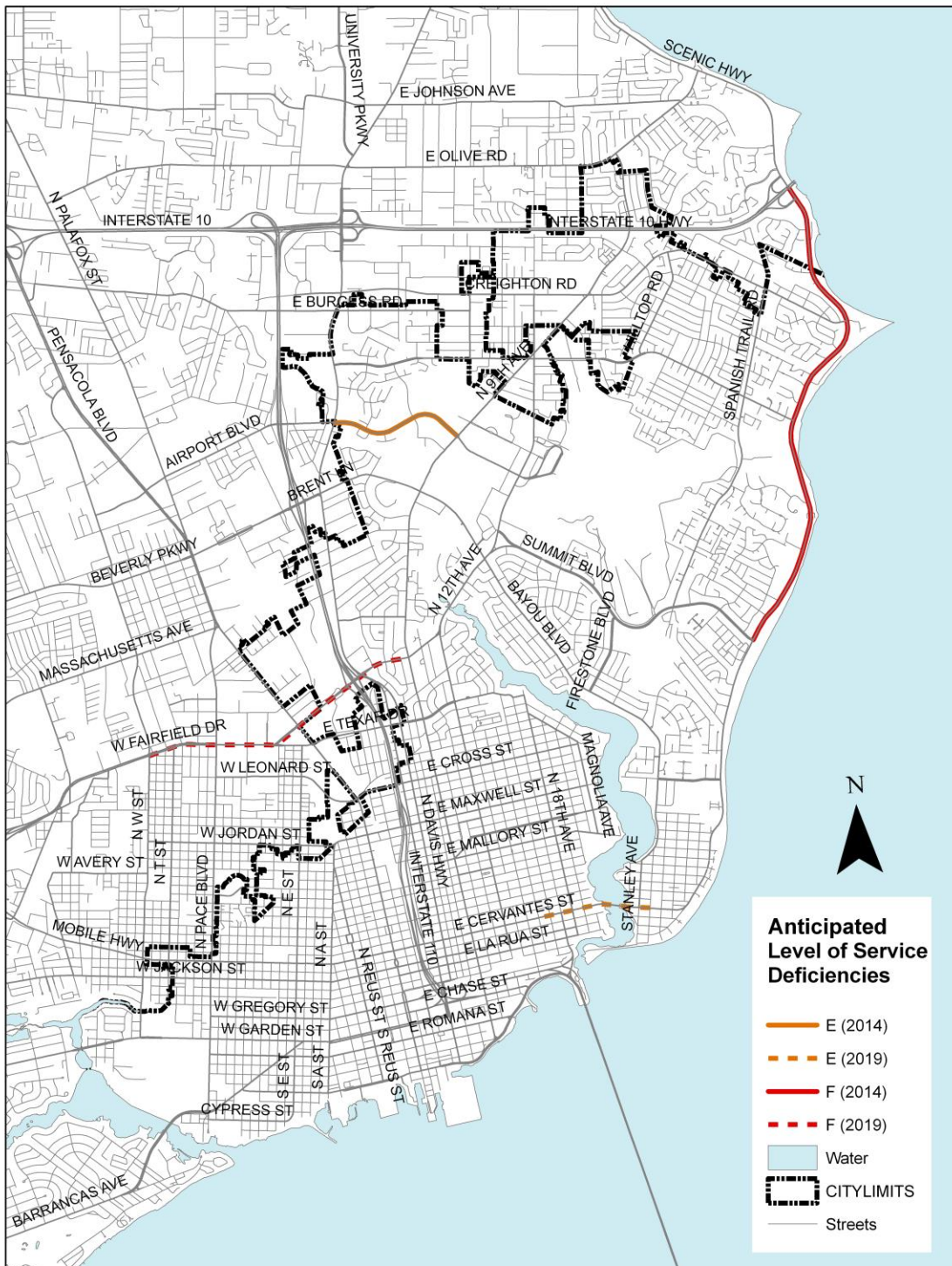
Objective T-8.3: The City shall continue to encourage Escambia County to enforce its airport land use compatibility regulations in the unincorporated area around the Pensacola International Airport ~~Pensacola Regional Airport~~.

Policy T-8.3.1: The City should continue to coordinate with the County, particularly after the approval of the *FAR Part 150 Noise Study*, to assure that the County enforcement of noise regulations around the Pensacola International Airport ~~Regional Airport~~ is compatible with the City's noise regulations.

City of Pensacola Future Transportation Map



City of Pensacola Anticipated Roadway Level of Service Deficiencies



CHAPTER 3

HOUSING

GOAL H-1: An adequate supply of quality housing available to meet the needs of Pensacola households, now and in the future, in all neighborhoods.

Objective H-1.1: Monitor and evaluate the housing market within the City to assess how well supply addresses present and expected future needs in the planning period.

Policy H-1.1.1: Review population trends and new construction figures to identify future housing needs of City residents.

Policy H-1.1.2: Conduct periodic surveys to identify substandard housing structures.

Policy H-1.1.3: Coordinate with public agencies and the private sector to ensure that a sufficient quantity of dwelling units exists to meet the housing needs of the existing and anticipated population in the City, including households with special needs.

Objective H-1.2: Encourage the creation and conservation of a wide variety of housing development and redevelopment types throughout the City.

Policy H-1.2.1: Continue to provide incentives for the development of new dwelling units in situations where housing needs are not being adequately met by the private sector with special emphasis on the elderly, handicapped, very low to moderate income and workforce households. These incentives could include density bonuses, donation of City-owned property, payment of utility connections and impact fees, assistance with obtaining financing from local lending institutions, and expedited permitting.

Policy H-1.2.2 Encourage the efficient use of existing housing by [promoting rehabilitation and adaptive re-use of non-residential buildings](#).

Policy H-1.2.3: Encourage the efficient use of infrastructure by focusing well-designed new and redeveloped housing on vacant, infill or underdeveloped land.

GOAL H-2: Sufficient quality affordable housing to support the needs of present and future residents.

Objective H-2.1: Identify very low, low, moderate income and workforce housing needs and provide safe, decent and sanitary housing for existing and future residents at a

sufficient volume and variety and at an affordable price range as defined in Chapter 420, Florida Statutes.

Policy H-2.1.1: ~~2sHousing~~ Conduct a periodic ~~annual~~ housing needs assessment plan to determine actual housing needs for very low, low, moderate income and workforce households.

Policy H-2.1.2: Continue to provide information about and pursue state and federal sources of funding designated for very low, low, and moderate income housing.

Policy H-2.1.3: Continue to work to improve the conditions of the housing stock by applying for and utilizing funds available through federal and State grants and programs.

Policy H-2.1.4: Continue to distribute applicable Federal and State funds for housing assistance throughout the City to provide for a wide variety of neighborhood settings and housing choices for very low, low and moderate income families while avoiding undue concentration in any given neighborhood.

Policy H-2.1.5: Research the possibility of obtaining dwelling units through donation, tax deed, purchase or other relevant means of acquisition for the purpose of making them available to low and moderate income families

Objective H-2.2: Continue to participate in the Community Development Block Grant Program to rehabilitate substandard owner-occupied housing units within the City in order to maintain existing residential neighborhoods.

Policy H-2.2.1: Continue to designate areas with high incidences of substandard dwelling units and low overall incomes as identified by census tract and other identified areas for timely and efficient rehabilitation activity and program implementation.

Policy H-2.2.2: Continue to provide temporary housing to households having their homes rehabilitated under the CDBG single-family owner-occupied housing rehabilitation program.

Objective H-2.3: Coordinate with other housing providers to foster efficient collaboration and provision of affordable housing.

Policy H-2.3.1: Continue to strive for a high level of intragovernmental and intergovernmental coordination between the City of Pensacola, Escambia County, and other public and private housing providers for all housing assistance efforts for very low, low and moderate income families.

Policy H-2.3.2: Coordinate with the major housing agencies in the area in developing, promoting, and maintaining housing counseling and training services to aid low and moderate income families in finding and maintaining housing compatible with their needs and income capabilities.

Policy H-2.3.3: Continue to implement regulations that are compatible with region-wide regulations for the allocation of very low, low and moderate income housing as stated in the Northwest Strategic Regional Plan Policy, and coordinate with Escambia County to provide for consistency in housing policies, regulations, and incentives.

Policy H-2.3.4: Continue to support the efforts of the Area Housing Commission by having City Council representation on their commission, and assisting in their efforts to locate and develop sites and housing programs for very low, low, and moderate income families.

Objective H-2.4: Encourage and facilitate the creation of quality affordable housing throughout the City.

Policy H-2.4.1: Continue to coordinate, support, and encourage attempts of private enterprises, non-profit groups, and civic organizations to build attractive, quality new dwelling units for households across the full spectrum of income ranges and for those with special needs.

Policy H-2.4.2: Encourage new housing units available to low and moderate income persons by lowering the cost of developing such units through incentive programs to the developers and applying for and utilizing available and eligible federal and state housing programs designed to assist low and moderate income families.

Policy H-2.4.3: Continue to initiate new, and support existing, public or public/private partnership for the provision of new rental units and new owner-occupied housing units for very low, low and moderate income households.

Objective H-2.5: Develop innovative programs and policies to create and preserve sustainable affordable housing.

Policy H-2.5.1: Continue to establish partnerships with local lending agencies that will explore, develop and promote creative ways of financing owner occupied housing for low and moderate income families, the improvement of substandard units and the development of standard ones. All agencies involved in the provision of affordable housing within the City are invited to participate in this "partnership."

Policy H-2.5.2: Encourage the replacement of obsolete public housing units with a quality mixture of for-sale and mixed-income rental properties with supportive services on site.

~~Policy H 2.6.3: Encourage The City shall Develop and implement inclusionary zoning standards for the provision of quality affordable housing in areas where it is determined that the demand for housing affordable to low, moderate and workforce families has not been addressed by the local market. Such inclusionary standards shall include provisions for new residential construction or the payment of a fee in lieu (existing Policy 1.1.8 and EAR)~~

Policy H-2.5.3: Encourage affordable housing through the exploration of innovative design and regulations in the Land Development Code.

Policy H-2.5.4: Continue to offer incentive for infill housing development through its liens waiver policy for affordable housing.

Policy H-2.5.5: Present a periodic progress report in creating and preserving sustainable affordable housing to the Planning Board of the City of Pensacola and the Mayor.

GOAL H-3: A range of housing options to support the spectrum of a diverse and vibrant population.

Objective H-3.1: Encourage a variety of quality housing types to meet the needs, financial abilities and preferences of present and future Pensacola residents.

Policy H-3.1.1: Encourage the provision of quality affordable housing in areas where it is determined that the demand for housing affordable to low, moderate and workforce families has not been addressed by the local market.

Policy H-3.1.2: Continue to provide for different intensities of attractive single family development to reflect differences in the existing and desired character of single family areas across the City.

Policy H-3.1.3: Continue to permit and encourage accessory dwelling units in appropriate residential zoning districts, subject to regulations designed to limit impacts and protect neighborhood character, in order to create attractive and affordable rental opportunities and provide greater flexibility for homeowners.

Policy H-3.1.4: Support mixed-income housing developments including quality, affordable, rental or for-purchase workforce housing, especially along transit lines in the inner city and urban core.

Policy H-3.1.5: Encourage mixed-income rental housing that allows both market-rate and subsidized units of equal quality and aesthetic appeal in the same development.

Policy H-3.1.6: Continue to allow residentially designed manufactured home units on individual lots in the R-1A, R-2A, R-NC, C-1, C-2, and C-3 zoning districts and as a conditional use in the R-1AA zoning district. Residentially designed manufactured home units shall be permitted in approved mobile home parks existing as of May 1, 1991, and in approved manufactured home parks. Standard design manufactured home units shall be permitted in approved mobile home parks existing as of May 1, 1991, and in approved manufactured home parks.

Policy H-3.1.7: [Continue to](#) identify opportunities and encourage redevelopment and attractive infill development that maintains the single-family character of an area, but allows for a greater range of residential housing types, i.e. garage apartments, cottages, tandem houses.

Policy H-3.1.88: Explore the creation of an independent not-for-profit entity to perform land trust and land banking activities to preserve and promote a range of housing options.

Objective H-3.2: Promote a range of housing options to support the population throughout all life stages and capabilities.

Policy H-3.2.1: Improve the balance in the City's population by attracting a proportionate share of the region's families with children through appropriate housing options in order to encourage stabilized neighborhoods and a vital public school system.

Policy H-3.2.2: Facilitate people who are aging to remain in their own neighborhoods and homes as their needs change by supporting shared housing, accessory dwelling units, adult foster homes, and other assisted residential living arrangements.

Policy H-3.2.3: Encourage the development of housing accessible to people with physical limitations and the adaptation of existing homes to improve accessibility for people of all ages and capabilities.

Policy H-3.2.4: Support and technical assistance shall be given through intergovernmental coordination to handicapped service organizations within the City to help provide them with the infrastructure and public facilities necessary to support and encourage independent living for clients of their programs.

Policy H-3.2.5: Continue to include measures in the Land Development Code that assure that group homes and foster care facilities can be developed in residential zones in proximity to convenient support services in accordance with federal, state and local regulations.

Objective H-3.3: Recognize the importance of housing to economic development efforts, and encourage the provision of a wide variety of housing types that support the retention, expansion and creation of desirable employment opportunities and a competitive workforce.

Policy H-3.3.1: Support housing development by considering the cumulative impact of City regulations on the protection and improvement of existing housing and on the ability of housing developers to provide quality under-represented housing types that are affordable to and appeal to the full spectrum of the workforce.

Policy H-3.3.2: City ordinances, codes, land development regulations and the permitting process shall be reviewed from time to time and amended, where necessary, for the purpose of eliminating excessive requirements in order to increase private sector participation in meeting housing needs.

Policy H-3.3.3: Allow an exemption from concurrency, pursuant to F.S. 163.3180, for certain affordable workforce housing units developed consistent with s.380.0651(3).

Policy H-3.3.4: Continue to provide expeditious and timely review of development and permit applications.

Policy H-3.3.5: Continue to ~~work to reverse the declining residential population of the City, both in total number as well as in diversity of age, education attainment and working status.~~ promote a variety of housing development that will support and increase a diverse residential population.

Objective H-3.4: Promote context-appropriate residential redevelopment in the downtown, urban core and inner-city areas.

Policy H-3.4.1: Promote and encourage the use of higher density within the downtown and inner city to creating sufficient mass to establish cohesive residential neighborhoods.

Policy H-3.4.2: Support downtown mixed-use development consistent with the Goals of the Comprehensive Plan's Land Use Element and CRA Downtown Master Plan strategies.

Policy H-3.4.3: Encourage utilization of vacant upper floors in the downtown business district for residential development for loft and non-suburban style apartments.

Policy H-3.4.4: Encourage production of high quality multi-family rental and for-sale units such as apartments, condominiums or co-ops and single family attached units such as townhouses and rowhouses in the downtown area at rents and prices affordable to the majority of younger professionals, empty nesters and urban families with above moderate, but below upper level incomes through development incentives.

[Policy H-3.4.5: Physically revitalize and modernize inner-city neighborhoods by providing appropriate incentives for mixed-income home ownership opportunities combined with multi-family rental units and retail space that reflect traditional neighborhood design.](#)

GOAL H-4: Vibrant, stable neighborhoods that represent the unique diversity of Pensacola's past, present, and future.

Objective H-4.1: Maintain the stability of existing neighborhoods while expanding opportunities for housing choices.

Policy H-4.1.1: Encourage conservation, where appropriate, of the existing supply of standard housing by continued code enforcement and demolition of deteriorated structures which are beyond repair.

Policy H-4.1.2: Continue to encourage private investment in the conservation of residential structures within the City limits.

Policy H-4.1.3: Continue to encourage revitalization of neighborhoods not designated as a formal "historic district" and provide adequate control over the new development and redevelopment by establishing development guidelines that will maintain the aesthetic quality of the area. These guidelines will be included in a Land Development Code amendment.

Objective H-4.2: Increase opportunities for new housing development while balancing the equally important objective of ensuring that new development is compatible with neighborhood character.

Policy H-4.2.1: In order to maintain a consistent and appealing character in residential areas, seek to ensure through development standards that new and converted structures are aesthetically compatible with existing development and reflective of the character of that development in terms of scale, open space, setbacks, siting and unit orientation.

Policy H-4.2.2: Promote denser, but still human-scaled neighborhoods by permitting multifamily building types with height limits and development standards that promote a strong relationship between individual dwellings and the ground level.

~~Policy H-4.2.3: Physically revitalize and modernize inner city neighborhoods by providing appropriate incentives for mixed income home ownership opportunities combined with multi family rental units and retail space that reflect traditional neighborhood design.~~

Objective H-4.3: Preserve and enhance the unique identities and character of housing in traditional or older neighborhoods.

Policy H-4.3.1: Encourage the rehabilitation and maintenance of existing sound housing to conserve physical assets that contribute to a neighborhood's desired character.

Policy H-4.3.2: Encourage housing design that supports the conservation, enhancement and continued vitality of areas of the City with special scenic, historic, architectural or cultural value.

Policy H-4.3.3: In addition to exploring the development of "special district" ordinances, the City shall continue to provide ordinances to preserve neighborhood character and viable housing stock with the support of public agencies and neighborhood-based organizations.

Objective H-4.4: Redevelopment of the housing stock in distressed and deteriorated neighborhoods.

Policy H-4.4.1: Maintain housing quality by encouraging the revitalization of housing stock to meet minimum building construction standards ~~that exceeds minimum construction standards.~~

Policy H-4.4.2: Promote housing opportunities that build a sense of community and neighborhood pride through quality design and aesthetic appeal.

Policy H-4.4.3: Continue to enhance the quality of the design of new infill residential development.

Objective H-4.5: Quality schools ~~at the heart of~~ that support vibrant, attractive neighborhoods.

Policy H-4.5.1: Recognize the interconnected importance of quality neighborhood school retention ~~in larger~~ with community economic development, neighborhood stability, diversity and sustainability efforts.

Policy H-4.5.1: In partnership with other agencies, encourage the maintenance and improvement of urban schools to preserve and enhance neighborhood quality and vitality.

Policy H-4.5.2: Support the viability of urban schools by encourageing residents and families to locate or remain in underutilized urban school districts.

Policy H-4.5.3: Utilize, where appropriate, homeownership and rehabilitation incentives to attract families to underutilized school districts, including incentives to the private sector to maintain a housing production capacity sufficient to meet the needs of workforce families.

GOAL H-5: Sustainable, environmentally-friendly neighborhoods that enhance the City's livability.

Objective H-5.1: Encourage the greatest concentration of housing in areas with convenient access to transit, a mix of activities, a range of residential services and amenities and opportunities to live within walking distance of employment.

Policy H-5.1.1: Encourage “walkable,” mixed-use, mixed-income communities that offer a variety of services, multiple housing options and diverse residents to create a stimulating urban lifestyle.

Policy H-5.1.2: Encourage economic development, retail opportunities and incentives for the downtown CRA and inner-city redevelopment districts to support a vibrant urban living experience.

Policy H-5.1.3: Continue to support low-impact home-based businesses and “cottage industries” in mixed-use districts and residential areas while ensuring that those proposed for residential areas do not negatively impact residential neighborhoods.

Policy H-5.1.4: Promote a residential development pattern with increased availability of housing at densities that promote walking and transit use near employment concentrations, residential services and amenities.

Objective H-5.2: Ensure that new residential development is consistent with the environmental capacity of the site and the character of the surrounding area.

Policy H-5.2.1: Continue to utilize flexible development options, including cluster development, to preserve the environmental integrity and viability of the site and surrounding area.

Policy H-5.2.2: Foster flexibility in the division of land and the siting of dwellings and other improvements to reduce the development's impact on environmentally sensitive areas and resources.

Policy H-5.2.3: Continue to provide supporting infrastructure improvements and maintenance of leisure services facilities, such as parks and open space, available to existing neighborhoods and new housing developments.

Policy H-5.2.4: Continue to offer reduced parking requirements for housing where impacts on surrounding neighborhoods are minimal as identified in the land development code.

Policy H-5.2.5: Minimize the exposure of housing to excessive off-site environmental impacts including pollution, noise, vibration and odors associated with industrial or commercial uses through landscaping and streetscape screenings.

Objective H-5.3: Energy-efficient homes that minimize their impact on the environment while energy decreasing costs to residents.

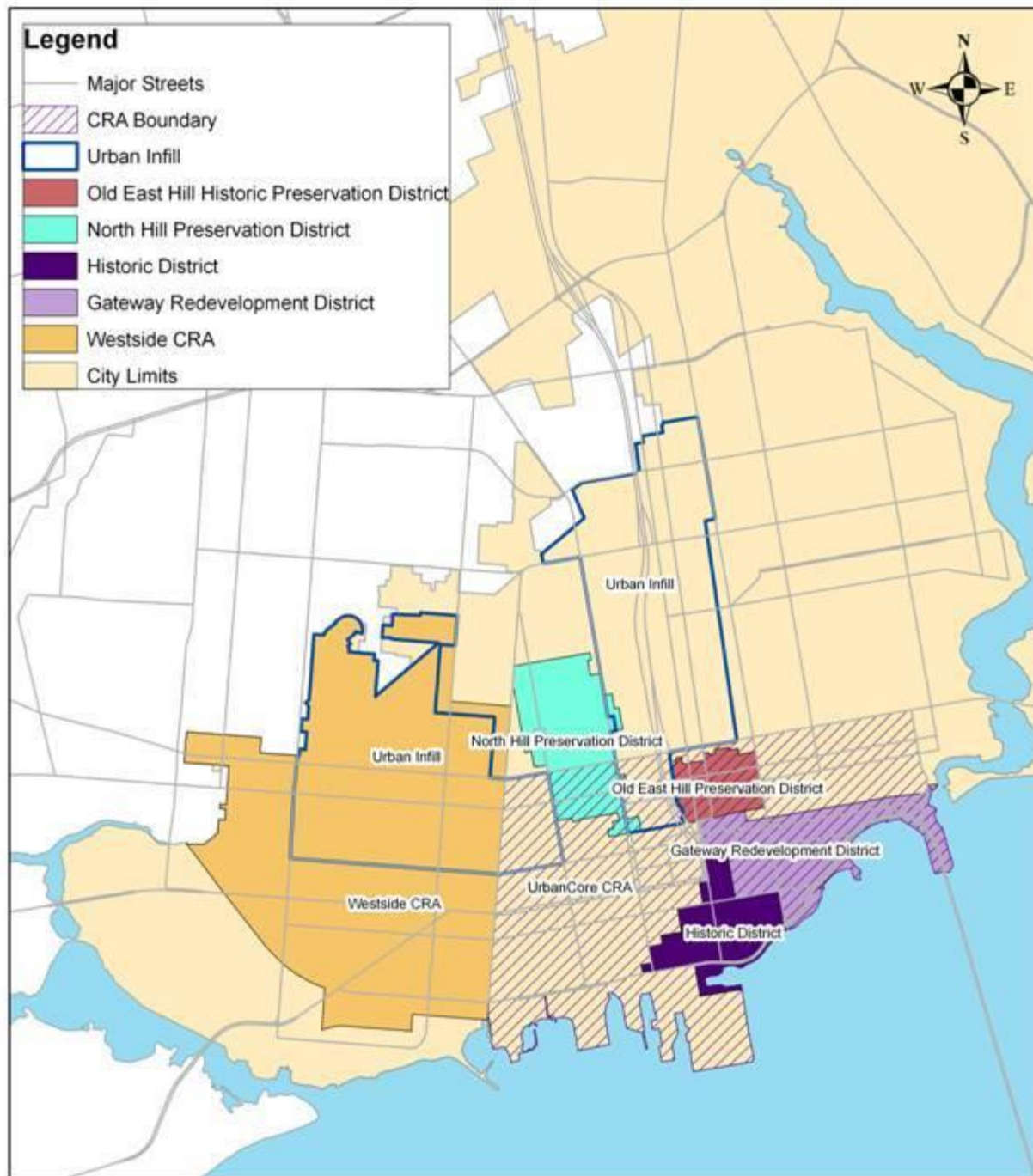
Policy H-5.3.1: Consider, where appropriate, revisions to the land development code that will support the development of energy efficient infill housing.

Policy H-5.3.2: Encourage the use of eco-friendly, "green," sustainable building standards in residential projects.

Policy H-5.3.3: Encourage the use of the most feasible, safe and energy-efficient systems and methods for constructing rental and home ownership housing to increase its useful life.

Policy H-5.3.4: For qualifying households and homes, the City shall utilize existing weatherization programs and encourage the use of energy efficiency programs available through local agencies like Gulf Power and Energy Services of Pensacola.

City of Pensacola Special
Districts



Special Districts City of Pensacola



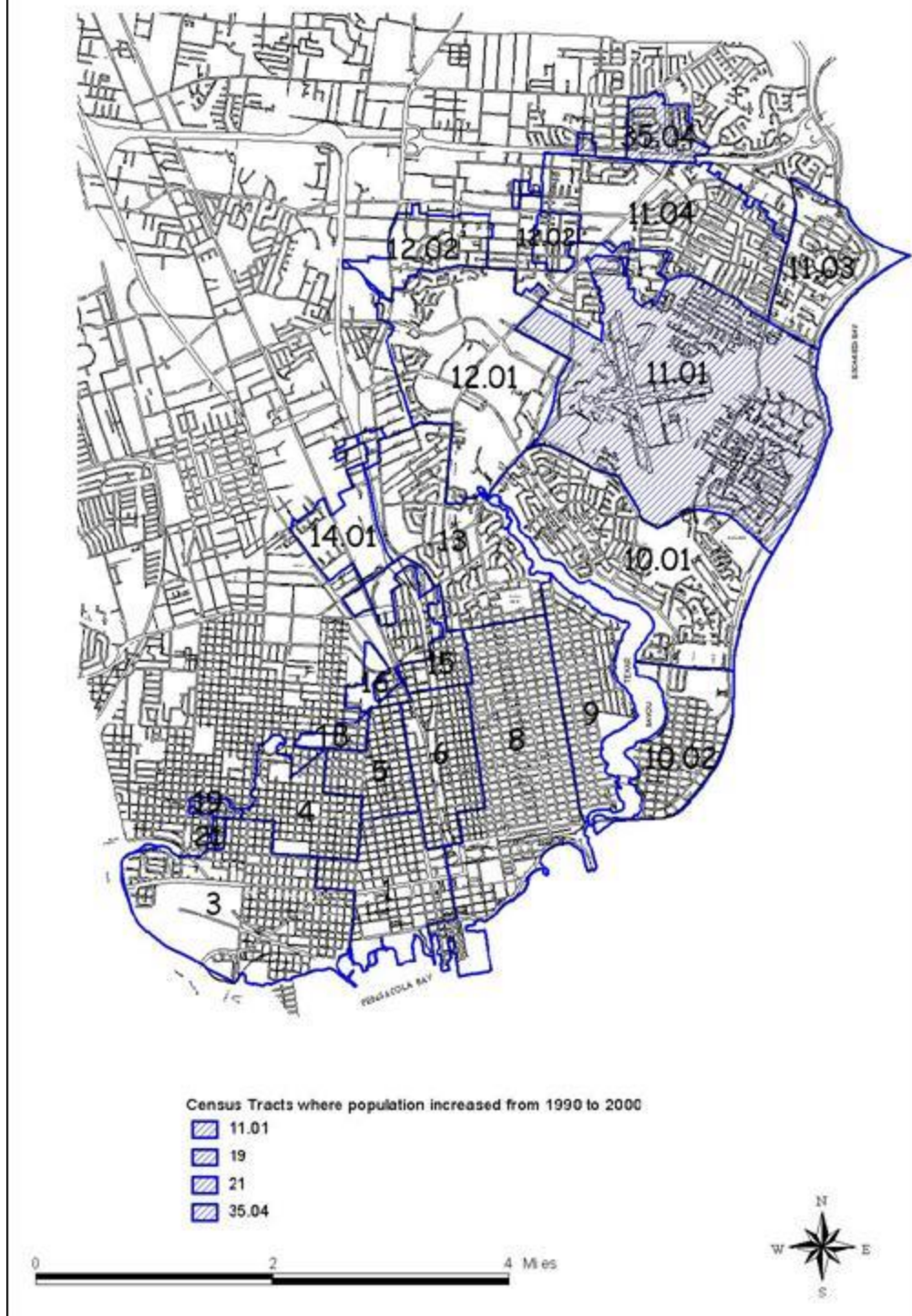
Date: 2010

This map was prepared by the GIS section of the City of Pensacola and is provided for information purposes only and is not to be used for development of construction plans or any type of engineering services based on information depicted herein. It is maintained for the function of this office only. It is not intended for conveyance nor is it a survey. The data is not guaranteed accurate or suitable for any use other than that for which it was gathered.

City of Pensacola Census Tracts

Housing

City of Pensacola Census Tracts 2000



CHAPTER 4

PUBLIC FACILITIES

GOAL PF-1: The City shall make provision of the necessary solid waste, sanitary sewer, stormwater drainage and potable water facilities for the purpose of meeting existing and projected public facility demands within the City of Pensacola.

Objective PF-1.1: The City and/or the appropriate agency shall correct public facilities deficiencies as described in the Public Facilities and the Capital Improvements Chapters of the Comprehensive Plan.

Policy PF-1.1.1: The following level of service standards shall be utilized so that development permits are issued concurrent with adequate public facilities capacity:

Solid Waste - 4.52 pounds per capita per day

Drainage - LOS A - tolerates street flooding to a depth of 3 inches or less in the gutters when the rest of the pavement is passable, and allows open or green space flooding of up to 12" as long as there is no threat to public health or safety, or permanent impediment to the intended use of the property; LOS B - tolerates flooding of entire street surface up to 4" at centerline of roadway; LOS C - tolerates structure flooding; based on the following design criteria:

- * In existing developments adequate drainage capacity to accommodate run-off associated with a 3-year, 12-hour design storm for collection systems;
- * In new developments adequate drainage capacity to accommodate a ~~25~~ 100-year, ~~12~~ 24-hour critical duration design storm (pre-development rate) for collection systems and for retention and detention ponds. As a minimum the first $\frac{1}{2}$ 1" of runoff must be retained on the site of the development. At the discretion of the City Engineer, retention standards may be increased beyond the $\frac{1}{2}$ 1" minimum retention standards and the 100-year design storm on a site specific basis.

Objective PF-1.2: The City shall participate with the Emerald Coast Utilities Authority (ECUA) in the preparation of the ECUA's 5-Year Capital Improvements Plan to ensure the future provision of sanitary sewer and potable water facilities.

Sanitary Sewer - No existing deficiencies identified

Potable Water - No existing deficiencies identified

Policy PF-1.2.1: The following level of service standards shall be utilized so that development permits are issued concurrent with adequate public facilities capacity:

Sanitary Sewer - 100 gallons per capita per day (gpcd) for average flow capacity and 200 gpcd for peak flow capacity.

Potable Water - 118 gallons per capita per day for Zone 1 and 146 gallons per capita per day for Zone 2.

Objective PF-1.3: The City shall:

1. Coordinate the extension of, or increase in the capacity of, sanitary sewer or potable water facilities with ECUA based on population projections and the development of land as described in the Future Land Use Chapter and delineated on the Future Land Use Map Series.
2. Routinely ~~U~~ update the City's current Stormwater Master/Management Plan, dated April, 2019, in order to assess need to extend or increase capacity of the municipal drainage system.

Policy PF-1.3.1: The City shall monitor and verify the availability and capacity of public facilities prior to issuing development permits so that a determination can be made as to whether adequate capacity will be available concurrent with the impacts of the development.

Policy PF-1.3.2: No City development permits will be issued for new development, which will result in increased demand on City or ECUA controlled public facilities beyond their design capacities based on adopted level of service standards, unless the necessary facilities are available concurrent with the impacts of the development.

Policy PF-1.3.3: The City shall prepare an annual summary of capacity and demands for drainage and solid waste facilities and the ECUA will prepare annual summaries of capacity and demand for sanitary sewer and potable water facilities within the City limits pursuant to the Uniform Special District Accountability Act of 1989.

Objective PF-1.4: The City shall maximize the use of existing drainage facilities through efficient and timely maintenance and shall propose an interlocal agreement with Escambia County and the ECUA, which will describe provisions under which sanitary sewer and potable water facilities will be expanded so as to discourage urban sprawl.

Policy PF-1.4.1: The following priorities shall be established in providing for public facility needs:

1. Correction of existing deficiencies;
2. Replacement of existing facilities as they deteriorate, unless these facilities are located in an area that is deemed hazardous to human safety or environ-mentally unsound; and,
3. Provision of future facility needs when developments comply with all other requirements of the Comprehensive Plan.

Policy PF-1.4.2: Through provisions of the proposed interlocal agreement, ECUA shall be required to upgrade, maintain and expand sanitary sewer and potable water facilities in existing developed areas in the City and the County at a higher priority than that of construction and/or expansion into undeveloped areas, especially when such expansion fosters urban sprawl.

Objective PF-1.5: The City of Pensacola has implemented, and will continue to operate, a solid waste management programs for the separation of domestic waste into recyclable and non-recyclable categories in order to reduce overall quantities of landfilled waste by 30% in accordance with Chapter 187.201(13), F.S., to the maximum extent economically feasible.

Policy PF-1.5.1: Projected solid waste landfill demands through the year 2019 will be met through the interlocal agreement with Escambia County regarding the utilization of the County's resource recovery facility.

Policy PF-1.5.2: The City of Pensacola will continue to conduct solid waste separation programs using the most feasible separation techniques.

Policy PF-1.5.3: The City will continue a public information/education campaign concerning the City's solid waste management program.

Policy PF-1.5.4: The City shall encourage the use of xeriscaping© (i.e., the use of native vegetation in its natural state by residents so that less yard waste will be generated by mowing and pruning activities) through education of City residents.

Policy PF-1.5.5: The City of Pensacola will conduct periodic studies on future solid waste management techniques.

GOAL PF-2: Provision of sanitary sewer, solid waste, drainage and potable water facilities shall be done in a manner which reasonably ensures the maintenance and integrity of environmental quality, as well as protection and maintenance of groundwater aquifer recharge areas, surface groundwater and receiving waters.

Objective PF-2.1: The City shall coordinate with the ECUA and Escambia County in efforts to reduce effluent discharge to surface water.

Policy PF-2.1.1: When considering a site for a sewage treatment plant, the City shall encourage ECUA to consider locations close to facilities, crop lands, etc., which can use the effluent generated by the plant.

Policy PF-2.1.2: The City will coordinate with the ECUA and the Escambia County Health Department to identify the location of individual septic tanks in the City for the purpose of discontinuing septic tank use and requiring utilization of the sewer collection system.

Policy PF-2.1.3: The City will review cumulative impact of new development on natural resources.

Policy PF-2.1.4: The City shall continue to monitor the implementation actions of the Escambia/Santa Rosa Coast Resources Planning and Management Committees and recommend area-wide compliance with the policies pertaining to wastewater facilities planning.

Policy PF-2.1.5: Where economically feasible, the City will support ECUA's efforts to require impact fees on developments which create a demand for additional public facilities, sufficient to finance the development's share of the cost.

Objective PF-2.2: The City shall continue to require all new development, and redevelopment where economically feasible, to protect natural drainage features and sensitive environmental resources by implementing stormwater management and erosion control practices, which comply with regulations adopted in the revised Land Development Code.

Policy PF-2.2.1: The City shall monitor stormwater management facilities on City-owned lands that are adjacent to or contain natural water systems to minimize impact.

Policy PF-2.2.2: The City shall continue to develop cooperative approaches to restoring and managing regionally significant natural systems through implementation of the recommendations from the *Escambia County/City of Pensacola Stormwater Plan* and the *Pensacola Bay System S.W.I.M. Plan*.

Objective PF-2.3: The City's Land Development Code shall be revised where necessary to assure that development, which adversely affects functioning natural systems, is minimized or prevented.

Policy PF-2.3.1: The City shall protect the hydrologic and ecologic function of estuarine systems by designating areas as Conservation Land Use Districts and through the implementation and enforcement of “Resource Protection Overlay Districts”.

Overlay Zoning Districts are as follows:

- X Wellhead Protection District - The purpose of this district is to avoid risks of damage to sources of drinking water by prohibiting within close proximity of public water wells certain land uses, facilities and activities which involve a reasonable likelihood of discharges of pollutants into or upon surface of ground waters.
- X Bayou Texar Shoreline protection District - The purpose of this district is to establish standards which recognize and protect the environmental resources of the Bayou Texar shoreline. This district ensures the preservation of the natural buffering effect of open spaces along the shoreline for storm surge abatement and the filtering of stormwater runoff.
- X Escambia Bay Shoreline Protection District - The purpose of this district is to establish standards, which recognize and protect the unique scenic vistas and environmental resources of the Escambia Bay shoreline.

Policy PF-2.3.2: The City shall continue to enforce all ordinances, which relate to drainage, stormwater management, litter, and sedimentation and erosion control.

Policy PF-2.3.3: The City shall continue to provide technical assistance for the development of non-structural approaches to stormwater drainage control.

Policy PF-2.3.4: The City shall continue to encourage use of permeable surfaces for parking lots, patios, sidewalks, driveways, etc.

Objective PF-2.4: The City shall develop a public information campaign about watershed management (either on its own or in conjunction with other applicable agencies or governmental entities).

Policy PF-2.4.1: The City shall coordinate with Escambia County, the Escambia County School Board, ECUA and the NFWFMD in funding and/or developing educational materials which will be utilized for public information purposes on watershed management.

Policy PF-2.4.2: The City shall coordinate with the Escambia County Agriculture Extension Service and/or other appropriate agencies in developing landscape design and/or urban forestry programs, which promote the preservation of native vegetation for the purpose of sedimentation and erosion control.

Objective PF-2.5: The City of Pensacola shall coordinate with the County, the ECUA and the NFWFMD to promote water conservation through identifying methods of reducing sanitary sewer flows and pumping of potable water.

Policy PF-2.5.1: The City shall coordinate with the Emerald Coast Utilities Authority (ECUA) to develop a public information campaign concerning water conservation.

Policy PF-2.5.2: The City shall coordinate with Escambia County, the Escambia County School Board, ECUA and the NFWFMD in the continued funding and/or development of educational materials which will be utilized for public information purposes on water conservation.

Policy PF-2.5.3: The City shall coordinate with Escambia County, the Escambia County School Board, ECUA, and the NFWFMD in researching all funding mechanisms which are available for establishing a water conservation campaign.

Policy PF-2.5.4: The City shall continue to enforce codes and ordinances requiring water-saving devices in new and rehabilitated construction and encouraging or requiring use of permeable surfaces for parking lots. The City shall consider incentives for developments, which utilize water conservation technology, not to exclude energy conservation technology such as water-sourced heat pumps.

Policy PF-2.5.5: The City shall coordinate with ECUA in studying the development of irrigation systems, which utilize water sources other than the groundwater aquifer for City-owned building sites, recreational sites or public rights-of-way.

Policy PF-2.5.6: The City shall coordinate with the Escambia County Agriculture Extension Service and/or other appropriate agencies in developing landscape design and/or urban forestry programs, which promote the use of indigenous vegetation for the purpose of conserving water used for irrigation. This coordination may be either in the form of shared funding or manpower.

Objective PF-2.6: The City shall continue to enforce its Land Development Code regulations protecting the function of the Sand and Gravel Aquifer.

Policy PF-2.6.1: The City shall utilize maps contained in the *Wellhead Protection Area Delineation In Southern Escambia County, Florida, Water Resources Special Report 97-4, December 1997*, prepared by the Northwest Florida Water Management District, as may be amended, and included by reference, to identify wellhead protection areas around existing water wells and shall continue to cooperate with the Emerald Coast Utilities Authority in reviewing land use regulations within these areas.

Policy PF-2.6.2: The City shall protect all water recharge areas within the City through enforcement of all existing ordinances adopted in the Land Development Code, including but not limited to the following:

1. Open space requirements;
2. Amount of impervious surfaces permitted in critical water recharge areas;
3. Stormwater management;
4. Erosion control; and
5. Landscaping and vegetation protection.

Objective PF-2.7: The City shall continue to cooperate in developing a hazardous waste management program in coordination with State and County governments and agencies for the proper collection, storage, disposal and transport of hazardous wastes generated within the City.

Policy PF-2.7.1: The City shall continue to respond to all hazardous materials incidents in the City in compliance with Title III of the Superfund Amendment and Re-authorization Act of 1986 and the Florida Hazardous Materials Emergency Response and Community Right-to-Know Act of 1988.

Policy PF-2.7.2: The City shall promote the use of scheduled amnesty days for the appropriate collection of hazardous wastes.

Policy PF-2.7.3: All industries with hazardous wastes shall be required to develop a spill clean-up plan, provide storage facilities for hazardous wastes generated on site, and provide for safe transport of any hazardous waste.

Policy PF-2.7.4: The City shall coordinate with County, State and Federal agencies in the development and compliance of hazardous waste management programs.

Policy PF-2.7.5: The City shall regulate the use and disposal of hazardous materials and wastes within critical aquifer protection areas and within wellhead protection zones.

GOAL PF-3: The City shall encourage the use of energy efficient and environmentally-beneficial activities and products for public facility use.

Objective PF-3.1: The City shall encourage construction of new facilities and purchase of equipment to be used with environmentally beneficial equipment.

Policy PF-3.1.1: The City shall encourage all new public facilities to be constructed utilizing energy and resource efficient techniques and systems

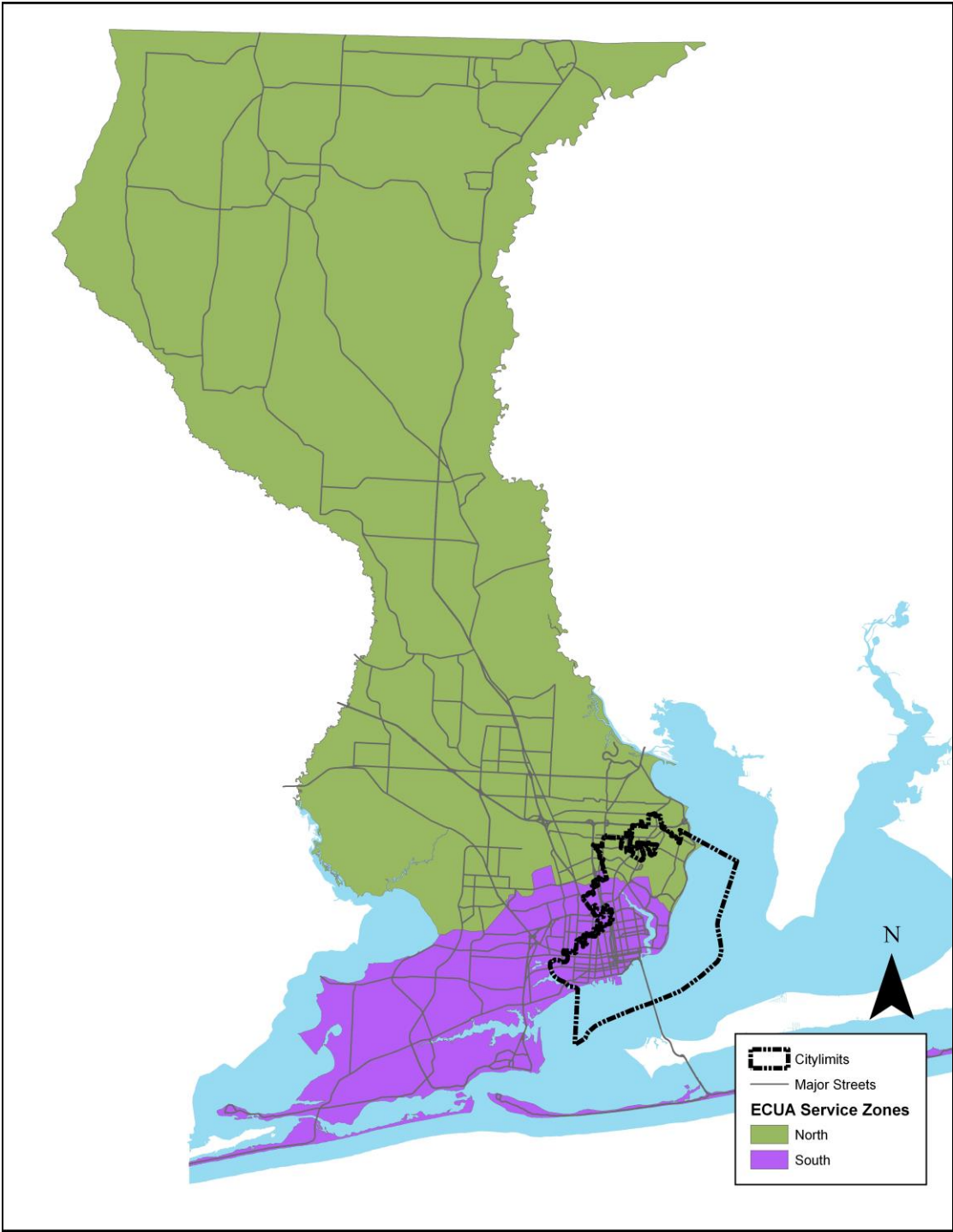
including benchmarks from the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Green Building Rating Systems. The City shall also encourage LEED certification where appropriate and feasible.

Policy PF-3.1.2: The City shall exclusively purchase environmentally-beneficial equipment such as Energy-Star qualified products when cost feasible.

Public Facilities



Emerald Coast Utility Authority Service Zones



CHAPTER 5

COASTAL MANAGEMENT

GOAL CM-1: The City shall manage the coastal system natural resources within the City limits in a manner that will maintain or enhance environmental, recreational, historic and economic qualities, protect human life, and limit public expenditures in coastal areas.

Objective CM-1.1: The City shall encourage shoreline development of those land uses which are dependent on or related to access to the water.

Policy CM-1.1.1: Shoreline development in Coastal High Hazard Area (CHHA) shall be prioritized as follows to the maximum extent feasible

- A. Water dependent uses
 - 1. Commercial
 - 2. Light industrial
- B. Water related recreation
- C. Residential
- D. Commercial

Policy CM-1.1.2: All City owned or City financed waterfront development, except for industrial uses, shall provide for public waterfront access.

Policy CM-1.1.3: The City shall encourage and coordinate in the development of additional marina facilities and fishing piers provided they meet the following criteria:

- * The use is compatible with surrounding land uses.
- * Upland support services are available.
- * A hurricane contingency plan is in place.
- * The water quality concerns have been addressed.
- * A plan is in place for mitigation actions in the event that the environment is adversely affected.
- * The economic need and feasibility for the facility have been established.

Policy CM-1.1.4: The City shall continue to provide for the siting of water-dependent and water-related uses through the zoning guidelines of the appropriate land use districts.

Policy CM-1.1.5: The City shall continue to utilize and develop its deepwater port, coordinating the port's activities with other City, County, regional, state and federal agencies in the following areas: transportation, land use, natural and man-made hazards, protection of natural resources.

Policy CM-1.1.6: The City shall enhance the urban waterfront through proper land use planning, the public acquisition of land for parks and open space, and the establishment of downtown waterfront pedestrian connections.

Objective CM-1.2: The City shall limit public expenditures that subsidize development in the Coastal High Hazard Area (CHHA) except for restoration or enhancement of natural resources.

Policy CM-1.2.1: The Coastal High Hazard Area (CHHA) will be the area seaward of the elevation of the Category 1 storm surge line as established by a Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

Policy CM-1.2.2: Public funds shall be expended in the CHHA only in developments: that comply with residential densities adopted in this plan that will produce no adverse affects to the surrounding land uses or the environment without approved mitigation plans; and/or, that would further open up the waterfront to public access.

Policy CM-1.2.3: The City shall take whatever actions that are necessary so that all public facilities located near the City's shoreline or in the CHHA are resistant to storm events and meet all the building standards for the hurricane-force winds and floods.

Objective CM-1.3: In accordance with the City's land development code, the City shall continue to direct high density population developments away from the City's CHHA.

Policy CM-1.3.1: Future residential land use in the CHHA shall be limited to the following densities by location:

- * Low density - along Escambia Bay north of Hyde Park Road and south of Gadsden Street, and along both shores of Bayou Texar.
- * Medium density - along Pensacola Bay (except for the Historic District), and along Bayou Chico.
- * High density - Historic District.

Policy CM-1.3.2: Future residential land use developments in the dense business area constructed in the CHHA shall be limited to medium density (18 or fewer residential dwelling units per acre). Allowable density above the medium density limit established by future land use category may be transferred to portions of the development site outside the CHHA.

Objective CM-1.4: The City shall provide, and if necessary increase, public access to available shoreline consistent with estimated need.

Policy CM-1.4.1: The City will limit vacations of public rights-of-way to maintain the public access to shorelines.

Policy CM-1.4.2: The City will continue to work with Escambia County to maintain and increase shoreline access to the public.

Policy CM-1.4.3: The City shall review and enforce the public access requirements of the Coastal Zone Protection Act of 1996.

Policy CM-1.4.4: The City shall coordinate land use plans for shoreline access to include proper circulation routes and parking facilities necessary for the particular locations and uses.

Policy CM-1.4.5: The City shall coordinate with the Escambia County Transit System for provision of public transportation to shoreline facilities.

Policy CM-1.4.6: The City shall promote public access and increase overall connectivity between existing neighborhoods and Pensacola Bay.

Objective CM-1.5: The City shall allow development in the CHHA only if it will not create a deficiency in the adopted minimum levels of service.

Policy CM-1.5.1: Level of service standards in the CHHA shall be consistent with those of the rest of the City.

Policy CM-1.5.2: The City shall take all appropriate steps to provide that funding for infrastructure will be phased to coincide with the demands generated by development or redevelopment in the CHHA provided the development meets all the requirements of density and use set forth in the Future Land Use Plan and is consistent with coastal resource protection and safe evacuation.

Objective CM-1.6: The City shall coordinate with State, regional and county agencies in evaluating major evacuation routes and determining where operational improvements can be made to maintain or reduce hurricane evacuation times and shall work with the Civil Defense and Red Cross in identification and provision of adequate emergency shelter.

Policy CM-1.6.1: In the event of a natural disaster, the City shall respond to the instruction and guidance of the Escambia County Civil Defense office and follow the recommendations from the *Tri-State Hurricane Evacuation Study* for evacuation procedures.

Policy CM-1.6.2: The City shall periodically review the natural disaster plan, taking into consideration the capacity of evacuation routes as compared to the predicted population density listed in the Future Land Use Plan Element and other publications relating to natural disaster planning.

Objective CM-1.7: The City will update post-disaster redevelopment plans based on building and construction regulations, city codes, and intergovernmental reports in coordination with Escambia County in order to minimize or eliminate the exposure of human life and property to natural disaster hazards, as necessary.

Policy CM-1.7.1: The City will enforce and/or establish any necessary building and development codes to minimize damage to human life and property from a natural disaster.

Policy CM-1.7.2: The City will continue to participate in the National Flood Insurance Program.

Policy CM-1.7.3: Following a natural disaster, the City will seek Federal Acquisition and donation of properties along CHHA that have been damaged beyond repair, provided for by section 1362 of the NFIP.

Policy CM-1.7.4: The City shall identify all areas needing redevelopment to reduce or eliminate unsafe conditions and inappropriate uses in the CHHA.

Policy CM-1.7.5: The Post-Disaster Redevelopment Plan shall establish policies for the following: differentiating between repair and clean-up actions which are needed to protect public health and safety and those actions which constitute long-term repair and redevelopment activities; practices for removal, relocation or structural modification of damaged infrastructure and unsafe structures; limiting redevelopment in areas of repeated damage; and incorporating recommendations of interagency hazard mitigation reports into the local Comprehensive Plan.

Policy CM-1.7.6: The City shall develop regulatory or management techniques for general hazard mitigation including regulation of: beach alteration; stormwater management; and sanitary sewer facilities.

Policy CM-1.7.7: The City shall incorporate the recommendations of the hazard mitigation annex of the local peacetime emergency plan and applicable existing interagency hazard mitigation reports.

GOAL CM-2: The City shall ensure the highest environmental quality feasible, the City will seek to conserve, protect, and properly manage its natural resources.

Objective CM-2.1: The City shall protect, conserve or enhance coastal wetlands, living marine resources and wildlife habitat.

Policy CM-2.1.1: The City shall limit the specific and cumulative impacts of development and redevelopment which will have adverse effects on wetlands, water quality, wildlife habitat, living marine resources and beach systems by prohibiting these developments unless mitigation actions are specified or by withholding public funds from these projects.

Policy CM-2.1.2: By the year 2021, the City shall restore or enhance disturbed or degraded natural areas for City-owned property including beaches, estuaries, wetlands, shoreline ecosystems, and drainage systems and shall establish programs to mitigate future disruptions or degradations.

Policy CM-2.1.3: The City shall establish standards for new development adjacent to wetlands to reasonably assure that the quality and quantity of their stormwater discharge does not adversely impact the physical and/or ecological features of those habitats.

Policy CM-2.1.4: With respect to acquisition, the City, where feasible, shall protect, conserve, or enhance coastal wetlands, living marine resources and wildlife habitat unduly threatened by development through establishment of public or private conservation easements or other available means as deemed appropriate.

Objective CM-2.2: The City shall maintain and improve estuarine environmental quality.

Policy CM-2.2.1: The City shall coordinate with Escambia County and the City of Century through the existing interlocal agreement to conduct stormwater management plans which will provide recommendations for preventing estuarine pollution, controlling surface water runoff and protecting living marine resources.

Policy CM-2.2.2: The City shall review and contribute to any updates of the Comprehensive Plans in surrounding jurisdictions and other policy plans that would affect implementation of local estuarine protection goals.

Policy CM-2.2.3: With respect to acquisition, the City, where feasible, shall protect, conserve, or enhance estuarine environmental quality unduly threatened by development through establishment of public or private conservation easements or other available means as deemed appropriate.

Policy CM-2.2.4: The City shall work with local organizations, regional, state agencies to establish procedures to protect and increase the water quality near existing shorelines.

Objective CM-2.3: The City shall reasonably assure that impacts of man-made structures on beach systems are minimal.

Policy CM-2.3.1: Construction in the CHHA shall conform to regulations set forth in the Land Development Code for floodplain management.

Objective CM-2.4: The City shall coordinate with the West Florida Historic Preservation, Inc. and other appropriate agencies in the protection, preservation or sensitive reuse of historic resources.

Policy CM-2.4.1: The City shall continue to support the Historic Pensacola Preservation Board in its efforts to identify historic sites and register them with the proper agencies.

Policy CM-2.4.2: Through historic zoning district guidelines and building codes, the City shall continue to establish controls for safe construction practices and for retaining the character of development within the districts.

Objective CM-2.5: The City shall continue to discourage off shore oil and gas drilling in the coastal areas of North Florida, and the City shall continue to demand accountability for clean-up of any leaks or spills of oil or oil products as well as other contaminants and pollutants.

Policy CM-2.5.1: The City shall continue to cooperate with other local and state agencies in opposition to the leasing of coastal area waters for offshore oil and gas drilling through appropriate actions. Further, the City shall cooperate with local, state and federal agencies in the clean-up efforts following the Deepwater Horizon oil spill and any other oil leak or spill as well as other contaminants and pollutants that affect waterways within the city limits.

City of Pensacola Coastal High Hazard Areas



CHAPTER 6

CONSERVATION AND SUSTAINABILITY

GOAL C-1: The City of Pensacola will seek to properly manage and protect the environment and its natural resources to the highest level possible.

Objective C-1.1: The City will work with the appropriate agencies to preserve and protect air quality within the City and the Pensacola Urbanized Area to meet ambient air quality standards as currently required by the Florida Department of Environmental Protection (FDEP).

Policy C-1.1.1: The City shall support and cooperate with Escambia County, FDEP, and FDOT in monitoring air pollution sources in the area.

Policy C-1.1.2: The City shall ensure that new industrial development is located in compatible land use areas where impact on air quality can be monitored and minimized.

Policy C-1.1.3: The City shall reduce automobile emission pollution by:

- a. Improving traffic flow patterns.
- b. Encouraging carpooling, the "ride-share" program, and other mass transit options.
- c. Encouraging buffer vegetation along arterial roadways and residential areas.
- d. Developing bicycle paths and pedestrian walkways within the City to encourage use of "clean" transportation.
- e. Encourage efforts to require compliance with emission standards.

Policy C-1.1.4: The City shall continue to enforce City regulations which prohibit or restrict the practice of open fire burning within the City.

Objective C-1.2: The City shall, through its land development regulations, protect, to the maximum extent feasible, all ecologically significant plant and animal communities identified by the U. S. Fish and Wildlife Service, the Florida Game and Fresh Water Fish Commission and other governmental and non-governmental agencies.

Policy C-1.2.1: The City shall take into consideration endangered or threatened plant and animal species, habitat conditions, occurrences and disturbances, in reviewing development proposals.

Policy C-1.2.2: The City shall require that development proposals upon request include a survey for endangered and threatened plant or animal communities utilizing information provided by the Florida Natural Areas Inventory indicating

that no such plant or animal communities occur or are likely to occur with the goal that no documented endangered or threatened natural vegetative or animal communities are destroyed.

Policy C-1.2.3: In areas where protected resources or unique vegetative communities are anticipated or documented, utilizing data information provided by the Florida Natural Areas Inventory development plans shall include an inventory of these resources and vegetative communities.

Policy C-1.2.4: The Land Development Code shall ensure reasonable protection of indigenous tree species, and where degradation has occurred, restoration shall take place by planting native species.

Policy C-1.2.5: The City shall adopt regulations which require the responsible party to mitigate impacts where degradation of environmentally sensitive areas, as defined in 9J-5.003(41), F.A.C., occurs as a result of development activities (cost to be incurred by the proposed development affecting the environmentally sensitive areas).

Policy C-1.2.6: The City will study the design of low-impact parks at Carpenter Creek and Gaberonne Swamp using native plants and other natural features that will not alter the wildlife values of the park.

Policy C-1.2.7: The City will coordinate efforts to conserve, appropriately use or protect unique vegetative communities located within more than one local jurisdiction with adjacent local governments and public or private agencies, including but not limited to the Florida Department of Environmental Protection, The Florida Fish and Wildlife Conservation Commission, and local chapters of groups such as the Sierra Club and Audubon Society.

Policy C-1.2.8: With respect to acquisition, the City, where feasible, shall protect ecologically significant plant and animal communities unduly threatened by development through establishment of public or private conservation easements or other available means as deemed appropriate.

Objective C-1.3: The City will coordinate with the County and other regional agencies to encourage a greater abundance and diversity of aquatic vegetation and fish species in Bayou Texar, Bayou Chico and Pensacola Bay.

Policy C-1.3.1: Through coordinated efforts with ECUA, the City will encourage alternative methods of gray-water discharge, such as a recycling program, reducing the volume of wastewater discharged into area waters.

Policy C-1.3.2: The Land Development Code will include provisions that require stream bank and shoreline buffer zones adjacent to surface water bodies to enhance filtration of stormwater run-off.

Policy C-1.3.3: The City will permit shoreline development only when such development would not destroy or degrade the estuarine or deepwater environment, provided it meets the following criteria:

1. A plan is in place for mitigation actions in the event that the environment is adversely affected.
2. The economic need and feasibility for the development has been established.

Policy C-1.3.4: The City, in coordination with Escambia County and the ECUA, will implement a public information program to educate residents on the type and use of pesticides that are environmentally safe.

Policy C-1.3.5: The City shall take necessary measures to reduce the quantity and improve the quality of stormwater discharged to area bodies of surface water as follows:

1. Implementation of the Pensacola Bay System S.W.I.M Plan recommendations.
2. Implementation of the Escambia County/City of Pensacola Stormwater Management Plan recommendations.
3. Improvements to the municipal drainage system shall be designed with appropriate water quality control techniques.
4. Continuing maintenance of stormwater systems will be performed in a timely and adequate manner which minimizes adverse environmental impacts.

Policy C- C-1.3.6: The City will encourage further development of artificial reefs to enhance fish populations.

Objective C-1.4: The City shall participate in the development of a hazardous waste management program, in coordination with the State and County, for the proper collection, storage, disposal, and transport of hazardous wastes generated within the City.

Policy C-1.4.1: The City shall continue to respond to all hazardous material incidents in the City in compliance with Title III of the Superfund Amendment and Re-authorization Act of 1986 and the Florida Hazardous Materials Emergency Response and Community Right-to Know Act of 1988.

Policy C-1.4.2: The City, in coordination with Escambia County and the ECUA, shall provide educational material and schedule amnesty days to provide for the

collection of hazardous wastes from City residents and small commercial and industrial hazardous waste generators.

Policy C-1.4.3: The City shall coordinate with County, State, and Federal agencies in the development and compliance of hazardous waste management programs.

Objective C-1.5: The City shall regulate future development on or near floodplain areas to reduce the exposure of human life and property to damage from natural hazards.

Policy C-1.5.1: The City shall establish limits on public expenditures and capital improvement for developments located in Coastal High Hazard Areas (CHHA).

Policy C-1.5.2: The City will actively enforce minimum building standards identified in the adopted Flood Plain Management Ordinance for construction within the 100-year flood plain.

Policy C-1.5.3: The City shall cooperate with the Federal Emergency Management Agency (FEMA) to regularly update the 100-year flood plain and to continue FEMA regulations.

Objective C-1.6: The City shall establish responsibility for the alleviation of the harmful and damaging effects of on-site generated erosion, sedimentation, runoff, and the accumulation of debris on adjacent downhill and/or downstream properties.

Policy C-1.6.1: The City shall require that no person may subdivide or make any change in the use of land or construct or change the size of a structure, except for individual single-family and duplex home construction, without first submitting a stormwater management plan to the City Engineer and obtaining a stormwater management permit from the building official.

Policy C-1.6.2: The City shall require that all land development plans include measures to minimize soil erosion in sensitive soil erosion areas. These plans should utilize native species for landscaping to the maximum extent possible.

Policy C-1.6.3: The City shall review and update its Erosion, Sedimentation, and Runoff Control ordinance as necessary.

Objective C-1.7: The quality of Pensacola's surface and ground waters should meet or exceed the minimum requirements set by the Florida Department of Environmental Protection.

Policy C-1.7.1: The City shall protect all water recharge areas within the City through enforcement of the Land Development Code, and periodic review and

amendment of these regulations, as necessary, to strengthen the overall protection of water recharge areas including but not limited to the following:

1. Open space requirements;
2. Amount of impervious surfaces permitted in critical water recharge areas;
3. Stormwater management;
4. Erosion control;
5. Landscaping and vegetation protection.

Policy C-1.7.2: The City shall utilize maps contained in the *Wellhead Protection Area Delineation in Southern Escambia County, Florida, Water Resources Special Report 97-4, December 1997*, prepared by the Northwest Florida Water Management District, as may be amended, and included by reference, to identify wellhead protection areas around existing water wells and shall continue to cooperate with the Escambia County Utilities Authority in reviewing land use regulations within these areas.

Policy C-1.7.3: The City shall continue to coordinate its efforts with those of federal and State agencies to complete the clean-up of hazardous waste sites and abandoned dump areas to protect the groundwater from leaching.

Policy C-1.7.4: The City shall regulate, minimize or prohibit development which can be expected to cause or increase salt-water intrusion, interfere with water use rights, or pollute or damage ecosystems within the City.

Policy C-1.7.5: The City shall coordinate with the NFWFMD to prohibit the extraction of water where use exceeds the available recharge, or in areas of concern near utility wells "cones of influence".

Policy C-1.7.6: The City will continue to coordinate with the ECUA and the Escambia County Health Department to identify the location of individual septic tanks in the City for the purpose of discontinuing septic tank use and requiring future utilization of the sewer collection system.

Objective C-1.8: The City shall encourage the conservation of fresh groundwater and the reuse of existing water supplies.

Policy C-1.8.1: The City shall encourage the development of building codes that provide for the installation of water saving devices in new construction and renovation projects.

Policy C-1.8.2: The City will coordinate with ECUA to investigate the feasibility of establishing a graywater system throughout the City for irrigation and other suitable purposes.

Policy C-1.8.3: To reduce the quantity of potable water used for irrigation, the Land Development Code will include provisions encouraging the use of native vegetation for all development or redevelopment activities, whenever feasible.

Policy C-1.8.4: New development shall not be permitted unless a continual source of potable and/or non-potable water is available to meet the projected needs of the population.

Policy C-1.8.5: The City of Pensacola shall support the water management plans and water shortage plans of the Northwest Florida Water Management District through cooperation with ECUA and through enforcement of water conservation provisions.

Objective C-1.9: The City shall identify and cooperate in the protection of all endangered or threatened species by including appropriate regulations within the Land Development Code.

Policy C-1.9.1: The City shall use a current and complete inventory, prepared by other reliable sources, which includes endangered or threatened plant and animal species, habitat conditions, occurrences and disturbances, in reviewing development proposals.

Policy C-1.9.2: The City shall include regulations within the Land Development Code that prohibits any development that would destroy the habitat of endangered or threatened species, when the habitats has been identified and documented.

Objective C-1.10: The City's wetlands shall be conserved and protected, to the greatest extent feasible, from any adverse physical or hydrological alteration without proper mitigation.

Policy C-1.10.1: The City shall require review and approval of dredge and fill permits by the Florida Department of Environmental Regulation for wetlands within its jurisdiction.

Policy C-1.10.2: Where alteration of wetlands is necessary in order to allow for reasonable use of property, then the restoration of disturbed wetlands shall be provided for or additional wetland areas will be created to replace the area that was destroyed.

Policy C-1.10.3: The City shall designate the Gaberonne Swamp area owned by the City as an environmentally sensitive area to be used only for purposes of low-intensity recreation activities, with construction activities limited to those which will not disturb the natural environment pursuant to FAA approval.

Objective C-1.11: The City shall, as feasible, establish and implement a systematic plan for reforesting its urban fabric that optimizes the resources available in the City Tree Planting Trust Fund.

Policy C-1.11.1: The plan should contain an audit and condition analysis of protected trees existing on public properties, and prioritized replanting plan in roadway rights of way between specific intersections on specific roadways.

Policy C-1.11.2: The plan shall coordinate with regulations in the Land Development Code to produce aesthetic uniformity along roadways and biodiversity throughout the total urban forest, promotion of minimum tree spacing, and planting and maintenance specifications should prescribe best practices to optimized tree life.

GOAL C-2: The City of Pensacola will seek to promote sustainable development which meets the needs of the present without compromising the ability to meet the needs of the future through the protection of the natural environment.

Objective C-2.1: The City will encourage green site development in which the design, construction, and operation promote the preservation of resources and environmentally sensitive construction practices, systems and materials.

Policy C-2.1.1: The City shall promote and encourage the construction of buildings with design by recognized environmental rating agencies including the Florida Green Building Coalition, the National Home Builder Association and the U.S. Green Building Council.

Policy C-2.1.2: The City shall establish land use regulations that provide incentives for the construction of LEED certified buildings.

Policy C-2.1.3: The City shall continue to promote, through its Land Development Code regulations, the use of Florida landscape materials that promote water conservation and the principals of Xeriscape.

CHAPTER 7

RECREATION AND OPEN SPACE

GOAL R-1: The City of Pensacola shall ensure that all Pensacola residents have access to a wide range of recreational facilities and City Parks.

Objective R-1.1: The City will acquire, develop and maintain parks and recreational facilities to meet the needs of the city's current and projected population.

Policy R-1.1.1: The City will adopt a recreational level of service of .5 acres/1000 persons for mini-parks (at a 1/4 mile radius); 2 acres/1000 persons for neighborhood parks (at a 1/2 mile radius); 1.5 acres per 1,000 persons for community parks (city-wide radius); and, 1 acre per 1,000 persons for open space (citywide radius). Activity based level of service standards shall be adopted as follows:

Swimming Pools	1 pool/25,000 population
Tennis Courts	1 court/2,000 population
Basketball Courts	1 court/5,000 population
Baseball/Softball Fields	1 field/3,000 population
Football/Soccer/Rugby Fields	1 field/4,000 population
Golf Course (9-hole)	1 course/25,000 population
Golf Course (18-hole)	1 course/50,000 population

Policy R-1.1.2: The City will acquire and/or develop recreation sites and correct or improve existing deficiencies consistent with the Capital Improvements Element as follows:

- ❖ Baars Park- develop neighborhood park.
- ❖ ~~Acquire land near Legion Field~~ Develop soccer complex at Hitzman Park.
- ❖ Acquire land near Sanders Beach-Corinne Jones Center.
- ❖ ~~Acquire property or implement interlocal agreement for Dory Miller Park.~~
- ❖ Acquire land or implement interlocal agreement for ball fields near "T" and "W" Streets.
- ❖ Coordinate Master Plan for Hollice Williams Park with CRA.
- ❖ Construct Community Center in ~~Service Area 8~~ District 2.
- ❖ ~~Develop Community Aquatic Center~~
- ❖ Develop Mallory Heights Park III.

Policy R-1.1.3: The City will periodically review demographic changes within Pensacola and ~~conduct~~ update needs assessment survey ~~for each park service area~~ to determine necessary equipment and services for City parks and recreational facilities.

Policy R-1.1.4: The City will reduce maintenance cost of parks and recreational facilities by using native plants for landscaping in appropriate areas.

Policy R-1.1.5: Where feasible, the City shall provide additional recreation and open space opportunities including, but not limited to, sites/facilities required to meet LOS standards, and/or sites that would further objectives to protect natural environments, through establishment of public or private conservation easements, or through other available means as deemed appropriate

Policy R-1.1.65: Where feasible in the redevelopment of existing recreation and open space sites or development of new sites, the City shall provide facilities for outdoor recreation activities, including, but not limited to, nature trails or boardwalks, interpretive displays, wildlife observation areas, or picnic areas, if applicable.

Policy R-1.1.76: The City shall identify and prioritize for acquisition, properties that provide for open space amenities, especially if they are located within the urban core or provide access to scenic vistas or waterways.

Policy R-1.1.87: The City shall manage natural areas and waterfront open spaces appropriate for the resources that are contained within, or are being protected by such lands. At a minimum, this shall include removal of non-native and invasive vegetation.

Policy: R-1.1.98: The City shall strive to maintain the quality and availability of recreational facilities for residents throughout the City.

Policy: R-1.1.409: The City shall strive to ensure the quality of the recreational equipment will be provided equally to all recreational facilities in the City.

Objective R-1.2: The City will continue to analyze and improve accessibility of recreational facilities and natural resources.

Policy R-1.2.1: The City will encourage the Pensacola Transportation Planning Organization (TPO) to conduct a study of roadways adjacent to park and recreational facilities and develop a plan for a coordinated system of bicycle lanes and sidewalks/paths linking residential areas with these facilities. This system will be coordinated with plans for existing or proposed state or federal scenic highway corridors and/or greenway trail systems.

Policy R-1.2.2: The City will coordinate with Escambia County Transit System to reasonably assure, when feasible, provision of service to major recreational facilities.

Policy R-1.2.3: The City will maintain existing public access to the greatest extent possible, and if deemed feasible will increase opportunities for public access to the shoreline through establishment of public or private conservation easements or through other available means as deemed appropriate. Private property rights will be protected in providing additional public access to the shoreline.

Objective R-1.3: The City shall coordinate public and private resources to meet development and maintenance needs for recreation by execution of existing interlocal agreements with public agencies and by assistance to private resources through technical help or through co-sponsorship of activities.

Policy R-1.3.1: The City shall continue to contribute funding to the Keep Pensacola Beautiful ~~Escambia Clean Community Commission for the community education program they coordinate with Escambia County School Board about littering and misuse of recreational facilities and~~ for their monitoring of the "Adopt-A-Park" program which coordinates private resources to maintain City parks and rights-of-way.

Policy R-1.3.2: The City shall continue the interlocal agreement for coordination between the City and the Escambia County School Board in the provision and maintenance of shared recreational facilities.

Policy R-1.3.3: The City shall continue to cosponsor recreational programs and events, such as ~~the baseball/softball program and other athletic events,~~ races and festivals, using City facilities and maintenance.

Objective R-1.4: Open space areas, which are accessible to the public for low-intensity use shall be provided through implementation of the open space requirements of the Land Development Code.

Policy R-1.4.1: The City will designate corridor open space areas for new roadways and for reconstruction of existing roadways wherever adequate rights-of-way exist.

Policy R-1.4.2: The City will accept or acquire easements and/or right-of-ways for portions of Gaberonne Swamp and Carpenter Creek from the end of Ellyson Drive north to Bayou Boulevard to protect these areas in their natural state by designating them as conservation districts.

Policy R-1.4.3: The City shall maintain open space areas by implementing Title 12 of the Land Development Code, specifically Chapter 12-2 (zoning district setback requirements) and Chapter 12-8 (subdivision regulations which require a donation of 5% of land for open space or recreation).

Policy R-1.4.4: Open space definitions and standards as described in the Recreation and Open Space Chapter of the Comprehensive Plan will be included in the City of Pensacola Land Development Code.

GOAL R-2: The City shall continue encourageing greater usage of recreational facilities and open spaces.

Objective R-2.1: The City will pursue efforts to promote interconnectivity with existing recreational facilities and open spaces.

Policy: R-2.1.1: The City will review existing park locations to determine when interconnections could be established that would promote greater use.

Objective R-2.2: The City will pursue efforts to promote interconnectivity with Escambia County recreational facilities and open space with City resources.

Policy R-2.2.2: The City will ~~coordinate work~~ with Escambia County to promote the concept of interconnecting County recreational facilities and City recreational facilities to be used by residents.

City of Pensacola Recreation Service Areas



CHAPTER 8

INTERGOVERNMENTAL COORDINATION

GOAL IC-1: The City of Pensacola shall foster and encourage intergovernmental coordination with Escambia County, other adjacent local governments, and local, regional, State and Federal agencies.

Objective IC-1.1: The City will prepare or update existing interlocal agreements with appropriate governmental entities in Escambia County to provide continued intergovernmental coordination.

Policy IC-1.1.1: The City will continue to review all existing interlocal agreements to evaluate their effectiveness and to assure that any new requirements from the Comprehensive Plan will be addressed in the agreement.

Policy IC-1.1.2: The City will prepare interlocal agreements with Escambia County and/or the ECUA to assure coordination regarding infrastructure development which affects both the City and the County.

Policy IC-1.1.3: The City will prepare an interlocal agreement with the District School Board in order to assure collaborative planning of educational facilities and infrastructure development.

Policy IC-1.1.4: The City will coordinate with the Pensacola State College and the University of West Florida in order to assure collaborative planning of infrastructure development.

Policy IC-1.1.5: The City will continue to promote compatibility with local military service.

Objective IC-1.2: The City will participate in and develop new committees or informal coordination mechanisms which will further intergovernmental coordination.

Policy IC-1.2.1: The City will assist in the development and participate in a joint City/County/ECUA coordinating committee to review future development plans with the ECUA facilities capacities.

Policy IC-1.2.2: The City will continue to participate in existing intergovernmental coordination committees (i.e., Transportation Planning Organization, Bay Area Resource Council, Chamber of Commerce) and expand some of the functions of these committees to address problem areas identified in the Comprehensive Plan.

Policy IC-1.2.3: The City shall establish a regular exchange of City Planning Board agendas and Escambia County Planning Board agendas for the purpose of providing information to each entity regarding certain issues with potential intergovernmental impacts.

Policy IC-1.2.4: The City will coordinate with Escambia County to identify potential adverse effects of development decisions made within a one-half (1/2) mile on either side of the City limits.

Policy IC-1.2.5: The City of Pensacola shall routinely review and coordinate the level of service standards with the WFRPC, TPO, DCA, DEP, FDOT and all other appropriate State, regional and local agencies in the development of each element of the Comprehensive Plan.

Policy IC-1.2.6: The City shall continue to coordinate with the WFRPC and other appropriate agencies to ensure that the impacts of development proposed in the City's plan are coordinated with adjacent local governments (i.e., expansion of marinas, airport, ports, bridges and new roads).

Policy IC-1.2.7: The City shall continue to coordinate with the School District to insure that the School Board has an opportunity to review and comment on the effect of proposed residential development, the effect of comprehensive plan amendments and rezonings on the public school facilities plan.

Objective IC-1.3: The City will continue to enforce LOS standards with Escambia County, the ECUA, and the FDOT, and to coordinate with the District School Board facilities work program.

Policy IC-1.3.1: The City will continue to annually review enforce adopted LOS standards and coordinate with the ECUA in planning for future growth.

Policy IC-1.3.2: The City will continue to enforce adopted roadway LOS standards with Escambia County and FDOT, which are consistent, particularly where roadways pass through jurisdictional boundaries.

Policy IC-1.3.3: The City will coordinate with the District School Board facilities work program, which is used to plan for future growth.

Policy IC-1.3.4: The City will coordinate population estimates and projections with the School Board at a minimum of once each year as part of the review of the DSB facilities work program (5-year plan).

Policy IC-1.3.5: In order to coordinate the effective and efficient provision and siting of educational facilities with associated infrastructure and services within the City, representative of the City and the School Board will meet by June 2000

to develop mechanisms for coordination of educational facilities planning. The City will amend the Plan by January 2001 to incorporate the coordination mechanisms developed.

Objective IC-1.4: The City shall ensure that the impacts of development proposed in the City's Comprehensive Plan are coordinated with adjacent municipalities, Escambia County, WFRPC, the State of Florida, the TPO and other appropriate agencies.

Policy IC-1.4.1: The City will coordinate comprehensive planning with local governmental agencies including the School Board, the WFRPC, the Northwest Florida Water Management District, etc. for all developments that will have a significant impact on the region.

Policy IC-1.4.2: The City will participate in the update of the *West Florida Strategic Regional Policy Plan*.

Policy IC-1.4.3: In order to coordinate the management of environmental systems that fall under the jurisdiction of more than one local government, the City shall:

- * Monitor and evaluate updates to the *Escambia/Santa Rosa Coastal Resource Management Plan*.
- * Participate in the Florida-Alabama TPO.
- * Participate in the formulation of, and coordinate in the implementation of, the *Pensacola Bay System S.W.I.M. Plan* and the *Escambia County/City of Pensacola Stormwater Management Plan*.

Objective IC-1.5: The City will provide for formal or informal conflict resolution mechanisms when necessary to deal with issues of intergovernmental coordination.

Policy IC-1.5.1: The City will utilize the services of the West Florida Regional Planning Council for informal conflict mediation where appropriate.

Policy IC-1.5.2: The City will provide for joint meetings of the City Council and the County Commission to resolve issues relating to intergovernmental coordination

Objective IC-1.6: The City of Pensacola shall periodically sponsor workshops with the Escambia County School District, other units of local government, and the ECUA to discuss future expansion plans and identify any proposed land use or facility impacts.

Policy IC-1.6.1: The City of Pensacola shall annually review the master plans of the Escambia County School District, other units of local government, the WFRPC, the State, and the ECUA in the comprehensive planning process and shall advise the respective bodies concerning inconsistencies.

Objective IC-1.7: The City shall comply with Florida laws for review of annexation requests and for resolving annexation issues.

Policy IC-1.7.1: City and County staff will exchange and review data regarding levels of service and land use for areas that are being considered for annexation.

Policy IC-1.7.2: The City will consider conducting an opinion survey of any area(s) being considered for annexation to determine the feasibility of conducting a referendum prior to initiating an annexation action.

Policy IC-1.7.3: The City will coordinate with State legislators in addressing State laws concerning annexation.

GOAL IC-2: The City of Pensacola shall coordinate and plan with the Escambia County District School Board for the provision of adequate and readily accessible educational sites and the timely construction of school facilities.

Objective IC-2.1: The City will cooperate with the School District in siting individual facilities in an orderly and timely manner that is responsive to alleviating overcrowding, providing special facilities, and meeting the demands of new development through, but not limited to, the following policies.

Policy IC-2.1.1: The City Planning Department will coordinate with the School District staff in the siting of school facilities throughout the City so that their location is consistent with and, to the degree possible, will further the Goals, Objectives, and Policies of the Comprehensive Plan.

Policy IC-2.1.2: The City will evaluate the ability for the co-location of public parks, public library facilities, or other public facilities as appropriate, when school sites are chosen and the development plans prepared. The technical inter-relationships of the Capital Improvements Programs will in part, identify co-location/joint use opportunities.

Objective IC-2.2: The City will provide the School District an opportunity for coordinated, on-going review of the impacts of development.

Policy IC-2.2.1: The City will inform the School District of proposed amendments to the Future Land Use Map of the City.

Policy IC-2.2.2: The City will request that the School District, prior to final consideration by the School Board, formally contact the City regarding any existing school in the City that is being considered for closure, capacity change,

or programmatic change, so that the City can assess the impact of the school closure upon the community and provide formal comments if desired.

CHAPTER 9

CAPITAL IMPROVEMENTS

GOAL CI-1: The City shall utilize development standards which will effectively maximize facilities and will provide for new facilities as growth occurs in a manner consistent with the City's Future Land Use element.

Objective CI-1.1: The City shall utilize the capital improvements element to correct existing deficiencies within the framework of the 5-year Schedule of Improvements; to accommodate desired future growth; and to replace worn-out or obsolete facilities.

Policy CI-1.1.1: The Capital Improvements Element shall include only those facility types explicitly required in Chapter J-5, FAC, which are Sanitary Sewer, Solid Waste, Drainage, Potable Water, Transportation and Parks and Recreation.

Policy CI-1.1.2: All existing deficiencies defined in the CIE shall be evaluated and necessary facilities upgraded and/or replaced utilizing the follow method for prioritizing the year the projects will be implemented:

- * Highest priority will be given to projects which directly affect the health and safety of the public.
- * Second priority will be given to those projects, which would be more cost-effectively undertaken with other facilities under the 5-year Schedule of Improvements.

Policy CI-1.1.3: The Capital Improvement Element's 5-year Schedule of Improvements will be included in the City's Capital Improvement Program and will have priority over any other City capital needs.

Policy CI-1.1.4: Proposed capital improvements projects shall be evaluated based on their direct relationship to the Comprehensive Plan Elements and shall include consideration of:

1. The elimination of existing capacity deficiency;
2. The elimination of public hazards;
3. The project's financial feasibility and impact on the local budget;
4. The project's ability to increase the efficiency of use of existing facilities, prevent or reduce future improvement cost, provide service to developed areas lacking full service, or promote infill development; and,
5. Plans of state agencies and water management districts that provide public facilities within the City.

Policy CI-1.1.5: The City ~~Manager~~ Administrator, Chief Financial Officer, ~~Director of Finance~~, ~~Community Design & Planning Director~~ Administrator, Public Works and Facilities Director, City Engineer ~~Engineering Department~~, Parks and Recreation ~~Leisure Services Director~~, Public Services & Sanitation Director, and the Port Director will serve as the internal review group for the purpose of evaluating and ranking in order of priority projects proposed for inclusion in the 5-year Schedule of Improvements. Other appropriate City officials may, from time to time, be requested to serve on the committee or provide assistance to the committee as circumstances and issues require.

Objective CI-1.2: Infrastructure improvement costs required due to increased use of existing facilities by future development will be proportionately shared by the City and the developer in order to maintain adopted LOS standards taking into account the costs associated with adequately documenting the degree to which future development is responsible for causing such improvements.

Policy CI-1.2.1: The City will implement a stormwater utility fee, if necessary, to assess costs for future drainage improvements and continue to utilize local funding and State and federal grants to adequately maintain adopted LOS standards for drainage. In addition, the City will continue to utilize local optional gas tax to fund local roadway improvements for the purpose of maintaining adopted LOS standards. The City will pursue new revenue sources and methods to fund local roadway and drainage projects.

Policy CI-1.2.2: The City shall continue to implement its program for mandatory dedications or fees in lieu of as a condition of plat approval for the provision of recreation and open space.

Objective CI-1.3: The City shall coordinate its land development process and fiscal resources with its adopted Capital Improvements schedule to ensure all development orders and building permits for future development and redevelopment will only be issued if adopted level of service standards for public facilities are maintained.

Policy CI-1.3.1: All development orders and building permits for future development and redevelopment activities shall be issued by the City only if public facilities necessary to meet the following adopted level of service standards are available concurrent with the impacts of the development.

- * Sanitary Sewer - 100 gallons per capita per day average flow. (Building and Inspections to verify)
- * Solid Waste - 4.52 pounds per capita per day. (Sanitation to verify)
- * Drainage - LOS A - tolerates street flooding to a depth of 3 inches or less in the gutters when the rest of the pavement is passable, and allows open or green space flooding of up to 12" as long as there is no threat to public health or safety, or permanent impediment to

the intended use of the property; LOS B - tolerates flooding of entire street surface up to 4" at centerline of roadway; LOS C - tolerates structure flooding; based on the following design criteria:

In existing developments adequate drainage capacity to accommodate run-off associated with a ~~3~~10-year, ~~42-hour~~ critical duration design (pre-development rate) storm for collection systems.

In new developments adequate drainage capacity to accommodate a ~~25~~100-year, ~~42~~24-hour critical duration design storm (pre-development rate) for collection systems and for retention and detention ponds. As a minimum the first $\frac{1}{2}$ -1" of runoff must be retained on the site of the development. At the discretion of the City Engineer, retention standards may be increased beyond the $\frac{1}{2}$ 1" minimum standards and the 100-year design storm on a site-specific basis.

- * Potable Water - 118 gallons per capita per day (gpcd) for Zone 1, 146 gpcd for Zone 2. (Building Inspections to verify)

* Roadway Type	LOS (Peak hour)
State Roadways	
Intrastate	C
Other State Roads	E
Roads Within the TCEA	Exempt
Local Collector Roads	E
Other Local Roads	C

- * Recreation Standards (Parks/Rec to verify)
 Acreage - .5 acres/1000 persons for mini parks (1/4 mile radius); 2 acres/1000 persons for neighborhood parks (1/2 mile radius); 1.5 acres/1000 persons for community parks (citywide radius), and; 1 acre/1,000 persons for open space (citywide radius).

Swimming Pool	1 pool/25,000 persons
Tennis Court	1 court/2,000 "
Basketball Court	1 court/5,000 "
Baseball/Softball Field	1 field/3,000 "
Football/Soccer/Rugby Field	1 field/4,000 "
Golf Course	1-9-hole course/25,000
Golf Course	1-18-hole course/50,000

Policy CI-1.3.2: The City will not issue development orders unless public facilities that meet adopted LOS standards are available or meet the requirements of the City's adopted Concurrency Management System.

Policy CI-1.3.3: The City shall make provision for the availability of public facilities to serve developments for which development orders were issued prior to the adoption of the Comprehensive Plan.

Policy CI-1.3.4: The City shall track all de minimis impact of development for annual submittal of the CIE through the established concurrency management system.

Objective CI-1.4: The City shall utilize all funding resources and mechanisms which are necessary for capital improvements.

Policy CI-1.4.1: The City shall study the feasibility of implementing as many local funding mechanisms as possible for capital improvements.

Objective CI-1.5: The City shall follow the 5-year Schedule of Improvements (as amended from time to time) as set forth in the Capital Improvements Element (CIE) except in the instance of unforeseen natural disasters or cut-backs in funding sources, either of which could change funding or expenditure priorities.

Policy CI-1.5.1: The City shall review the CIE on an annual basis to ensure that the required fiscal resources are available to provide public facilities to support adopted LOS standards.

Policy CI-1.5.2: The City shall adopt a monitoring and evaluation program for the review of the CIE.

Objective CI-1.6: Proposed expenditure of public funds that subsidize or enable land development in Coastal High Hazard Areas shall be limited to those projects identified in the Coastal Management Chapter.

Policy CI-1.6.1: The use of City funds for shoreline development in the CHHA will be based on the following priorities:

- A. Water dependent uses
- B. Water related recreation
- C. Residential
- D. Commercial

Objective CI-1.7: The City shall adopt its CIE at the same time that it adopts its Annual Operating Budget. The CIE shall include those projects necessary to maintain the adopted level of service standards set forth in Policy 1.3.1.

Policy CI-1.7.1: The ratio of general government debt service expenditures to general government total expenditures shall not exceed 15 percent (as measured by either the most recent comprehensive annual financial report or the adopted current year budget) except when a proposed borrowing is necessitated to finance reconstruction following emergencies (such as a hurricane or natural disaster).
(Finance to verify this section and update Capital Improvements chart below...)

CAPITAL IMPROVEMENTS FY 2011 - FY 2015																	
(S) Source																	
	2011			2012			2013			2014			2015			TOTAL PROJECTS	CITY'S SHARE
PROJECT	COST	CITY'S SHARE	OTHER SHARE	COST	CITY'S SHARE	OTHER SHARE	COST	CITY'S SHARE	OTHER SHARE	COST	CITY'S SHARE	OTHER SHARE	COST	CITY'S SHARE	OTHER SHARE		
PORT																	
Maintenance Dredging	640,000	320,000 (1) Port	320,000 (2) FSTED													640,000	320,000
Port Intermodal Rail Enhancements	2,750,000	0	2,750,000 (18) TIGER II													2,750,000	0
America's Marine Highways Terminal & Facilities Development, Phase I				900,000	225,000 TBD	675,000 (16) MARAD	900,000	225,000 TBD	675,000 (16) MARAD							1,800,000	450,000
America's Marine Highways Terminal & Facilities Development, Phase II										450,000	112,500 TBD	337,500 (16) MARAD	450,000	112,500 TBD	337,500 (16) MARAD	900,000	225,000
Dockside Utility Improvements	150,000	75,000 (1) Port	75,000 (2) FSTED													150,000	75,000
On-dock Rail Switch Repairs	60,000	60,000 (1) Port	0													60,000	60,000
Entrance Gate Relocation and Improvements	250,000	50,000 (1) Port	200,000 (3) TSA													250,000	50,000
Intermodal Rail Replacement				1,000,000	0	1,000,000 (18) TIGER II	1,000,000	0	1,000,000 (18) TIGER II							2,000,000	0
Dock & Wharf Apron Strengthening (Berth 6 Rehabilitation)				1,100,000	0	1,100,000 (18) TIGER II	1,100,000	0	1,100,000 (18) TIGER II							2,200,000	0
Berth 6 Fender System Replacement							1,000,000	0	1,000,000 (18) TIGER II							1,000,000	0
Port Total	3,850,000	505,000	3,345,000	3,000,000	225,000	2,775,000	4,000,000	225,000	3,775,000	450,000	112,500	337,500	450,000	112,500	337,500	11,750,000	1,180,000
STORMWATER PROJECTS																	
Davis Highway at Valley Drive							309,700	309,700 (5) SWCP		255,000	255,000 (5) SWCP					564,700	564,700
Sanders Beach Storm Sewer Reconstruction										370,000	370,000 (5) SWCP		500,000	500,000 (5) SWCP		870,000	870,000
Gaberonne Swamp Stormwater Enhancements				200,000	200,000 (5) SWCP											200,000	200,000
Land Acquisition Retention Pond Sites										35,000	35,000 (5) SWCP		300,000	300,000 (5) SWCP		335,000	335,000
Baywoods Gulley Stormwater Enhancements				200,000	200,000		295,300	295,300 (5) SWCP								495,300	495,300
Carpenters Creek at Brent Lane				370,000	370,000 (5) SWCP		200,000	200,000 (5) SWCP								570,000	570,000
"L" and Zaragossa Street Drainage Improvements				340,000	340,000 (5) SWCP		104,200	104,200 (5) SWCP								444,200	444,200
12th Avenue at Carpenter's Creek	20,000	20,000 (5) SWCP		250,000	250,000 (5) SWCP		180,800	180,800 (5) SWCP								450,800	450,800
Bayou Chico Stormwater Outfall Retrofits	500,000	500,000 (5) SWCP		300,000	300,000 (5) SWCP											800,000	800,000
Birnam Woods S/D Discharge at Bayou Texar	340,000	340,000 (5) SWCP														340,000	340,000
Scenic Heights Discharge (Langley into Escambia Bay)										500,000	500,000 (5) SWCP		500,000	500,000 (5) SWCP		1,000,000	1,000,000

Bayou Blvd at Tyler Discharge													360,000	360,000		360,000	360,000
Stormwater Vaults Citywide	14,200	14,200 (5) SWCP		250,000	250,000 (5) SWCP		250,000	250,000 (5) SWCP		250,000	250,000 (5) SWCP		250,000	250,000 (5) SWCP		1,014,200	1,014,200
DeSoto Street @ Bayou Texar (Western Shore)							450,000	450,000 (5) SWCP								450,000	450,000
Stormwater Capital Maintenance	162,600	162,600 (5) SWCP		326,800	326,800 (5) SWCP		326,800	326,800 (5) SWCP		326,800	326,800 (5) SWCP		326,800	326,800 (5) SWCP		1,469,800	1,469,800
Northmoor Court @ Carpenter's Creek							120,000	120,000 (5) SWCP		500,000	500,000 (5) SWCP					620,000	620,000
Admiral Mason Park	800,000	800,000 (5) SWCP														800,000	800,000
Stormwater Total	1,836,800	1,836,800	0	2,236,800	2,236,800	0	2,236,800	2,236,800	0	2,236,800	2,236,800	0	2,236,800	2,236,800	0	10,784,000	10,784,000
TRANSPORTATION																	
Street Rehabilitation (Formerly Street Resurfacing)	853,400	853,400 (6) LOGT		853,400	853,400 (6) LOGT		853,400	853,400 (6) LOGT		853,400	853,400 (6) LOGT		853,400	853,400 (6) LOGT		4,267,000	4,267,000
Street Reconstruction	521,900	521,900 (6) LOGT		521,900	521,900 (6) LOGT		521,900	521,900 (6) LOGT		521,900	521,900 (6) LOGT		521,900	521,900 (6) LOGT		2,609,500	2,609,500
Intersection/Traffic Improvements	118,300	118,300 (6) LOGT		118,300	118,300 (6) LOGT		118,300	118,300 (6) LOGT		118,300	118,300 (6) LOGT		118,300	118,300 (6) LOGT		591,500	591,500
Transportation Total	1,493,600	1,493,600	0	1,493,600	1,493,600	0	1,493,600	1,493,600	0	1,493,600	1,493,600	0	1,493,600	1,493,600	0	7,468,000	7,468,000
AIRPORT																	
2011																	
Install Pedestrian Sidewalks and Bike Path - GA	600,000	300,000 (7) CIA (9) PFC	300,000 (8) FDOT													600,000	300,000
Parking Garage Expansion	30,000,000	0	30,000,000 (17)													30,000,000	0
Relocate Fuel Farm Phase I	200,000	10,000 (7) CIA (9) PFC	190,000 (11) FAA													200,000	10,000
Landside Access Road Improvements	250,000	12,500 (7) CIA (9) PFC	237,500 (11) FAA													250,000	12,500
Areawide Wayfinding Signage	400,000	400,000 (7) CIA (9) PFC														400,000	400,000
Acquisition of Army Reserve Center and Construction of Parking Lot	6,900,000	5,150,000 (7) CIA (9) PFC	1,750,000 (8) FDOT													6,900,000	5,150,000
Acquire Land - Commerce Park Phase I	1,333,400	333,400 (7) CIA (9) PFC	1,000,000 (8) FDOT													1,333,400	333,400
Apron Joint Seal Replacement and Line Removal	600,000	30,000 (7) CIA (9) PFC	570,000 (11) FAA													600,000	30,000
Expand GA Apron - Design	351,000	17,550 (7) CIA (9) PFC	333,450 (11) FAA													351,000	17,550
Additional GA Ramp - Design	400,000	20,000 (7) CIA (9) PFC	380,000 (11) FAA													400,000	20,000
Landside Signage Improvements Phase I	400,000	20,000 (7) CIA (9) PFC	380,000 (11) FAA													400,000	20,000
Master Plan Update	1,200,000	60,000 (7) CIA (9) PFC	1,140,000 (11) FAA													1,200,000	60,000
Terminal Roadway Improvements Phase 1	1,900,000	95,000 (7) CIA (9) PFC	1,805,000 (11) FAA													1,900,000	95,000

2012																	
Pave Interior Perimeter Road				489,500	24,500	465,000										489,500	24,500
					(7) CIA (9) PFC	(11) FAA											
Acquire Land - Commerce Park Phase I				1,333,333	333,333	1,000,000										1,333,333	333,333
					(7) CIA (9) PFC	(8) FDOT											
Improvements to Retention Pit - Design				900,000	45,000	855,000										900,000	45,000
					(7) CIA (9) PFC	(11) FAA											
Relocate Fuel Farm Phase II				900,000	45,000	855,000										900,000	45,000
					(7) CIA (9) PFC	(11) FAA											
Environmental Assessment for ILS at R/W 35				250,000	12,500	237,500										250,000	12,500
					(7) CIA (9) PFC	(11) FAA											
Airfield Pavement and Lighting Rehab - Design				150,000	7,500	142,500										150,000	7,500
					(7) CIA (9) PFC	(11) FAA											
2013																	
Acquire Land - Commerce Park Phase I							1,333,400	333,400	1,000,000							1,333,400	333,400
								(7) CIA (9) PFC	(8) FDOT								
New ARFF Vehicle (fire rescue)							700,000	35,000	665,000							700,000	35,000
								(7) CIA (9) PFC	(11) FAA								
Construct Hold Pads							1,210,000	60,500	1,149,500							1,210,000	60,500
								(7) CIA (9) PFC	(11) FAA								
Replace Perimeter Fence							900,000	45,000	855,000							900,000	45,000
								(7) CIA (9) PFC	(11) FAA								
Remove Old TRACON Building							1,000,000	50,000	950,000							1,000,000	50,000
								(7) CIA (9) PFC	(11) FAA								
2014																	
Acquire Land - Commerce Park Phase II										2,000,000	500,000	1,500,000				2,000,000	500,000
											(7) CIA (9) PFC	(8) FDOT					
New ARFF Vehicle										700,000	35,000	665,000				700,000	35,000
											(7) CIA (9) PFC	(11) FAA					
Additional GA Ramp - Construction										3,000,000	150,000	2,850,000				3,000,000	150,000
											(7) CIA (9) PFC	(11) FAA					
EA/EIS for GA R/W 17L/35R										229,000	11,450	217,550				229,000	11,450
											(7) CIA (9) PFC	(11) FAA					
Strengthen SW Ramp - Design										200,000	10,000	190,000				200,000	10,000
											(7) CIA (9) PFC	(11) FAA					
2015																	
Acquire Land - Commerce Park Phase II													2,000,000	500,000	1,500,000	2,000,000	500,000
														(7) CIA (9) PFC	(8) FDOT		
Strengthen Cargo Ramp													900,000	45,000	855,000	900,000	45,000
														(7) CIA (9) PFC	(11) FAA		
Design/Build Connecting Taxiways to Additional T-Hangers													955,000	47,750	907,250	955,000	47,750
														(7) CIA (9) PFC	(11) FAA		
Strengthen SW Ramp - Construction													1,300,000	65,000	1,235,000	1,300,000	65,000
														(7) CIA (9) PFC	(11) FAA		
GA Ramp Expansion - Design													600,000	30,000	570,000	600,000	30,000
														(7) CIA (9) PFC	(11) FAA		
Airport Total	44,534,400	6,448,450	38,085,950	4,022,833	467,833	3,555,000	5,143,400	823,900	4,619,500	6,129,000	706,450	5,422,550	5,755,000	687,750	5,067,250	65,584,633	8,834,383
GRAND TOTAL FOR ALL PROJECTS	51,714,800	10,283,850	41,430,950	10,753,233	4,423,233	6,330,000	12,873,800	4,479,300	8,394,500	10,309,400	4,549,350	5,760,050	9,935,400	4,530,650	5,404,750	95,586,633	28,266,383

- (1) PORT - Port Funds
(2) FSTED - Florida Seaport Transportation Economic Development Council
(3) PI - Private Investment
(4) TSA - Transportation Security Administration Grant
(5) SWCP - Stormwater Capital Projects Fund
(6) LOGT - Local Option Gas Tax
(7) CIA - Capital Improvements Fund, Airport
(8) FDOT - Florida Department of Transportation
(9) PFC - Passenger Facility Charge
(10) CFC - Customer Facility Charge
(11) FAA - Federal Aviation Administration Entitlements
(12) SISGM - Strategic Intermodal System Growth Management
(13) Bond - Airport Bonds
(14) ARRA - American Recovery & Reinvestment Act Port Security Grant Program (funding pending grant award)
(16) MARAD - US Maritime Administration America's Marine Highways Program (projected future funding source)
(17) - Economic Recovery Funds (to be constructed if funds are awarded)
(18) TIGER II - National Infrastructure Investments funding pending grant award)

CHAPTER 10

HISTORIC PRESERVATION

GOAL HP-1: The City shall continue to preserve its existing historic buildings, historic sites, and historic and preservation districts.

Objective HP-1.1: The City shall continue to enforce its existing historic preservation ordinances.

Policy HP-1.1.1: The City shall, through its historic preservation ordinances, continue to provide zoning categories that support the purpose and character of each historic and preservation district and identify appropriate permitted and conditional uses in those districts.

Policy HP-1.1.2: The City shall, through its historic preservation ordinances, continue to provide procedures for review and for the continuation of the Architectural Review Board as the principal review authority.

Policy HP-1.1.3: The City shall, through its historic preservation ordinances, continue to reference the “The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings” as a guiding document for historic preservation efforts.

Policy HP-1.1.4: The City shall, through its historic preservation ordinances, continue to provide standards and guidelines for restoration, rehabilitation, alterations, and additions, to existing contributing structures within its historic and preservation districts.

Policy HP-1.1.5: The City shall, through its historic preservation ordinances, continue to provide standards and guidelines for restoration, rehabilitation, alterations, and additions, to existing non-contributing and modern in-fill structures within its historic and preservation districts.

Policy HP-1.1.6: The City shall, through its historic preservation ordinances, continue to provide standards and guidelines for the construction of new structures within its historic and preservation districts.

Policy HP-1.1.7: The City shall, through its historic preservation ordinances, continue to provide standards and guidelines for demolition and relocation of all structures in the historic and preservation districts.

Objective HP-1.2: The City shall maintain an Architectural Review Board which shall have the purpose of preserving and protecting historic or architecturally-significant buildings and historic and preservation districts.

Policy HP-1.2.1: The Architectural Review Board shall review all development activities in the historic and preservation districts and apply the historic preservation ordinances adopted by the City of Pensacola.

Policy HP-1.2.2: The Architectural Review Board shall refer to “The Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings” in making its decisions pertaining to contributing historic structures.

Policy HP-1.2.3: The Architectural Review Board shall consider the distinct historical context, development pattern, neighborhood integrity and architectural character of each historic and preservation district in making its decisions.

Policy HP-1.2.4: The Architectural Review Board shall have the authority to grant variances to the Land Development Code when it determines that the granting of said variances are consistent with historic character of a structure or its corresponding historic or preservation district.

Objective HP-1.3: The City shall maintain the historic character and aesthetics of its historic and preservation districts.

Policy HP-1.3.1: The City shall maintain the historic street patterns and street names in each historic and preservation district.

Policy HP-1.3.2: The City shall continue to provide and maintain street lights and similar municipal appurtenances in the public rights-of-way to create aesthetically pleasing streetscapes.

Policy HP-1.3.2: The City shall continue to provide and maintain landscaping, street lights, and similar municipal appurtenances in the public rights-of-way to provide an aesthetically pleasing streetscape.

Policy HP-1.3.3: The City shall require all traffic control signs, traffic signals, transformers, switching gear and related accessory equipment to be installed in the public right-of-way in the historic and preservation districts are approved by the Architectural Review Board.

Policy HP-1.3.4: The City shall encourage all utility providers to place their utilities underground in historic and preservation districts to protect the aesthetic character of the districts.

Policy HP-1.3.5: The City shall formulate regulations pertaining to Architectural Review Board approval of all new electrical, telephone and cable wires and related equipment, such as (but not limited to) utility cabinets, transmission poles and transformers, to be installed in the historic and preservation district.

Objective HP-1.4: The City shall strengthen existing ordinances, as necessary, in order to preserve the integrity of historic buildings, historic sites, and historic and preservation districts.

Policy HP-1.4.1: The City shall review its historic preservation ordinances and identify its strengths and weaknesses.

Policy HP-1.4.2: The City shall strengthen existing ordinances, as necessary, in order to enhance the preservation of the integrity of historic buildings and historic and preservation districts.

Policy HP-1.4.3: The City shall create a separate chapter in its Land Development Code which contains all new and revised regulations and guidelines pertaining to historic buildings, historic sites, and historic and preservation districts.

GOAL HP-2: The City shall continue to identify buildings, sites and neighborhoods with historic significance and deserving of preservation.

Objective HP-2.1: The City shall continue to identify and encourage the preservation, continued use or adaptive reuse of buildings that are eligible for designation as historic buildings.

Policy HP-2.1.1: The City shall provide guidance to citizens seeking to have historic structures placed on the Florida Master Site File.

Policy HP-2.1.2: The City shall provide guidance to citizens seeking to have historic structures placed on the National Register of Historic Places.

Objective HP-2.2: The City shall continue to identify established neighborhoods that may deserve designation as a historic or preservation district, subject to the approval of its residents.

Goal HP-2.2.1: The City shall identify existing neighborhoods for designation as a locally-designated historic or preservation district.

Goal HP-2.2.2: The City shall establish adequate standards and guidelines for these districts in its historic preservation ordinances to maintain its historic character and aesthetic quality.

Goal HP-2.2.3: The City shall provide guidance in the nomination of qualified historic and preservation districts to the National Register of Historic Places.

GOAL HP-3: In conjunction with the University of West Florida, West Florida Historic Preservation, Inc., and other community organizations, the City shall continue to support activities relating to historic preservation.

Policy HP-3.1: The City shall support the historic preservation roles of the University of West Florida, West Florida Historic Preservation, Inc., community organizations, neighborhood associations and individuals.

Goal HP-3.1.1: The City shall encourage and support historic building surveys of its neighborhoods and the listing of historic buildings on the Florida Master Site File.

Goal HP-3.1.2: The City shall encourage and support the nomination of historic buildings and sites to the National Register of Historic Places.

Goal HP-3.1.3: The City shall assist the Pensacola Bay Area Convention and Visitors Bureau and other organizations in providing local heritage tourism programs.

Goal HP-3.1.4: The City shall encourage and support activities that involve walking, bicycling and driving through historic and preservation districts.

Goal HP-3.1.5: The City shall encourage community and cultural events to take place in the historic and preservation districts, with the cooperation of their residents, to enhance awareness and appreciation of the heritage and resources of these districts.

Goal HP-3.1.6: The City shall have “The Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings” and similar technical publications available for review by those interested in the preservation of historic structures.

Policy HP-3.2: The City of Pensacola shall maintain an archaeological review procedure for all proposed construction on City-owned property.

Goal HP-3.2.1: The City shall maintain an archaeological review procedure that provides for an initial determination and review of project impact for projects on City-owned property.

Goal HP-3.2.2: The archaeological review procedure shall be conducted by a professional archaeologist meeting the standards of the Society of Professional Archaeology and having substantial experience in the archaeology and history of Pensacola.

Goal HP-3.2.3: The City shall prepare a memorandum of agreement specifying actions to be taken to avoid or mitigate any adverse effects of construction on any archaeological resources found during the process.

CHAPTER 11

PUBLIC SCHOOL FACILITIES ELEMENT

GOAL PSFE-1: Coordinate and maintain high quality education facilities

Coordinate with the School Board of City of Pensacola (herein "School Board") to ensure high quality public school facilities that are consistent with the Comprehensive Plan and serve to enhance communities.

Objective PSFE-1.1: Schools as community focal points

Enhance communities and encourage school facilities to serve as community focal points through effective school facility design and siting standards. The location will be coordinated with the future land use map.

Policy PSFE-1.1.1: School location

New schools shall be located proximate to the student population they are intended to serve. New elementary schools shall be located within walking distance of the residential neighborhoods to be served.

Policy PSFE-1.1.2: Shared-use and co-location of school sites

Coordinate with the School Board to continue to permit the shared-use and co-location of school sites and City facilities with similar facility needs as described in the Interlocal Agreement for Public School Facility Planning dated August 7th, 2006 (herein "Interlocal Agreement"). The City will identify opportunities for collocation and shared use facilities when preparing updates to the Schedule of Capital Improvements and when planning and designing new community facilities.

Policy PSFE-1.1.3: Emergency shelters

City of Pensacola will continue to coordinate with the School Board on emergency preparedness issues, including the use of public schools as emergency shelters as required by Section 163.3177(12)(g)(8), Florida Statutes. The School Board will continue to fulfill the building code requirements of Section 1012.372, Florida Statutes, such that as appropriate new educational facilities will serve as public shelters for emergency management purposes.

Policy PSFE-1.1.4: School design

The School Board will design and ensure performance standards for new school facilities according to the "Design Guidelines and Technical Specifications 2006"

Florida Department of Education State Requirements for Educational Facilities (SREF).

Policy PSFE-1.1.5: Community vitality

The City of Pensacola will continue to recognize the interconnected importance of quality neighborhood school retention with community economic development, neighborhood stability, diversity and sustainability efforts. Therefore, in partnership with other agencies, the City will encourage the maintenance and improvement of urban schools to preserve and enhance neighborhood quality and vitality.

Policy PSFE-1.1.6: Attracting new residents

The City of Pensacola will support the vitality of urban schools by encouraging new residents to locate in underutilized school districts. Where appropriate, existing homeownership and rehabilitation incentives may be utilized to attract families to such school districts and encourage the private sector to maintain a housing production capacity sufficient to meet the needs of families between moderate and upper level incomes.

Objective PSFE-1.2: Future land use and school siting

Consistent with Section 163.3177, Florida Statutes, the City will include sufficient allowable land use designations for schools proximate to residential development to meet the projected need for schools.

Policy PSFE-1.2.1: Future Land Use categories.

Consistent with the City's Future Land Use Element, public schools shall be an allowable use in all land use categories, except for Conservation. The Land Development Code may include siting standards for schools, consistent with the Comprehensive Plan. The City will consider the provisions of Section 1013.33(13), Florida Statutes (2007).

Policy PSFE-1.2.2: Flood zones and coastal high hazard area

Consistent with the City's Future Land Use Element, future schools shall not be allowed within the coastal high hazard area as delineated by the City.

Objective PSFE-1.3: School facility siting and consistency with the Comprehensive Plan

The City shall ensure that the planning, construction, and opening of educational facilities are coordinated in time and place, concurrent with necessary services and infrastructure, and consistent with the Comprehensive Plan.

Policy PSFE-1.3.1: Consistency with Comprehensive Plan

The City will coordinate with the School Board by giving an informal assessment regarding the consistency of potential new school sites, and significant expansions or potential closures of existing schools with the Comprehensive Plan, as described in the Interlocal Agreement. The informal assessment reviews, as applicable, the following: environmental suitability, transportation and pedestrian access, availability of infrastructure services, safety concerns, land use compatibility, consistency with community vision, and other relevant issues.

Policy PSFE-1.3.2: Review of school sites

The City shall review potential new school sites, and significant expansions or potential closures of existing schools for consistency with the following criteria:

- a. That school sites are compatible with present and projected uses of adjacent property.
- b. The locations of proposed new elementary schools are proximate to and within walking distance of the residential neighborhoods served.
- c. The locations of proposed new high schools are on the periphery of residential neighborhoods, with access to major roads.
- d. Existing or planned adequate public facilities are available to support the school.
- e. Safe access to and from the school site is available for by pedestrians and vehicles.
- f. The site is well drained and the soils are suitable for development or are adaptable for development and outdoor educational purposes with drainage improvements.
- g. The proposed school location is not within a velocity flood zone or floodway, as delineated in the applicable comprehensive plan.
- h. The site is not in conflict with City stormwater management plans or watershed management plans;
- i. The proposed site can accommodate required parking, circulation, and queuing of vehicles.
- j. The proposed location lies outside the area regulated by Section 333.03, F.S., regarding the construction of public educational facilities in the vicinity of an airport.

The City shall also consider the following in its review:

- a. Site acquisition and development costs;
- b. Whether existing schools can be expanded or renovated to support community redevelopment and revitalization;
- c. Efficient use of existing infrastructure;
- d. Discouragement of urban sprawl;
- e. Environmental constraints that would either preclude or render cost infeasible the development or significant renovation of a public school on a site; and
- f. Adverse impacts to archaeological or historic sites.

Objective PSFE-1.4: Pedestrian access to schools

The City shall work with the School Board to improve safe student access to school facilities, and to reduce hazardous walking conditions consistent with the Florida Safe Ways to School Program.

Policy PSFE-1.4.1: Bicycle and pedestrian access

All public schools shall provide bicycle and pedestrian access consistent with Florida Statutes. Parking at public schools will be provided consistent with the City's Land Development Code (LDC) requirements.

Policy PSFE-1.4.2: Sidewalk Master Plan

The City will continue to review the Sidewalk Master Plan to comprehensively address bicycle and pedestrian needs. The plan will continue to focus on bicycle and pedestrian needs relating to school facilities.

Policy PSFE-1.4.3: Sidewalk/pedestrian improvements

In order to ensure continuous pedestrian access to public schools, priority for City sidewalk/pedestrian improvements will be given to cases of hazardous walking conditions pursuant to Section 1006.23, Florida Statutes, and specific provisions for constructing such facilities will be included in the schedule of capital improvements adopted each fiscal year.

Policy PSFE-1.4.4: New development adjacent to school property

New developments adjacent to existing or planned school sites shall be required to provide a right-of-way and a direct access path for pedestrian travel.

Policy PSFE-1.4.5: Sidewalk requirements for development near schools

New residential developments and redevelopment shall be required to provide sidewalks (complete, unobstructed, continuous with a minimum width of 5 feet) along collector, arterial, and local roads designed to move traffic through subdivisions. Sidewalks shall be required pursuant to the City's Community Design Standards.

Policy PSFE-1.4.6: Coordination with FL-AL TPO

Continue to coordinate with the FL-AL TPO to ensure funding for safe access to schools including participation in the Bicycle Pedestrian Advisory Committee and the Community Traffic Safety Team.

Objective PSFE-1.5: Coordinate Future Land Use Map amendments and DRIs to maintain school capacity

It is the objective of the City to coordinate petitions for future land use changes and developments of regional impact to maintain adequate school capacity to meet future growth needs. This goal will be accomplished recognizing the School Board's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools, and the City's authority for land use, including the authority to approve or deny petitions for comprehensive plan amendments, re-zonings or final plat and site plans that generate students and impact the City of Pensacola school system.

Policy PSFE-1.5.1: School Board review and input

As per section 7.6 of the Interlocal Agreement the City shall take the School Board comments and findings on the availability of adequate school capacity into consideration when reviewing comprehensive plan amendments and other land use decisions.

Policy PSFE-1.5.2: Determining impact of Future Land Use changes and DRIs

The School Board shall use the adopted student generation rates to estimate the potential impact of a proposed future land use change or DRI on available school capacity. When such analysis projects a potential deficiency, the School Board shall include in its comments how it will propose to meet the projected demand. The City will take these comments into consideration per Policy PSFE-1.5.1 prior to approving or denying any future land use change or DRI.

GOAL PSFE-2: Implement school concurrency

The School Board will coordinate with the City to assure the future availability of public school facilities to serve new development will be consistent with the adopted level of service standards. This goal will be accomplished recognizing the School Board's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools, and the City's authority for land use, including the authority to approve or deny comprehensive plan amendments, re-zonings or other development orders that generate students and impact the City's school system.

Objective PSFE-2.1: Level of Service standards

The City will coordinate with the School Board to ensure that the capacity of schools is sufficient to support residential development at the adopted level of service (LOS) standards within the period covered by the 5-year schedule of capital improvements, and the long range planning period. The adopted LOS standards shall be achieved by the conclusion of the first 5-year schedule of capital improvements and the LOS standards shall be maintained each subsequent year. These standards shall be consistent with the Interlocal Agreement agreed upon by the School Board, the City, and the local municipalities.

Policy PSFE-2.1.1: Consistency

The LOS standards set forth herein shall be applied consistently by all local governments within City of Pensacola and by the School Board to all schools of the same type.

Policy PSFE-2.1.2: Level of Service standards

Consistent with the Interlocal Agreement, the City and School Board agree to the following level of service standards for school concurrency in City of Pensacola, based on Florida Inventory of School Houses (FISH) permanent capacity, maximum school size by type, core facility capacity. In calculating achievement of LOS relocatables are not considered permanent capacity and school enrollment shall be based on the annual enrollment of each school based on actual counts reported to the Department of Education in October of each year.

TYPE OF SCHOOL	LEVEL OF SERVICE
Existing	100% of FISH permanent capacity
New or Expansion to Elementary (K-5)	100% of FISH permanent capacity and school size shall not exceed FISH permanent capacity of 800.
New or Expansion to Middle (6-8)	100% of FISH permanent capacity and school size shall not exceed FISH permanent capacity of 1200.
New or Expansion to High (9-12)	100% of FISH permanent capacity and

	school size shall not exceed FISH permanent capacity of 2000.
New or Expansion to Combination (K-8)	100% of FISH permanent capacity and school size shall not exceed FISH permanent capacity of 2000.
Centers	100% of FISH permanent capacity or the level of service based on the student/teacher ratios dictated by specific programs, whichever is lowest.
LEVEL-OF SERVICE STANDARD FOR CORE FACILITIES (K-5, 6-8, K-8)	
Dining/Kitchen	100% of permanent Total Capacity*
* Total Capacity for Dining/Kitchen facility shall be based on a standard of three (3) feeding periods per day based on the design capacity of the core facilities.	
LEVEL-OF SERVICE STANDARD FOR CORE FACILITIES (9-12)	
Dining/Kitchen	100% of permanent Total Capacity*
* Total Capacity for Dining/Kitchen facility shall be based on a standard of four (4) feeding periods per day based on the design capacity of the core facilities.	

Policy PSFE-2.1.3: Amending Level of Service standards

Potential amendments to the LOS standards shall be considered at least annually at the staff working group meeting referenced in subsection 1.1 of the Interlocal Agreement. If there is consensus to amend any level of service, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and the adoption of amendments to the City, City and Town's comprehensive plans. The amended LOS shall not be effective until all plan amendments are effective, and the amended Interlocal Agreement is fully executed.

Policy PSFE-2.1.4: Financial feasibility of LOS

No LOS standard shall be amended without a showing that the amended LOS standard is financially feasible, supported by adequate data and analysis, and can be achieved and maintained through the five-year schedule for capital improvements.

Objective PSFE-2.2: School Concurrency Service Areas

The City shall establish School Concurrency Service Areas, as the areas within which an evaluation is made to determine if adequate school capacity is available based on the adopted level of service standards.

Policy PSFE-2.2:1: Concurrency Service areas

The Concurrency Service Areas for the City as agreed in the Interlocal Agreement, shall be coterminous with the attendance zone for each individual school. For special purpose centers, charter schools, and magnet schools the concurrency service area shall be district-wide.

Policy PSFE-2.2:2: Maximize capacity utilization

Concurrency service areas shall maximize capacity utilization, taking into account transportation costs, limiting maximum student travel times, achieving socio-economic, racial and cultural diversity objectives, and other relevant factors as related to determined by the School Board's policy on maximization of capacity.

Policy PSFE-2.2:3: Amending concurrency service areas

Potential amendments to the concurrency service areas shall be considered annually at the staff working group meeting referenced in Subsection 1.1 of the Interlocal Agreement. If there is consensus to amend the concurrency service areas to establish boundaries other than those that are conterminous with the school attendance zones, it shall be accomplished by a written execution of an amendment to the Interlocal Agreement by all parties and by the amendment to the City, City and Town's comprehensive plan. The amended concurrency service area shall not be effective until the amended Interlocal Agreement is fully executed and comprehensive plan amendments are in effect. Amendments to the concurrency service areas that keep the CSAs borders coterminous with the school attendance zones, shall be agreed upon by all parties and shall not require comprehensive plan amendments.

Objective PSFE-2.3: Student generation rates

The School Board will work with the City, City of Pensacola, and Town of Century to establish student generation rates that will be used to determine the impact of development on public school facilities.

Policy PSFE-2.3:1: Student generation rates

Consistent with the Interlocal Agreement, the School Board staff, working with the City staff and municipal staffs, will develop and apply student generation multipliers for residential developments by dwelling unit type (single family or multi-family) for each school type (elementary, middle, K-8, high, or center), considering past trends in student enrollment in order to project future public school enrollment.

Policy PSFE-2.3:2: Calculating student generation rates

The student generation rates shall be calculated by the School Board City, City of Pensacola, and Town of Century in accordance with professionally accepted methodologies, shall be reviewed and updated at least every two years.

Objective PSFE-2.4: Process for school concurrency implementation

In coordination with the School Board, the City will establish a joint process for implementation of school concurrency that includes applicability, capacity determination, and availability standards. The City shall manage the timing of residential subdivision and site plan approvals to ensure adequate school capacity is available consistent with adopted level of service standards for public school concurrency.

Policy PSFE-2.4.1: Applicability standards

School concurrency applies to residential development or a phase of residential development requiring an approval of subdivision plat, site plan, or its functional equivalent.

Policy PSFE-2.4.2: Exempted development

The following residential development shall be considered exempt from the school concurrency requirements:

1. Single family lots of record that have received final subdivision plat approval prior to the effective date of the PSFE, or single family subdivision plats actively being reviewed at the time of adoption of the PSFE that have received preliminary plat approval.
2. Residential developments that have received final site plan approval prior to the effective date of the PSFE, or residential site plans actively being reviewed at the time of adoption of the PSFE.
3. Amendments to residential site plans or subdivisions, which were previously approved prior to the effective date of the PSFE, and which do not increase the number of students generated by the development based on the adopted student generation rates.
4. Age restricted developments that are subject to deed restrictions prohibiting the permanent occupancy of a resident under the age of fifty five (55). Such deed restrictions must be recorded and must be irrevocable for a period of at least thirty (30) years.
5. Group quarters that do not generate students, including facilities such as local jails, prisons, hospitals, bed and breakfast, motels and hotels, temporary emergency shelters for the homeless, adult halfway houses,

firehouse dorms, college dorms exclusive of married student housing, and religious non-youth facilities.

Policy PSFE-2.4.3: Capacity determination standards

The City shall adopt LDC provisions to establish the application procedure and process for evaluating school capacity and making concurrency determinations consistent with the Interlocal Agreement. The School Board shall be responsible for conducting concurrency reviews. The City may choose to provide an informal assessment of school concurrency at the time of preliminary plat, but the test of concurrency shall be at final plat, site plan, or functional equivalent approval.

Policy PSFE-2.4.4: School board findings

The School Board's findings and recommendations shall address whether adequate capacity exists for each affected concurrency service area, based on the level of service standards. If adequate capacity does not exist, the School Board findings shall address whether appropriate mitigation can be accepted. If mitigation can be accepted, the School Board's findings shall identify the accepted form of mitigation that is consistent with the policies set forth herein.

Policy PSFE-2.4.5: Allocated capacity in CIP

In evaluating a subdivision plat or site plan for concurrency, any relevant programmed capacity improvements in years 1, 2, or 3 of the 5-year schedule of capital improvements shall be considered available capacity for a proposed project and factored into the concurrency analysis. Any relevant programmed improvements in years 4 or 5 of the 5-year schedule of improvements shall not be considered available capacity for a proposed project unless funding for the improvement is assured through School Board agreement to accelerate the proposed project, or through proportionate fair share mitigation, or some other means of assuring adequate capacity will be available within 3 years. The School Board may choose to use relocatable classrooms to provide temporary capacity while funded schools or school expansions are being constructed.

Policy PSFE-2.4.6: Determination of insufficient capacity

In the event that the School Board finds that there is not sufficient capacity in the affected concurrency service area(s) to address the impacts of a proposed development, the following standards shall apply:

- The project must provide capacity enhancement sufficient to meet its impacts through proportionate share mitigation; or

- Approval of the site plan or final plat (or functional equivalent) must be delayed to a date when the capacity enhancement necessary to maintain level of service can be assured; or
- A condition of approval of the site plan or final plat (or functional equivalent) shall be that the project's development order and/or building permits shall be delayed to a date when the capacity enhancement necessary to maintain level of service can be assured.

Policy PSFE-2.4.7: Availability standard

Where capacity will not be available to serve students generated by a residential development the City shall use the lack of school capacity as a basis for denial of petitions for final plats, site plans or functional equivalents. However, the City shall not deny a petition for a final plat, site plan, or functional equivalent due to a failure to achieve and maintain the adopted level of service for public school capacity where:

Adequate school facilities will be in place or under actual construction within three years after the issuance of the final plat or site plan or functional equivalent;

Adequate school facilities are available in an adjacent concurrency service area and the impacts of development can be shifted to that area; or,

The developer executes a legally binding commitment with the School Board to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property subject to the final plat or site plan (or functional equivalent) as provided in the Interlocal Agreement.

Objective PSFE-2.5: Proportionate share mitigation

The City shall coordinate with the School Board to provide proportionate share mitigation alternatives that are financially feasible and will achieve and maintain the adopted level of service standard consistent with the School Board's adopted financially feasible 5-Year Facilities Work Program.

Policy PSFE-2.5:1: Acceptable mitigation

The School Board may allow mitigation for developments that would otherwise cause the LOS standards to be exceeded. Mitigation options shall include the following:

Contribution of, or payment for, acquisition of new or expanded school sites;

Construction or expansion of permanent school facilities;

Mitigation banking, the creation of mitigation banking based on the construction of a public school facility in exchange for the right to sell excess capacity credits within the same concurrency service area; and

Charter schools, provided they are constructed to State Requirements for Educational Facilities (SREF) standards, so that it can be relied on the over the longer term as public school capacity, designed to whatever minimum size and specifications established by the School Board to ensure that if the School Board is required, it can efficiently operate the school.

Policy PSFE-2.5:2: CIP and proposed mitigation

Proposed mitigation must be directed toward a permanent capacity improvement identified in the School Board's financially feasible 5-Year Work Plan. However, the School Board may accept mitigation in the form of an improvement not identified on the 5-year Work Plan and commit to add the needed improvement to the 5-year Work Plan. The School Board must find that any proposed mitigation will satisfy the demands created by the proposed development consistent with the adopted level of service standards, and the mitigation shall be assured by a legally binding development agreement between the School Board, the City, and the applicant executed prior to the issuance of the final plat, site plan or functional equivalent.

Policy PSFE-2.5:3: Shifting impacts

Mitigation shall not be required when the adopted level of service cannot be met in a specific concurrency service area if the needed capacity for the development is available in one or more contiguous concurrency service areas and the impacts of the development can be shifted to a contiguous concurrency service area. Where more than one concurrency service area is available to accommodate student impacts, the School Board shall evaluate how the impacts of a development shall be shifted. Measures to maximize capacity, including modifications to concurrency service areas in lieu of shifting development impacts, can be considered.

Policy PSFE-2.5:4: Relocatable Classrooms

Relocatable classrooms will not be accepted as mitigation.

Policy PSFE-2.5:5: Calculation proportionate share mitigation

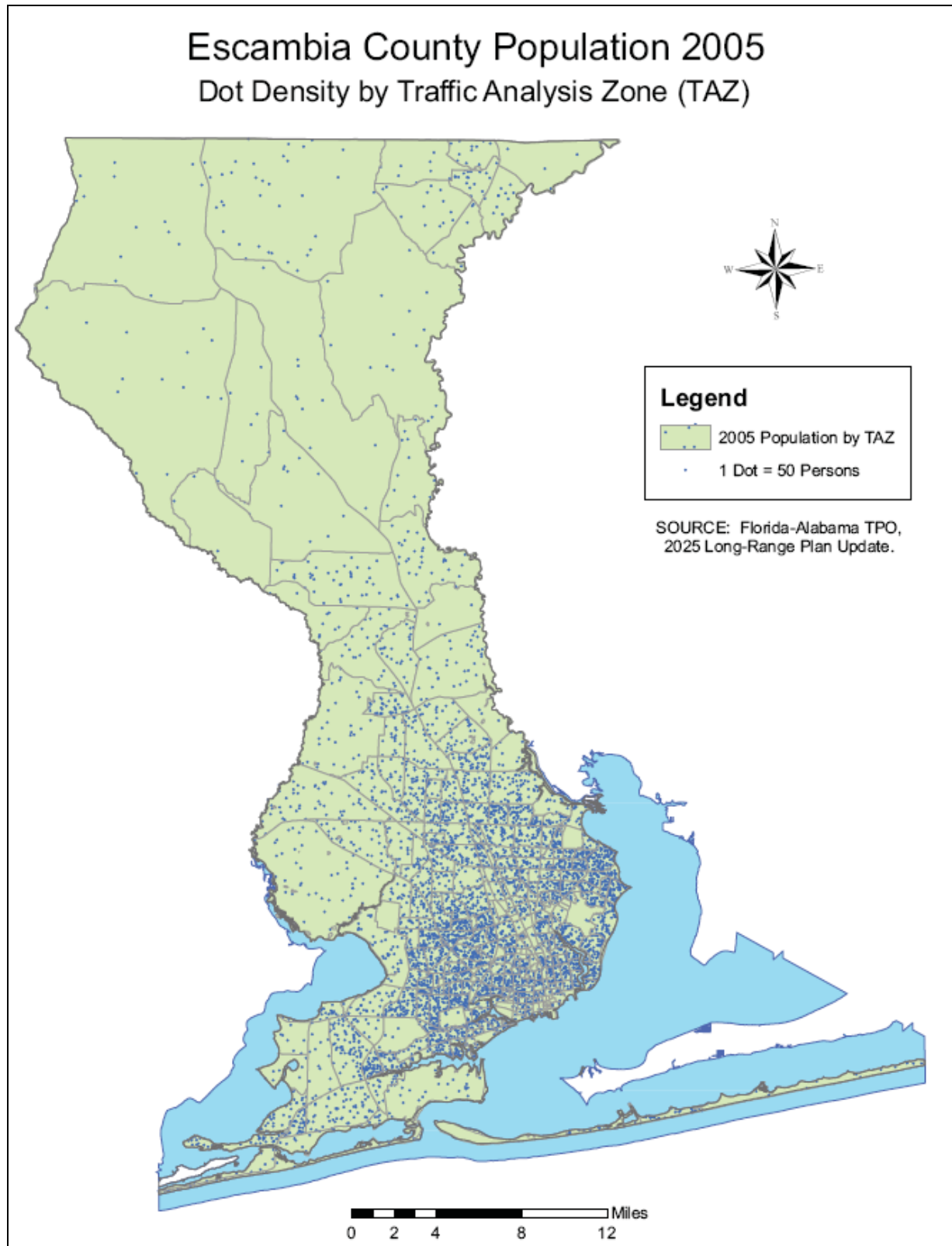
The applicant's total proportionate-share mitigation obligation to resolve a capacity deficiency shall be based on the following formula, for each school level: multiply the number of new student stations required to serve the new development by the average cost per student station and, if needed, add the additional cost of a core facility to accommodate the additional student stations.

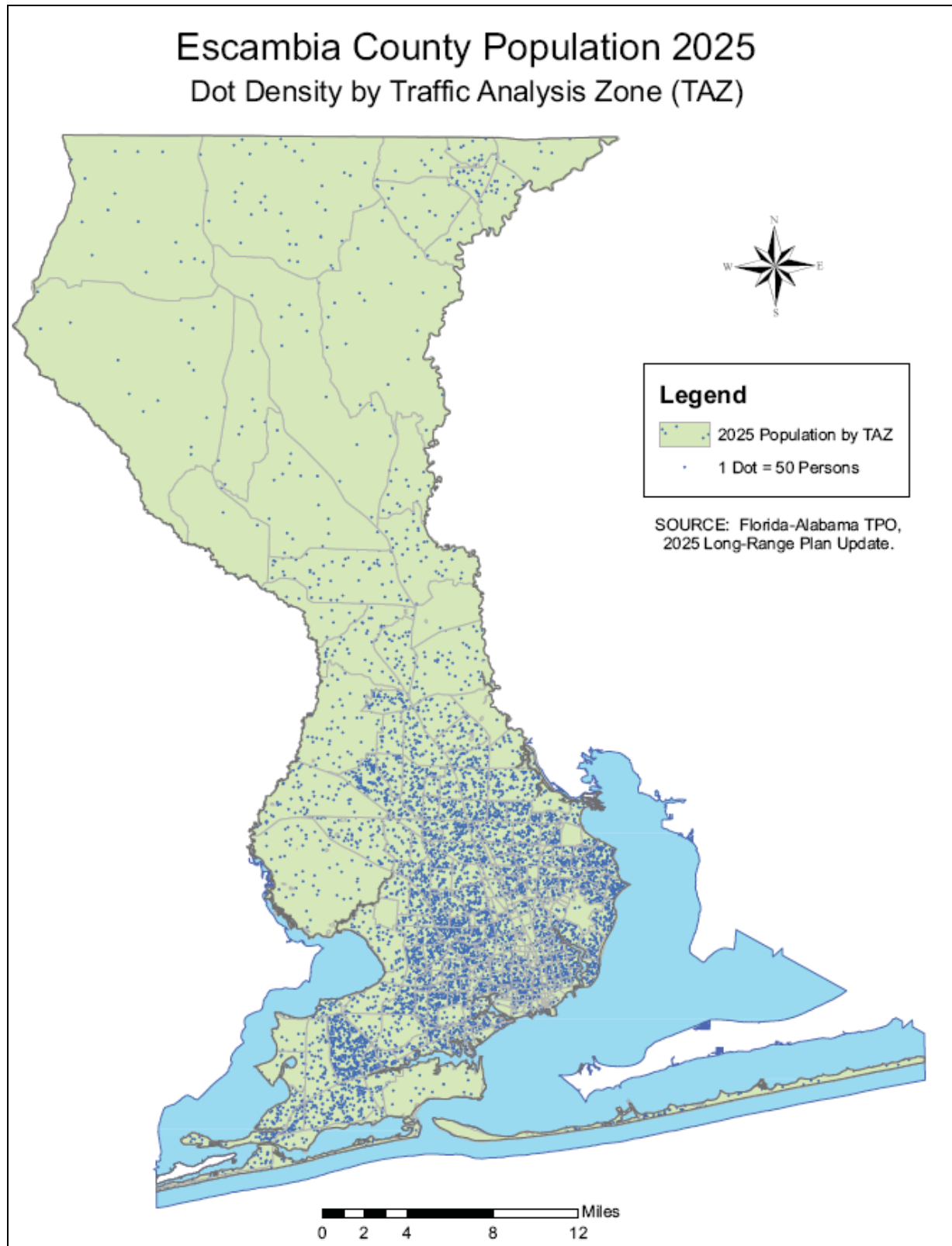
The average cost per student station shall include school facility development costs and land costs. The applicant's proportionate-share mitigation obligation will be credited toward any other impact fee or exaction imposed by local ordinance for the same need, on a dollar-for-dollar basis, at fair market value.

School Facility Maps

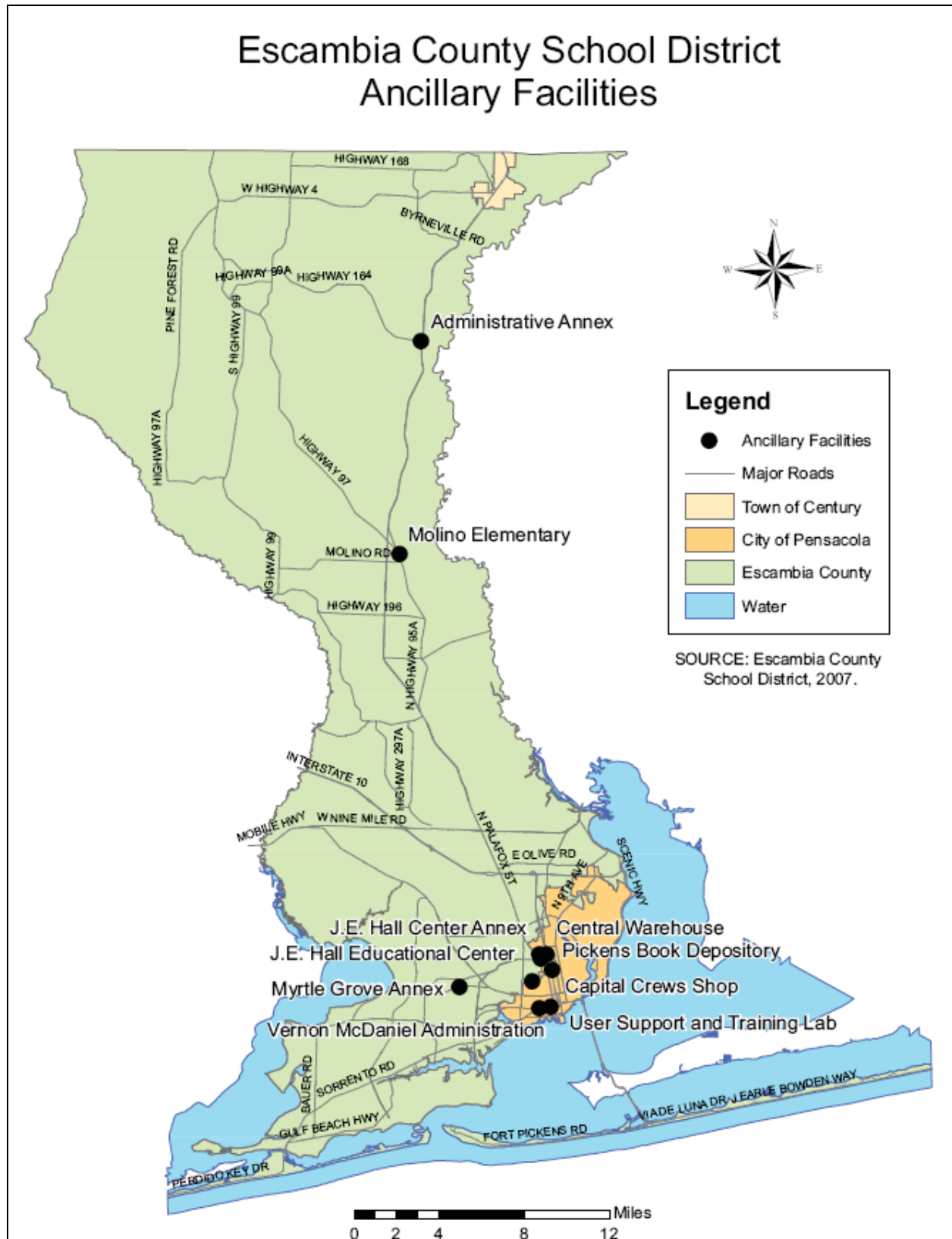
Consistent with Section 123.3177(12)(g), Florida Statutes, the Public School Facilities Element shall include future conditions maps showing existing and anticipated schools over the five-year and long-term planning periods. The maps of necessity may be general over the long-term planning period and do not prescribe a land use on a particular parcel of land.

Escambia County Population 2005

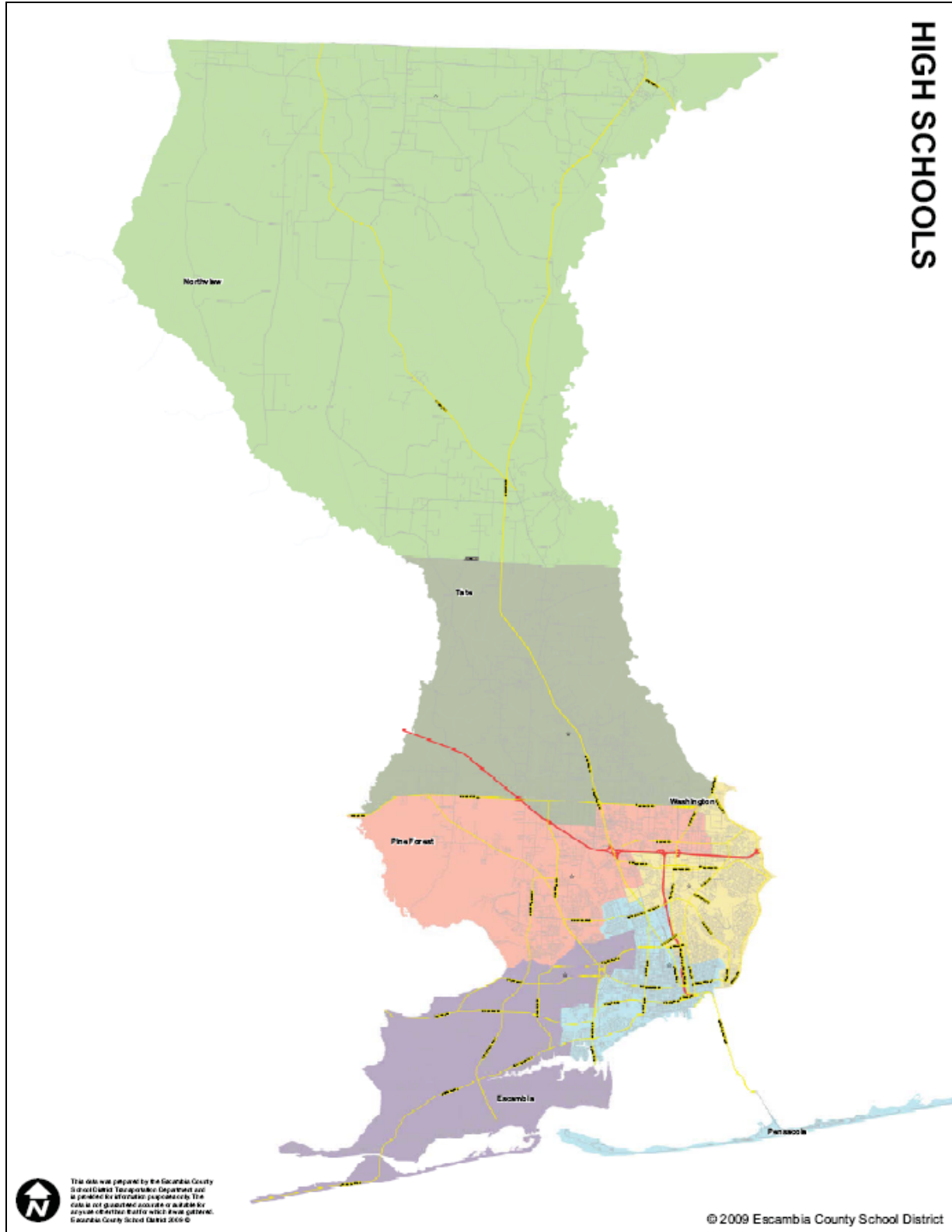




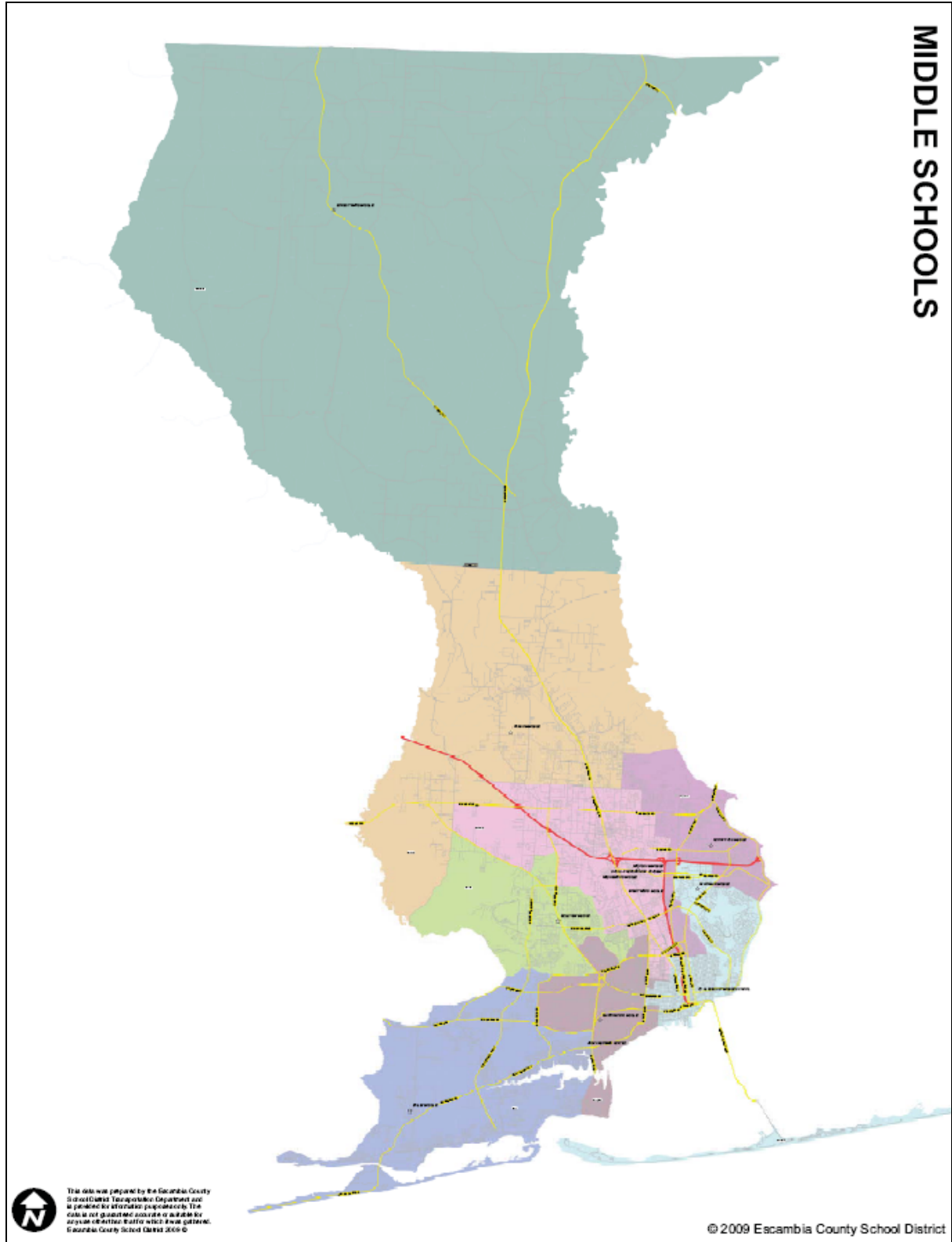
Escambia County School District Ancillary Facilities



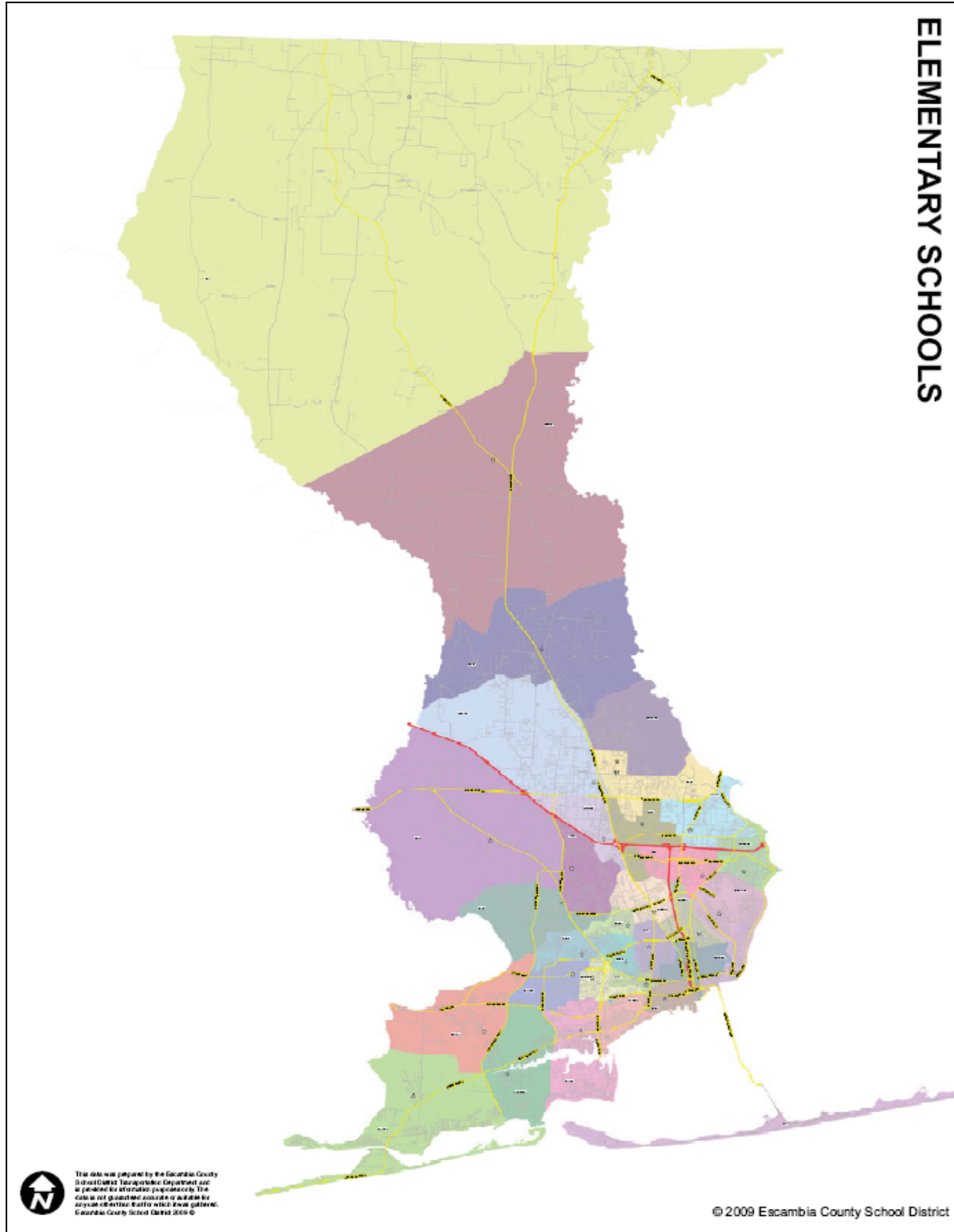
Escambia County High School Attendance Zones



Escambia County Middle School Attendance Zones



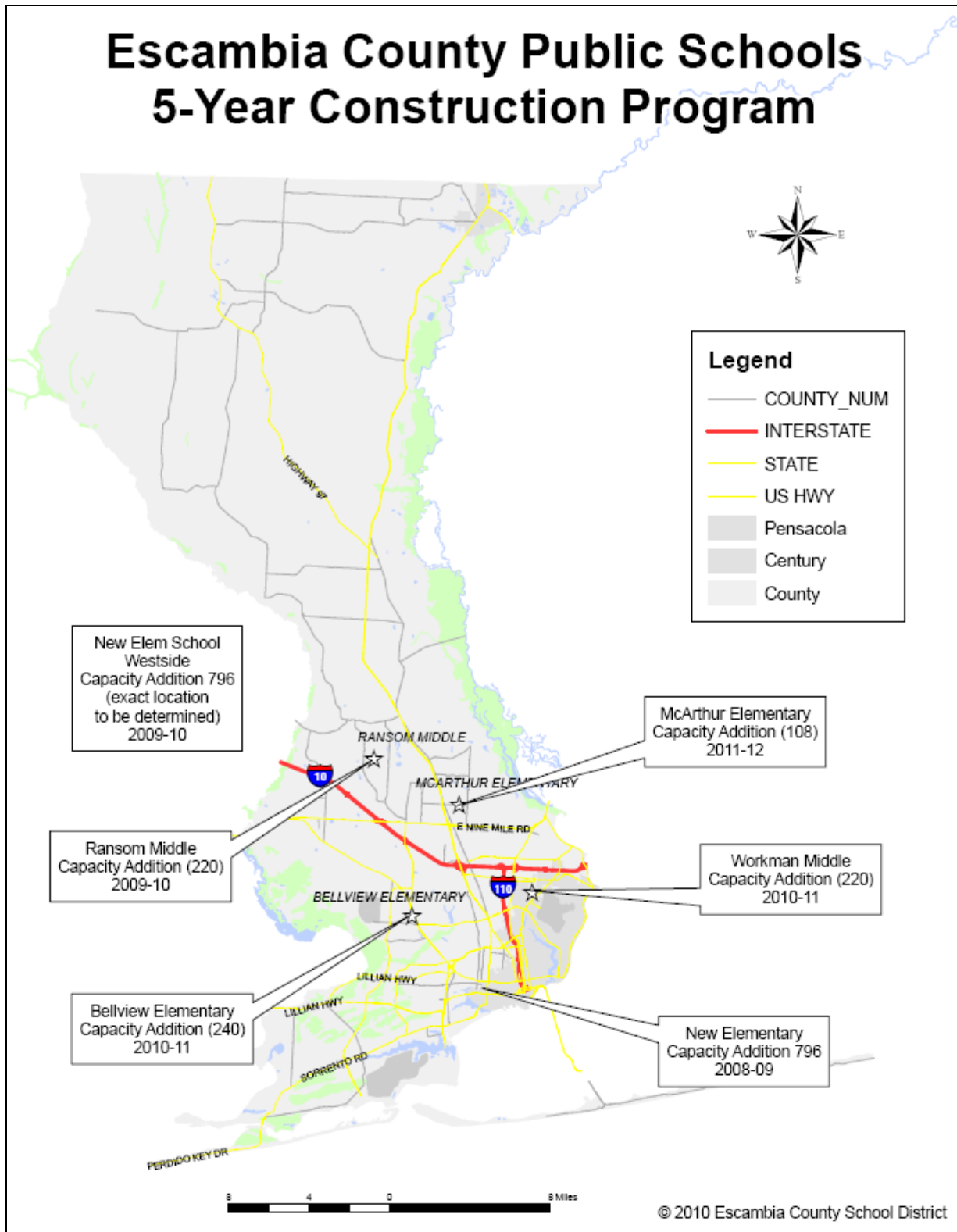
Escambia County Elementary School Attendance Zones



Escambia County Public Schools 5-Year Construction Program

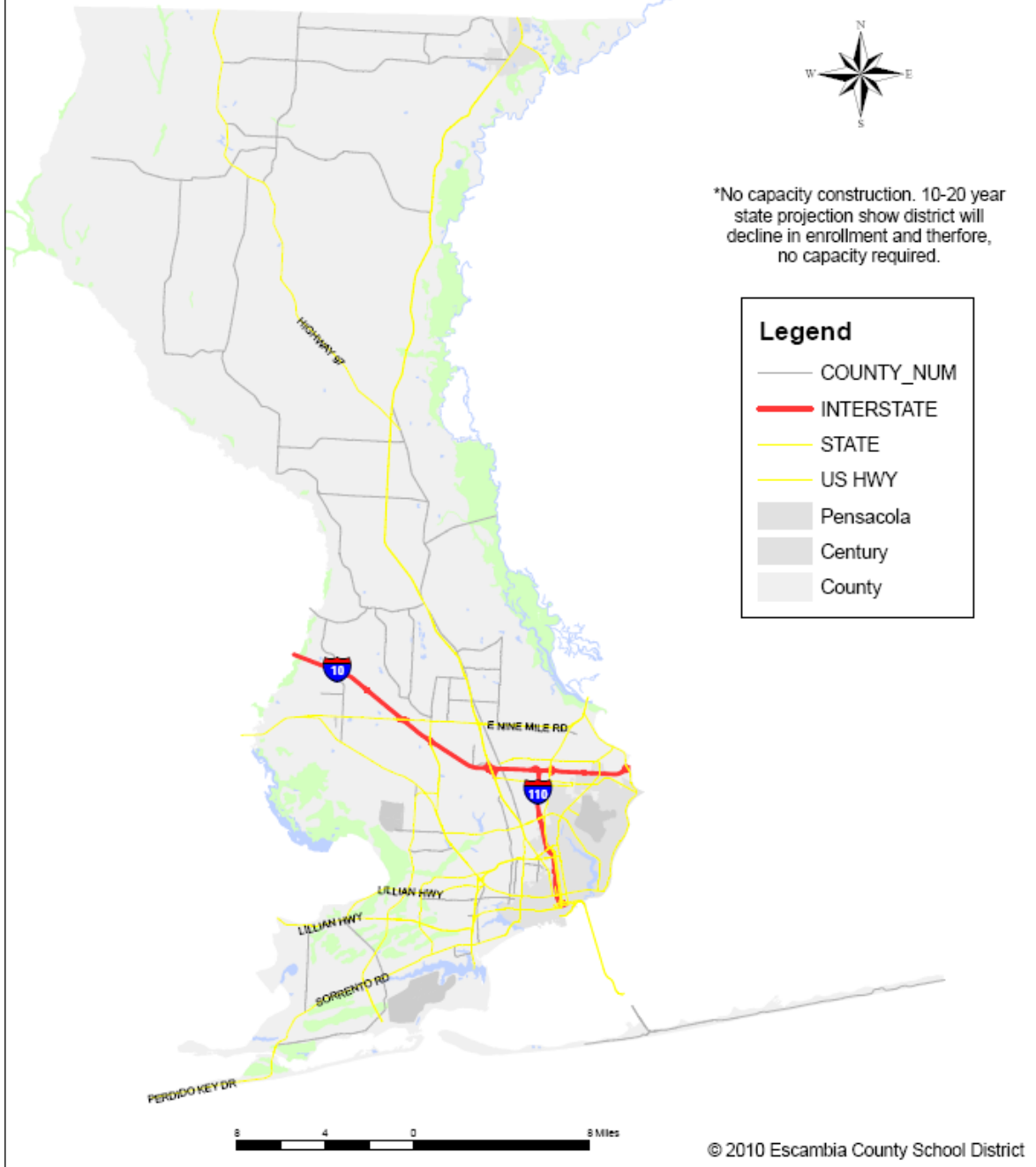
Public Schools and Facilities

Escambia County Public Schools 5-Year Construction Program



Escambia County Public Schools 20-Year Construction/Needs Program

Escambia County Public Schools 20-Year Construction/Needs Program*





PLANNING SERVICES

MINUTES OF THE PLANNING BOARD

April 9, 2019

MEMBERS PRESENT: Chairman Paul Ritz, Nathan Monk, Kurt Larson, Danny Grundhoefer, Ryan Wiggins

MEMBERS ABSENT: Nina Campbell, Laurie Murphy

STAFF PRESENT: Brandi Deese, Assistant Planning Services Administrator, Leslie Statler, Planner, Sherry Morris, Planning Services Administrator, Gregg Harding, Historic Preservation Planner, Don Kraher, Council Executive, Laurie Byrne, Constituent Services, Derrik Owens, Public Works Director, Brian Cooper, Parks and Recreation Director, Marcie Whitaker, Housing Administrator, Dan Flynn, Airport Director

OTHERS PRESENT: John Hutchinson, Bob Greene, Ron Martin, Rob Pettitt, Lindsey McIntosh

AGENDA:

- Quorum/Call to Order
- Approval of Meeting Minutes from March 12, 2019.
- **New Business:**
 1. **Conditional Use Permit Approval for 110 W. Strong Street**
 2. **Evaluation and Appraisal Review (EAR) Based - Comprehensive Plan Amendments**
- Open Forum
- Adjournment

Call to Order / Quorum Present

Chairman Ritz called the meeting to order at 2:02 pm with a quorum present and explained the Board procedures to the audience.

Approval of Meeting Minutes

Ms. Wiggins made a motion to approve the March 12, 2019 minutes, seconded by Mr. Larson, and it carried unanimously.

New Business

Conditional Use Permit Approval for 110 W. Strong Street

J. Nixon Daniel, III, on behalf of Martha's Vineyard, has requested a Conditional Use Permit for a Board and Lodging House for the property located at 110 W. Strong Street. The applicant indicates the purpose of the conditional use request is to provide charitable housing to families whose friends and loved ones are in the local hospitals. This property is currently zoned PR-2, North Hill Preservation Multi-Family, which permits the land use of Bed and Breakfast by right but grants the land use of Boarding and Lodging House as a Conditional Use Permit.

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The applicant is proposing to modify the existing structures to increase the number of units and will no longer qualify as a Bed and Breakfast.

Chairman Ritz stated he had researched the background of Martha's Vineyard and noticed there was a Euclid address also owned by Martha's Vineyard. He became more and more confident in the mission purpose, and personally, it hit close to home with his own family. He felt it had a benefit to the community and advised he would support his kind of approach. Mr. Larson asked what would happen if the property was no longer owned by Martha's Vineyard, and Ms. Deese explained the Conditional Use Permit runs with the land, however, they would have to adhere to the standards provided within the approvals. She stated the idea of a Conditional Use Permit was that it might be a good use within the district with conditions attached to it, and this Board and Council could add to those conditions.

Mr. Hutchinson further explained that Martha's Vineyard provided free accommodations and meals to out-of-town families who were here in town because of a medical crisis, and they currently operate in Pine Glades neighborhood. Marti and Dennis Tackett opened up their home for this purpose after observing the need. He clarified the guests were referred by hospital staff, and they did not take walk-ins. He said they averaged around 100 guests per year, and 40 percent of the guests come by plane, so there are no automobiles so parking would not be an issue. He also advised the visual aspect from the street would not be changed.

Ms. Wiggins was impressed by their board members and their mission and thanked Mr. Hutchinson for providing the service. Mr. Monk asked for the difference with the Ronald McDonald House, and Mr. Hutchinson explained this organization accepted all families, not just those with children. He also indicated their doors were open to gay couples, any religion and any lifestyle; he explained the only counseling performed was upon request. Mr. Grundhoefer recused himself from voting because of his firm's relationship with the ministry. Mr. Larson asked that if Martha's Vineyard ever sold the property to someone who would turn it into a bed and breakfast, this use would be addressed again by the Planning Board. Ms. Deese explained one of the differences in a bed and breakfast and a boarding and lodging house was that the owner was required to stay onsite, and the Board might want to add that language if they felt more comfortable; Mr. Larson accepted that suggestion. Mr. Monk did not want to do something which prohibited the ministry from expanding.

Mr. Robertson, the present owner, stated they had managed Noble Manor for 14 years. They had been concerned that in North Hill you could only have four rooms, and you must also live onsite. He confirmed they were not an Air BNB and had no previous issues with neighbors. He stressed this request was a good fit for the community.

Mr. Larson made a motion to approve with a condition that if Martha's Vineyard ever sold the property, this would be addressed again by the Planning Board. The motion was seconded by Mr. Monk. Ms. McIntosh, who lives next door, agreed with the mission, but had concerns with selling her property and the fact that her husband was a physician and wanted to stay under the radar. She also was concerned with runoff from the concrete since her property is downhill from the site. She pointed out a massive add-on and a concrete yard, and if the owners waited, they could possibly find the right buyer for the home. She suggested property on Cervantes for the more industrial buyer suited the needs for a home like this.

Chairman Ritz explained that on the runoff issue, the neighbors would have recourse since the City would not allow them to dump their stormwater onto other properties. As far as price drops, this Board could not tell the homeowner what to sell the property at. However, the Board does take into consideration the neighbors, the property owners themselves, and the ideas of where the City should move forward. Regardless of the Board vote, this item would go before the Council, and concerns could be addressed at that time. Mr. Monk pointed out he had been working with people for the past 15 years helping them to move out from homelessness, and explained anyone who interacts with the public is not guaranteed anonymity unless they are living in a gated community.

He indicated the Waterfront used their Victorian homes as rehab facilities, and when it came time to sell, they sold very quickly at a good price, and did not believe this project would do any damage to the aesthetics of the neighborhood. **The motion then carried unanimously.**

Evaluation and Appraisal Review (EAR) Based - Comprehensive Plan Amendments

As provided in Florida Statute 163, all local governments within the state of Florida are required to participate in a state coordinated review for an Evaluation and Appraisal Report Based Comprehensive Plan Update. The proposed amendments within this update reflect changes in state requirements and local conditions.

Chairman Ritz had noted the changes in the name of the airport, Master Plan dates and did not find anything offensive or egregious to the betterment of the City. Ms. Deese confirmed that with the Board's approval, the amendment would proceed to Council, the State and then back to Council. Mr. Monk also did not see anything out of the ordinary. Mr. Grundhoefer asked where the document originated, and Ms. Deese advised it came from Planning Services as a requirement of the State for every five to seven years; the amendment was due to the State by November 2019. She also indicated that the document would be reviewed by the Department of Economic Opportunity, but it was not a means to measure success or to be reprimanded for not reaching goals.

Ms. Whitaker addressed housing assessments being performed somewhat annually, but changed the language to periodic to be broad and give them that leeway for obtaining grants; she indicated some of the language had been relocated in the document for a better placement. She further explained the incentives as homebuyer incentives, City-owned lot discounts for new construction, and also went with broad definitions so different strategies could be included.

Mr. Cooper explained the recreation open space and providing one pool per 25k residents and stated we meet most of the national standards. He indicated we were deficient in rectangular fields, but we were trying to build three at Hitzman Park with the possibility of three more in the future. Regarding conservation easements, he advised at this point, the city has 93 parks, and acquiring new land for a new park would be nearly impossible. Ms. Deese explained that any areas with conservation zoning were already addressed in the LDC. Mr. Grundhoefer then addressed co-sponsoring activities language being removed, and Mr. Cooper stated the language was specific, and advise they did not co-sponsor baseball or softball since those were sponsored by other organizations who just use our facilities.

Mr. Grundhoefer also asked why the Mayor was not included in the internal review for Capital Improvements. Mr. Owens explained that capital projects could be multiple departments across the city, but agreed the Mayor should be on the list. Most of the revisions in this section involved changes in personnel and titles.

Mr. Grundhoefer felt the document was good for Pensacola and made a motion to approve the amended document and recommend it to Council, seconded by Mr. Larson, and the motion carried unanimously.

Open Forum – Ms. Wiggins addressed saving some of the buildings downtown from demolition. She explained she was in a renovation process, and it was almost as expensive to remodel as to build new; with no incentive to remodel, we were losing the charm of the older structures. Chairman Ritz explained his own home in East Hill was almost 100 years old, and there were some things he could not update at all because of the cost.

He asked if incentives were something the Board could accomplish, and Ms. Deese advised that was outside of the scope in recommending proposed changes in the LDC, however, an overlay in a historic community such as East Hill would be more in line with what the Board could recommend to Council. Mr. Monk pointed out there should be some type of incentive. He also suggested looking at the barriers that were placed on people. He pointed out everyone gets upset about regulating paint color, but when they try to upgrade their electrical, it really gets invasive. Ms. Wiggins explained everyone looked at the overlay as a "stick" and she was opting for a "carrot." Ms. Deese advised the Board members to speak to the Mayor as residents to see if there was any interest. Mr. Grundhoefer explained he did not dislike density, but some of the projects were not done nicely. If East Hill had some regulations, it might stop some of the property selling with one house demolished in order to build four houses. Chairman Ritz pointed out there were some instances where the primary structure was torn down, leaving the garage apartment which was now the primary structure. He explained the Board needed to be careful with what time period they chose, since in some years, there was more density while in others just farmland. Ms. Wiggins restated she was coming from the point of incentivizing people to do what would be better and not enforcing codes. Chairman Ritz offered there was nothing they could do about the Florida Building Code, but an overlay would be the purview of this Board.

Ms. Deese explained there were two different ordinances being considered by Council. The one which passed second reading involved the notification in protecting the health of citizens so that the contractor has the burden to notify property owners within a certain distance if they were going to demolish certain structures. The demolition ordinance recommended by this Board had not yet been reviewed by Legal, but could possibly be scheduled in May of this year. She also advised the CRA overlay was being reconsidered on May 16 at Council.

Adjournment – With no further business, Chairman Ritz adjourned the meeting at 2:58 pm.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Brandi C. Deese', with a long horizontal line extending to the right.

Brandi C. Deese
Secretary to the Board



PLANNING SERVICES

THE UPSIDE *of* FLORIDA

MINUTES OF THE PLANNING BOARD

July 9, 2019

MEMBERS PRESENT: Chairman Paul Ritz, Kurt Larson, Nathan Monk, Danny Grundhoefer, Laurie Murphy

MEMBERS ABSENT: Ryan Wiggins, Nina Campbell

STAFF PRESENT: Leslie Statler, Planner, Greg Harding, Historic Preservation Planner, Heather Lindsay, Assistant City Attorney, Jonathan Bilby, Building Official

OTHERS PRESENT: Councilwoman Sherri Myers, Diane Mack, Sarah O'Neill, John Connell, Dottie Dubuisson, Renee Foret, Sam Lundy, John & Jonathan Connell, Steve Geci, Barbara Mayall, Michael Carro, Don Redhead, Tia Queyquep, Ann Hill, Ron Helms, Justin Beck

AGENDA:

- Quorum/Call to Order
- Approval of Meeting Minutes from May 14, 2019.
- **New Business:**
 1. Preliminary Plat Review – “Whispering Creek” subdivision
 2. Rezoning Request – 3200 BLK Seville Drive
 3. Amendment to Conditional Use Permit – 501 S. Palafox Street (Al Fresco)
 4. Aesthetic Review – 501 S. Palafox Street (Al Fresco)
 5. Review of Gateway Review Board
 6. LDC Amendment – Ice Machines
 7. Comprehensive Plan Amendment – Density Transfer
- Open Forum
- Adjournment

Call to Order / Quorum Present

Chairman Ritz called the meeting to order at 2:02 pm with a quorum present and explained the Board procedures to the audience.

Approval of Meeting Minutes

Ms. Murphy made a motion to approve the May 14, 2019 minutes, seconded by Mr. Larson, and it carried unanimously.

New Business

Preliminary Plat Review – “Whispering Creek” subdivision

Chairman Ritz reviewed some of the comments received regarding this project and asked Mr. Geci to address the Board. Mr. Geci advised there were no real issues with the corrections to be made. In the previous phase of the subdivision, they constructed a stormwater pond which would also handle new

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property, and there would be no new stormwater pond added. Water and sewer are available. Deeded access is being provided through the Target shopping center. He has some questions to staff regarding the comments asking for everything to be on one sheet. He also stated there will be two parking spaces per lot, and in most cases three or four.

Ms. Murphy stated she was an active member of the restoration crew for Carpenters Creek located behind the property and noted this plat was heavily forested, and she had several concerns since this property would empty into Carpenters Creek. She asked if they planned to raise the property up since at one point there was a 10' grade difference. She pointed out the stormwater pond for the Whispers subdivision had not worked well and asked how the runoff would be handled for the new development after clearcutting all the trees. Mr. Geci stated there was a tremendous slope from north to south, so they would cut one end and fill the other with retaining walls at each end to grade it out, and it would be difficult to save any trees. Once the site was developed with the inlets and pipes to control it all, there wouldn't be any flow down the bank. He explained currently there was sheet flow into the pond which had caused problems over time. Ms. Murphy pointed out the water did not flow toward the stormwater pond; Mr. Geci advised none of the water would flow onto the adjacent property.

Chairman Ritz clarified that the agenda item was the preliminary plat review which normally did not cover sheet flow, and Mr. Geci's answers were acceptable at this point since the Board had certain criteria for preliminary plat review. While important for the City of Pensacola, in the rules for preliminary review, it might not be an item on which you could accept or reject the plat. Mr. Geci advised they would address all the details with construction plans reviewed by the City and water management district. Ms. Murphy pointed out there were no Conifer trees listed on the tree list; Chairman Ritz explained the City had a list of protected trees, and the trees not listed were not protected. Mr. Geci advised the tree survey was prepared in accordance with the City ordinance, and they would comply with it.

Mr. Monk advised his concern with preliminary reviews involved a lot of steps he would want to know had been taken before any review. Once something was stamped and approved, it became very difficult to stop it down the line. He pointed out there was probably someone living on the property, there were runoff issues, tree issues and community issues. Whenever he was told the issues would be handled down the line, sometimes they never were, and there should be a fix to this portion of the process. Chairman Ritz explained that someone living on the property was a legal issue and not a part of the Board's decision making process. Mr. Geci pointed out this was a preliminary plat and discussed the steps up to the preliminary plat. Beyond this stage, there were construction plans, permits from the City and the utility authority; this stage was not designed to address all the details. Mr. Monk felt the Board had the obligation to ask these questions. Chairman Ritz explained that they needed to balance the questions they asked with what was required by the agenda item as a preliminary plat. Mr. Grundhoefer asked about the development, and Mr. Geci stated it was single-family detached. Ms. Murphy asked how long it would take to develop the 20 homes, and Mr. Connell advised they would begin immediately with construction as soon as the roads were finished. He explained the reason for not going through the Whispers was because they left a parcel which connected to this property which was intended to have an extension of the Whispers in the next phase; through the course of engineering and legalities, that parcel was thrown into the homeowners' association instead of being retained by the developer as owners. He also stated there were two holding ponds in the Whispers, and those holding ponds were to be maintained by the City. He explained no water would flow into the Target parking lot or the existing Whispers location. The new phase would be compatible to the Whispers subdivision. He also pointed out the homeless situation is all over the City of Pensacola and not just in this area. He clarified that they would adhere to any City ordinance or requirement concerning this project.

Ms. O'Neill wanted to know how many protected trees were being removed; she was also concerned with the homeless and the wildlife in this location. She was also concerned that the project was being pushed

through quickly. Chairman Ritz explained according to the LDC, private property owners can clear cut trees by right, and protected trees have been allowed to be removed from residential property. He emphasized the Board was trying to stay with the agenda item, and discussions brought forth deal with other legislative issues which might be addressed by the City Council in a different forum. He clarified the preliminary plat deals with a proper drawing showing the delineation of the properties, roadways, setbacks and other particular features.

Ms. Mack asked if the number of parcels was included in the preliminary plat and was this the maximum of parcels allowed. Ms. Statler advised this was not the maximum the developer could build since this parcel was zoned C-2 with a very dense allowance. Chairman Ritz explained that cumulative zoning means we are allowed to use this zoning and other zoning designations below it such as C-1, and the R designations to determine what can be built there. Ms. Mack suggested since the developer had already seen the value of having fewer lots in the allowed area, given the current real estate market, there was an opportunity to have fewer lots, noting how much retaining trees adds to the value of each parcel and each developed single family home. Regarding climate change, the most effective thing we could do and the least expensive way would be to re-forest the planet.

Mr. Grundhoefer asked if there was another option rather than building retaining walls as a possibility for not building up a site and clear cutting. Mr. Geci stated they had looked at condominiums but decided on the less dense subdivision. Because of the slope of the site, to have building pads that were level, they were limited; they were cutting the north end and filling the south end and then leveling it out.

Ms. Dubuisson cautioned the Board, the developer and the City to stop and look at the ripple effect of every change that this particular development would cause. She pointed out our Mayor emphasized neighborhoods, and the neighbors have made known they do not wish for this activity at the current rate currently being discussed. She explained everything she was hearing was about reversing the natural order and trying to countermand the normal drainage of the property. It was noted the City had acquired responsibility for a privately developed stormwater pond serving the first development. She did not know how they could have anticipated the second development would be covered if they did not even know how many buildings were going in the new development. She suggested the Board table the item until all the questions raised by staff and the public could be addressed. She advised when the Board could slow the process down to answer any questions, she encouraged them to do so.

Councilwoman Meyers addressed the Board with a great concern for this project, and that the existing stormwater pond was the worst she had seen in the City of Pensacola. She explained the erosion was not coming from the land the developer wanted to clear cut but coming straight down the street through the Whispers and eroding it to the point you cannot drive into the pond to maintain it. She stated she had many conversations with Derrik Owens about the maintenance of the pond, and the pond was not sufficient for the Whispers and definitely would not be adequate for any additional impervious surfacing. She pointed out the City had spent a lot of resources trying to rehabilitate this pond. She stated Carpenters Creek was not a whispering creek but has been viewed as a conveyer of stormwater and was not designed for that much stormwater from impervious surfacing. She observed there was tremendous bank erosion along that creek because it was not designed to take on all that water from impervious surfaces. The new development would contribute to not only the demise of the stormwater pond, but would put more water into the creek, resulting in more erosion. She suggested using more pervious surfacing so the water would not enter the stormwater pond. She urged the Board not to approve the item until it had all the facts.

Mr. Monk made a motion to table the item, seconded by Ms. Murphy. Mr. Grundhoefer suggested the motion include information on what the Board was looking for. He also thought the Board needed more comfort that the stormwater system and the pond could take this development, and if not, return with a less impervious development and keeping the more natural terrain, something the Board could see was a positive statement. Mr. Monk and Ms. Murphy accepted this amendment. Chairman Ritz clarified the

added information of addressing stormwater during the tabling time. Mr. Monk also understood the motion to include lot size and the possibility of reducing the effect on the environment; Ms. Murphy added green stormwater structure with bio swales and other options available to give the Board more information and more items to look at to make a better decision. Mr. Monk agreed, and the motion carried unanimously.

Rezoning Request – 3200 BLK Seville Drive

Ms. Statler explained the zoning change would not change the uses permitted, but would simply change the minimum lot size and the front and rear setbacks which would be consistent with the properties to the north.

Mr. Beck presented to the Board and advised the current zoning prevented them from building anything on the property, and it was the only parcel on Bayou Texar with that zoning. He stated they had no intention of selling this lot at this time, and the rezoning would allow them to place a pool house on it. **Mr. Larson made a motion to approve as presented, seconded by Mr. Monk, and it carried unanimously.**

Amendment to Conditional Use Permit – 501 S. Palafox Street (Al Fresco)

Mr. Sallis presented to the Board and stated he was addressing the ordinance and as a developer and wanted to go through the proper procedures. Mr. Carro had met with the Mayor to talk about the retail for this project which was not currently in the ordinance. Mr. Sallis explained they wanted the Board's support for retail in this development and to obtain approval of the aesthetics. He explained the developer was working with them to create a cover for the airstreams to shelter them from weather events so they could have successful businesses year round. He stated the idea was to have an old building which looked like Al Fresco was added later; he hoped the current rendering had the bones of a warehouse which housed the outdoor retail market. He stated Mr. Bilby informed him there still might be issues because of the flood design manuals for the City. He confirmed the property was clearly in a flood zone, and to build, they would have to comply with flood management. They would need to completely elevate the site and build it up to around 4.5' with a 40' ramp and steps, which was a cost not worth pursuing. The other method was to use FEMA standards for flood proof construction - a wall around the development to withhold water for several hours - which was not a sensible effort in construction. He explained they wanted to leave the airstreams as they are; the documents provided illustrated mobile restaurant units made from shipping containers, but they were no longer going to pursue that. They preferred to leave the airstreams where they were, moving one of the airstreams to allow an open flow underneath the proposed covering. They would be anchored in the same method of a mobile home, but this was no longer acceptable according to Mr. Bilby. He asked that they be allowed to keep the airstreams as they are but move one of them and anchor it in the similar method the others have been in the past and construct the overhead structure.

Chairman Ritz stated in the intervening years of the original airstream decision, he had heard both pros and cons especially as it related to what is considered a prominent corner in Pensacola. He explained the bank across the street had to build up because of the flood zone. He personally had received more negative comments than positive on the airstreams. He did like the current aesthetic presentation because it fit in the "building that has been there" mentality. He referred to the conditional use permit issue and the aesthetic review as being two separate agenda items.

Mr. Grundhoefer confirmed moving the one airstream was the main issue. Mr. Sallis explained the Board was first tasked to allow retail as a part of the ordinance and discussed the methods of anchoring; they were hoping to use the helical design for the mobile units. Mr. Grundhoefer appreciated the new design and stated he would support it and thought retail was appropriate in this situation. Mr. Bilby explained the flood ordinance gave two conditions in new construction to either to elevate 3' or to anchor to resist flood loads and to flood proof. He was not sure why the existing airstreams were allowed the way there were, but the

existing ordinance would not allow them to be placed in that manner. Recreational vehicles are covered but only up to 180 days before they must be removed. He loved this concept and explained the helical anchors were fine but they would need to flood proof up to that 3' elevation above base flood elevation along with the anchor. They could flood proof each individual shipping container, anchor them, and the development would go through with no problem. He clarified the basic flood regulations were out of the National Flood Insurance Program adopted by Pensacola. Mr. Monk felt Al Fresco helped to develop downtown to what it currently is and wanted to find a way to be safe and to find an answer.

Chairman Ritz advised with the conditional use, he did not have a problem with retail, and this project brings life and a higher people count through more hours of the day. Ms. Statler explained this conditional use had changed today, and staff had just been made aware of it at the same time the Board was made aware. In discussions with Legal and the Planning Director, it was not something that could be voted on today. She advised the site plan had changed, and basically the conditional use packet that would move forward was not what was in front of the Board. Mr. Sallis voiced his frustration since there is now not a change to the site plan. Chairman Ritz clarified that the current packet was not advertised and the site plan would be different from the one the citizens of Pensacola had seen. Mr. Grundhoefer felt the conditional use didn't have to do with the way the site was configured. Ms. Statler further explained the conditional use itself is site specific and deals with the orientation of the structures on the site, and the aesthetics would be considered under Item 4. Mr. Monk asked if the Board could not approve the language of the containers themselves but the option for retail, and Ms. Statler stated that was acceptable. Chairman Ritz pointed out with other business owners having high stakes in the game, public notice needed to be considered. Mr. Sallis stated their May submittal was not in time for the Board's consideration and was then delayed, and they missed June because of the proper advertising. Mr. Carro stated they did not miss June, and the Board had expected to see them in June; the City did not perform the proper notification, even as they were making the changes the Board requested. Mr. Sallis explained the flood comments were received in the last week regarding the current submittal and was the reason for the changes to keep what they currently have and cover it.

Ms. Statler clarified the application deadline for conditional use is 30 days and not 21; when this project was initially submitted for May, staff did not have a full, complete packet 30 days prior to the meeting. Staff agreed to let it come forward as a discussion item. This item was submitted in a timely manner with the conditional use application with all specifications and met the deadline for this meeting. The procedures for a conditional use are different and based on a development plan submitted with the application. The reason the Board could not vote on this was because the development plan submitted with the application had changed; it doesn't matter if it was a minor or a major change. Relative to the flood proofing, there was a Development Review meeting attended by Mr. Carro where that requirement was fully discussed several months ago.

Chairman Ritz pointed out he had no problem with retail, but the language in the conditional use application had changed and was in line with the advice of Legal and staff. He was hesitant to tell one applicant they have to provide above and beyond for their one item and then with a little bit more of a cavalier attitude allow a change that someone may complain to City Council that they didn't see. Ms. Statler advised the Board should postpone to a date certain and staff would expect revisions to present to the Board in August. She stated the 30-day deadline would be this Friday, with the actual Planning Board deadline on July 23 for the August 13 meeting. Mr. Sallis stated they would submit plans by this Friday showing the existing airstreams remaining, with the anchoring details worked out with Mr. Bilby for the building code requirements. Ms. Statler advised the Board could proceed with the review of the aesthetic and provide comments on design to allow them to move forward. Chairman Ritz offered the Board should table until the August meeting.

Mr. Larson made a motion to table Item 3, seconded by Ms. Murphy, and it carried unanimously.

Aesthetic Review – 501 S. Palafox Street (Al Fresco)

Mr. Sallis appreciated the support of the Board and appreciated staff working with them on the very specific and detailed conditional use ordinance, and the current design was intentional to create the plaza called for in the ordinance. Mr. Carro stated he had four to six tenants who are affected by the weather. Since he cannot charge additional rent, he could prevent turnover in giving them more hours and more days in which to operate. He was also more pleased with the wood design.

Ms. Mack stated the most charming feature of Al Fresco is that it is open air and open light. She would like to see the light coming through perhaps through a green roof. Mr. Carro did not disagree; however, the entrance would be open air with four palm trees, and at least three sides would be open air with natural light. Mr. Sallis stated there were two cupolas on the roof to allow for good airflow and light which were designed to create interest in the structure. Chairman Ritz agreed this was a better approach for the roof, and Mr. Monk also liked the design which gives reprieve in the hot and cold temperatures. Adding the retail was important since he felt it would become a hub of activity. Ms. Murphy understood the importance of tenant turnover and thought the design was a great idea to help retain the businesses there. Mr. Larson stated it reminded him of the old warehouse district and appreciated the effort in design changes. Mr. Grundhoefer asked if approved, would the design go to Council before the conditional use, and Ms. Statler explained it would not. **Mr. Grundhoefer made a motion to approve the aesthetic design, seconded by Mr. Larson, and it carried unanimously.**

Review of Gateway Review Board (to eliminate the Gateway Review Board)

Chairman Ritz explained if approved, this would place slightly more work on the Planning Board for items in the Gateway Review Board purview. Ms. Statler explained signage is now handled through an abbreviated review process and would not be reviewed by the Board unless the chairman determined it should be. Mr. Grundhoefer asked why this Board and not the ARB. Ms. Statler clarified that ARB covers the historic areas, and Planning Board does have purview over aesthetics. The Gateway Redevelopment District is under the same section as the Waterfront Redevelopment District, which is under the Planning Board purview. Mr. Larson stated with the new bridge and waterfront development, there would be some changes which will demand review. **Mr. Larson made a motion to approve because its well within the scope of what the City has asked us to do, seconded by Mr. Monk, and it carried unanimously.**

LDC Amendment – Ice Machines

Chairman Ritz advised the issue was with the aesthetics and appearance of the vending machines. Ms. Dubuisson pointed out this was not only a vending machine issue but a traffic-originating and noise issue and has an impact on everything around it not only in aesthetics but in an access point of view – not just how it looks but how it functions. Mr. Grundhoefer clarified what they are tasked with is not whether you can put these ugly boxes in a parking lot; it has to do with can we change it to make it uglier. Mr. Monk agreed this was a bad idea, and the few he did see around town were unattractive and problematic in a lot of ways and did not see any reason to vote for this. Ms. Murphy noted the request was included screening rooftop mechanical equipment with lattice and allowing advertising on the sides. Mr. Grundhoefer asked who sponsored the item, and Ms. Statler stated it was a request presented to the Mayor's office. **Mr. Larson made a motion to deny, seconded by Mr. Monk, and it carried unanimously.**

Comprehensive Plan Amendment – Density Transfer

Ms. Statler advised that like density bonuses, density transfers will be required to be approved by the Planning Board and not at a staff level. The review process was not as technical as for the platting process where you have a staff review with comments issued. Chairman Ritz offered that the language presented

was far less restrictive than with some items with a checklist. Ms. Statler explained if this was approved for the Comprehensive Plan, they would come back and draft the conditions and procedures to obtain the transfer. Ms. Murphy asked how long the units stayed affordable. Chairman Ritz advised with the language not written, that was to be determined. Mr. Monk stated most affordable housing was done through granting, and almost all of them have a 30-year retention period; if it was set at 20 or 30 years, it would meet the national standard. Chairman Ritz pointed out there are legal requirements if a developer chooses to go affordable, depending on which funding sources are followed. If we, as the Board, believe the City should develop rules and regulations for density transfers, we would vote they should; the language would then be crafted and approved. If the Board did not think the City should pursue density transfers, the language would not be developed. Ms. Murphy had a problem with gentrification of neighborhoods. Ms. Statler explained this was step one to get this into the Comprehensive Plan in order to move forward. Step two would be to return to the Board to get the language into the LDC; staff would draft the language, and the Board would make modifications. Chairman Ritz stated the Board had conducted workshops outside of the Board's meetings to work on the specific language. Ms. Murphy agreed public input would be beneficial. Chairman Ritz explained the language could be drafted, but it was controlled by the Florida legislature. Ms. Murphy asked if the City received financial incentives for these bonuses or transfers, and Chairman Ritz advised that would be illegal. Ms. Murphy wanted to know what the incentive was, and Ms. Statler stated there had been some discussions in general regarding the fact that if someone had common ownership of a property, they could transfer density from one lot they were not going to develop to a maximum density onto to their other lot which would have more density. Other municipalities have both bonuses and density transfers, but Pensacola does not. She pointed out we deal with developers who come in and have a vision of what they want to do, and sometimes the zoning district does not allow for the density they need, so something like this could help those developers in that they would not have to go through a rezoning which might be contentious. She clarified they were not changing the land use but allowing for more density with the understanding there was a tradeoff. The language has been drafted as and/or – redevelopment and/or affordable housing. She explained there might be an environmental issue where the property is deemed wasteland, but they have density, and another piece of property might be suitable for more development with something with more density. **Ms. Murphy made a motion to approve, seconded by Mr. Grundhoefer, and it carried unanimously.**

Open Forum – Ms. Dubuisson thanked the Board for their service and encouraged them to be conscious of every step taken to move something farther and the end game; the good reasoning the Board had may not be present in the later steps.

Mr. Monk advised he had rescinded his application to serve on the Board because of time restraints. He would not be able to attend at the rate necessary. He felt the Board had accomplished a lot and he had enjoyed the process; however, this was the right decision for him. The Board appreciated his service and wished him well.

The Board then commended Ms. Statler on her assistance in the meeting. It was noted Ms. Campbell had resigned, and the Board would need another Planning Board member sitting on the ARB.

Adjournment – With no further business, Chairman Ritz adjourned the meeting at 4:19 pm.

Respectfully Submitted,



Leslie Statler

Secretary to the Board



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 30-19

City Council

10/10/2019

LEGISLATIVE ACTION ITEM

SPONSOR: Grover C. Robinson, IV, Mayor

SUBJECT:

PROPOSED ORDINANCE NO. 30-19 - REQUEST FOR ZONING MAP AMENDMENT - 3200 BLOCK SEVILLE DRIVE

RECOMMENDATION:

That City Council adopt Proposed Ordinance No. 30-19 on second reading:

AN ORDINANCE AMENDING THE ZONING CLASSIFICATION OF CERTAIN PROPERTY PURSUANT TO AND CONSISTENT WITH THE COMPREHENSIVE PLAN OF THE CITY OF PENSACOLA; AMENDING THE ZONING MAP OF THE CITY OF PENSACOLA; REPEALING CLAUSE AND EFFECTIVE DATE.

HEARING REQUIRED: No Hearing Required

SUMMARY:

The City has received a request from Justin and Kristin Beck to amend the City's Zoning Map from Single Family Residential (R-1AAAAA) to Single Family Residential (R-1AAAA).

The proposed change will make the zoning district consistent with the adjacent platted lot to the east which is under common ownership by the applicants. At approximately 12,196 sf, the parcel is currently undersized for the district; the district regulations require a minimum of 20,000 sf. The parcel would be challenging to develop while applying the more stringent R1-AAAAA standards given the lot depth is less than the sum of the required front and rear setbacks. The adjacent properties to the west along Bayou Texar which are located within the R1-AAAAA zoning district are larger lots and can accommodate the more substantial, estate-like setbacks. The allowed uses for the property *will not* change with this Amendment.

On July 9, 2019, the Planning Board unanimously recommended approval of the Zoning Map Amendment.

PRIOR ACTION:

September 26, 2019 - City Council voted to approve Ordinance No. 30-19 on first reading.

FUNDING:

N/A

FINANCIAL IMPACT:

None

CITY ATTORNEY REVIEW: Yes

9/10/2019

STAFF CONTACT:

Christopher L. Holley, City Administrator
Kerrith Fiddler, Assistant City Administrator
Sherry H. Morris, Planning Services Administrator

ATTACHMENTS:

- 1) Proposed Ordinance No. 30-19
- 2) 3200 Block Seville Drive Zoning Map Amendment Application - Planning Board - 7/9/2019
- 3) Planning Board Minutes - 7/9/2019
- 4) 3200 Block Seville Drive - Zoning Map, dated September 2019

PRESENTATION: No

PROPOSED
ORDINANCE NO. _____

ORDINANCE NO. _____

AN ORDINANCE
TO BE ENTITLED:

AN ORDINANCE AMENDING THE ZONING
CLASSIFICATION OF CERTAIN PROPERTY PURSUANT TO
AND CONSISTENT WITH THE COMPREHENSIVE PLAN OF
THE CITY OF PENSACOLA; AMENDING THE ZONING MAP
OF THE CITY OF PENSACOLA; REPEALING CLAUSE AND
EFFECTIVE DATE.

WHEREAS, the City of Pensacola adopted a Comprehensive
Plan on October 4, 1990, pursuant to applicable law; and

WHEREAS, a proposed amended zoning classification has
been referred to the local planning agency pursuant to §163.3174,
Fla. Stat., and a proper public hearing was held on September 26,
2019 concerning the following proposed zoning classification
affecting the property described therein; and

WHEREAS, after due deliberation, the City Council has
determined that the amended zoning classification set forth herein
will affirmatively contribute to the health, safety, and general
welfare of the citizens of the City of Pensacola; and

WHEREAS, said amended zoning classification is consistent
with all applicable elements of the Comprehensive Plan as amended,
NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF PENSACOLA, FLORIDA:

SECTION 1. That the Zoning Map of the City of Pensacola
and all notations, references and information shown thereon is
hereby amended so that the following described real property
located in the City of Pensacola, Florida, to-wit:

BEG AT MOST WLY COR OF LT 1 BLK 3 OF SEVILLE S/D PB 6 P
53 S 30 DEG 15 MIN 00 SEC E ALG WLY LI LT 1 BLK 3
SEVILLE S/D 119 78/100 FT TO MOST SLY COR OF LT 1 BLK 3
SEVILLE S/D S 52 DEG 45 MIN 00 SEC W 109 50/100 FT N 22
DEG 43 MIN 54 SEC W 122 85/100 FT TO CURVE CONCAVE TO N
HAVING RADIUS OF 75 FT (DELTA 01 DEG 54 MIN 36 SEC CHD
2 50/100 FT CHD BRG N 53 DEG 42 MIN 18 SEC E) ELY ALG
ARC OF SD CURVE (ALSO BEING SLY R/W LI OF IRONWOOD RD

60 FT R/W) ARC DIST 2 50/100 FT TO PT OF TANG CONT ALG
SLY R/W LI N 52 DEG 45 MIN 0 SEC E 90 80/100 FT TO POB
OR 7893 P 1301 SHEET D.

is hereby changed from the R-1AAAAA (Single Family Residential)
District to the R-1AAAA (Single Family Residential) District.

SECTION 2. All ordinances or parts of ordinances in
conflict herewith are hereby repealed to the extent of such
conflict.

SECTION 3. This ordinance shall become effective on
the fifth business day after adoption, unless otherwise provided
pursuant to Section 4.03(d) of the City Charter of the City of
Pensacola.

Passed: _____

Approved: _____
President of City Council

Attest:

City Clerk



PLANNING SERVICES

MEMORANDUM

TO: Planning Board Members
FROM: Leslie Statler, Planner *LSW*
DATE: June 28, 2019
SUBJECT: Request for Zoning Map Amendment
3200 BLK Seville Drive

Justin and Kristen Beck are requesting a Zoning Map Amendment for the property located in the 3200 BLK of Seville Drive and identified by parcel number 33-1S-30-0603-000-001. The property currently has a Future Land Use designation of Low Density Residential (LDR) and lies within the R1-AAAAA Single Family Residential zoning district. The applicants are proposing to amend the zoning designation to R-1AAAA Single Family Residential zoning district.

The proposed change will make the zoning consistent with the adjacent platted lot to the east which is under common ownership by the applicants. At approximately 12,196 sf, the parcel is currently undersized for the district; the district regulations require a minimum of 20,000 sf. The parcel would be challenging to develop while applying the more stringent R1-AAAAA standards given the lot depth is less than the sum of the required front and rear setbacks. The adjacent properties to the west along Bayou Texar which are located within the R1-AAAAA zoning district are larger lots and can accommodate the more substantial, estate-like setbacks.

This request has been routed through the various City departments and utility providers. Those comments are attached for your review.

EVERYTHING THAT'S GREAT ABOUT FLORIDA IS BETTER IN PENSACOLA.

222 West Main Street Pensacola, FL 32502 / T: 850.435.1670 / F: 850.595.1143 / www.cityofpensacola.com

Review Routing
Project: 3200 BLK Seville Drive

Meeting: July 9, 2019
Comments Due: June 25, 2019

Department:	Comments:	Date Rec'd
FIRE	No Objections	6/10/2019
PW/E	No Objections	6/10/2019
InspSvcs		
ESP	Pensacola Energy has no comment on the rezoning request for 3200 BLK Seville Dr.	6/26/2019
ECUA	No Objections	6/13/2019
GPW		
ATT	AT&T has no objection to the rezoning request for the 3200 BLK of Seville Dr.	6/25/2019

Leslie Statler

From: Annie Bloxson
Sent: Monday, June 10, 2019 10:09 AM
To: Leslie Statler
Subject: RE: CORRECTION: 3200 BLK Seville Drive / Rezoning Request

Good Morning,

I have no issues with the rezoning request.

Respectfully,

Annie Bloxson

Fire Marshal

Visit us at PensacolaFire.com

475 E. Strong St.

Pensacola, FL 32501

Office: 850.436.5200

abloxson@cityofpensacola.com



Florida has a very broad public records law. As a result, any written communication created or received by City of Pensacola officials and employees will be made available to the public and media, upon request, unless otherwise exempt. Under Florida law, email addresses are public records. If you do not want your email address released in response to a public records request, do not send electronic mail to this office. Instead, contact our office by phone or in writing.

From: Leslie Statler <LStatler@cityofpensacola.com>

Sent: Monday, June 10, 2019 10:01 AM

To: Amy Hargett <ahargett@cityofpensacola.com>; Andre Calaminus (ECUA) <andre.calaminus@ecua.fl.gov>; Annie Bloxson <ABloxson@cityofpensacola.com>; Bill Kimball <bkimball@cityofpensacola.com>; Brad Hinote <bradhinote@cityofpensacola.com>; Brian Cooper <bcooper@cityofpensacola.com>; Chris Mauldin <CMauldin@cityofpensacola.com>; Derrik Owens <DOWens@cityofpensacola.com>; Diane Moore <DMoore@cityofpensacola.com>; Jonathan Bilby <JBilby@cityofpensacola.com>; Karl Fenner (AT&T) <KF5345@att.com>; Kellie L. Simmons (Gulf Power) <KLGRESSE@SOUTHERNCO.COM>; Miriam Woods <MWoods@cityofpensacola.com>; Paul A Kelly (GIS) <PAKelly@cityofpensacola.com>; Robbie Weekley <rweekley@cityofpensacola.com>; Ryan J. Novota <RNovota@cityofpensacola.com>; Sherry Morris <SMorris@cityofpensacola.com>; Stephen Kennington (AT&T) <sk1674@att.com>

Leslie Statler

From: Derrik Owens
Sent: Monday, June 10, 2019 8:39 AM
To: Leslie Statler
Subject: RE: 3200 BLK Seville Drive / Rezoning Request

PW&F has no objection to the request...

From: Leslie Statler <LStatler@cityofpensacola.com>
Sent: Friday, June 7, 2019 4:05 PM
To: Amy Hargett <ahargett@cityofpensacola.com>; Andre Calaminus (ECUA) <andre.calaminus@ecua.fl.gov>; Annie Bloxson <ABloxson@cityofpensacola.com>; Bill Kimball <bkimball@cityofpensacola.com>; Brad Hinote <bradhinote@cityofpensacola.com>; Brian Cooper <bcooper@cityofpensacola.com>; Chris Mauldin <CMauldin@cityofpensacola.com>; Derrik Owens <DOwens@cityofpensacola.com>; Diane Moore <DMoore@cityofpensacola.com>; Jonathan Bilby <JBilby@cityofpensacola.com>; Karl Fenner (AT&T) <KF5345@att.com>; Kellie L. Simmons (Gulf Power) <KLGRESSE@SOUTHERNCO.COM>; Leslie Statler <LStatler@cityofpensacola.com>; Miriam Woods <MWoods@cityofpensacola.com>; Paul A Kelly (GIS) <PAKelly@cityofpensacola.com>; Robbie Weekley <rweekley@cityofpensacola.com>; Ryan J. Novota <RNovota@cityofpensacola.com>; Sherry Morris <SMorris@cityofpensacola.com>; Stephen Kennington (AT&T) <sk1674@att.com>
Subject: 3200 BLK Seville Drive / Rezoning Request
Importance: High

Good afternoon all!

Please review and comment on the attached Rezoning request for the property located in the 3200 BLK of Seville Drive and identified with parcel number 33-15-30-0603-000-001. All comments must be received by close of business on **Tuesday, June 25, 2019**. ~~This is a revision to the current (operational) Conditional Use.~~

Please note this request does NOT include an amendment to the Future Land Use Map; it is a straight rezoning request.

If you have any questions please let us know.

Leslie

Leslie Statler

Planner

Visit us at <http://cityofpensacola.com>

222 W Main St.

Pensacola, FL 32502

Direct Office: 850.435.1673

Plannign Services: 850.435.1670

lstatler@cityofpensacola.com



Leslie Statler

From: Diane Moore
Sent: Wednesday, June 26, 2019 8:20 AM
To: Leslie Statler
Subject: RE: CORRECTION: 3200 BLK Seville Drive / Rezoning Request

Leslie,

Pensacola Energy has no comment on the rezoning request for 3200 BLK Seville Dr.

Regards,
Diane

Diane Moore | Gas Distribution Engineer
Pensacola Energy | 1625 Atwood Drive, Pensacola, FL 32514
Desk: 850-474-5319 | Cell: 850-324-8004 | Fax: 850-474-5331
Email: dmoore@cityofpensacola.com

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For Non-Emergency Citizen Requests, Dial 311 or visit Pensacola311.com

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From: Leslie Statler <LStatler@cityofpensacola.com>
Sent: Tuesday, June 25, 2019 3:02 PM
To: Amy Hargett <ahargett@cityofpensacola.com>; Andre Calaminus (ECUA) <andre.calaminus@ecua.fl.gov>; Annie Bloxson <ABloxson@cityofpensacola.com>; Bill Kimball <bkimball@cityofpensacola.com>; Brad Hinote <bradhinote@cityofpensacola.com>; Brian Cooper <bcooper@cityofpensacola.com>; Chris Mauldin <CMauldin@cityofpensacola.com>; Derrik Owens <DOwens@cityofpensacola.com>; Diane Moore <DMoore@cityofpensacola.com>; Jonathan Bilby <JBilby@cityofpensacola.com>; Karl Fenner (AT&T) <KF5345@att.com>; Kellie L. Simmons (Gulf Power) <kellie.simmons@nexteraenergy.com>; Leslie Statler <LStatler@cityofpensacola.com>; Miriam Woods <MWoods@cityofpensacola.com>; Paul A Kelly (GIS) <PAKelly@cityofpensacola.com>; Robbie Weekley <rweekley@cityofpensacola.com>; Ryan J. Novota <RNovota@cityofpensacola.com>; Sherry Morris <SMorris@cityofpensacola.com>; Stephen Kennington (AT&T) <sk1674@att.com>
Subject: FW: CORRECTION: 3200 BLK Seville Drive / Rezoning Request
Importance: High

Happy Tuesday all!

Leslie Statler

From: Andre Calaminus <andre.calaminus@ecua.fl.gov>
Sent: Thursday, June 13, 2019 9:43 AM
To: Leslie Statler
Subject: RE: 3200 BLK Seville Drive / Rezoning Request

Hi Leslie,

ECUA Engineering has no comment or objection on this rezoning request.

Thank you,

Andre Calaminus | Right of Way Agent | Emerald Coast Utilities Authority |

P.O. Box 17089 | Pensacola, FL 32522-7089 | Web: www.ecua.fl.gov |

Phone: (850) 969-5822 | Fax: (850) 969-6511 |

From: Leslie Statler [mailto:LStatler@cityofpensacola.com]

Sent: Friday, June 07, 2019 4:05 PM

To: Amy Hargett <ahargett@cityofpensacola.com>; Andre Calaminus <andre.calaminus@ecua.fl.gov>; Annie Bloxson <ABloxson@cityofpensacola.com>; Bill Kimball <bkimball@cityofpensacola.com>; Brad Hinote <bradhinote@cityofpensacola.com>; Brian Cooper <bcooper@cityofpensacola.com>; Chris Mauldin <CMauldin@cityofpensacola.com>; Derrik Owens <DOwens@cityofpensacola.com>; Diane Moore <DMoore@cityofpensacola.com>; Jonathan Bilby <JBilby@cityofpensacola.com>; Karl Fenner (AT&T) <KF5345@att.com>; Kellie L. Simmons (Gulf Power) <KLGRESSE@SOUTHERNCO.COM>; Leslie Statler <LStatler@cityofpensacola.com>; Miriam Woods <MWoods@cityofpensacola.com>; Paul A Kelly (GIS) <PAKelly@cityofpensacola.com>; Robbie Weekley <rweekley@cityofpensacola.com>; Ryan J. Novota <RNovota@cityofpensacola.com>; Sherry Morris <SMorris@cityofpensacola.com>; Stephen Kennington (AT&T) <sk1674@att.com>

Subject: 3200 BLK Seville Drive / Rezoning Request

Importance: High

****WARNING: This is an external email --- DO NOT CLICK links or attachments from unknown senders ****

Good afternoon all!

Please review and comment on the attached Rezoning request for the property located in the 3200 BLK of Seville Drive and identified with parcel number 33-1S-30-0603-000-001. All comments must be received by close of business on **Tuesday, June 25, 2019**. ~~This is a revision to the current (operational) Conditional Use.~~

Please note this request does NOT include an amendment to the Future Land Use Map; it is a straight rezoning request.

If you have any questions please let us know.

Leslie

Leslie Statler

Planner

Leslie Statler

From: WRIGHT, STAN <sw1778@att.com>
Sent: Tuesday, June 25, 2019 4:22 PM
To: Leslie Statler
Subject: FW: 3200 BLK Seville Drive / Rezoning Request
Attachments: 3200 BLK Seville Drive REZONING Application, Supporting Docs.pdf

Importance: High

Leslie,
AT&T has no objection to the rezoning request for the 3200 BLK of Seville Dr.
Thanks

Stan Wright

MGR OSP PLNG & ENGRG DESIGN
Technology Operations

AT&T

605 W Garden St, Pensacola, FL 32502
o 850.436-1488 sw1778@att.com
C 850.554.4413
MOBILIZING YOUR WORLD

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From: FENNER, KARL L
Sent: Tuesday, June 11, 2019 8:25 AM
To: WRIGHT, STAN <sw1778@att.com>
Subject: FW: 3200 BLK Seville Drive / Rezoning Request
Importance: High

Karl Fenner

Area Manager – OSP Plng and Eng
Technology Operations

AT&T

605 W Garden St, Pensacola, FL 32502
o 850.436.1485 | kf5345@att.com

MOBILIZING YOUR WORLD

**REZONING**

Please check application type:

☐
Conventional Rezoning

Application Fee: \$2,500.00

Rehearing/Rescheduling (Planning Board): \$250.00

Rehearing/Rescheduling (City Council): \$750.00

Comprehensive Plan / FLUM Amendment
☐
(< 10 acres)

\$3,500.00

\$250.00

\$750.00

☐
(≥ 10 acres)

\$3,500.00

\$250.00

\$1,000.00

Applicant Information:Name: Justin A. Beck and Kristin E. Beck Date: 5/13/2019Address: 1900 Villafane DrivePhone: 850-529-7499 Fax: _____ Email: jbeck@teambeck.com**Property Information:**Owner Name: Justin A. Beck and Kristin E. Beck Phone: 850-529-7499Location/Address: 3200 BLK Seville Drive, Pensacola, FL 32503Parcel ID: 331 - S - 300 - 603 - 000 - 001 Acres/Square Feet: 0.2804Zoning Classification: Existing R-1AAAAA Proposed R-1AAAAA

Future Land Use Classification: Existing _____ Proposed _____

Reason Rezoning Requested: To make zoning contiguous with adjoining property.

Required Attachments: (A) Full legal description of property (from deed or survey)
 (B) General location map with property to be rezoned indicated thereon

The above information, together with all other answers and information provided by me (us) as petitioner (s)/applicant (s) in the subject application, and all other attachments thereto, is accurate and complete to the best of my (our) knowledge and belief as of this 13 day of May 2019.

Justin A. Beck

Applicant Signature

Justin A. Beck and Kristin E. Beck

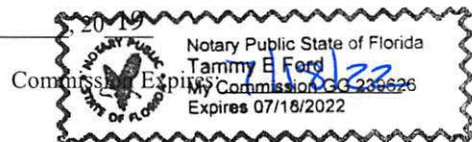
Applicant Name (Print)

Justin A. Beck

Owner Signature

Justin A. Beck and Kristin E. Beck

Owner Name (Print)

Sworn to and subscribed to before me this 13 day of MayName: Tammy E. Ford**FOR OFFICE USE ONLY**

Council District: _____ Date Received: _____ Case Number: _____

Date Postcards mailed: _____ Planning Board Date: _____ Recommendation: _____

Committee Date: _____ Council Date: _____ Council Action: _____

Second Reading: _____ Ordinance Number: _____

Escambia County Property Appraiser
331S300603000001 - Full Legal Description

BEG AT MOST WLY COR OF LT 1 BLK 3 OF SEVILLE S/D PB 6 P 53 S 30 DEG 15 MIN 00 SEC E ALG WLY LI LT 1 BLK 3 SEVILLE S/D 119 78/100 FT TO MOST SLY COR OF LT 1 BLK 3 SEVILLE S/D S 52 DEG 45 MIN 00 SEC W 109 50/100 FT N 22 DEG 43 MIN 54 SEC W 122 85/100 FT TO CURVE CONCAVE TO N HAVING RADIUS OF 75 FT (DELTA 01 DEG 54 MIN 36 SEC CHD 2 50/100 FT CHD BRG N 53 DEG 42 MIN 18 SEC E) ELY ALG ARC OF SD CURVE (ALSO BEING SLY R/W LI OF IRONWOOD RD 60 FT R/W) ARC DIST 2 50/100 FT TO PT OF TANG CONT ALG SLY R/W LI N 52 DEG 45 MIN 0 SEC E 90 80/100 FT TO POB OR 7893 P 1301 SHEET D

6/3/2019

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6/3/2019

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33-15-30-6

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R-1AAA

CA035

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6/3/2019

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Recorded in Public Records 5/2/2018 8:17 AM OR Book 7893 Page 1301,
Instrument #2018033675, Pam Childers Clerk of the Circuit Court Escambia
County, FL Recording \$27.00 Deed Stamps \$1,050.00

Prepared by and return to:

Stephen B. Shell
Shell, Fleming, Davis & Menge, P.A.
226 Palafox Place
Pensacola, FL 32502
File Number: **B4080.00000**

[Space Above This Line For Recording Data]

Warranty Deed

This Warranty Deed made this 1st day of May, 2018 between **Charles J. Scarborough, a single person**, whose post office address is **370 Wahackme Road, New Canaan, CT 06840**, and **Susan E. Scarborough, a single person**, whose post office address is **25 S. Beach Drive, Rowayton, CT 06853**, collectively referred to herein as grantor, and **Justin A. Beck and Kristin E. Beck, husband and wife**, whose post office address is **1900 Villa Fane Drive, Pensacola, FL 32503**, grantee:

(Whenever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, trusts and trustees)

Witnesseth, that said grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS (\$10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Escambia County, Florida** to-wit:

A parcel of land in Section 2, Township 2 South, Range 29 West, Escambia County, Florida, described as follows:

Begin at the most Westerly corner of Lot 1, Block 3, of Seville, a subdivision according to plat recorded in Plat Book 6, at Page 53, of the public records of said county; thence go South 30 degrees 15 minutes 00 seconds East along the Westerly line of said Lot 1, Block 3, of Seville, a distance of 119.78 feet to the most Southerly corner of said Lot 1, Block 3, of Seville; thence go South 52 degrees 45 minutes 00 seconds West a distance of 109.50 feet; thence North 22 degrees 43 minutes 54 seconds West a distance of 122.85 feet to a curve concave to the North having a radius of 75.00 feet (delta = 01 degrees 54 minutes 36 seconds, chord = 2.50', chord bearing = North 53 degrees 42 minutes 18 seconds East); thence go Easterly along the arc of said curve (also being the Southerly right-of-way line of Ironwood Road, 60' R/W) an arc distance of 2.50 feet to a point of tangency; thence continue along said Southerly right-of-way -line, North 52 degrees 45 minutes 00 seconds East a distance of 90.80 feet to the Point of Beginning.

The above parcel of land is situated in Section 2, Township 2 South, Range 29 West, Escambia County, Florida, and contains 12,055.82 square feet, more or less.

Parcel Identification Number: 331S300603000001

Grantor warrants that at the time of this conveyance, the subject property is not the Grantor's homestead within the meaning set forth in the constitution of the State of Florida, nor is it contiguous to or a part of homestead property. Grantor's residence and homestead address is 1 Talladega Trail, Pensacola, Florida 32506.

Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

To Have and to Hold, the same in fee simple forever.

DoubleTime®

BK: 7893 PG: 1302

And subject to taxes for the current year and later years and all valid easements and restrictions of record, if any, which are not hereby reimposed; and also subject to any claim, right, title or interest arising from any recorded instrument reserving, conveying, leasing, or otherwise alienating any interest in the oil, gas and other minerals. And grantor does warrant the title to said land and will defend the same against the lawful claims of all persons whomsoever, subject only to the exceptions set forth herein.

In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Witness Name: 1000 Camper

Witness Name: Arthur Zinn

Charles J. Scarborough

(Seal)

State of Connecticut

County of FAIRFIELD

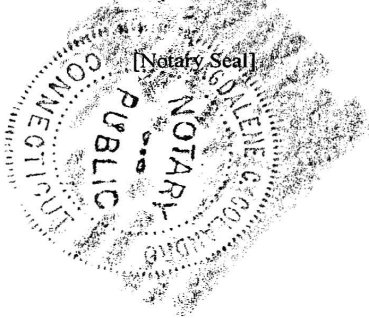
The foregoing instrument was acknowledged before me this 30th day of April, 2018 by Charles J. Scarborough, who ☐ is personally known or ☒ has produced a driver's license as identification.

[Notary Seal]

Magdalene C. Colandro
Notary Public

Printed Name: MAGDALENE C. COLANDRO

My Commission Expires: Oct. 31, 2021



BK: 7893 PG: 1303 Last Page

In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Witness Name: T. Coolen

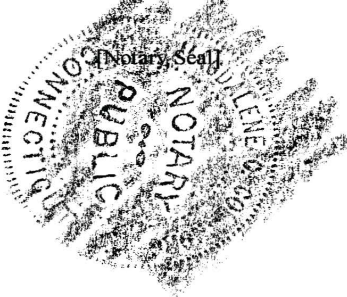
Witness Name: Arthur Zinn

Susan E. Scarborough

(Seal)

State of CONNECTICUT
County of FAIRFIELD

The foregoing instrument was acknowledged before me this 30th day of April, 2018 by Susan E. Scarborough, who
☐ is personally known or ☒ has produced a driver's license as identification.



Notary Public

Printed Name: MAGDALENE C. COLANDRO

My Commission Expires: OCT. 31, 2021



PLANNING SERVICES

THE UPSIDE *of* FLORIDA

MINUTES OF THE PLANNING BOARD

July 9, 2019

MEMBERS PRESENT: Chairman Paul Ritz, Kurt Larson, Nathan Monk, Danny Grundhoefer, Laurie Murphy

MEMBERS ABSENT: Ryan Wiggins, Nina Campbell

STAFF PRESENT: Leslie Statler, Planner, Greg Harding, Historic Preservation Planner, Heather Lindsay, Assistant City Attorney, Jonathan Bilby, Building Official

OTHERS PRESENT: Councilwoman Sherri Myers, Diane Mack, Sarah O'Neill, John Connell, Dottie Dubuisson, Renee Foret, Sam Lundy, John & Jonathan Connell, Steve Geci, Barbara Mayall, Michael Carro, Don Redhead, Tia Queyquep, Ann Hill, Ron Helms, Justin Beck

AGENDA:

- Quorum/Call to Order
- Approval of Meeting Minutes from May 14, 2019.
- **New Business:**
 1. Preliminary Plat Review – “Whispering Creek” subdivision
 2. Rezoning Request – 3200 BLK Seville Drive
 3. Amendment to Conditional Use Permit – 501 S. Palafox Street (Al Fresco)
 4. Aesthetic Review – 501 S. Palafox Street (Al Fresco)
 5. Review of Gateway Review Board
 6. LDC Amendment – Ice Machines
 7. Comprehensive Plan Amendment – Density Transfer
- Open Forum
- Adjournment

Call to Order / Quorum Present

Chairman Ritz called the meeting to order at 2:02 pm with a quorum present and explained the Board procedures to the audience.

Approval of Meeting Minutes

Ms. Murphy made a motion to approve the May 14, 2019 minutes, seconded by Mr. Larson, and it carried unanimously.

New Business

Preliminary Plat Review – “Whispering Creek” subdivision

Chairman Ritz reviewed some of the comments received regarding this project and asked Mr. Geci to address the Board. Mr. Geci advised there were no real issues with the corrections to be made. In the previous phase of the subdivision, they constructed a stormwater pond which would also handle new

EVERYTHING THAT'S GREAT ABOUT FLORIDA IS BETTER IN PENSACOLA.

property, and there would be no new stormwater pond added. Water and sewer are available. Deeded access is being provided through the Target shopping center. He has some questions to staff regarding the comments asking for everything to be on one sheet. He also stated there will be two parking spaces per lot, and in most cases three or four.

Ms. Murphy stated she was an active member of the restoration crew for Carpenters Creek located behind the property and noted this plat was heavily forested, and she had several concerns since this property would empty into Carpenters Creek. She asked if they planned to raise the property up since at one point there was a 10' grade difference. She pointed out the stormwater pond for the Whispers subdivision had not worked well and asked how the runoff would be handled for the new development after clearcutting all the trees. Mr. Geci stated there was a tremendous slope from north to south, so they would cut one end and fill the other with retaining walls at each end to grade it out, and it would be difficult to save any trees. Once the site was developed with the inlets and pipes to control it all, there wouldn't be any flow down the bank. He explained currently there was sheet flow into the pond which had caused problems over time. Ms. Murphy pointed out the water did not flow toward the stormwater pond; Mr. Geci advised none of the water would flow onto the adjacent property.

Chairman Ritz clarified that the agenda item was the preliminary plat review which normally did not cover sheet flow, and Mr. Geci's answers were acceptable at this point since the Board had certain criteria for preliminary plat review. While important for the City of Pensacola, in the rules for preliminary review, it might not be an item on which you could accept or reject the plat. Mr. Geci advised they would address all the details with construction plans reviewed by the City and water management district. Ms. Murphy pointed out there were no Conifer trees listed on the tree list; Chairman Ritz explained the City had a list of protected trees, and the trees not listed were not protected. Mr. Geci advised the tree survey was prepared in accordance with the City ordinance, and they would comply with it.

Mr. Monk advised his concern with preliminary reviews involved a lot of steps he would want to know had been taken before any review. Once something was stamped and approved, it became very difficult to stop it down the line. He pointed out there was probably someone living on the property, there were runoff issues, tree issues and community issues. Whenever he was told the issues would be handled down the line, sometimes they never were, and there should be a fix to this portion of the process. Chairman Ritz explained that someone living on the property was a legal issue and not a part of the Board's decision making process. Mr. Geci pointed out this was a preliminary plat and discussed the steps up to the preliminary plat. Beyond this stage, there were construction plans, permits from the City and the utility authority; this stage was not designed to address all the details. Mr. Monk felt the Board had the obligation to ask these questions. Chairman Ritz explained that they needed to balance the questions they asked with what was required by the agenda item as a preliminary plat. Mr. Grundhoefer asked about the development, and Mr. Geci stated it was single-family detached. Ms. Murphy asked how long it would take to develop the 20 homes, and Mr. Connell advised they would begin immediately with construction as soon as the roads were finished. He explained the reason for not going through the Whispers was because they left a parcel which connected to this property which was intended to have an extension of the Whispers in the next phase; through the course of engineering and legalities, that parcel was thrown into the homeowners' association instead of being retained by the developer as owners. He also stated there were two holding ponds in the Whispers, and those holding ponds were to be maintained by the City. He explained no water would flow into the Target parking lot or the existing Whispers location. The new phase would be compatible to the Whispers subdivision. He also pointed out the homeless situation is all over the City of Pensacola and not just in this area. He clarified that they would adhere to any City ordinance or requirement concerning this project.

Ms. O'Neill wanted to know how many protected trees were being removed; she was also concerned with the homeless and the wildlife in this location. She was also concerned that the project was being pushed

through quickly. Chairman Ritz explained according to the LDC, private property owners can clear cut trees by right, and protected trees have been allowed to be removed from residential property. He emphasized the Board was trying to stay with the agenda item, and discussions brought forth deal with other legislative issues which might be addressed by the City Council in a different forum. He clarified the preliminary plat deals with a proper drawing showing the delineation of the properties, roadways, setbacks and other particular features.

Ms. Mack asked if the number of parcels was included in the preliminary plat and was this the maximum of parcels allowed. Ms. Statler advised this was not the maximum the developer could build since this parcel was zoned C-2 with a very dense allowance. Chairman Ritz explained that cumulative zoning means we are allowed to use this zoning and other zoning designations below it such as C-1, and the R designations to determine what can be built there. Ms. Mack suggested since the developer had already seen the value of having fewer lots in the allowed area, given the current real estate market, there was an opportunity to have fewer lots, noting how much retaining trees adds to the value of each parcel and each developed single family home. Regarding climate change, the most effective thing we could do and the least expensive way would be to re-forest the planet.

Mr. Grundhoefer asked if there was another option rather than building retaining walls as a possibility for not building up a site and clear cutting. Mr. Geci stated they had looked at condominiums but decided on the less dense subdivision. Because of the slope of the site, to have building pads that were level, they were limited; they were cutting the north end and filling the south end and then leveling it out.

Ms. Dubuisson cautioned the Board, the developer and the City to stop and look at the ripple effect of every change that this particular development would cause. She pointed out our Mayor emphasized neighborhoods, and the neighbors have made known they do not wish for this activity at the current rate currently being discussed. She explained everything she was hearing was about reversing the natural order and trying to countermand the normal drainage of the property. It was noted the City had acquired responsibility for a privately developed stormwater pond serving the first development. She did not know how they could have anticipated the second development would be covered if they did not even know how many buildings were going in the new development. She suggested the Board table the item until all the questions raised by staff and the public could be addressed. She advised when the Board could slow the process down to answer any questions, she encouraged them to do so.

Councilwoman Meyers addressed the Board with a great concern for this project, and that the existing stormwater pond was the worst she had seen in the City of Pensacola. She explained the erosion was not coming from the land the developer wanted to clear cut but coming straight down the street through the Whispers and eroding it to the point you cannot drive into the pond to maintain it. She stated she had many conversations with Derrik Owens about the maintenance of the pond, and the pond was not sufficient for the Whispers and definitely would not be adequate for any additional impervious surfacing. She pointed out the City had spent a lot of resources trying to rehabilitate this pond. She stated Carpenters Creek was not a whispering creek but has been viewed as a conveyer of stormwater and was not designed for that much stormwater from impervious surfacing. She observed there was tremendous bank erosion along that creek because it was not designed to take on all that water from impervious surfaces. The new development would contribute to not only the demise of the stormwater pond, but would put more water into the creek, resulting in more erosion. She suggested using more pervious surfacing so the water would not enter the stormwater pond. She urged the Board not to approve the item until it had all the facts.

Mr. Monk made a motion to table the item, seconded by Ms. Murphy. Mr. Grundhoefer suggested the motion include information on what the Board was looking for. He also thought the Board needed more comfort that the stormwater system and the pond could take this development, and if not, return with a less impervious development and keeping the more natural terrain, something the Board could see was a positive statement. Mr. Monk and Ms. Murphy accepted this amendment. Chairman Ritz clarified the

added information of addressing stormwater during the tabling time. Mr. Monk also understood the motion to include lot size and the possibility of reducing the effect on the environment; Ms. Murphy added green stormwater structure with bio swales and other options available to give the Board more information and more items to look at to make a better decision. Mr. Monk agreed, and the motion carried unanimously.

Rezoning Request – 3200 BLK Seville Drive

Ms. Statler explained the zoning change would not change the uses permitted, but would simply change the minimum lot size and the front and rear setbacks which would be consistent with the properties to the north.

Mr. Beck presented to the Board and advised the current zoning prevented them from building anything on the property, and it was the only parcel on Bayou Texar with that zoning. He stated they had no intention of selling this lot at this time, and the rezoning would allow them to place a pool house on it. **Mr. Larson made a motion to approve as presented, seconded by Mr. Monk, and it carried unanimously.**

Amendment to Conditional Use Permit – 501 S. Palafox Street (Al Fresco)

Mr. Sallis presented to the Board and stated he was addressing the ordinance and as a developer and wanted to go through the proper procedures. Mr. Carro had met with the Mayor to talk about the retail for this project which was not currently in the ordinance. Mr. Sallis explained they wanted the Board's support for retail in this development and to obtain approval of the aesthetics. He explained the developer was working with them to create a cover for the airstreams to shelter them from weather events so they could have successful businesses year round. He stated the idea was to have an old building which looked like Al Fresco was added later; he hoped the current rendering had the bones of a warehouse which housed the outdoor retail market. He stated Mr. Bilby informed him there still might be issues because of the flood design manuals for the City. He confirmed the property was clearly in a flood zone, and to build, they would have to comply with flood management. They would need to completely elevate the site and build it up to around 4.5' with a 40' ramp and steps, which was a cost not worth pursuing. The other method was to use FEMA standards for flood proof construction - a wall around the development to withhold water for several hours - which was not a sensible effort in construction. He explained they wanted to leave the airstreams as they are; the documents provided illustrated mobile restaurant units made from shipping containers, but they were no longer going to pursue that. They preferred to leave the airstreams where they were, moving one of the airstreams to allow an open flow underneath the proposed covering. They would be anchored in the same method of a mobile home, but this was no longer acceptable according to Mr. Bilby. He asked that they be allowed to keep the airstreams as they are but move one of them and anchor it in the similar method the others have been in the past and construct the overhead structure.

Chairman Ritz stated in the intervening years of the original airstream decision, he had heard both pros and cons especially as it related to what is considered a prominent corner in Pensacola. He explained the bank across the street had to build up because of the flood zone. He personally had received more negative comments than positive on the airstreams. He did like the current aesthetic presentation because it fit in the "building that has been there" mentality. He referred to the conditional use permit issue and the aesthetic review as being two separate agenda items.

Mr. Grundhoefer confirmed moving the one airstream was the main issue. Mr. Sallis explained the Board was first tasked to allow retail as a part of the ordinance and discussed the methods of anchoring; they were hoping to use the helical design for the mobile units. Mr. Grundhoefer appreciated the new design and stated he would support it and thought retail was appropriate in this situation. Mr. Bilby explained the flood ordinance gave two conditions in new construction to either to elevate 3' or to anchor to resist flood loads and to flood proof. He was not sure why the existing airstreams were allowed the way there were, but the

existing ordinance would not allow them to be placed in that manner. Recreational vehicles are covered but only up to 180 days before they must be removed. He loved this concept and explained the helical anchors were fine but they would need to flood proof up to that 3' elevation above base flood elevation along with the anchor. They could flood proof each individual shipping container, anchor them, and the development would go through with no problem. He clarified the basic flood regulations were out of the National Flood Insurance Program adopted by Pensacola. Mr. Monk felt Al Fresco helped to develop downtown to what it currently is and wanted to find a way to be safe and to find an answer.

Chairman Ritz advised with the conditional use, he did not have a problem with retail, and this project brings life and a higher people count through more hours of the day. Ms. Statler explained this conditional use had changed today, and staff had just been made aware of it at the same time the Board was made aware. In discussions with Legal and the Planning Director, it was not something that could be voted on today. She advised the site plan had changed, and basically the conditional use packet that would move forward was not what was in front of the Board. Mr. Sallis voiced his frustration since there is now not a change to the site plan. Chairman Ritz clarified that the current packet was not advertised and the site plan would be different from the one the citizens of Pensacola had seen. Mr. Grundhoefer felt the conditional use didn't have to do with the way the site was configured. Ms. Statler further explained the conditional use itself is site specific and deals with the orientation of the structures on the site, and the aesthetics would be considered under Item 4. Mr. Monk asked if the Board could not approve the language of the containers themselves but the option for retail, and Ms. Statler stated that was acceptable. Chairman Ritz pointed out with other business owners having high stakes in the game, public notice needed to be considered. Mr. Sallis stated their May submittal was not in time for the Board's consideration and was then delayed, and they missed June because of the proper advertising. Mr. Carro stated they did not miss June, and the Board had expected to see them in June; the City did not perform the proper notification, even as they were making the changes the Board requested. Mr. Sallis explained the flood comments were received in the last week regarding the current submittal and was the reason for the changes to keep what they currently have and cover it.

Ms. Statler clarified the application deadline for conditional use is 30 days and not 21; when this project was initially submitted for May, staff did not have a full, complete packet 30 days prior to the meeting. Staff agreed to let it come forward as a discussion item. This item was submitted in a timely manner with the conditional use application with all specifications and met the deadline for this meeting. The procedures for a conditional use are different and based on a development plan submitted with the application. The reason the Board could not vote on this was because the development plan submitted with the application had changed; it doesn't matter if it was a minor or a major change. Relative to the flood proofing, there was a Development Review meeting attended by Mr. Carro where that requirement was fully discussed several months ago.

Chairman Ritz pointed out he had no problem with retail, but the language in the conditional use application had changed and was in line with the advice of Legal and staff. He was hesitant to tell one applicant they have to provide above and beyond for their one item and then with a little bit more of a cavalier attitude allow a change that someone may complain to City Council that they didn't see. Ms. Statler advised the Board should postpone to a date certain and staff would expect revisions to present to the Board in August. She stated the 30-day deadline would be this Friday, with the actual Planning Board deadline on July 23 for the August 13 meeting. Mr. Sallis stated they would submit plans by this Friday showing the existing airstreams remaining, with the anchoring details worked out with Mr. Bilby for the building code requirements. Ms. Statler advised the Board could proceed with the review of the aesthetic and provide comments on design to allow them to move forward. Chairman Ritz offered the Board should table until the August meeting.

Mr. Larson made a motion to table Item 3, seconded by Ms. Murphy, and it carried unanimously.

Aesthetic Review – 501 S. Palafox Street (Al Fresco)

Mr. Sallis appreciated the support of the Board and appreciated staff working with them on the very specific and detailed conditional use ordinance, and the current design was intentional to create the plaza called for in the ordinance. Mr. Carro stated he had four to six tenants who are affected by the weather. Since he cannot charge additional rent, he could prevent turnover in giving them more hours and more days in which to operate. He was also more pleased with the wood design.

Ms. Mack stated the most charming feature of Al Fresco is that it is open air and open light. She would like to see the light coming through perhaps through a green roof. Mr. Carro did not disagree; however, the entrance would be open air with four palm trees, and at least three sides would be open air with natural light. Mr. Sallis stated there were two cupolas on the roof to allow for good airflow and light which were designed to create interest in the structure. Chairman Ritz agreed this was a better approach for the roof, and Mr. Monk also liked the design which gives reprieve in the hot and cold temperatures. Adding the retail was important since he felt it would become a hub of activity. Ms. Murphy understood the importance of tenant turnover and thought the design was a great idea to help retain the businesses there. Mr. Larson stated it reminded him of the old warehouse district and appreciated the effort in design changes. Mr. Grundhoefer asked if approved, would the design go to Council before the conditional use, and Ms. Statler explained it would not. **Mr. Grundhoefer made a motion to approve the aesthetic design, seconded by Mr. Larson, and it carried unanimously.**

Review of Gateway Review Board (to eliminate the Gateway Review Board)

Chairman Ritz explained if approved, this would place slightly more work on the Planning Board for items in the Gateway Review Board purview. Ms. Statler explained signage is now handled through an abbreviated review process and would not be reviewed by the Board unless the chairman determined it should be. Mr. Grundhoefer asked why this Board and not the ARB. Ms. Statler clarified that ARB covers the historic areas, and Planning Board does have purview over aesthetics. The Gateway Redevelopment District is under the same section as the Waterfront Redevelopment District, which is under the Planning Board purview. Mr. Larson stated with the new bridge and waterfront development, there would be some changes which will demand review. **Mr. Larson made a motion to approve because its well within the scope of what the City has asked us to do, seconded by Mr. Monk, and it carried unanimously.**

LDC Amendment – Ice Machines

Chairman Ritz advised the issue was with the aesthetics and appearance of the vending machines. Ms. Dubuisson pointed out this was not only a vending machine issue but a traffic-originating and noise issue and has an impact on everything around it not only in aesthetics but in an access point of view – not just how it looks but how it functions. Mr. Grundhoefer clarified what they are tasked with is not whether you can put these ugly boxes in a parking lot; it has to do with can we change it to make it uglier. Mr. Monk agreed this was a bad idea, and the few he did see around town were unattractive and problematic in a lot of ways and did not see any reason to vote for this. Ms. Murphy noted the request was included screening rooftop mechanical equipment with lattice and allowing advertising on the sides. Mr. Grundhoefer asked who sponsored the item, and Ms. Statler stated it was a request presented to the Mayor's office. **Mr. Larson made a motion to deny, seconded by Mr. Monk, and it carried unanimously.**

Comprehensive Plan Amendment – Density Transfer

Ms. Statler advised that like density bonuses, density transfers will be required to be approved by the Planning Board and not at a staff level. The review process was not as technical as for the platting process where you have a staff review with comments issued. Chairman Ritz offered that the language presented

was far less restrictive than with some items with a checklist. Ms. Statler explained if this was approved for the Comprehensive Plan, they would come back and draft the conditions and procedures to obtain the transfer. Ms. Murphy asked how long the units stayed affordable. Chairman Ritz advised with the language not written, that was to be determined. Mr. Monk stated most affordable housing was done through granting, and almost all of them have a 30-year retention period; if it was set at 20 or 30 years, it would meet the national standard. Chairman Ritz pointed out there are legal requirements if a developer chooses to go affordable, depending on which funding sources are followed. If we, as the Board, believe the City should develop rules and regulations for density transfers, we would vote they should; the language would then be crafted and approved. If the Board did not think the City should pursue density transfers, the language would not be developed. Ms. Murphy had a problem with gentrification of neighborhoods. Ms. Statler explained this was step one to get this into the Comprehensive Plan in order to move forward. Step two would be to return to the Board to get the language into the LDC; staff would draft the language, and the Board would make modifications. Chairman Ritz stated the Board had conducted workshops outside of the Board's meetings to work on the specific language. Ms. Murphy agreed public input would be beneficial. Chairman Ritz explained the language could be drafted, but it was controlled by the Florida legislature. Ms. Murphy asked if the City received financial incentives for these bonuses or transfers, and Chairman Ritz advised that would be illegal. Ms. Murphy wanted to know what the incentive was, and Ms. Statler stated there had been some discussions in general regarding the fact that if someone had common ownership of a property, they could transfer density from one lot they were not going to develop to a maximum density onto to their other lot which would have more density. Other municipalities have both bonuses and density transfers, but Pensacola does not. She pointed out we deal with developers who come in and have a vision of what they want to do, and sometimes the zoning district does not allow for the density they need, so something like this could help those developers in that they would not have to go through a rezoning which might be contentious. She clarified they were not changing the land use but allowing for more density with the understanding there was a tradeoff. The language has been drafted as and/or – redevelopment and/or affordable housing. She explained there might be an environmental issue where the property is deemed wasteland, but they have density, and another piece of property might be suitable for more development with something with more density. **Ms. Murphy made a motion to approve, seconded by Mr. Grundhoefer, and it carried unanimously.**

Open Forum – Ms. Dubuisson thanked the Board for their service and encouraged them to be conscious of every step taken to move something farther and the end game; the good reasoning the Board had may not be present in the later steps.

Mr. Monk advised he had rescinded his application to serve on the Board because of time restraints. He would not be able to attend at the rate necessary. He felt the Board had accomplished a lot and he had enjoyed the process; however, this was the right decision for him. The Board appreciated his service and wished him well.

The Board then commended Ms. Statler on her assistance in the meeting. It was noted Ms. Campbell had resigned, and the Board would need another Planning Board member sitting on the ARB.

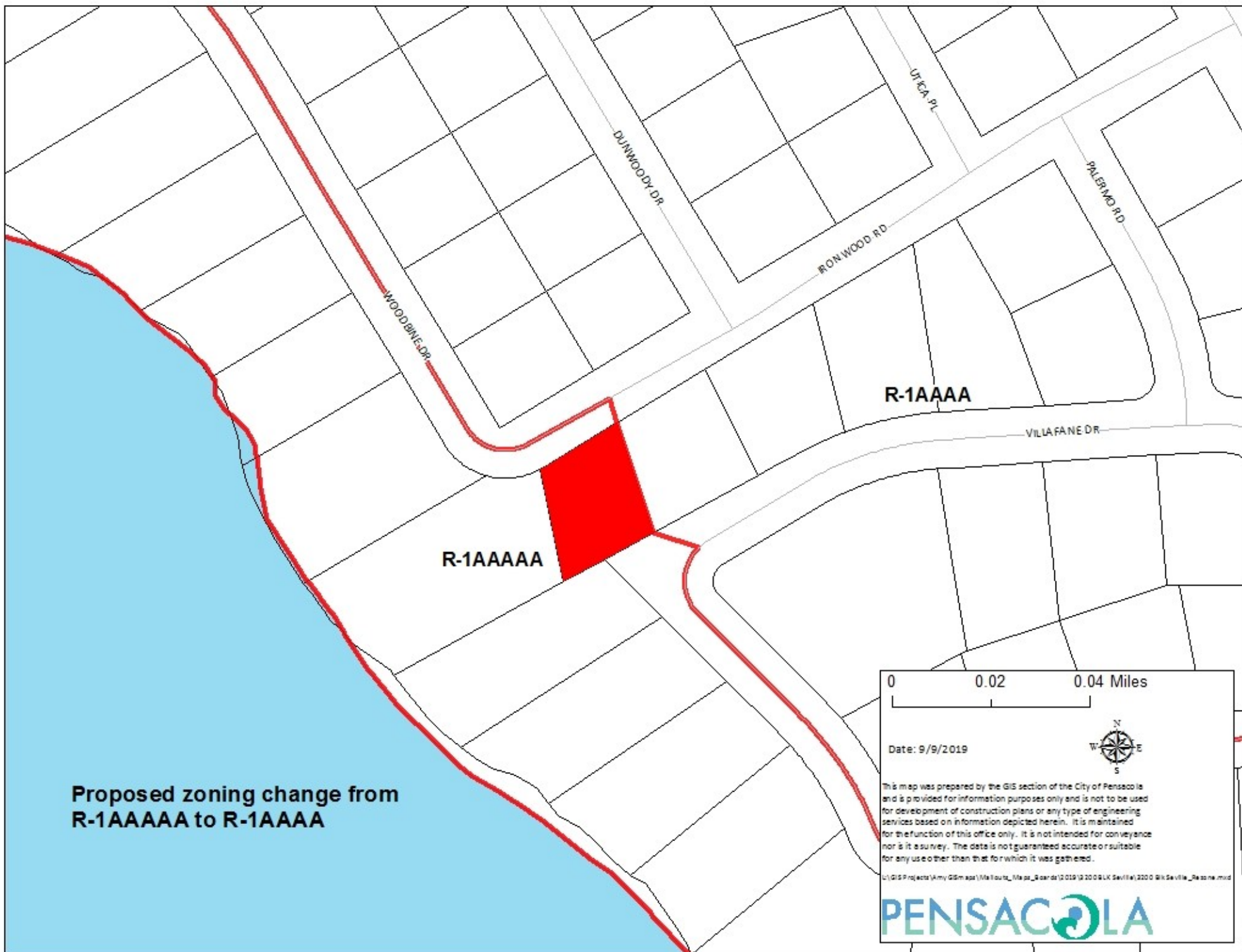
Adjournment – With no further business, Chairman Ritz adjourned the meeting at 4:19 pm.

Respectfully Submitted,



Leslie Statler

Secretary to the Board



**Proposed zoning change from
R-1A AAAA to R-1A AAAA**

0 0.02 0.04 Miles

Date: 9/9/2019



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