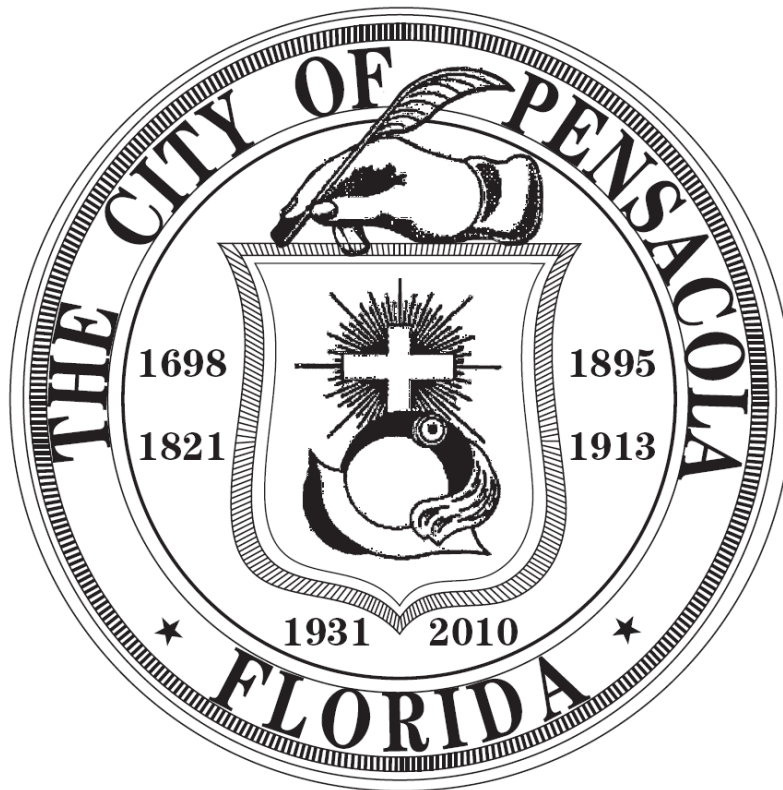


*City of Pensacola*

# **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**

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## CHAPTER 1

### FUTURE LAND USE

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**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.

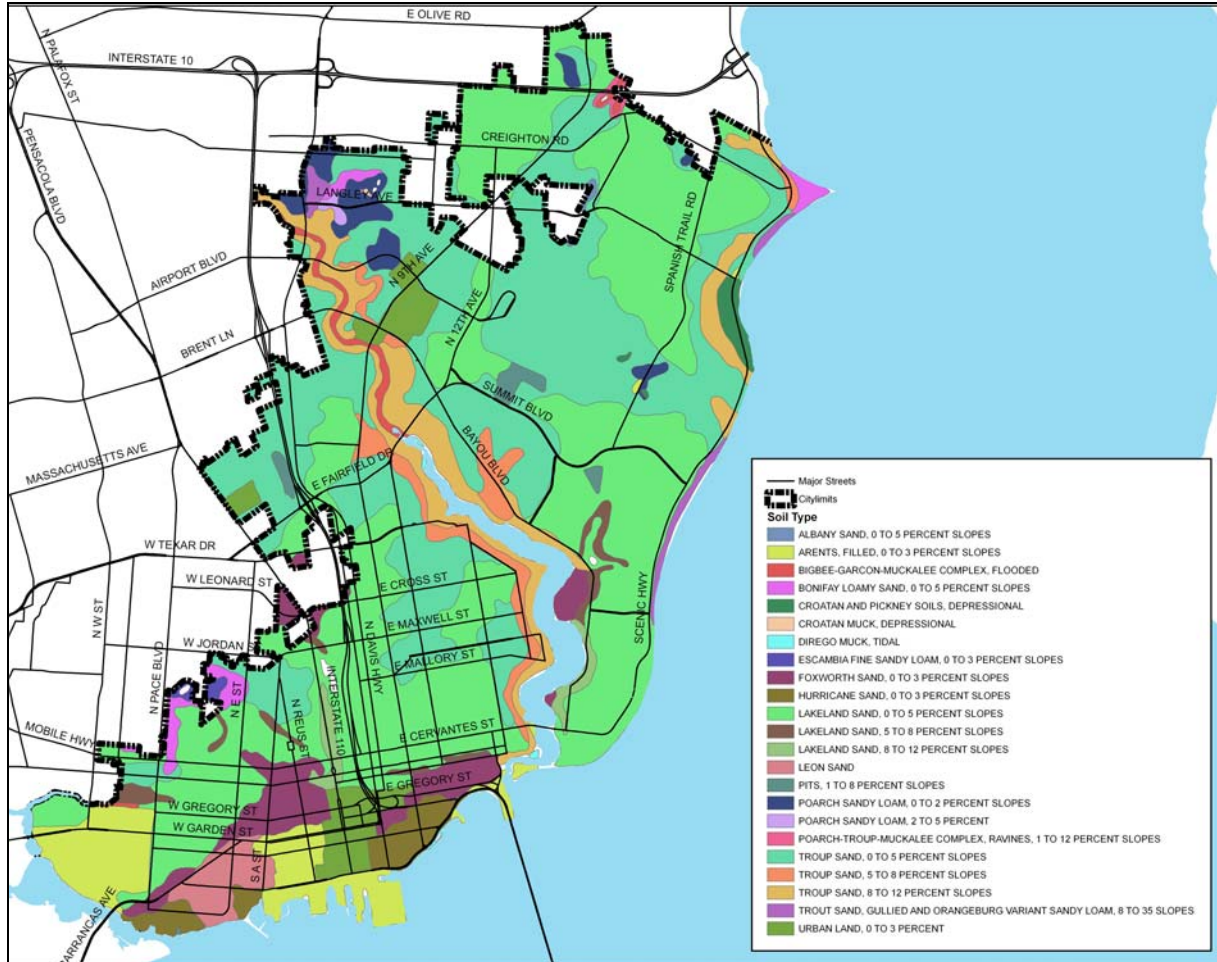
Objective FLU-1.13: Opportunity for dispute resolution in consideration of revisions to the Comprehensive Plan.

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



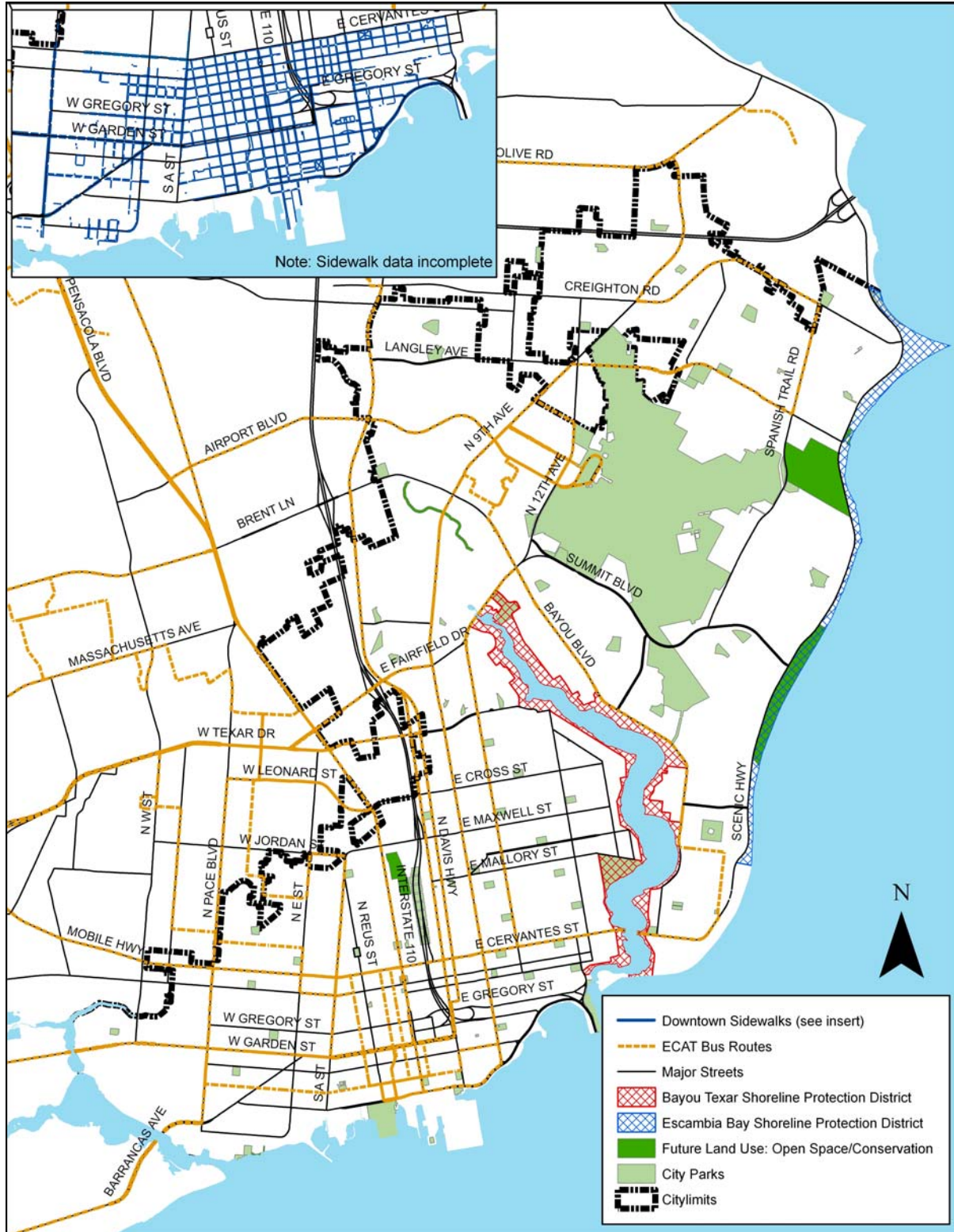
## Future Land Use



## City of Pensacola Wellhead Protection Zones



## City of Pensacola Energy Conservation



## CHAPTER 2

### TRANSPORTATION

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#### **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 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.

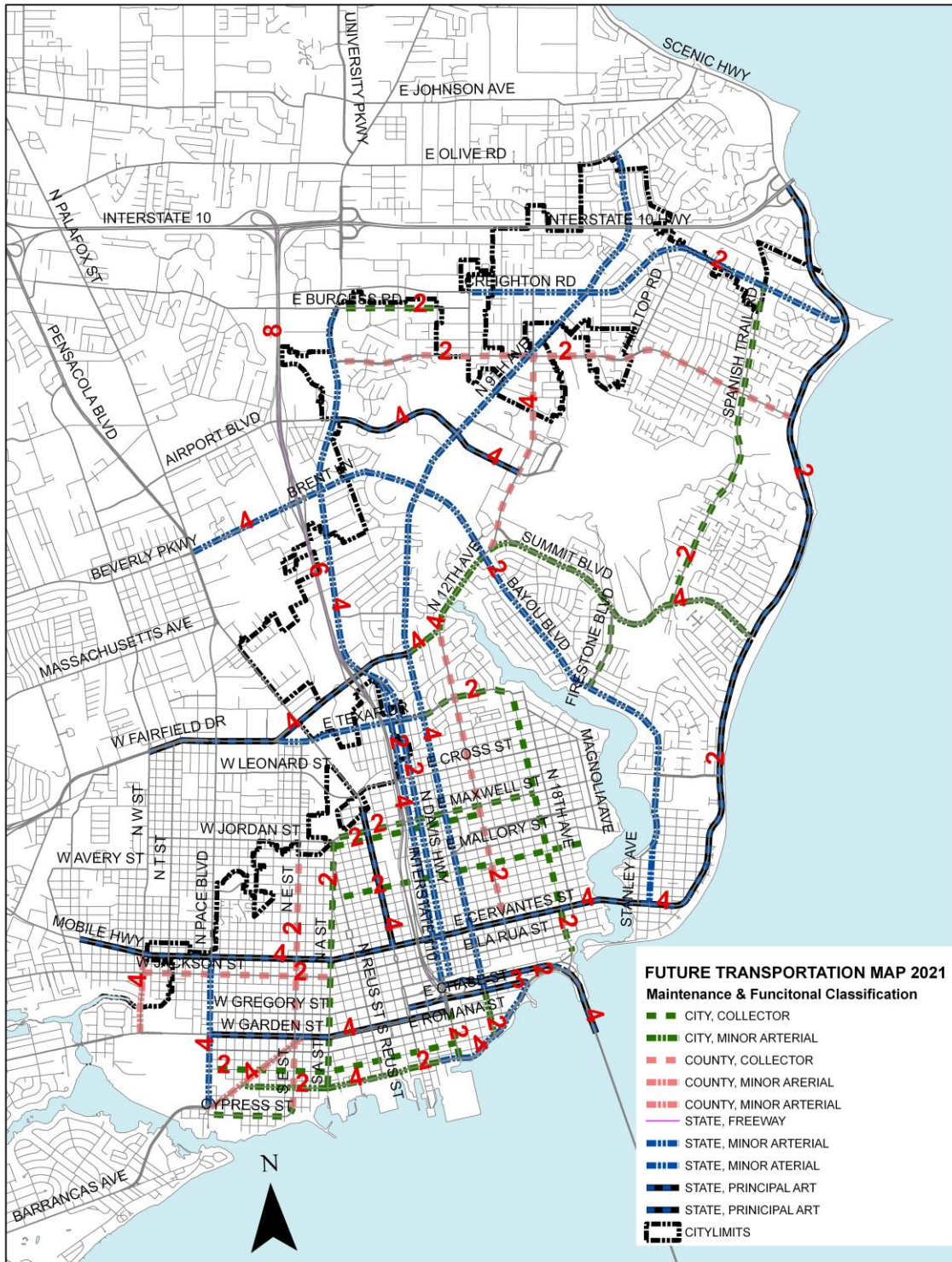
Policy T-8.2.1: The City shall consider a compatible multiple use concept for the open space area at the end of Runway 8/26, considering the environmental sensitivity of the Gaberonne wetland area.

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.

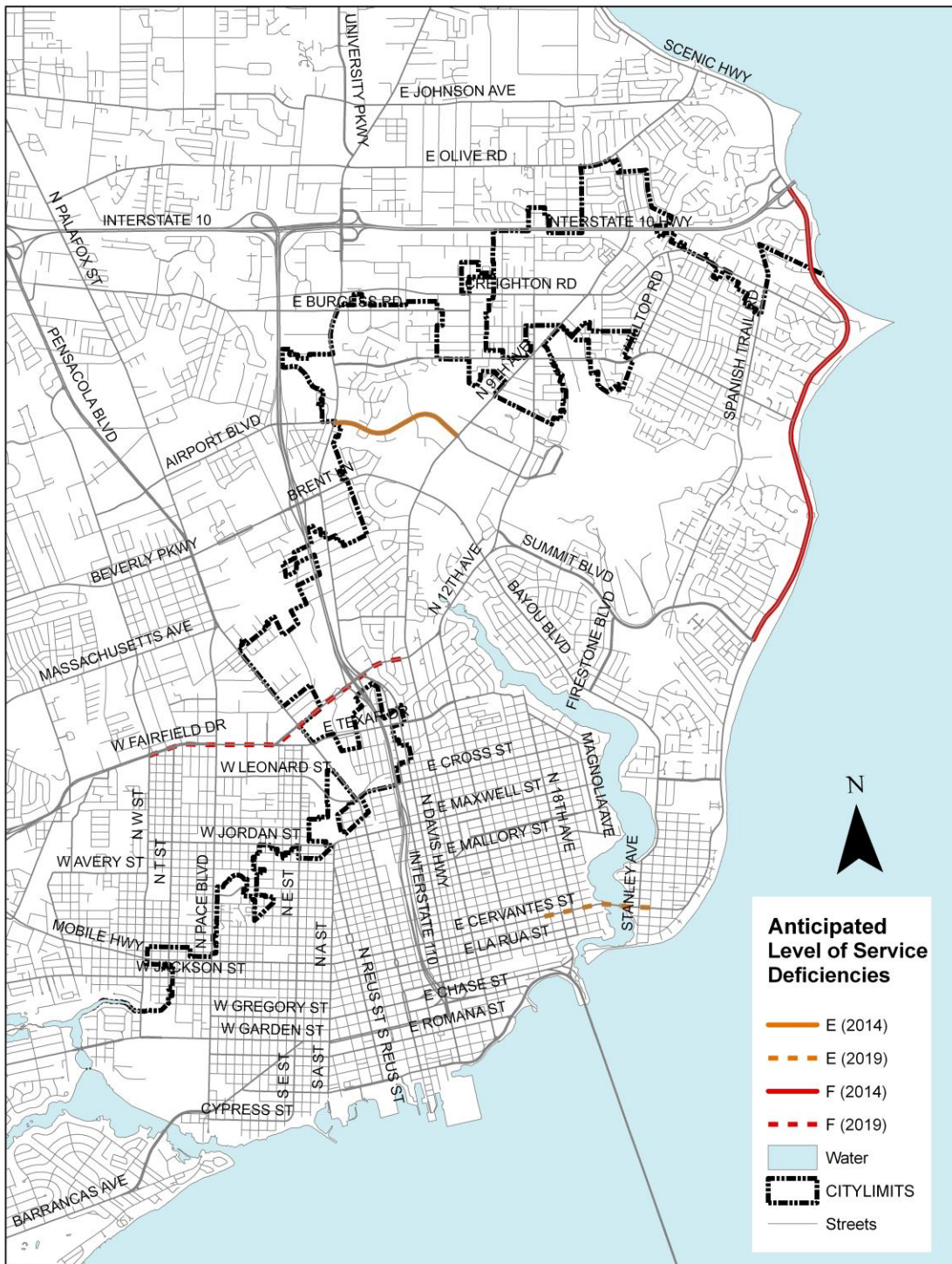
Objective T-8.3: The City shall continue to encourage Escambia County to enforce its airport land use compatibility regulations in the unincorporated area around the Pensacola International Airport ~~Pensacola Regional Airport~~.

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

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#### **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: ~~2'sHousing~~ 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](#) 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.

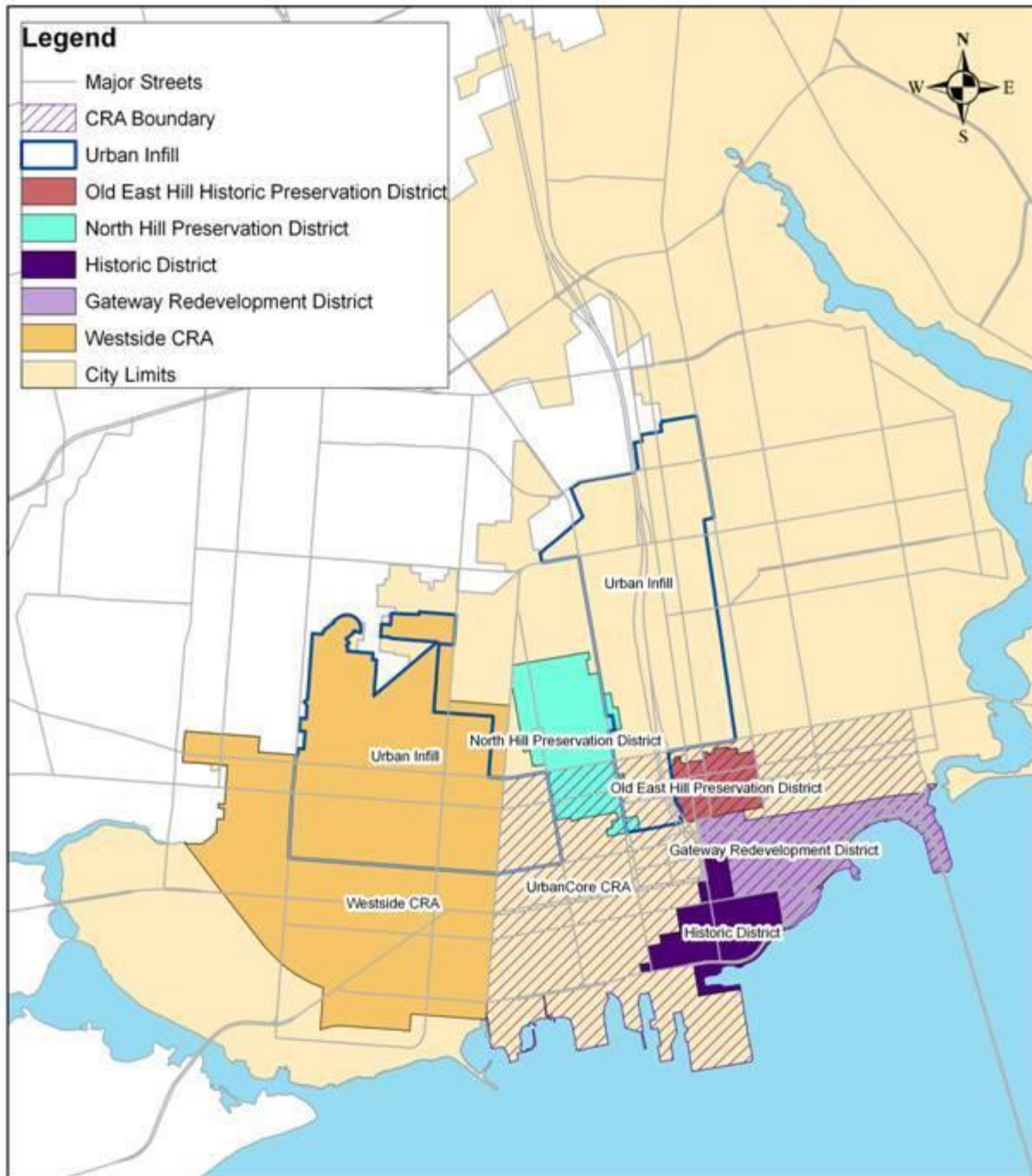
Policy H-5.3.1: Consider, where appropriate, revisions to the land development code that will support the development of energy efficient infill housing.

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



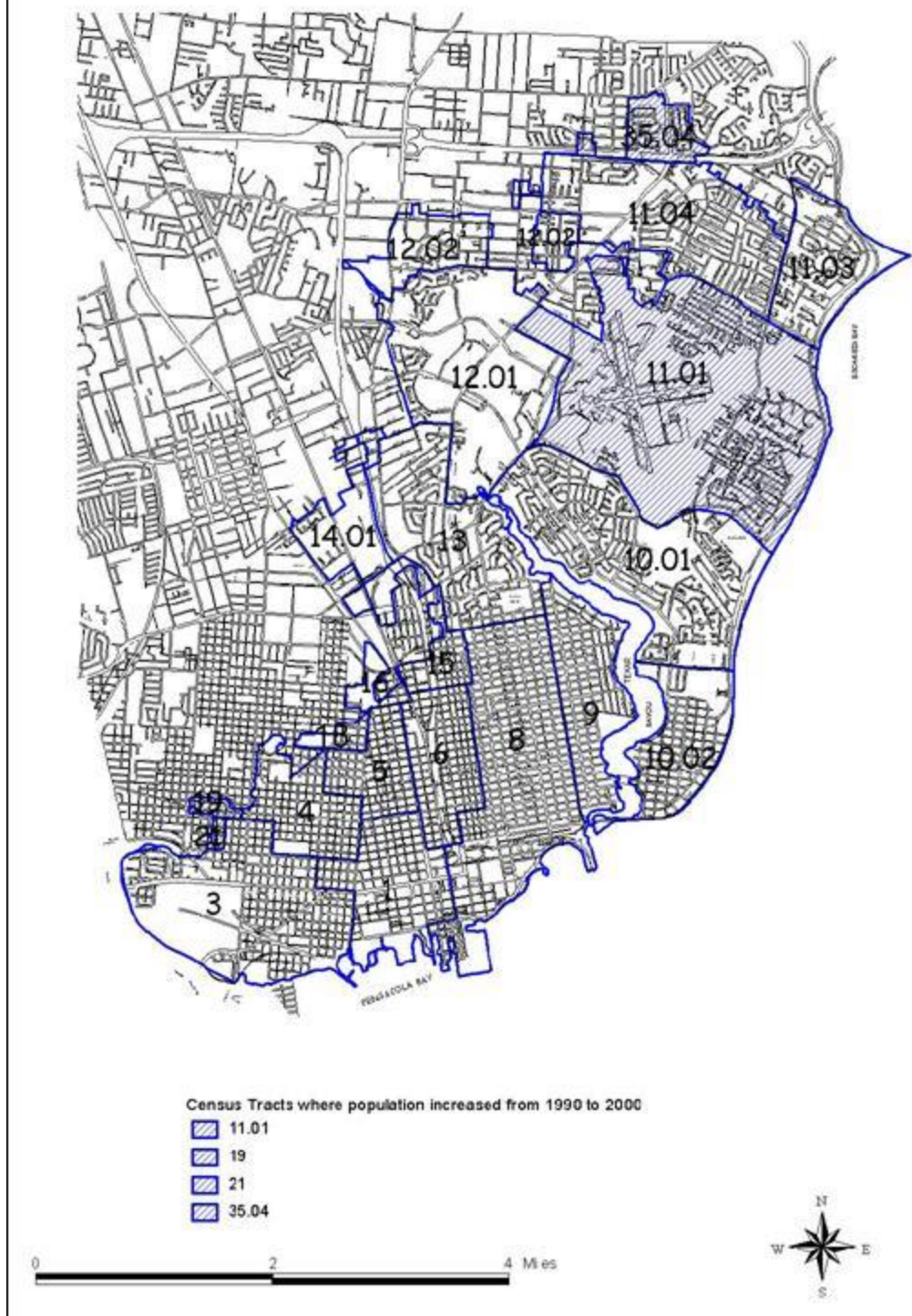
**Date: 2010**

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

Housing

# City of Pensacola Census Tracts 2000



## CHAPTER 4

### PUBLIC FACILITIES

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**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.**

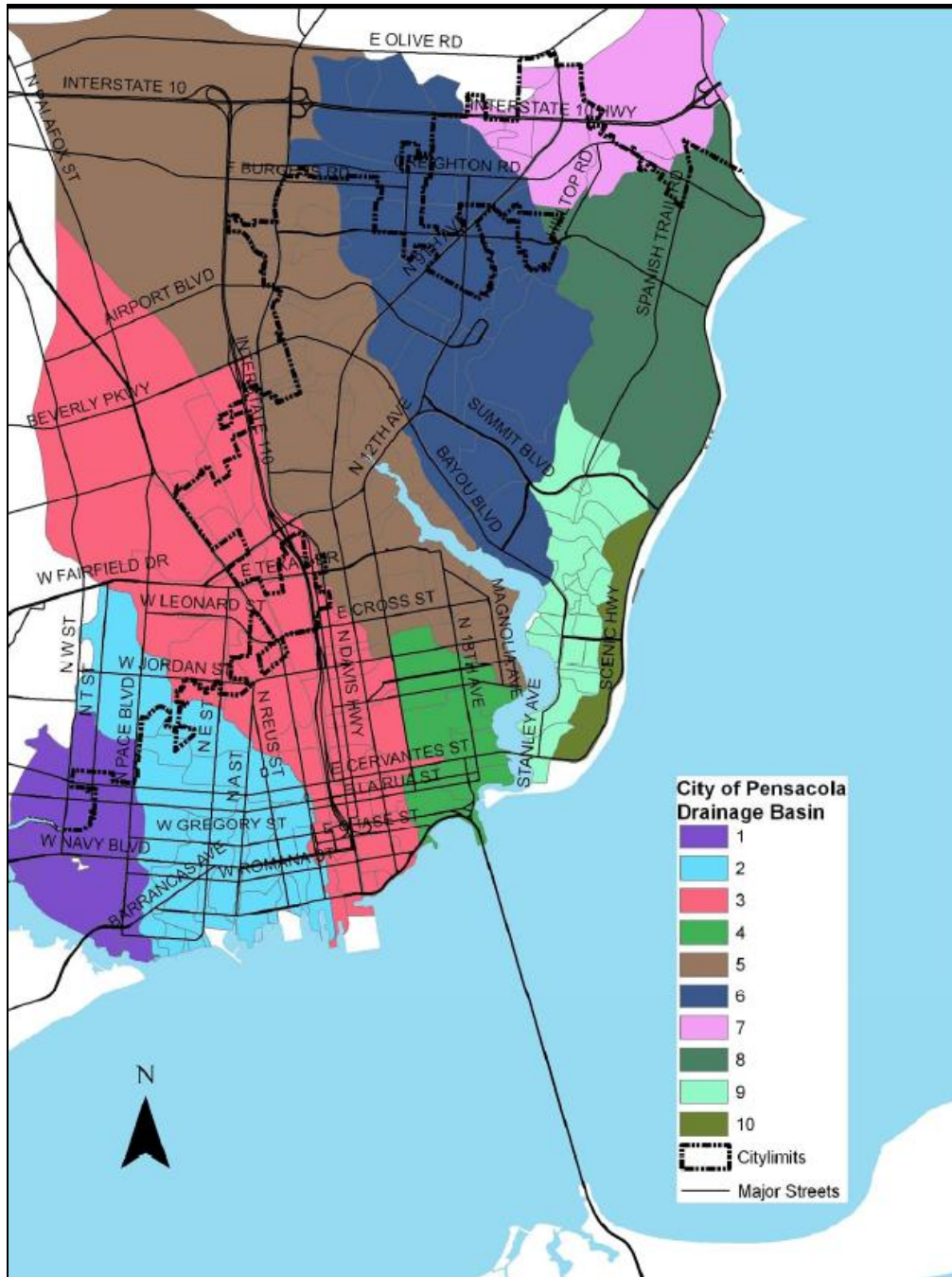
**Objective PF-3.1:** The City shall encourage construction of new facilities and purchase of equipment to be used with environmentally beneficial equipment.

**Policy PF-3.1.1:** The City shall encourage all new public facilities to be constructed utilizing energy and resource efficient techniques and systems

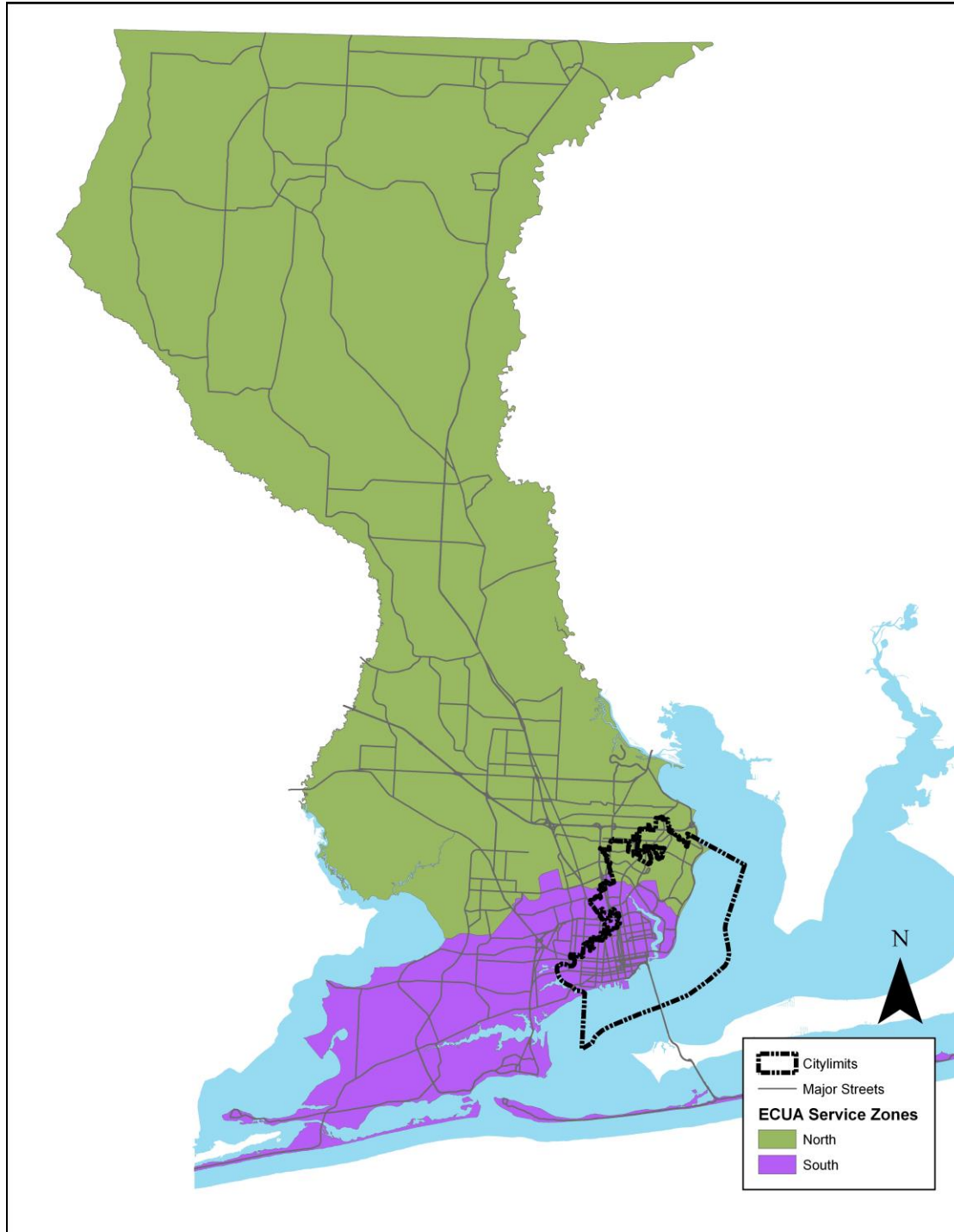
including benchmarks from the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Green Building Rating Systems. The City shall also encourage LEED certification where appropriate and feasible.

**Policy PF-3.1.2:** The City shall exclusively purchase environmentally-beneficial equipment such as Energy-Star qualified products when cost feasible.

## City of Pensacola Drainage Basins



## Emerald Coast Utility Authority Service Zones



## CHAPTER 5

### COASTAL MANAGEMENT

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**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

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**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

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#### **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-1.1.109: 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.**

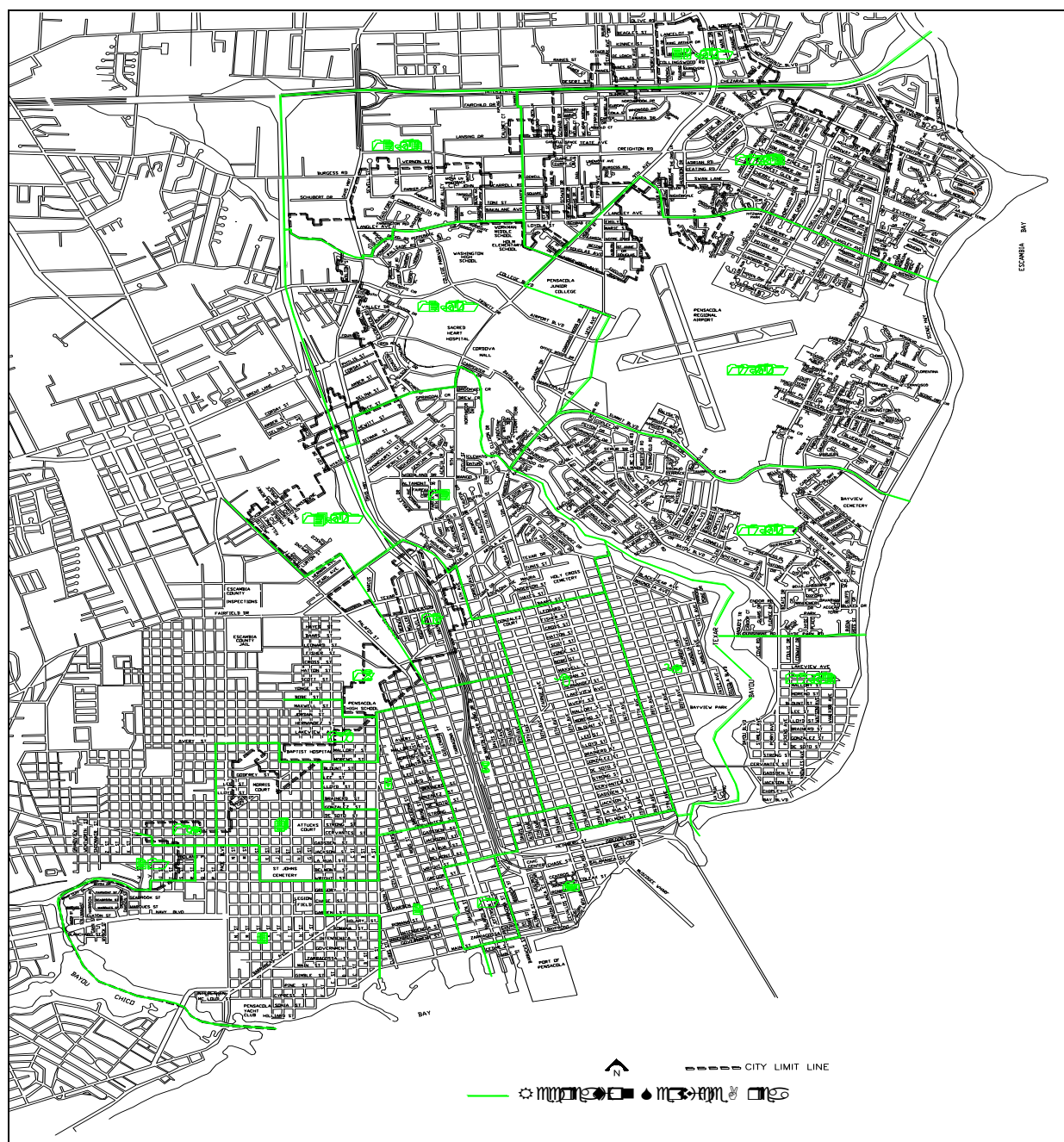
Objective R-2.1: The City will pursue efforts to promote interconnectivity with existing recreational facilities and open spaces.

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

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**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

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**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, ~~12-hour~~ critical duration design (pre-development rate) 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 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           |                     |                       |                   |
| 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           | TOTAL PROJECTS    |
| <b>PORT</b>                                                              |                  |                     |                            |                  |                     |                            |                  |                     |                            |                |                     |                       |                |                     |                       |                   |
| Maintenance Dredging                                                     | 640,000          | 320,000<br>(1) Port | 320,000<br>(2) FSTED       |                  |                     |                            |                  |                     |                            |                |                     |                       |                |                     |                       | 640,000           |
| Port Intermodal Rail Enhancements                                        | 2,750,000        | 0                   | 2,750,000<br>(18) TIGER II |                  |                     |                            |                  |                     |                            |                |                     |                       |                |                     |                       | 2,750,000         |
| America's Marine Highways<br>Terminal & Facilities Development, Phase I  |                  |                     |                            | 900,000          | 225,000<br>TBD      | 675,000<br>(16) MARAD      | 900,000          | 225,000<br>TBD      | 675,000<br>(16) MARAD      |                |                     |                       |                |                     |                       | 1,800,000         |
| America's Marine Highways<br>Terminal & Facilities Development, Phase II |                  |                     |                            |                  |                     |                            |                  |                     |                            | 450,000        | 112,500<br>TBD      | 337,500<br>(16) MARAD | 450,000        | 112,500<br>TBD      | 337,500<br>(16) MARAD | 900,000           |
| Dockside Utility Improvements                                            | 150,000          | 75,000<br>(1) Port  | 75,000<br>(2) FSTED        |                  |                     |                            |                  |                     |                            |                |                     |                       |                |                     |                       | 150,000           |
| On-dock Rail Switch Repairs                                              | 60,000           | 60,000<br>(1) Port  | 0                          |                  |                     |                            |                  |                     |                            |                |                     |                       |                |                     |                       | 60,000            |
| Entrance Gate Relocation and Improvements                                | 250,000          | 50,000<br>(1) Port  | 200,000<br>(3) TSA         |                  |                     |                            |                  |                     |                            |                |                     |                       |                |                     |                       | 250,000           |
| Intermodal Rail Replacement                                              |                  |                     |                            | 1,000,000        | 0                   | 1,000,000<br>(18) TIGER II | 1,000,000        | 0                   | 1,000,000<br>(18) TIGER II |                |                     |                       |                |                     |                       | 2,000,000         |
| Dock & Wharf Apron Strengthening<br>(Berth 6 Rehabilitation)             |                  |                     |                            | 1,100,000        | 0                   | 1,100,000<br>(18) TIGER II | 1,100,000        | 0                   | 1,100,000<br>(18) TIGER II |                |                     |                       |                |                     |                       | 2,200,000         |
| Berth 6 Fender System Replacement                                        |                  |                     |                            |                  |                     |                            | 1,000,000        | 0                   | 1,000,000<br>(18) TIGER II |                |                     |                       |                |                     |                       | 1,000,000         |
| <b>Port Total</b>                                                        | <b>3,850,000</b> | <b>505,000</b>      | <b>3,345,000</b>           | <b>3,000,000</b> | <b>225,000</b>      | <b>2,775,000</b>           | <b>4,000,000</b> | <b>225,000</b>      | <b>3,775,000</b>           | <b>450,000</b> | <b>112,500</b>      | <b>337,500</b>        | <b>450,000</b> | <b>112,500</b>      | <b>337,500</b>        | <b>11,750,000</b> |
| <b>STORMWATER PROJECTS</b>                                               |                  |                     |                            |                  |                     |                            |                  |                     |                            |                |                     |                       |                |                     |                       |                   |
| Davis Highway at Valley Drive                                            |                  |                     |                            |                  |                     |                            | 309,700          | 309,700<br>(5) SWCP |                            | 255,000        | 255,000<br>(5) SWCP |                       |                |                     |                       | 564,700           |
| Sanders Beach Storm Sewer Reconstruction                                 |                  |                     |                            |                  |                     |                            |                  |                     |                            | 370,000        | 370,000<br>(5) SWCP |                       | 500,000        | 500,000<br>(5) SWCP |                       | 870,000           |
| Gaberonne Swamp Stormwater Enhancements                                  |                  |                     |                            | 200,000          | 200,000<br>(5) SWCP |                            |                  |                     |                            |                |                     |                       |                |                     |                       | 200,000           |
| Land Acquisition Retention Pond Sites                                    |                  |                     |                            |                  |                     |                            |                  |                     |                            | 35,000         | 35,000<br>(5) SWCP  |                       | 300,000        | 300,000<br>(5) SWCP |                       | 335,000           |
| Baywoods Gulley Stormwater Enhancements                                  |                  |                     |                            | 200,000          | 200,000             |                            | 295,300          | 295,300<br>(5) SWCP |                            |                |                     |                       |                |                     |                       | 495,300           |
| Carpenters Creek at Brent Lane                                           |                  |                     |                            | 370,000          | 370,000<br>(5) SWCP |                            | 200,000          | 200,000<br>(5) SWCP |                            |                |                     |                       |                |                     |                       | 570,000           |
| "L" and Zaragossa Street Drainage Improvements                           |                  |                     |                            | 340,000          | 340,000<br>(5) SWCP |                            | 104,200          | 104,200<br>(5) SWCP |                            |                |                     |                       |                |                     |                       | 444,200           |
| 12th Avenue at Carpenter's Creek                                         | 20,000           | 20,000<br>(5) SWCP  |                            | 250,000          | 250,000<br>(5) SWCP |                            | 180,800          | 180,800<br>(5) SWCP |                            |                |                     |                       |                |                     |                       | 450,800           |
| Bayou Chico Stormwater Outfall Retrofits                                 | 500,000          | 500,000<br>(5) SWCP |                            | 300,000          | 300,000<br>(5) SWCP |                            |                  |                     |                            |                |                     |                       |                |                     |                       | 800,000           |
| Birnam Woods S/D Discharge at Bayou Texar                                | 340,000          | 340,000<br>(5) SWCP |                            |                  |                     |                            |                  |                     |                            |                |                     |                       |                |                     |                       | 340,000           |
| Scenic Heights Discharge (Langley into Escambia Bay)                     |                  |                     |                            |                  |                     |                            |                  |                     |                            | 500,000        | 500,000<br>(5) SWCP |                       | 500,000        | 500,000<br>(5) SWCP |                       | 1,000,000         |

|                                                                    |                  |                              |                       |                  |                     |          |                  |                     |          |                  |                     |          |                  |                     |          |                   |                   |
|--------------------------------------------------------------------|------------------|------------------------------|-----------------------|------------------|---------------------|----------|------------------|---------------------|----------|------------------|---------------------|----------|------------------|---------------------|----------|-------------------|-------------------|
| Bayou Blvd at Tyler Discharge                                      |                  |                              |                       |                  |                     |          |                  |                     |          |                  |                     |          | 360,000          | 360,000<br>(5) SWCP |          | 360,000           | 360,000           |
| Stormwater Vaults Citywide                                         | 14,200           | 14,200<br>(5) SWCP           |                       | 250,000          | 250,000<br>(5) SWCP |          | 250,000          | 250,000<br>(5) SWCP |          | 250,000          | 250,000<br>(5) SWCP |          | 250,000          | 250,000<br>(5) SWCP |          | 1,014,200         | 1,014,200         |
| DeSoto Street @ Bayou Texar (Western Shore)                        |                  |                              |                       |                  |                     |          | 450,000          | 450,000<br>(5) SWCP |          |                  |                     |          |                  |                     |          | 450,000           | 450,000           |
| Stormwater Capital Maintenance                                     | 162,600          | 162,600<br>(5) SWCP          |                       | 326,800          | 326,800<br>(5) SWCP |          | 326,800          | 326,800<br>(5) SWCP |          | 326,800          | 326,800<br>(5) SWCP |          | 326,800          | 326,800<br>(5) SWCP |          | 1,469,800         | 1,469,800         |
| Northmoor Court @ Carpenter's Creek                                |                  |                              |                       |                  |                     |          | 120,000          | 120,000<br>(5) SWCP |          | 500,000          | 500,000<br>(5) SWCP |          |                  |                     |          | 620,000           | 620,000           |
| Admiral Mason Park                                                 | 800,000          | 800,000<br>(5) SWCP          |                       |                  |                     |          |                  |                     |          |                  |                     |          |                  |                     |          | 800,000           | 800,000           |
| <b>Stormwater Total</b>                                            | <b>1,836,800</b> | <b>1,836,800</b>             | <b>0</b>              | <b>2,236,800</b> | <b>2,236,800</b>    | <b>0</b> | <b>2,236,800</b> | <b>2,236,800</b>    | <b>0</b> | <b>2,236,800</b> | <b>2,236,800</b>    | <b>0</b> | <b>2,236,800</b> | <b>2,236,800</b>    | <b>0</b> | <b>10,784,000</b> | <b>10,784,000</b> |
| <b>TRANSPORTATION</b>                                              |                  |                              |                       |                  |                     |          |                  |                     |          |                  |                     |          |                  |                     |          |                   |                   |
| Street Rehabilitation (Formerly Street Resurfacing)                | 853,400          | 853,400<br>(6) LOGT          |                       | 853,400          | 853,400<br>(6) LOGT |          | 853,400          | 853,400<br>(6) LOGT |          | 853,400          | 853,400<br>(6) LOGT |          | 853,400          | 853,400<br>(6) LOGT |          | 4,267,000         | 4,267,000         |
| Street Reconstruction                                              | 521,900          | 521,900<br>(6) LOGT          |                       | 521,900          | 521,900<br>(6) LOGT |          | 521,900          | 521,900<br>(6) LOGT |          | 521,900          | 521,900<br>(6) LOGT |          | 521,900          | 521,900<br>(6) LOGT |          | 2,609,500         | 2,609,500         |
| Intersection/Traffic Improvements                                  | 118,300          | 118,300<br>(6) LOGT          |                       | 118,300          | 118,300<br>(6) LOGT |          | 118,300          | 118,300<br>(6) LOGT |          | 118,300          | 118,300<br>(6) LOGT |          | 118,300          | 118,300<br>(6) LOGT |          | 591,500           | 591,500           |
| <b>Transportation Total</b>                                        | <b>1,493,600</b> | <b>1,493,600</b>             | <b>0</b>              | <b>1,493,600</b> | <b>1,493,600</b>    | <b>0</b> | <b>1,493,600</b> | <b>1,493,600</b>    | <b>0</b> | <b>1,493,600</b> | <b>1,493,600</b>    | <b>0</b> | <b>1,493,600</b> | <b>1,493,600</b>    | <b>0</b> | <b>7,468,000</b>  | <b>7,468,000</b>  |
| <b>AIRPORT</b>                                                     |                  |                              |                       |                  |                     |          |                  |                     |          |                  |                     |          |                  |                     |          |                   |                   |
| <b>2011</b>                                                        |                  |                              |                       |                  |                     |          |                  |                     |          |                  |                     |          |                  |                     |          |                   |                   |
| Install Pedestrian Sidewalks and Bike Path - GA                    | 600,000          | 300,000<br>(7) CIA (9) PFC   | 300,000<br>(8) FDOT   |                  |                     |          |                  |                     |          |                  |                     |          |                  |                     |          | 600,000           | 300,000           |
| Parking Garage Expansion                                           | 30,000,000       | 0                            | 30,000,000<br>(17)    |                  |                     |          |                  |                     |          |                  |                     |          |                  |                     |          | 30,000,000        | 0                 |
| Relocate Fuel Farm Phase I                                         | 200,000          | 10,000<br>(7) CIA (9) PFC    | 190,000<br>(11) FAA   |                  |                     |          |                  |                     |          |                  |                     |          |                  |                     |          | 200,000           | 10,000            |
| Landside Access Road Improvements                                  | 250,000          | 12,500<br>(7) CIA (9) PFC    | 237,500<br>(11) FAA   |                  |                     |          |                  |                     |          |                  |                     |          |                  |                     |          | 250,000           | 12,500            |
| Areawide Wayfinding Signage                                        | 400,000          | 400,000<br>(7) CIA (9) PFC   |                       |                  |                     |          |                  |                     |          |                  |                     |          |                  |                     |          | 400,000           | 400,000           |
| Acquisition of Army Reserve Center and Construction of Parking Lot | 6,900,000        | 5,150,000<br>(7) CIA (9) PFC | 1,750,000<br>(8) FDOT |                  |                     |          |                  |                     |          |                  |                     |          |                  |                     |          | 6,900,000         | 5,150,000         |
| Acquire Land - Commerce Park Phase I                               | 1,333,400        | 333,400<br>(7) CIA (9) PFC   | 1,000,000<br>(8) FDOT |                  |                     |          |                  |                     |          |                  |                     |          |                  |                     |          | 1,333,400         | 333,400           |
| Apron Joint Seal Replacement and Line Removal                      | 600,000          | 30,000<br>(7) CIA (9) PFC    | 570,000<br>(11) FAA   |                  |                     |          |                  |                     |          |                  |                     |          |                  |                     |          | 600,000           | 30,000            |
| Expand GA Apron - Design                                           | 351,000          | 17,550<br>(7) CIA (9) PFC    | 333,450<br>(11) FAA   |                  |                     |          |                  |                     |          |                  |                     |          |                  |                     |          | 351,000           | 17,550            |
| Additional GA Ramp - Design                                        | 400,000          | 20,000<br>(7) CIA (9) PFC    | 380,000<br>(11) FAA   |                  |                     |          |                  |                     |          |                  |                     |          |                  |                     |          | 400,000           | 20,000            |
| Landside Signage Improvements Phase I                              | 400,000          | 20,000<br>(7) CIA (9) PFC    | 380,000<br>(11) FAA   |                  |                     |          |                  |                     |          |                  |                     |          |                  |                     |          | 400,000           | 20,000            |
| Master Plan Update                                                 | 1,200,000        | 60,000<br>(7) CIA (9) PFC    | 1,140,000<br>(11) FAA |                  |                     |          |                  |                     |          |                  |                     |          |                  |                     |          | 1,200,000         | 60,000            |
| Terminal Roadway Improvements Phase 1                              | 1,900,000        | 95,000<br>(7) CIA (9) PFC    | 1,805,000<br>(11) FAA |                  |                     |          |                  |                     |          |                  |                     |          |                  |                     |          | 1,900,000         | 95,000            |

|                                                          |                   |                   |                   |                   |                  |                  |                   |                  |                  |                   |                  |                  |                  |                  |                  |                   |                   |
|----------------------------------------------------------|-------------------|-------------------|-------------------|-------------------|------------------|------------------|-------------------|------------------|------------------|-------------------|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|
| <b>2012</b>                                              |                   |                   |                   |                   |                  |                  |                   |                  |                  |                   |                  |                  |                  |                  |                  |                   |                   |
| 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         |                   |                  |                  |                   |                  |                  |                  |                  |                  |                   |                   |
| <b>2013</b>                                              |                   |                   |                   |                   |                  |                  |                   |                  |                  |                   |                  |                  |                  |                  |                  |                   |                   |
| 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         |                   |                  |                  |                  |                  |                  |                   |                   |
| <b>2014</b>                                              |                   |                   |                   |                   |                  |                  |                   |                  |                  |                   |                  |                  |                  |                  |                  |                   |                   |
| 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         |                  |                  |                  |                   |                   |
| <b>2015</b>                                              |                   |                   |                   |                   |                  |                  |                   |                  |                  |                   |                  |                  |                  |                  |                  |                   |                   |
| 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         |                   |                   |
| <b>Airport Total</b>                                     | <b>44,534,400</b> | <b>6,448,450</b>  | <b>38,085,950</b> | <b>4,022,833</b>  | <b>467,833</b>   | <b>3,555,000</b> | <b>5,143,400</b>  | <b>523,900</b>   | <b>4,619,500</b> | <b>6,129,000</b>  | <b>706,450</b>   | <b>5,422,550</b> | <b>5,755,000</b> | <b>687,750</b>   | <b>5,067,250</b> | <b>65,584,633</b> | <b>8,834,383</b>  |
| <b>GRAND TOTAL FOR ALL PROJECTS</b>                      | <b>51,714,800</b> | <b>10,283,850</b> | <b>41,430,950</b> | <b>10,753,233</b> | <b>4,423,233</b> | <b>6,330,000</b> | <b>12,873,800</b> | <b>4,479,300</b> | <b>8,394,500</b> | <b>10,309,400</b> | <b>4,549,350</b> | <b>5,760,050</b> | <b>9,935,400</b> | <b>4,530,650</b> | <b>5,404,750</b> | <b>95,586,633</b> | <b>28,266,383</b> |

- (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

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**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

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#### **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 7<sup>th</sup>, 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.

| <b>TYPE OF SCHOOL</b>                | <b>LEVEL OF SERVICE</b>                                                                           |
|--------------------------------------|---------------------------------------------------------------------------------------------------|
| 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. |
| <b>LEVEL-OF SERVICE STANDARD FOR CORE FACILITIES (K-5, 6-8, K-8)</b>                                                                                                |                                                                                                                                                 |
| 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. |                                                                                                                                                 |
| <b>LEVEL-OF SERVICE STANDARD FOR CORE FACILITIES (9-12)</b>                                                                                                         |                                                                                                                                                 |
| 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

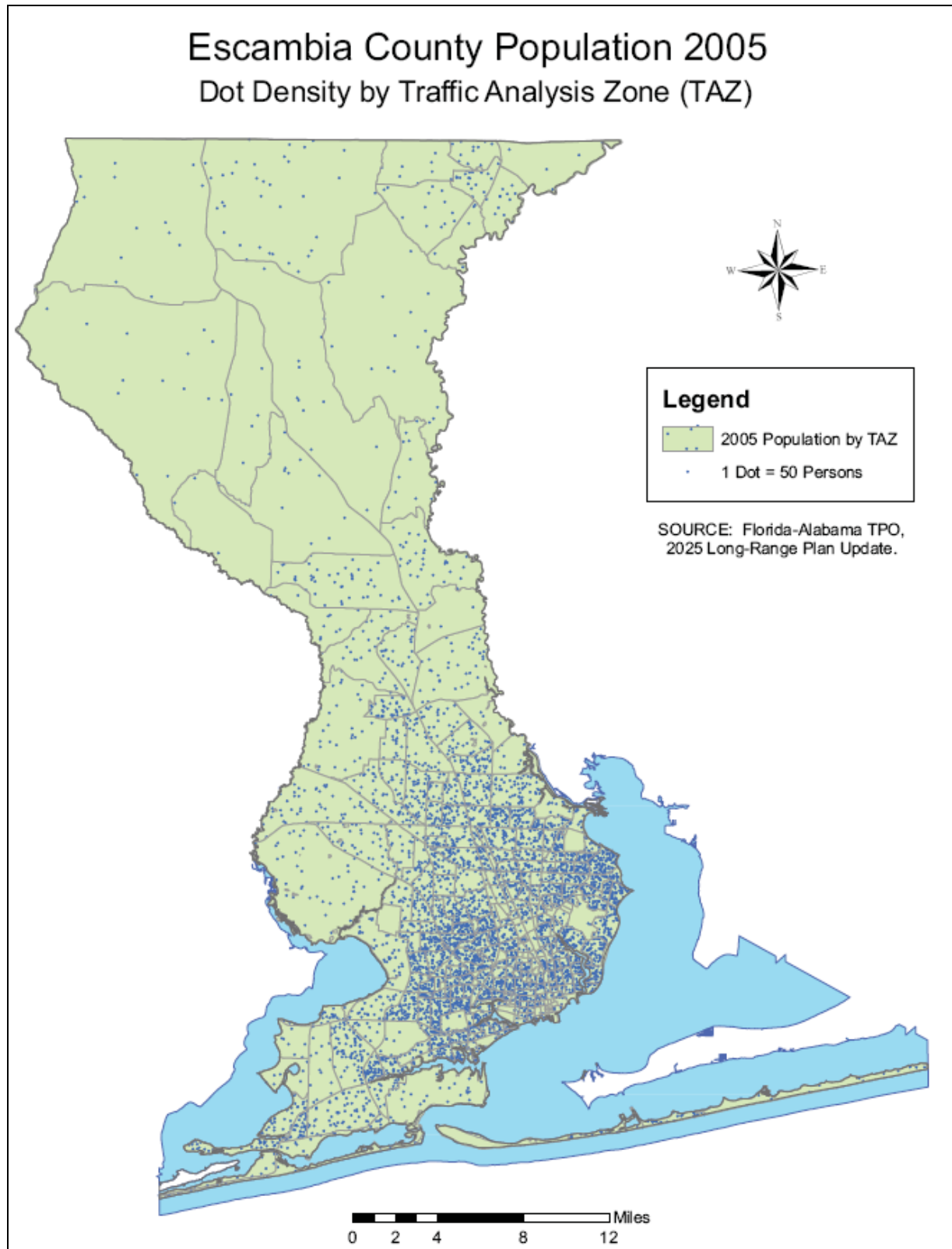
The applicant's total proportionate-share mitigation obligation to resolve a capacity deficiency shall be based on the following formula, for each school level: multiply the number of new student stations required to serve the new development by the average cost per student station and, if needed, add the additional cost of a core facility to accommodate the additional student stations.

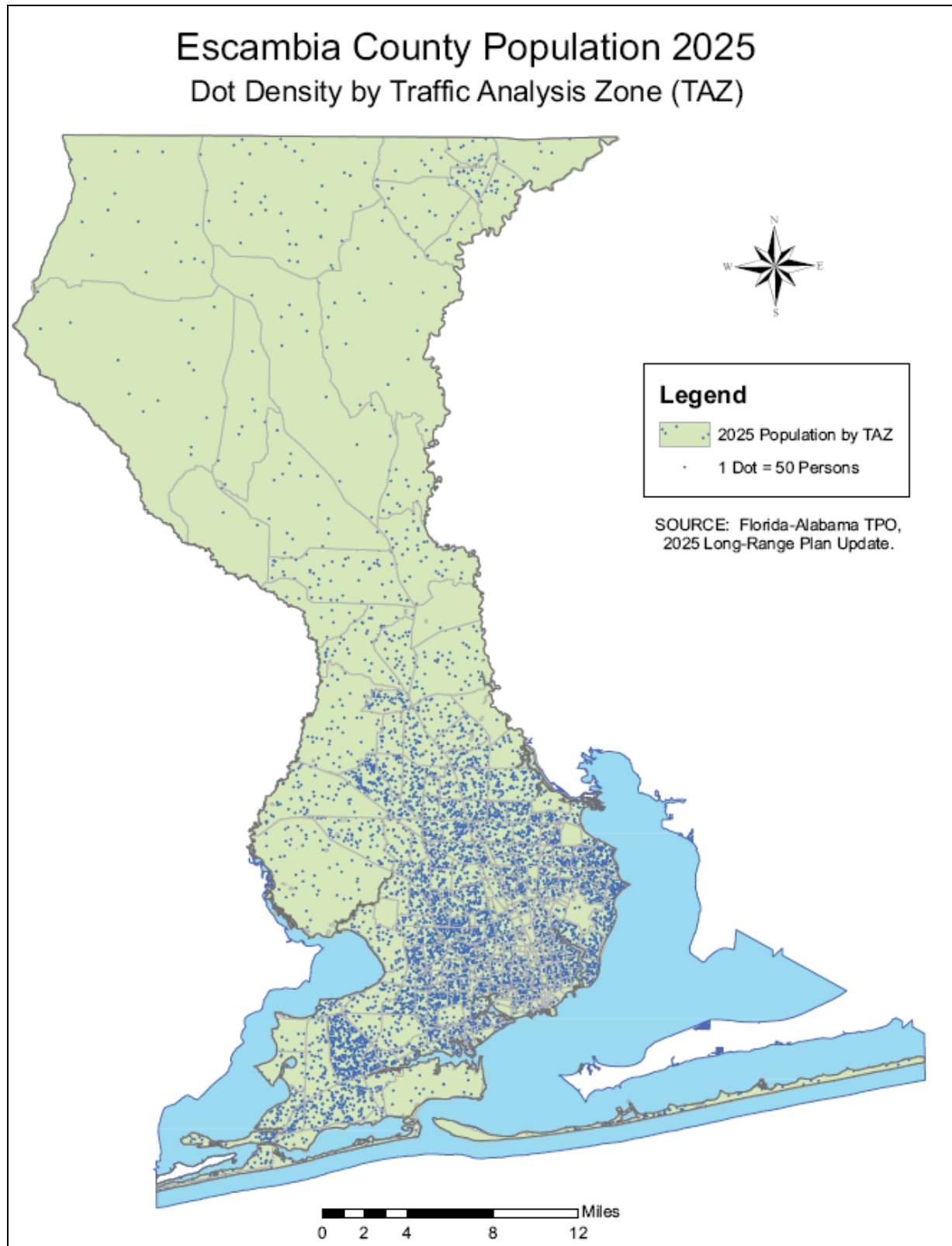
The average cost per student station shall include school facility development costs and land costs. The applicant's proportionate-share mitigation obligation will be credited toward any other impact fee or exaction imposed by local ordinance for the same need, on a dollar-for-dollar basis, at fair market value.

#### School Facility Maps

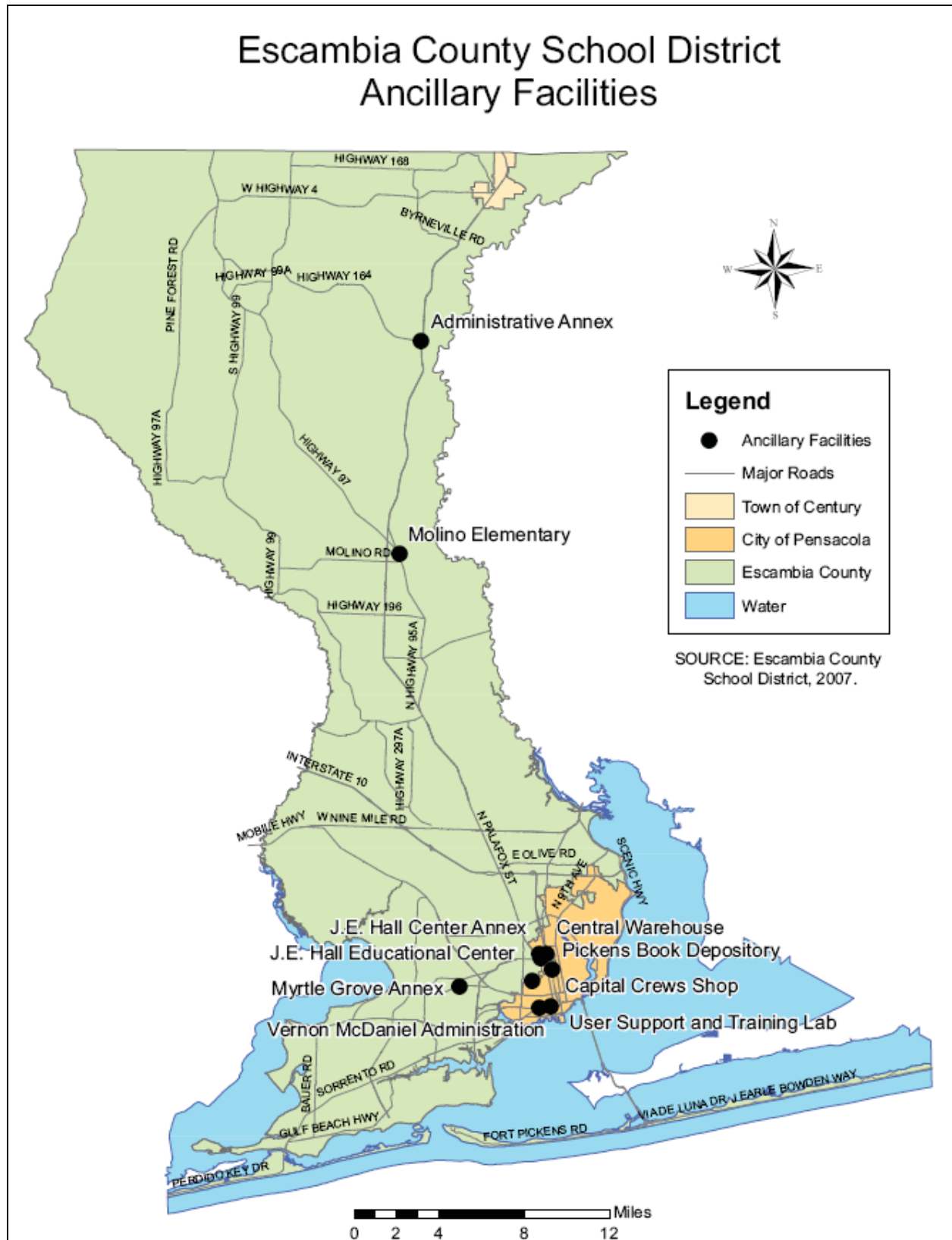
Consistent with Section 123.3177(12)(g), Florida Statutes, the Public School Facilities Element shall include future conditions maps showing existing and anticipated schools over the five-year and long-term planning periods. The maps of necessity may be general over the long-term planning period and do not prescribe a land use on a particular parcel of land.

## Escambia County Population 2005

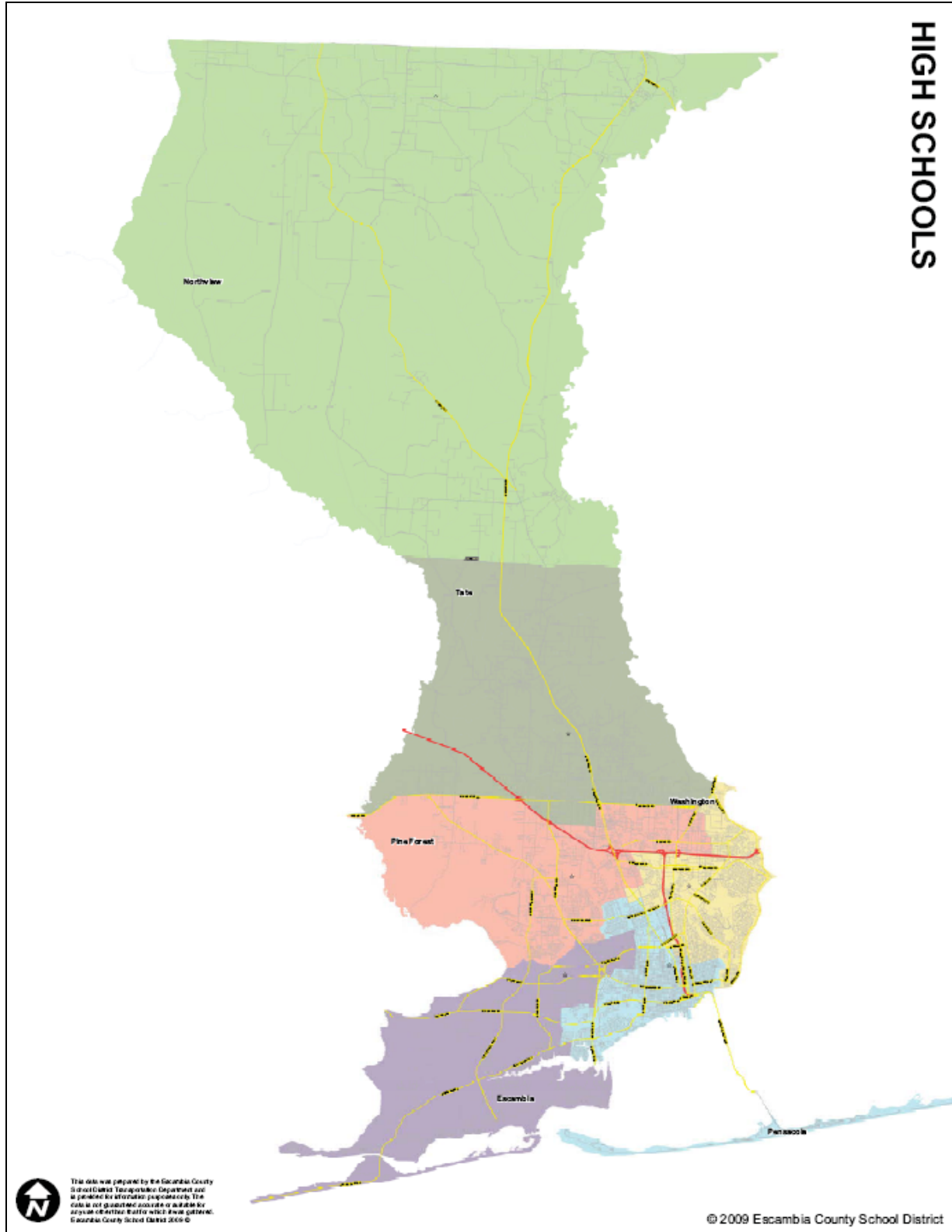




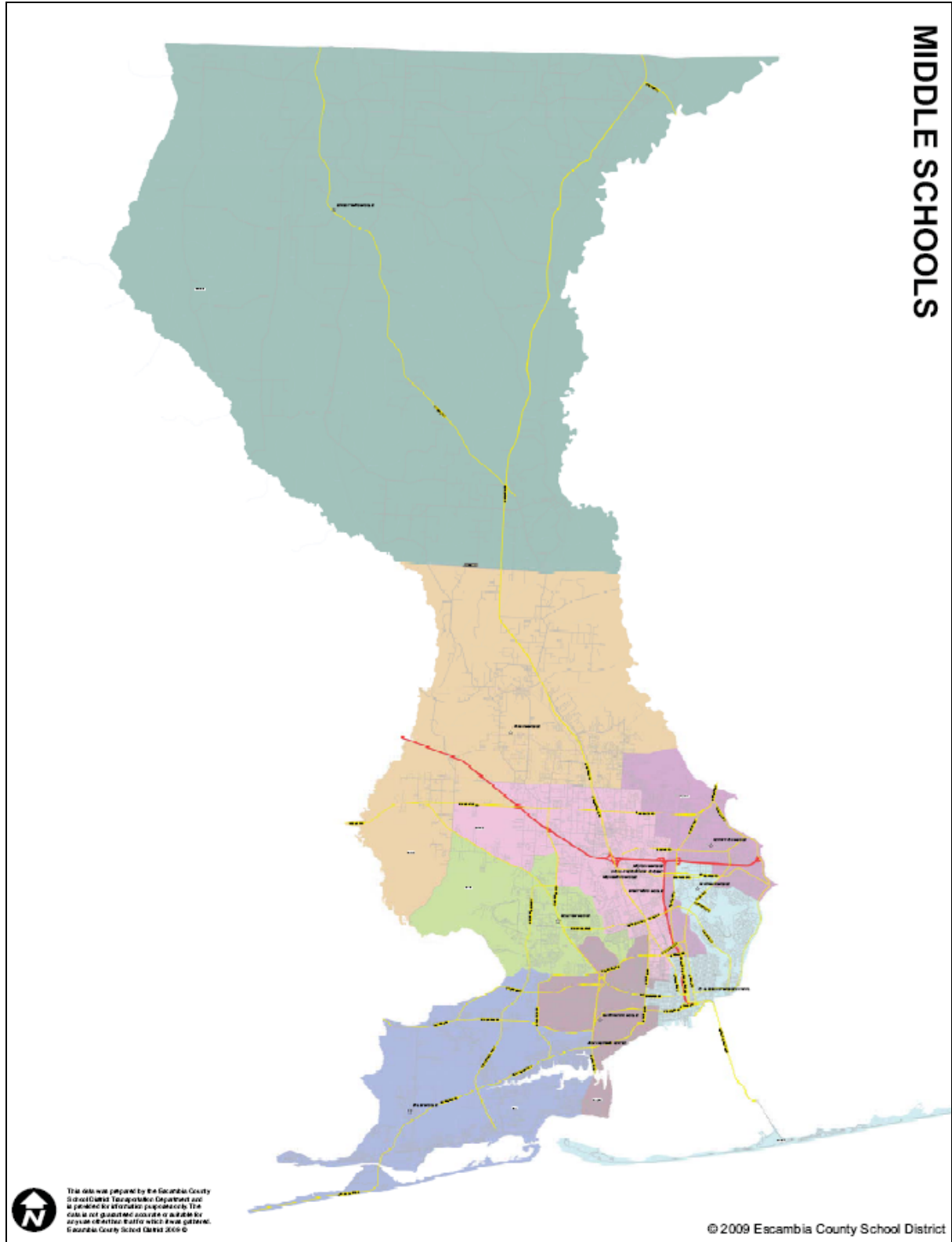
## Escambia County School District Ancillary Facilities



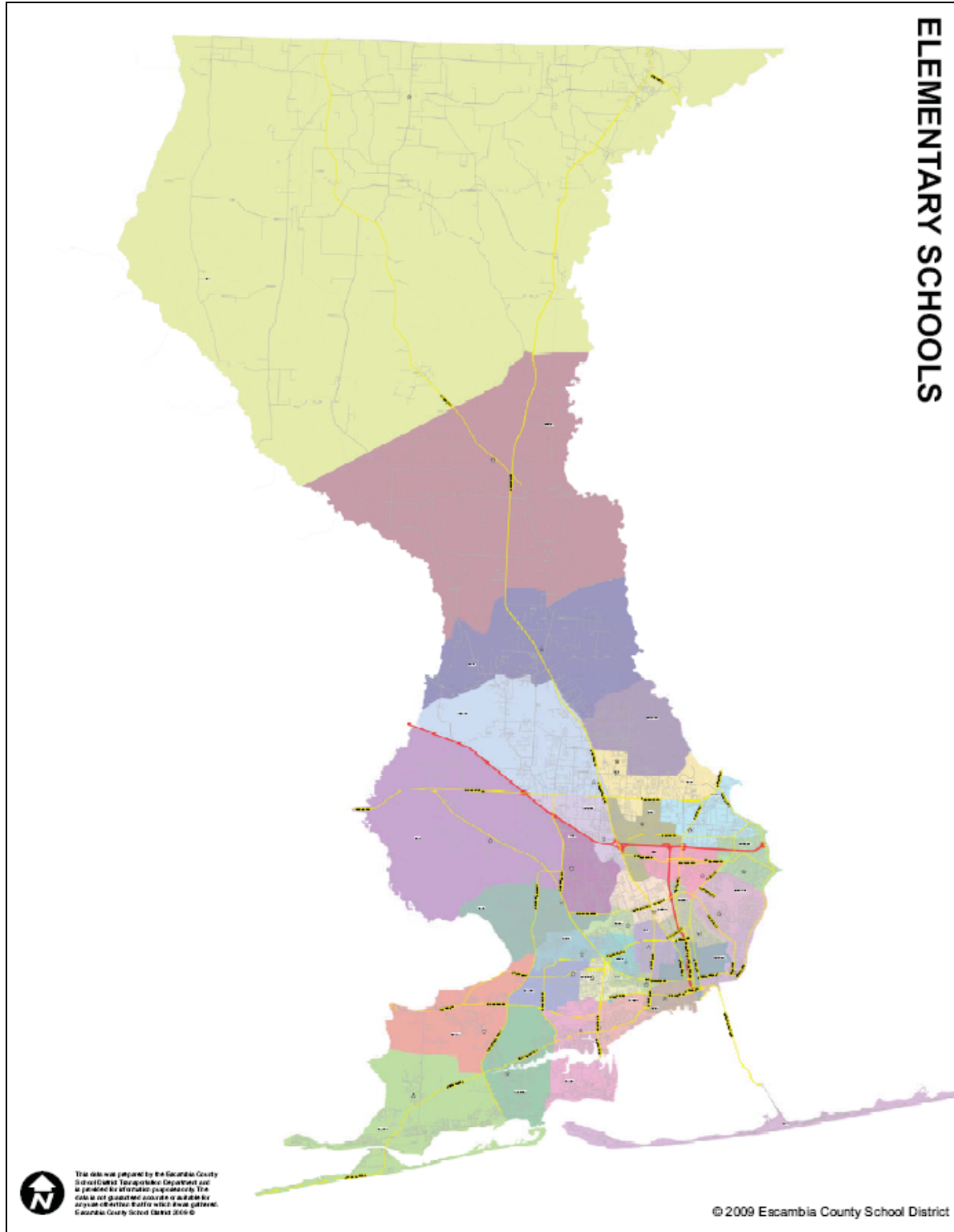
## Escambia County High School Attendance Zones



## Escambia County Middle School Attendance Zones



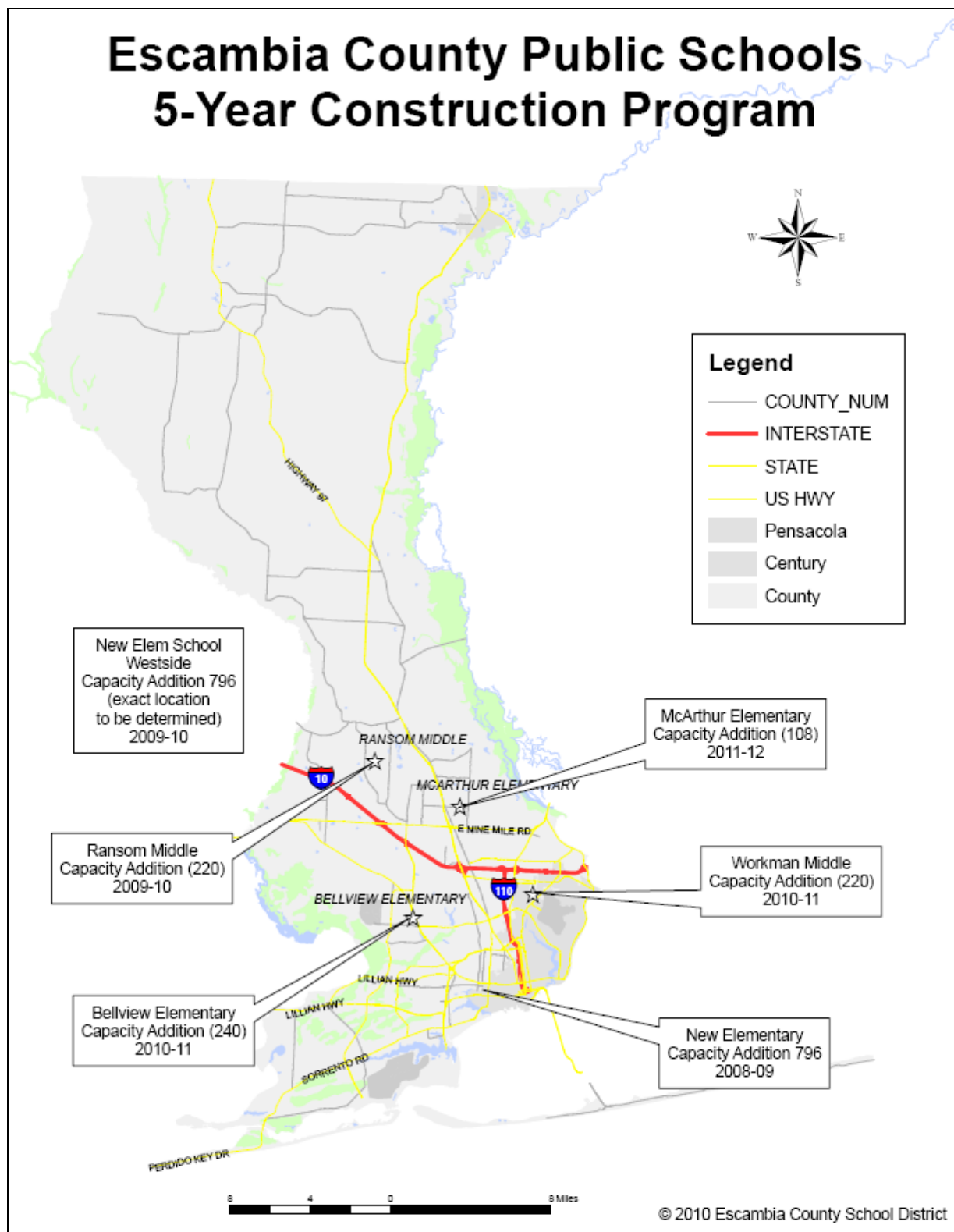
## Escambia County Elementary School Attendance Zones



## 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\*

