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1	COMMUNITY COMMENTS TO CRA FEB 3 2020 PROJECTS WORKSHOP		
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3	Commentator	Referenced Section	Comment
4	Harold Homeland (retired city firefighter & a strong believer of safety)	Scape	EVERYONE (CITY INCLUDED) IS TRYING TO PUSH SOMETHING THAT YOU WOULD HOPE HAPPENED ON IT'S OWN... I could accomplish 90% of what 'scape' is suggesting for 1/2 the price! I've lived on the water my entire life, but have traveled enough to realize money is going to prevail and that it is... Studer has an agenda that may not fit the average person! This waterfront was a real working man's waterfront that built old Pensacola! I can only say we 'the people of sanders beach' UPENDED 'OPERATION GREEN SHORES' OR SHOULD I SAY THAT ' GREEN SHORES' UP ENDED ITSELF - when asked one simple question - is there room for moving or altering any of the plans that WE WERE EXCLUDED FROM, FROM THE PLANNING STAGE - I HAD TRIED TO GET ON THE COMMITTEE (SP?) FOR 2 YRS AND NEVER WAS ALLOWED - THAT BEING SAID GREEN SHORE COULD HAVE WORKED - IF THEY HAD HAD PROPER INPUT AND A BIT OF RELOCATION TOLERANCE! THE CITY HAS BEEN NEGLIGENT WITH MANY WATERFRONT ASSESTS AND NOW IS ' RUSHING ' THE JOB! WHY??? BRUCE BEACH WAS IN FACT REPORTED FOR CODE VIOLATIONS BY ME PERSONALLY YEARS AGO AND LIKE CODE ENFORCEMENT HAS ACTED TO ME - LAUGHED AT ME - SO NOW WE HAVE A 'LITTER-BOX' EFFECT - HURRY AND CLEANUP? WE DO NOT NEED OUTSIDERS 'DICTATING'; WE AS CITIZENS KNOW WHAT WE NEED! AND WHAT IS WORKABLE! COMMON SENSE INSTEAD OF DEEP POCKETS! #1 DREDGE SANDERS BEACH BOAT LAUNCH THAT IS NOT USABLE! YES - NOT USABLE FOR YEARS NOW - #2 BUY AVAILABLE LOTS (BAYBOYZ) @ THE END OF "I" STREET AND MOVE THE PLAYGROUND AWAY FROM BOATRAMP (ONE \$1 MILLION CLAIM WOULD BE DIVERTED) - i.e.: child getting hurt
5	Kathy Tanner	Scape /Hashtag	Dear Ms. Gibson, What do I think? I think I have seen enough to know everyone designing and spending including our Councilwoman Ann Hill, does not advocate for Traffic Calming, improved pedestrian crossings in Historical Seville or anything EAST of ALCANIZ and including Nineth Ave. Through the years, I read and counted on these articles and meetings in the past. They sounded lovely. My office is full of these style Bayfront Improvement articles as a positive future all the way to Maritime and Bruce Beach. In past, we as Citizens spoke BUT other agenda KOOL-AID is consistently served to us. (we only needed a sip of the Pensacola Civic money and really do not need Studers money.) So much for Civic ENGAGEMENT from 2005 and the base Gindroz Report from before Hurricane Ivan....and all other attached to the PNJ style writings and carrots dangled above (attached). <u>That is what I think.</u> This money to be spent for in-clusion design did not have a sidewalk or a traffic calming speed sign for Bayfront Parkway as one approaches Hashtag, right? Am I wrong? What about some underground utilities? <u>OK so it is privately funded therefore why should I care. I like Quint Ms. Gibson, why are you asking for our thoughts.</u> THE WAY I SEE IT, my neighbor walking with her dog or the fellow on cruches can't even have a WHITE STRIP or TWO allowing safe crossing on S. Alcaniz at E. Zaragoza. Not everything has to be a big project. Historical Seville and Bayfront Parkway needs Inclusion on the most humble amount of dollars for the safety of the citizens, on the way to the HASHTAG and before Main St.. And this is what I think. PS <u>Don't let anyone blame this on the FDOT or Port. I watched port trucks often when we had the Bayfront road modified after Ivan. This is just plain greedy to not share a sidewalk pour or a traffic calming sign and put a few utilities underground in a comprehensive plan with city funds. This dims a Vibrant Community in a Historical District.</u> Comment #2: Dear Ann Hill, Slowing Bayfront down is not rocket science. I feel You have failed by not caring enough to advocate for a slower Bayfront on the way to Bruce Beach. What about safe sidewalks and what about cross walks. How much would it have cost! It's exhausting thinking all this money of target left the East side of Alcaniz and Main St out - If I am incorrect please accept my apologies.
6	Patricia A. Jackson	Scape	1. Cedar St - who will move the Port Royal mailbox station outside our gate? Our mailboxes should not be where the public has access. 2. Bike lanes - why provide them for bike riders who pay nothing - if bike lanes are provided we should have the riders buy a yearly license. 3. Sidewalk & road repairs need to be done

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7	Robert R. Bennett	Scape	Pensacola already has 10 community centers. The city currently provides insufficient funds for improvements and maintenance of those facilities and most are closed on weekends when they are needed most. There is a community center at Sanders Beach on 1.2 miles away! How does the city plan to fund staffing, operations, and maintenance of the proposed Bruce Beach Center? Stormwater from West Pensacola enters the bay near Bruce Beach often making the water there unfit to swim or fish in. How does the City propose to correct this problem to assure citizen health and safety. Is the cost to correct these environmental issues included in the cost estimate? Bruce Beach area has hazardous debris buried under the soil. In addition, the bottom of the bay in that area is littered with unsafe debris. How does the City plan to correct these issues to assure the health and safety of its citizens using that area? Is the remediation cost included in the cost estimate? The area around Bruce Beach and Maritime Park routinely suffers from stormwater and sewer overflows. Stormwater management plans call for only \$1.135 million to be spent over five years on stormwater improvements in the vicinity of Bruce Beach while nearly \$12 million is allocated to the Eastern side of Pensacola. The City apparently is willing to borrow \$20 million to fund SCAPE in the Bruce Beach area but unwilling to borrow to fix the serious flooding issues faced by the lower income West Pensacola. Is this not socioeconomic discrimination by the City?
8	Scott Jennings	Scape	Derrik, It is great to see all of the wonderful improvements that the City is involved with, including this makeover on South Spring St. I have an observation that I've been meaning to mention to the City for many years. Has anyone ever noted how inefficient the two traffic signals are on Government St. at Spring and Baylen Streets? Other than the 'rush' hour traffic, these signals are really overkill. With all of the other tweaking of traffic directions and four way stops that have been done over the years, I would suggest putting those signals on a timer by having them fully activated during rush hours, then flashing red for a four way stop otherwise. Thank you all, and proud to be a life long Pensacola resident.
9	Mike Mozur	Scape	We would expect that SCAPE plans would include water bottle fill stations and solar trash compactors.
10	Frank Brown	Scape	Good morning. I don't know when the lockers that have been discussed might be planned for but I just wanted to pass along some specifics about the size needed since I own and enjoy a kayak. Mine is a two seater and it's an ocean-going kayak perfect for the large, Pensacola Bay and the Gulf. it's just under 19 ft long and 32 in width...so a locker should be able to accommodate something of that size. Thank you. Here's a picture of it at Bruce Beach with a friend of mine.
11	Dr. Dolly Berthelot	Scape	Ms. Gibson, Over two years I have attended many worthwhile CivCon programs, including several by Scape. They have reenforced my contention-asserted since I moved here in 1976 - that public access to waterfront is woefully limited in this alleged bayfront/bayou community, and that must be rectified. Also I've long contended that esthetic preservation and enhancement is vital in a town that offers a plethora of charming historic architecture and natural beauty. The Scape plan offers all this and more. Having moved from my beloved bayou-view antique bungalow of 40 years in EPH across the magic Palafox line that separates East Pensacola from West to my now beloved high-rise Riviera Condo on Pensacola Bay, I've come to appreciate the merits and the potential of the near Westside that has been such a neglected stepchild. Clearly, downtown is moving west. Transformation of Main Street and Bruce Beach will help that happen, an advantage to downtown, to near west side, and to the entire community. I hope you will help that happen, for all our sakes. Thank you for your efforts.

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12	Spencer Leeper, Project Analyst, South Palafox Group	Hashtag Connector	Councilwoman Hill, Thanks for taking the time to discuss things with me on Monday. I wanted to check and see what information you had gotten back from Dewberry concerning the lane widths for the Hashtag Connector Phase 1 on Main Street. For recap, I believe I had heard one of the engineers say that they had gone with 11' lane widths, and I'm concerned that these are far too wide. When I broached the goal of 9' lanes within the framework of the project (the entire idea of the connector, from my understanding, being a Complete Streets project for pedestrians to feel safe), I was given the reasoning of 9' lane widths having been tried but were being a little tricky about practically implementing them on Main Street for that portion. Obviously I didn't feel it appropriate to quite dive in and second guess these design choices, but I was left with a lot of concern. Over the past year that I've lived downtown at Southtowne, I've really come to enjoy the walkability in some areas, and have become particularly sensitive to so many little design choices that affect my subconscious perception of safety and propensity to walk and cross streets. If we're going to be spending so much on this section of the project, it would be a shame if we weren't fully taking advantage of the redesign, especially in that crucial (and probably dangerous section) of Main between Baylen and Tarragona.
13	James Hunt	Scape	Just do it. Get 'r done.
14	Stephen Broadley	Scape	Ms. Helen, I am a resident of the East Hill area and a registered voter. I believe the Scape's project downtown would be very conducive to the development of our city. I think it would enhance foot traffic and provide more opportunity for local businesses. Thank you for giving our citizens a voice in this discussion.
15	Barbara Mozur VP of Ocean Hour	Scape	Dear Ms. Gibson, Thank you for the opportunity to comment on the proposed SCAPE project. Ocean Hour has been committed to keep beach cleanups for several years. These cleanups have included Bruce Beach, William Bartram Park and Wayside Park (east and west). As such, we are intimately aware of the amount of trash threatening Pensacola Bay. We would strongly encourage the project has a commitment to the environment and highly recommend that any SCAPE proposal include numerous solar trash compactors and numerous water bottle fill stations.
16	Duane Tant	Bruce Beach	Thanks, Allen. I wanted to say again how delighted I was to see the Bruce Beach design. I have been taking my positive impressions back to my fellow native plant enthusiasts. You indicated that you would like to connect with the stewardship organizations that have specific expertise with the native plants of our local biome. Can I extend an invitation for you or your landscape architect - both? - to present to our organization? Best Regards
17	Michael Brower	Scape	Dear Mayor Robinson and CRA Executive Director Gibson, Thank you for the opportunity for Francis M. Weston Audubon Society to comment on the important effort to reconnect Pensacola's residents and visitors to Pensacola Bay. This is a true community benefit effort. Francis M. Weston Audubon Society is a 600-member federal and Florida not-for-profit organization with historic ties to Pensacola dating to 1916. Best,

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18	Michael Brower, President, Francis M. Weston Audubon Society	Scape	Board of Directors, Francis M. Weston Audubon Society, Post Office Box 17484, Pensacola, FL 32522, February 6, 2020 The Officers and Directors being properly convened per the By-Laws dated October 3, 2019, and thus speaking for the entire membership of the Society, states: Francis M. Weston Audubon Society (FMWAS) commends the City of Pensacola led by the Honorable Grover C. Robinson IV, Mayor and a notable staff including Community Redevelopment Area, Executive Director, Helen Gibson, for their steadfast advancement of projects to reconnect the City to Pensacola Bay. FMWAS further applauds the presciently planned and bond-funded resources for the Bruce Beach project for the potential that a Gulf Coastal Lowlands native plant focused Bruce Beach can yield. The Society has led a coalition including the City, Long-Leaf Pine Chapter, Florida Native Plant Society, Audubon Florida and the University of West Florida that recently won a funding award from Gulf Power Foundation for a project: "Native Plants for Native and Migratory Birds at Bruce Beach." FMWAS equally shares our concern about the scientifically inevitable negative environmental effects on habitat and adjacent waters of the Bruce Beach site by the proposed Community Maritime Park Day Marina. The Society urges that the potential value of the Bruce Beach site and adjacent waters not be underestimated. The thousands of ducks, geese, mergansers, loons and other waterfowl visiting Pensacola Bay and Bruce Beach are a significant eco-tourism advantage worthy of "Great Florida Birding Trail" designation. Our eco-tourism advantage is threatened by Community Maritime Park Day Marina particularly in the winter and nesting season. Therefore let it be resolved; FMWAS and our 600 members oppose the proposed Community Maritime Park Day Marina, as designed, because of potential negative environmental effects to Bruce Beach. However, in the spirit of community-compromise, FMWAS proposes in lieu of a redesigned Community Maritime Park Day Marina seaward entrance that the City of Pensacola petition Florida Fish and Wildlife Commission to designate the entire Bruce Beach site and adjacent waters as a Florida Marine and Bird Sanctuary and that from November until April the Community Maritime Park Day Marina be limited to non-petroleum powered watercraft.
19	Rachael Gillette, Chief Leadership Development Officer, Studer Community Institute	Hashtag & Bruce Beach Scape Projects	Please move ahead with the projects as proposed. The study has been validated and public have had a huge amount of input. It's time for the City to fund them and make them happen for our community. Thank you
20	Nina Mazur	Scape Project	Dear Ms. D'Angelo: I would like to add my comments to the CRA projects being considered. I am fine with the proposed projects but I would like you to consider some changes to the Bruce Beach project: 1. Bruce Beach, phase 2: Remove the exercise equipment from the plan. I would like to see Bruce Beach be kept as natural as possible with limited development, yet accessible for all. I do think having educational and cultural components are good. Maritime park already has exercise equipment; nature trails, kayak launch, bike and walking paths are all that is needed for exercise at Bruce Beach. *The playground and exercise equipment at Maritime Park should be shaded. 2. Bruce Beach, Phase 4 - I think this should be removed. It was unclear what the additional, almost 2 million would be for. Use this money to improve the drainage issues in the Tanyard??? If an educational/cultural center is being built (unclear if that is the case or it will just be cultural and educational postings/art), the center would need to be staffed and maintained - budget would need to be there for that or we end up with a closed building and a waste of money. I would also like to make sure that drainage and sewer overflow issues, which seem to be a re-occurring problem in the Tanyard, are addressed and are part of the CRA Project.
21	Jerry Newton	Scape	I am very much in favor of the overall Scape plan. Two concerns: 1. access to kayak launches looks complicated 2. I live in upper 12th Ave. area of city. Right now parking is not so bad - but have concern about citizen access to downtown areas in general for those that have to commute to downtown and have sufficient parking access as redevelopment progresses.

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22	Mary Gutierrez, Executive Director, Earth Ethics, Inc., Earth Action , Inc.	Scape/Hashtag Projects	Good morning - I applaud the City's initiative to make improvements to the downtown area. However, I think that some of the money that is being or will be spent on these projects should be used in other areas of the city with a greater need. With that said, I would like to provide the comments below: I support the implementation of the Complete Streets concepts and practices throughout the City not just within the downtown area, but do support the improvements slated for Jefferson Street. I do not support the placement of a one-day use marina. This caters to a specific clientele and is exclusive of others. We should bringing the community together, not separating them further. With regards to the Hashtag project, I am currently in support of the proposed project, but am on the fence with regards to the Bruce Beach project. I am in favor of a learning garden and a pedestrian bridge. The site already has a "shade structure" they are known as trees. Looking at the diagram, I support a kayak storage and launch area. I am unclear of the need for beach terracing so I am neutral with regards to that piece of the project proposal. I know that the City has several CRA projects suggested for the modifications to the RESTORE MYIP, but I believe the City should focus more on existing CRA areas in traditionally underserved communities before expanding an area that has already seen great improvements and growth. Thank you for the opportunity to comment.
23	Carolyn Grawi	Scape	To speak regarding ADA & universal access. All aspects private & public need to planned and approved accessible for all. More time needed to review specific physical & utilization accessibility of every plan.
24	Teresa Hill	Scape	Hello, this is Teresa Hill 412 W Gregory St. I've been a resident in the CRA since the 90s. I could not make the meeting last night, but feel \$9M for Bruce Beach is outrageous. We don't need to develop it, just a boardwalk, ADA path and parking and a monument to black history. I didn't see an option for the dog park in there either. We need every single sidewalk in the CRA fixed and bathrooms at Veterans park. This hashtag project is cool, but does not address the needs of the pockets of poverty. No way is that neighborhood by Maritime now "blighted" and in need of funds. In fact it needs stormwater and pollution management before we add amenities. My understanding was that the CRA would first address blighted areas and this is the perfect opportunity to address the outstanding needs of those areas FIRST. Let's identify the true needs of the residents, and use these funds to address those before we add the icing on the cake. Thank you, Comment #2: I believe all sidewalks within the entire CRA should be fixed & installed, as well as ensuring all lighting is fixed. Also we need major stormwater infrastructure improvements that we have dealt with for decades. This funding through refinancing the bonds should be used for NECESSITIES first, then use what is left over for this project. I love hashtag & Bruce Beach, but our neighborhoods have been waiting for these basic needs to be addressed first. <u>I love the Baywalk! LOVE THE MARINA!</u>
25	Beverly Perry	Scape	One of my main concerns is if all the bond funds are used for the 4 listed projects, does that mean no funds will be available for several years if other CRA projects are brought forward? Is this the entire CRA budget? For how long? One of the most pressing needs is affordable housing. I mean housing being built in the area that is actually affordable, not what developers are calling affordable, such as in my area, Belmont-DeVilliers where affordable starts at under \$200,000. These are gentrification numbers for those of us who have lived in the area for a number of years, who came when it really was affordable or who have had family homes here for generations. Will the CRA do anything or are other City departments working toward actual affordable housing? Will all the projects utilize and fit with the City's Climate Task Force report? Will they be forward thinking along with many other cities, and use renewable energy, sustainable practices and be designed for resiliency? We should know by now that the savings in the future will be worth the investment. Some of the projects showed elements that go along with this, like the many trees & shrubs of the Jefferson St. plan. I hope at Bruce Beach they will keep a light touch and retain some of the wildness that is there now. Please don't do a repeat of the Maritime Park, which is beautiful with its walkways & water scenery & landscaping, but is very structured and formal. Retaining the wildness & some of the current plants at Bruce Beach would make a good contrast with the next door waterside walkways. My vote for first priority is with Bruce Beach. And I think many of us are expecting to see an African-American heritage site/museum fit into that space, in this phase or later. The day marina visible from Bruce Beach looks like a good addition and would fit with the other public areas. Yes, please, connect the east side by the water to the west side by the water. This would be well-used and good for us.
26	Brian Spencer	Waterfront Promenade "no view"	Team Pensacola-

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27			This invasive non-indigenous grass is not a protected wetland plant species — it requires periodic eradication (or management at the very least). This was unfortunately imported to our Bayfront shoreline when FDOT's contracted vendors brought fill/soil carrying remnants of this destructive species. The fill was used to construct the paved berm aka Bayfront Parkway.
28			Can you please reply with reminder of what City's current protocol is and how this issue will be incorporated into SCAPE plan. Can City promote or mandate for FDOT to adopt a more aggressive and frequent implementation of control ?
29			Current enjoyment and attraction to waterfront is hindered with current condition. In addition, PPD has had issues with concealed encampments and associated issues that minimize feeling of security for those seeking use of this public amenity.
30			Thank you-
31	Beth L. Fugate	Waterfront promenade	Good morning, The areas specifically around Project Green Shores where Phragmites is was resolved to be maintained through an agreement by the City of Pensacola. In previous years, they have cut back, which is most effectively done prior to seed heads forming in the fall but full eradication will not ever happen without continued maintenance and likely mechanical removal. I have met with multiple Pensacola staff out there concerning what to remove, how to remove, etc. Unfortunately this hasn't been maintained in several years now and has gotten quite massive. If someone needs to meet me out there again about this, I would be happy to make that work. Thanks
32	Matt J. Posner, Interim Director, Pensacola & Perdido Bays Estuary Program	Waterfront promenade	Hi Councilwoman Hill, I will defer to Keith Wilkins and Beth Fugate, FDEP Aquatic Preserves Manager, as I don't know which agency oversees maintenance in this area. Phragmites is a very aggressive wetland plant species and can prove challenging to manage. I would add that while it may not be an ideal species, some habitat is better than no habitat (green vs. grey). FDOT has a sizable budget for "landscaping" as part of the bridge construction, which could potentially go toward vegetation management in this area. That would need to be brought up with FDOT. Thanks.
33	Keith Wilkins	Waterfront promenade	This was somewhat before my time but my recollection was that the City was requesting DOT to maintain that during construction of the bridge and the roundabout. With that construction our access is severely limited to conduct maintenance ourselves. Not sure if this is the story or not and have asked public works for further information, which I will forward to you when I receive it. Thank you.
34	Barbara Albrecht	Waterfront promenade	Hi Ann, The grass is called Phragmites. It is one of the many invasive species the FDOT that manage to hitch-hike into areas. I've copied Colby Cleveland with FDOT R3 on this email. The FDOT has a contract and work-force development relationship with the Conservation Corps to remove invasive species. Perhaps City Council can persuade FDOT to address this and other sites where they have inadvertently released these species. Also copied on this email is Krystal Walsh, current president of Six Rivers CISMA (Cooperative Invasive Species Management Area.) The end of Feb is Invasive Species Week, maybe FDOT, City of P'cola & CISMA can help remove this grass from our area. Thank you.
35	Butch Hansen	Public Bathrooms Funding Question: Veterans Memorial Park	Ann, thanks for the reminder, but unfortunately I have another appointment today. Yes, we do want restrooms [at Veterans Memorial Park] and have previously provided the mayor, administrator and Parks and Rec the details. Bottom line, for \$160,000 we can provide ADA compliant, atmosphere controlled, minimum maintenance restrooms that would serve both Veterans Memorial park and Admiral Mason Park. We appreciate any support you can provide for this effort. The mayor has indicated support previously. Thanks,
36	Lissa Dees	Public Bathrooms Funding Question	The estimated cost for the Portland-Loo at the Jefferson Garage location was \$110K.
37	Liz Watkins	Scape	Please find the money and complete this project. Good job so far.

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38	Zachary Lane	Urban Core Projects	Ann, In response for your comments to the CRA urban core projects, I have a few comments. Page 6 of the presentation appears to show DeVilliers as one of the community access points. The only issue is that at Garden St. there are no signalized intersections. There are intersections at A street and Spring St. This is half a mile without a safe crossing at Garden St., which for a pedestrian is a long way. I would like to see a signalized intersection/crosswalk at DeVilliers and Garden St. added to one of the projects or as its own project. One of the issues that I experience as a frequent pedestrian or bike commuter is safe crossing of the main thoroughfares. Additionally, many of the Tanyard streets do not have a contiguous sidewalks, and the existing sidewalks are cracked and broken. I know the city is currently repairing many of the sidewalks. Hopefully, the Tanyard sidewalks will be included in one project or another. Other improvements that I think are worthwhile and would improve connectivity. A 4-way stop at Romana and Baylen with crosswalks; a 4-way stop at Spring and Romana with crosswalks. [Aerial Photo] Pensacola from Garden St to Waterfront, A to Baylen [Photo] DeVilliers St looking South toward Bay. Thanks
39	Renee Borden	CRA Bond Issue	Afternoon City Council Woman Hill- I reviewed the proposed projects for the bond issue. All of the projects appear to address beautification of the CRA district, but it seems they do not encompass any of the other charges under the CRA as you mentioned in particular: <i>Affordable housing, whether for rent or for sale, to residents of low or moderate income, including the elderly</i> ; While I do understand that improvements to these areas enrich the community as a whole. Is there a way to incorporate some of the above items into these projects? What CRA developments address these concerns? And as always...Thank You for your work and time on this initiative.
40	Robert Van Slyke	Scape	I am disappointed that no attention has been given to traffic control & speed on Bayfront Pkwy between 9th Ave and Alcaniz. Everyone assumes that the State will not allow one lane traffic in that area because of the port traffic needs, but no one has actually evaluated that need with a positive notice of the need. Let's look for ways to make it happen, not for ways it can't work. In addition, there should be a strong consideration of opening up the east entrance to Government St on 9th Ave to allow an appropriate entry to our wonderful historic downtown. Maybe a traffic circle at 9th, Bayfront and Government! Also, the sidewalk on the north side of Bayfront needs to be continued to the east up to 9th Ave and remaining 4 telephone poles removed in that area. I have expressed these comments publically and in writing at numerous forums/opportunities over the past 10+ years. Thank you.
41	Marilynn L. Wiggins	Scape	I would like to see some of the money used to fix-up the broken sidewalks on Intendencia. Street lights are needed on "A" Street thru Intendencia Street, DeVilliers St. Beautification of the area is much needed all through the area. Needs to add the same type of Christmas lighting through out the whole area. This is part of Downtown, and it needs to look the part. Tree, inside the sidewalk area...
42	Jay Baynes	Scape	Would be safer for mixed use traffic (vehicles, bikes, pedestrians) if we would add more 1-way streets. Add more islands at intersections to calm traffic similar to island at YMCA. Add streetscaping & decorative lights to streets beginning from W. Govt north to Garden & Intendencia between Spring & "A" Street; Romana
43	John Bullock	Hashtag	The only part of the Hashtag that is along the water is the Cedar Street Walkway at the north end of the Spring Street cove. This part of the cove is used to catch sediment from street runoff. The far north end is overgrown with tall reeds, completely blocking any view of the sediment mud flat and water beyond. Are there plans to improve this area for waterfront viewing?
44	Margaret A. Sheridan	Scape	Keep drive around at Plaza de Luna in Phase III and parking for Jaco's this is a great site for driving handicapped persons to see the bay. My mother was in a wheelchair after a broken hip and looked forward to driving down & parking to see the bay 3-4 times/week.
45	Dr. Gloria Horning		No comments entered

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46	F. Jackson (Friends of Tanyards)	Scape	Proposed construction on the ECUA/Studer property will impose a very heavy burden on Main Street with foot and vehicular traffic - 1200 condos + 2 hotels + CMP condos = 10,000 people + 5,000 cars all attempting to travel Main Street, Spring Street & "A" Street. This will make money for the developers but will cause chaos otherwise including Tanyard properties.
47	John Herron	CRA Workshop	Dear Administrator Gibson, I applaud the efforts of the City, the Community Redevelopment Agency, and the thoughtful individuals involved in planning for the future of our City and our children in connecting the natural gift of Pensacola waterways and our urban core. The Waterfront Trail System is a natural fit for our City connecting various neighborhoods and bringing awareness to Pensacola residents and our guests that we continue to be good stewards of our beautiful waterfront. Connecting the east and west waterfronts is necessary for the continuous and uninterrupted enjoyment of residents and visitors to our City. The improvements made at Bruce Beach are remarkable, I enjoy them now with my children, and am very grateful continued improvements are planned. It will make a wonderful community gathering place. I applaud your efforts, and support implementation of these plans for the next generation of Pensacolians. Thank you.
48	Christian Wagley on behalf of the BOD for Bike Pensacola	Scape	On behalf of the Board of Directors for Bike Pensacola, please accept these comments on the CRA/SCAPE projects: We are concerned that protected bike path on north side of Main St. has been removed from SCAPE plans presented previously. We believe that this facility should remain. We also ask for an explanation of the removal of the protected bike facility from Jefferson St. This road can more appropriately support a sharrow, but we would still appreciate context for any decision to eliminate the facility proposed by SCAPE. We ask that the connection from W. Cedar St. west to Spring St. down the grassed and tree lined right-of-way and behind 101 W. Main St. be a full 10' multi use path (minimum width recommended in state of FL standards). There is plenty of space to accommodate such a facility, and it makes no sense to split pedestrians and cyclists at this point in the corridor. At Bruce Beach, please provide direct pedestrian and cyclist access from Main St. and eliminate the large gravel parking lot along Main St. Parking lots are not appropriate fronting on Main St. Eliminate the extra eastbound travel lane on Bayfront/Main between Tarragona and Alcaniz providing greater connectivity between Seville Square and Bartram Park. While outside area of SCAPE catalytic projects, at Garden St there are no signalized intersections. There are intersections at A street and Spring St. This is half a mile without a safe crossing at Garden St, which, for a pedestrian is a long way. We would like to see a signalized intersection/crosswalk at DeVilliers and Garden St added to one of the projects or as its own project. Additionally, many of the Tanyard streets do not have contiguous sidewalks, and the existing sidewalks are cracked and broken. We know the city is currently repairing many of the sidewalks. Hopefully, the Tanyard sidewalks will be included in one project or another. Thank you for considering our comments.

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49	Barbara Albrecht, UWF-AIMS, FMWAS, LLP NPs, Bream Fishermen Association	Scape	<p>Dear Ms. Gibson, Thank you for the opportunity to comment on the Catalytic Projects designed by SCAPE as presented 3 February 2020. Below, please find comments contributed by a large and vocal segment of this community. These suggestions are from a partnership which includes Francis M. Weston Audubon Society (FMWAS), Bream Fisherman Association (BFA), Longleaf Pine Chapter/Florida Native Plant Society (LPC/FNPS), and the University of West Florida (UWF). We firmly believe that our community is undergoing an exciting growth spurt that would benefit from the knowledge base and resource pool of the combined organization constituents to further advance, inform and clarify details of the proposals being considered. On behalf of organizations and citizens interested in the downtown waterfront areas, we are delighted and most enthusiastic about the opportunity to connect the greater community with the waterfront through the shoreline promenade and complete streets concept as seen below. (CRA Workshop slide #6). Our comments are focused on the Bruce Beach Project. A coalition of FMWAS, BFA, LPC/FNPS, UWF and the City of Pensacola recently received a grant-in-aid from Gulf Power Foundation and Audubon Florida for Phase I of a project titled "Native Plants for Native and Migratory Birds at Bruce Beach, Pensacola, Florida". We are encouraged that subsequent future funding from Gulf Power Foundation/Audubon Florida and National Audubon Society is available. Our first plantings were sanctioned by the City of Pensacola and planted in November 2019. Again, we are impressed with many thoughtful aspects of the design presented for Bruce Beach. That said, we believe that using native plants and accentuating healthy habitat communities for all plantings across all projects would significantly attract not only pollinators and amplify the clear ecotourism advantages. We note, an omission in the Bruce Beach design: namely, Public Restrooms. LPC/FNPA and FMWAS strongly suggest and advocate for use of only Gulf Coastal native plants for all new plantings. To an all native plant strategy across all the proposed SCAPE projects, we most strongly recommend using locally/near-regionally-sourced trees and plants. Utilizing native species will not only provide food and shelter for wildlife, it will also help provide shade for pedestrians and help to take up stormwater. From a survival, viability and ease-of-maintenance standpoint using native grown climate adaptable trees and plants is both a prudent business and horticultural decision. This in turn would enhance reduced mowing and reduce or eliminate irrigation requirements as these items are some of the benefits of utilizing native plants and planting at the appropriate time. This emphasizes the critical nature of selection at the genetic level to ensure the plants are climate-zone adapted. For planning and scheduling purposes, prior to planting natives, the entire downtown area-of interest must be examined for invasive species and then removed prior to planting natives. Removal strategies consist of identification, eradication and follow-up monitoring. Should invasive species make a comeback, the information should be captured (recorded) and the proper prescription for invasive removal applied. This is the process of 'Urban Botany' and may require bi-annual visits for several years. [Photo] above was taken Sat, 1 Feb 2020, from Bruce Beach looking east towards Maritime Park. Exposed sands indicate that mowers trimmed too closely to the ground and have left this area susceptible to erosion. Pink pin-flags mark a small native plant demonstration bed which was installed by volunteers Nov 2019. At the Bruce Beach site, we have observed the landscape contractors charged with mowing are cutting far too close to the ground and causing erosion at the slope leading to Washerwoman Creek. In the previous photo, the white bird is seen foraging in the wetland area. The yellow-brown area above where the bird is observed have been cut so close in areas that sands are visible - indicating the vegetation has died back/been cut too close thus making that area vulnerable to erosion. The pink flagging in the forefront designates flower beds which were planted in Nov 2019 for demonstration purposes. While the plans for Bruce Beach specifically include a pavilion, we strongly suggest the site as a restored Gulf Coastal natural state presents healthier outreach opportunities which would serve to emphasize the benefits of the natural communities without hardening the area. Sanders Beach Community Center to the west. the Maritime</p> <p>[Photo] View of Bruce Beach looking east towards Maritime Park from the mound area. Note the large cactus in the forefront of this picture. This large cactus was inadvertently cut down during the 2018 'clean-up' process. Many native species on this site are slow growing, whereas the invasive species tend to be fast growing. Both native and invasive species offer shade, which is welcome on hot summer days. However, invasive species offer little nutrition and habitat to wildlife and often outcompete the native (more valuable) vegetation. [Photo] In the previous picture, clipped from the Bruce Beach Waterfront Presentation by SCAPE, the prickly pear cactus (to the left of the orange hat held in Dan Lindeman's hand) was measured to have a trunk of almost three feet in circumference and stand almost six feet tall, an unusually large specimen. The site is dominated by China Berry trees (tall, in the forefront - lighter green and invasive), cabbage palms (native) and almost invisible a canopy of live oaks (natives) which would benefit greatly from removing the invasive species and opening them up to sunlight. [Photo] Community Maritime Park Day Marina. Maritime Park - Note the Breakwater and Boat Basin on the SW corner of the Maritime Park. As observed in the aerial above the only portion of the city owned waterfront which is not hardened is the area known as Bruce Beach. Despite the rigid establishment of buildings, parking lots and manicured areas - we would welcome the Bruce Beach area to stay wilder, more natural or 'unkempt'. LPC/FNPS champions the reduced mowing Wildflower Programs for state and county roadsides and intend to use Bruce Beach to teach reduced mowing techniques at the City-level to enhance habitat while reducing all-in maintenance costs. Escambia County is one of only two counties statewide without such programs in effect.</p>
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3	Commentator	Referenced Section	Comment
51			<p>[Concept Plan Drawing] Community Maritime Park Day Marina. The Maritime Park Day Marina is collocated adjacent to the ballpark but is also located in the same waters as the one remaining natural areas along this waterfront. Our concern is preservation of the one-of-a-kind potential of a downtown Bruce Beach Gulf Coastal Lowlands habitat, which includes the adjacent waters. Our most significant concern is wintering waterfowl. Pensacola is blessed by thousands of wintering ducks, geese, loons mergansers and other waterfowl. All the peer reviewed scientific research details the risk of boats to waterfowl including disturbance, pollution, and upsetting the nesting cycle of waterfowl. To lose our waterfowl visitors means losing the eco-tourism advantage inherent in the design of Bruce Beach. We most strongly recommend that if the proposed Maritime Park Day Marina is deemed essential to the overall design that the day-use marina be closed to all petroleum powered boats between November and April. Furthermore, we suggest that all 11+acres of the Bruce Beach site, in total, and the adjacent waters be designated an FWC Marine and Bird Sanctuary. We generally oppose the marina for further contamination reasons; however, feel that there may be work arounds. As described, the marina won't have any amenities beyond tie-up (No electricity, gasoline, dumping station) today or tomorrow, but this certainly sets the stage for future expansion - should the city wish to expand these services. Our concern is with the wintering waterfowl who use that area. Boat traffic would disturb them. This threat to waterfowl breeding and overwintering can be mitigated by closing the marina in the winter and stringently preventing bad practices by boat slip users. While this program is being rolled out and presented in the PNJ article, dated 5 Feb 2020, stated that the city has already applied for \$1.6M to fund the marina. [Slide from 2/3/2020 Presentation] Community Maritime Park - Marina Summary of Dates and Costs 1. Marina Dredging 2010 \$600,000 2. Breakwater 2015 \$1,874,536 3. Floating Marina and Kayak Launch Proposed \$1,450,000 Scope: 49 Slips, Day-use facility, no water/sewer/power. The slide above indicated - \$2.5M has already been spent to develop the marina, which is nothing more than a parking lot for boats. When completed, this component of the project will have cost - \$4M as an amenity feature - despite the obvious that much of the community does not own a boat. [Table from 2/3/2020 Presentation] Projects Recommended for Funding From 2019 Bond. Thank you for the opportunity to comment and your consideration and time.</p>

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3	Commentator	Referenced Section	Comment
52	CRA Public Workshop 2/3/2020 HDR Minutes Attendees: Owens, Gibson, Vinson, Wimberly, Dewberry (Hashtag). Baskerville-Donovan (Day Marina), Gulf Blue group (East Garden District Private Development) CRA Board, Public	Bruce Beach Phasing Plan	Minutes - General Discussion- CRA Meeting & Public comments: CRA called the meeting to order and Helen Gibson presented the projects and funding planned for the 19-20 CRA Plan/Budget. Parts of the meeting were recorded and can be found on Facebook under "850 Studio". Presentation attached. Note that the Total Estimated Cost column figure of \$16,193,760 was incorrect and will be corrected to show \$21,655,260 when posted on the City's website for the public. Additionally, the budget slide for Bruce Beach included \$1.98 million for Phase 4 after discussing with the City that the figure would be \$1.0 million. CRA requested that comment cards be filled out and returned either at the meeting or by COB on Feb 4th to Helen Gibson. Prior to meeting: Lady concerned regarding where the mound/pile of material on the site will be dumped. Does not want it dumped in a black neighborhood. Spoke with Tony R. McCray II ... who wants to see a community center built on the site. I explained that a community center was not part of the current budget due to the cost, but that it was still planned for the future. He said that he has had significant contact with a national philanthropy group and that if money was the issue then he would get it. He wants to see a 4 story community center built that is devoted to public education regarding the African-American history in the community. He's been talking to the Mayor. I told him that this is good, because ultimately the directive for the inclusion of a public facility would have to come from the City. Spoke with a Lady interested in kayaking who said that all she wants to see for kayak accessibility is a clean sand beach with no kayak docking. I explained that the pathway and kayak launch are also intended for diabled citizens to be able to enjoy kayaking. I also explained that the vast majority of the beach area will be let as-is and that the beach would still be accessible for dragging kayaks into the water. She understood and was good with the response. Spoke with Duane Tant ... who is a Biosphere Engineer. He is also heavily involved in the Audubon Society, the Panhandle Watershed Alliance, and several other organizations I could not recall. His main concern is with regard to the landscape plantings for the Bruce site. He wanted to know that the invasive species will be addressed and that the proposed plantings will be diverse and native. He mentioned concern that the landscaping of the site be sourced from the gulf coast region because plants sourced from other parts of the country, while they may be native, would have a different scientific makeup of pollens, fruit, etc which could negatively affect migratory birds, butterflies, and bee populations. He mentioned that one of the organizations he is involved in is responsible for the recent plantings at the site. He did not specifically mention concerns on protecting these recent plantings. Spoke with a Lady representing the Center for Independent Living Disability Resource Center (located in Pensacola). Her concern was the full ADA compliance of the Bruce site and making sure that provisions were included in design such as: Full accessiblity of site with a least one accessible path to access each site feature. Any educational exhibits such as informational displays should be set at a height so that disabled citizens can see/enjoy the exhibits. Any educational exhibits should consider provisions for both the hearing impaired (if there are audible exhibits) and visually impaired.
53			Following the Workshop portion of the meeting, time was allowed for public comments to the CRA Board: Gentleman discussed contamination and safety and directed questions to the Mayor. Mayor stated that the site would be fully investigated for contamination. Lady representing the Center for Independent Living {whom we spoke to during workshop portion} reiterated the importance of site accessibility to all parts of the site including considerations for exhibits (height, sound, vision). Gentleman mentioned that the James Lima (sp?) economic impact information for Bruce Beach and Hashtag did not included job benefits and was very lacking in the total economic benefits of the projects. Believes that the projects will have much greater positive economic impacts.

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54	Terry Horne, Director of CivicCon Center	SCAPE Hashtag and Bruce Beach	I think it is critical that the City have SCAPE at the table to review all of the engineering plans prior to being presented to the CRA or City Council for a vote. The public thinks it is getting something that will look like and provide the aesthetic improvements to the Cedar/Main and Jefferson/Palafox project. It is going to be clear to pedestrians and bicyclists that this is a connector of the entire waterfront and that it is clearly marked by the aesthetics proposed by SCAPE, including the shared space for cars, bicycles and pedestrians on Cedar. I also have a concern is that the engineers want to take away the protected bike lane, which is a big mistake unless you also push speed limits to 20 mph in that area if it is going to be a shared bike lane. But the public is expecting the greenery, the trees and the protected bike lane. As for Bruce Beach, my big concern about not having SCAPE at the table is not only aesthetics but also resiliency. SCAPE was used by the City of New York after Hurricane Sandy to rework its waterfront with resiliency in mind. Helen, you told me Monday night that SCAPE would be involved as this goes forward. I would like to have assurances that the city is engaging SCAPE and will listen to its advice. My experience is that if we leave this entirely in the hands of engineers (sorry, Derrik) then we will end up with something much less than the community expects. Please let the community know that SCAPE will continue to be involved and that the spirit of what they presented to the community will occur. I know the city doesn't have the money to do all of the project right away. It is important to do what we can and that it be done consistent with the bigger waterfront framework plan. The City has a chance to create something great for its residents and something that should accelerate private developers investing in our community in way that will improve quality of life as well as create significant tax base and economic opportunity, including jobs.
55	James Gulley	SCAPE Hashtag and Bruce Beach projects	This is typical Helen Gibson. She wants you to agree to all 4 projects at this time so she doesn't have to come back to the CRA ever again. Presently, I am looking at the Service Authorization (SA) with Dewberry Engineers, Inc. signed on on January, 15, 2020 (a legal document and contract with Dewberry for \$232,700 to complete every thing about Hashtag Connector Project Phase 1---Main Street, except the actual construction). Also, from Exhibit A of this document it tells us that the estimate given to the City before Workshop #1 was only based on the Conceptual Exhibits. The Design Phase Services are listed and it is noted that "the city" will get a new Probable Cost based on the Working Drawings Phase. These will come after 30% plans, 60% plans and 90% plans. It will be the 90% Probable Cost presented at Workshop #2. The 90% Plans also "include the demolition of any site features in the construction drawings". Should demolition of Building structures be required, the City must acquire and demolish at their expense. Remember that a Protected Bike Path is desired on the Eastbound side and a Shared Bike Path is desired on the Westbound side, among other features. Again, from Exhibit A you will get still another Probable Cost when 100% plans are complete. This will be provided before Workshop #3. And just in case someone on this email is not aware of Service Authorizations (SA) and who can initiate them then it is time to learn. My recommendation is to approve Bruce Beach (phase 1 or 2 or 3 or any combination) and Hastag (phase1 or 2 or 3 or any combination) and drop the other two. Hastag phase 1 is already contracted except construction. Also, the Service Authorization (SA) with HDR Engineering (signed on January 7, 2020) that gave us the Phase Master Plan for Bruce Beach cost \$57,159.00. I also see that the Citizen's Board for the Urban Core CRA Is finally coming through. Please don't spend ALL THE MONEY, and then seat them. Thanks,