



City of Pensacola

CITY COUNCIL

Workshop Minutes

October 19, 2020

4:34 P.M.

Council Chambers

Council Vice President Moore called the meeting to order at 4:34 P.M. (immediately following 3:30 P.M. Agenda Conference).

CALL TO ORDER

Council Members Present: Jewel Cannada-Wynn (left 5:51), Jared Moore, Ann Hill, John Jerralds, Sherri Myers, Andy Terhaar, P.C. Wu (attended by teleconference)

Council Members Absent: None

Also Present: Mayor Grover C. Robinson, IV

Members of the public may attend the meeting in person; however, there will be limited seating capacity. Consistent with CDC guidelines, attendees will be required to sit at least 6 feet apart and to wear face coverings that cover their nose and mouth.

Members of the public may also attend and participate via live stream and/or phone.

To watch the meeting live visit: [cityofpensacola.com/428/Live-Meeting-Video](https://www.cityofpensacola.com/428/Live-Meeting-Video).

To provide input:

- Citizens may submit an online form here <https://www.cityofpensacola.com/ccinput> **beginning at 1:00 P.M. until that agenda item has been heard** to indicate they wish to speak to a specific item on the agenda **and include a phone number. Staff will call the person** at the appropriate time so the citizen can directly address the City Council using a telephone held up to a microphone. **Any form received after an agenda item has been heard will not be considered.**

SELECTION OF CHAIR

A motion that Council Vice President Moore chair the workshop was made by Council Member Terhaar and seconded by Council Member Hill.

The motion carried by the following vote:

Yes: 7	Jewel Cannada-Wynn, Jared Moore, Ann Hill, John Jerralds, Sherri Myers, Andy Terhaar, P.C. Wu
No: 0	None

DETERMINATION OF PUBLIC INPUT

Council Member Hill suggested public input be heard **following Council's discussion of each item.**

No objections.

DISCUSSION

1. [20-00653 PROPOSED PORT LEASE - PORT TERRACE PROJECT](#)

Port Director Miller provided an overhead presentation (attached and on file with background materials) giving an overview of negotiations of a proposed lease for development of an upper-mid scale boutique hotel by Siddiqi Investments, Inc., contemplated for a portion of the Port's Commendancia Slip (surface) parking lots bordered by Cedar Street to the north, Jefferson Street to the west and Commendancia Street to the east (750 Commendancia Street). This property is adjacent to (their) Holiday Inn Express development at 101 East Main Street that is currently under lease from the City. She indicated staff has provided the appropriate public notification in accordance with Council's Policies and also went above to provide notice fourteen (14) days in advance of this workshop (current policy requires 14 days in advance of Council's action to consider such lease). Also, she introduced Port staff member Rebecca Ferguson, Waterfront Development Projects Coordinator, Port realtor representatives from Beck Properties Justin Beck and Thomas McVoy, and Siddiqi Investments realtor representative Mike Mangrum of Coldwell Banker Commercial. Finally, she indicated a draft of the proposed lease has not yet been submitted for legal review by either party. **The intent of bringing this issue forward at this time is for discussion, providing Council the opportunity to ask questions and express any concerns. Staff will then finalize negotiations to prepare a draft lease for legal review which is expected to be forwarded to Council to formally consider approval at the next Council meeting on 11/12/20.**

Public input was heard from Jim Homyak (co-owner of New World Landing property) who expressed his concerns.

DISCUSSION (CONT'D.)

Discussion ensued among Council (regarding Item 1, 20-00653) with Port Director Miller and Mayor Robinson fielding comments and questions. Mr. Mangrum representing the developer and Mr. Beck representing the Port also responded accordingly to questions.

Port Director Miller made closing remarks and encouraged Council Members to call her with any questions.

2. [20-00652 STREET LIGHTING PLAN](#)

Council Member Myers (sponsor) addressed Council regarding lighting needs in District 2. She expressed her concerns referencing the City's *Roadway Lighting Inventory and Policy Development (dated May 2017)* and a hand out (also sent via email) she provided entitled *Chicago Smart Lighting Project Implementation Model* (attached and on file with background materials).

Mayor Robinson responded that allocation of funds for streetlighting were approved during the budget process for Fiscal Year 2021. Deputy City Administrator Fiddler also provided input indicating staff is working with Gulf Power on residential and commercial lighting standards. He indicated Council Members may address their lighting concerns directly to Public Works & Facilities Director Owens.

Some follow-up discussion took place with Mayor Robinson and Public Works & Facilities Director Owens fielding comments and questions.

3. [20-00655 COMMUNITY MARITIME PARK PARCEL PROPOSALS](#)

Council Vice President Moore (sponsor) began the discussion by highlighting the ultimate goal is the development of the remaining parcels. As outlined in the memorandum dated 10/19/20 each developer, within their individual proposals (on file with background materials), has stated a desire for purchasing the respective parcels rather than lease interest only.

Discussion ensued among Council with Mayor Robinson and City Attorney Woolf fielding comments and questions.

During discussion, City Attorney Woolf pointed to City Code Section 2-3-4 (adopted by Ord. No. 14-15) related to disposal by sale of City-owned and CRA-owned properties south of Main Street (from the Bay Bridge to "A" Street) only under exigent circumstances; and City Code Section 2-3-5 (adopted by Ord. No. 25-20) related to disposition of sensitive properties. Council Member Myers also referred to referendum language approved by City voters in 2006 regarding the Community Maritime Park parcels. City Attorney Woolf indicated she would have to study such language in order to provide an opinion.

DISCUSSION (CONT'D.)**4. [20-00654](#) 2021 LEGISLATIVE PRIORITIES**

City Administrator Wilkins and Mayor Robinson addressed Council referencing Legislative Priorities 2020 list and Proposed (Draft) Legislative Priorities 2021 list (attached and on file with background materials). They responded accordingly to questions from Council Members Myers and Hill. **City Administrator Wilkins encouraged Council Members to bring their thoughts and ideas forward and indicated they are looking for concurrence to bring projects to the local legislative delegation in early December.**

ADJOURNMENT

Upon conclusion of discussion the workshop was adjourned at 6:20 P.M.

Attachments:

- 1) Presentation – *Project Terrace*
- 2) *Roadway Lighting Inventory and Policy Development (May 2017)*
- 3) *Chicago Smart Lighting Project* – Implementation Model
- 4) Legislative Priorities 2020 list
- 5) Proposed (Draft) Legislative Priorities 2021 list



CITY COUNCIL WORKSHOP **PROJECT TERRACE**

October 19, 2020



AGENDA

- Portside Pensacola Vision Plan and Strategy
- Commendencia Parking Lot Redevelopment Lease



PORT
PENIS



SHORE
ACOLA

VISION PLAN &
REINVESTMENT
STRATEGY

FEBRUARY, 2019

By the Numbers

- Completed 8 formal presentations over 6 days with 38 hours of open house hours.
- Two formal surveys with over 1,100 respondents.
- Multiple meetings with public agencies and other interested parties.
- Continual online project presence through www.portsidepensacola.com



200

MEETING ATTENDEES



12,365

WEBSITE
VIEWS



1,119

SURVEY
PARTICIPANTS



84,572

SOCIAL
VIEWS



15,571

RESPONSES



1,007

COMMENTS



326

SUBSCRIBERS



3

WORK SESSIONS

MAKE CONNECTIONS

Foster creation of interconnected, walkable green areas, blueways, streets, neighborhoods and commercial zones accessible for all. Essential for creation of healthy communities.

PROMOTE A MIX OF USES

Embrace a diversity of uses. Create spaces for residents, visitors and long stay guests.

TELL YOUR AUTHENTIC STORY

Allow the waterfront to look forward and back...explore memory and prophecy. Communicate your values to residents and visitors.

FIND THE RIGHT MIX/RHYTHM

Great waterfronts explore what works for their citizens and society over time. They evolve.

Within the balance of port lands and the study area, three new districts are proposed: The Gulf Innovation Hub, Bartram Harbor (at Pitt's Slip) and Luna Basin. The assemblage of these new uses and activity zones—aligned with the needs of the Port's consolidated operational area—is an outcome of community preferences and feedback on initial concepts as well as the project's overall mission statement and guideposts. The development of these districts and uses is a long-term endeavor, with core investments outlined in Section 4.0 providing the basic site arrangement and organization.

LUNA BASIN

In the spirit of Tristán de Luna, Luna Basin represents the launching point for discovery of the revitalized portside area. Luna Basin is framed by Plaza de Luna and Palafox Pier, the Pensacola Bay Ferry terminal and docks, a revitalized Shed 4 and related port lands and wharf area.

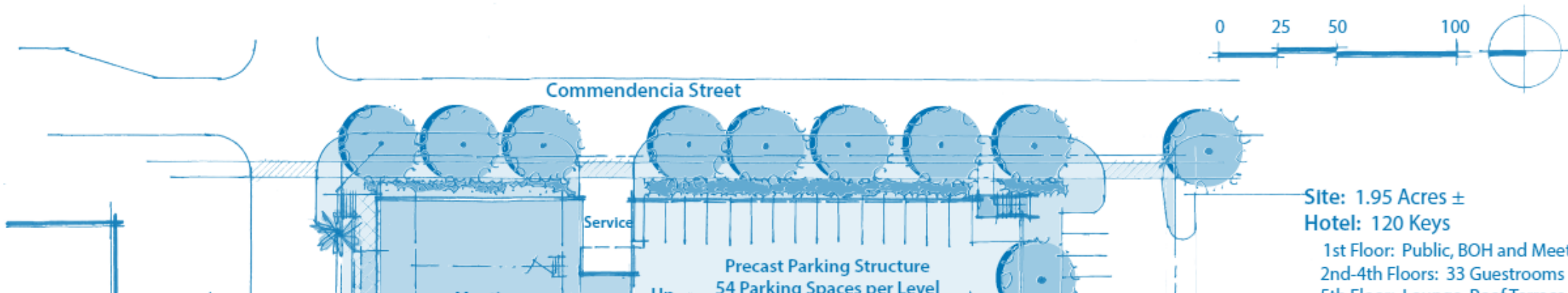
The overall planning intent for this area includes a number of elements:

- Support the redevelopment and transformation of Shed 4 as the proposed Marine Research and Ocean Sciences Center or similar research endeavor designed to anchor the overall Gulf Innovation Hub. Coalesce activities by a number of regional and national academic, research, and military undersea operational groups working on blue economy issues and tech.
- Bring Shed 4 and surrounding port lands from Berth 1 to the ferry terminal into the public (i.e., non-secured) realm, with portions of the basin edge supporting research vessel and other small boat traffic linked to related upland uses.
- Extend Commenderia Street to the east, creating a new roadway opening access into the northern, underutilized port lands area and readying this zone for long-term transformation and economic success.
- Support development of a Pensacola Maritime Heritage Center, with the potential to create expanded research and development spaces or other uses on an expanded building footprint and/or second floor use. The center would become the primary start and endpoint for visitors and residents seeking to explore Downtown's waterfront and regional sights such as Fort Pickens (via ferry).
- Encourage urban infill development north of the ferry terminal, inclusive of development of structured parking supporting the needs of surrounding uses and activities.
- Activate Luna Basin with walking areas, art, and vibrancy, including designated viewing preferred locations to watch vessel(s) at the port.

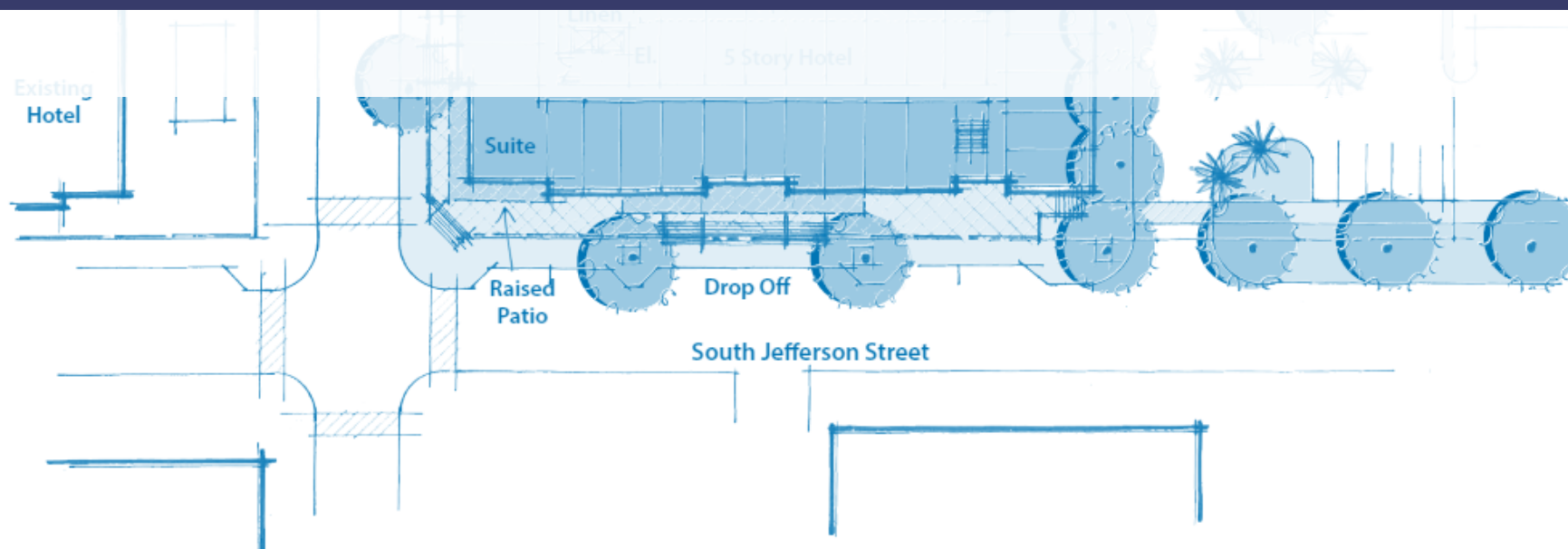
THE GULF INNOVATION HUB

All throughout the planning process, the Pensacola community rallied around the notion to bring an expanded footprint of science, research, education and business technology to the Port. When asked which of the mission statement elements was most important (to you), nearly half of community respondents indicated to "broaden the Port's range of facilities and services geared toward science, research, education, business, and technology."

The Gulf Innovation Hub draws from case study (e.g., AltaSea at the Port of LA and UF's Innovation Hub), but perhaps more importantly, the anticipated long-term success to be generated from implementation of the Marine Research and Ocean Sciences initiative discussed previously and the agglomeration blue economy uses and tech in a single location. Planned buildings are organized as a linear campus, starting from Luna Basin to the end of the extended Commenderia Street and related plaza. Campus buildings front Commenderia Street, with the backs of each building



PROJECT TERRACE

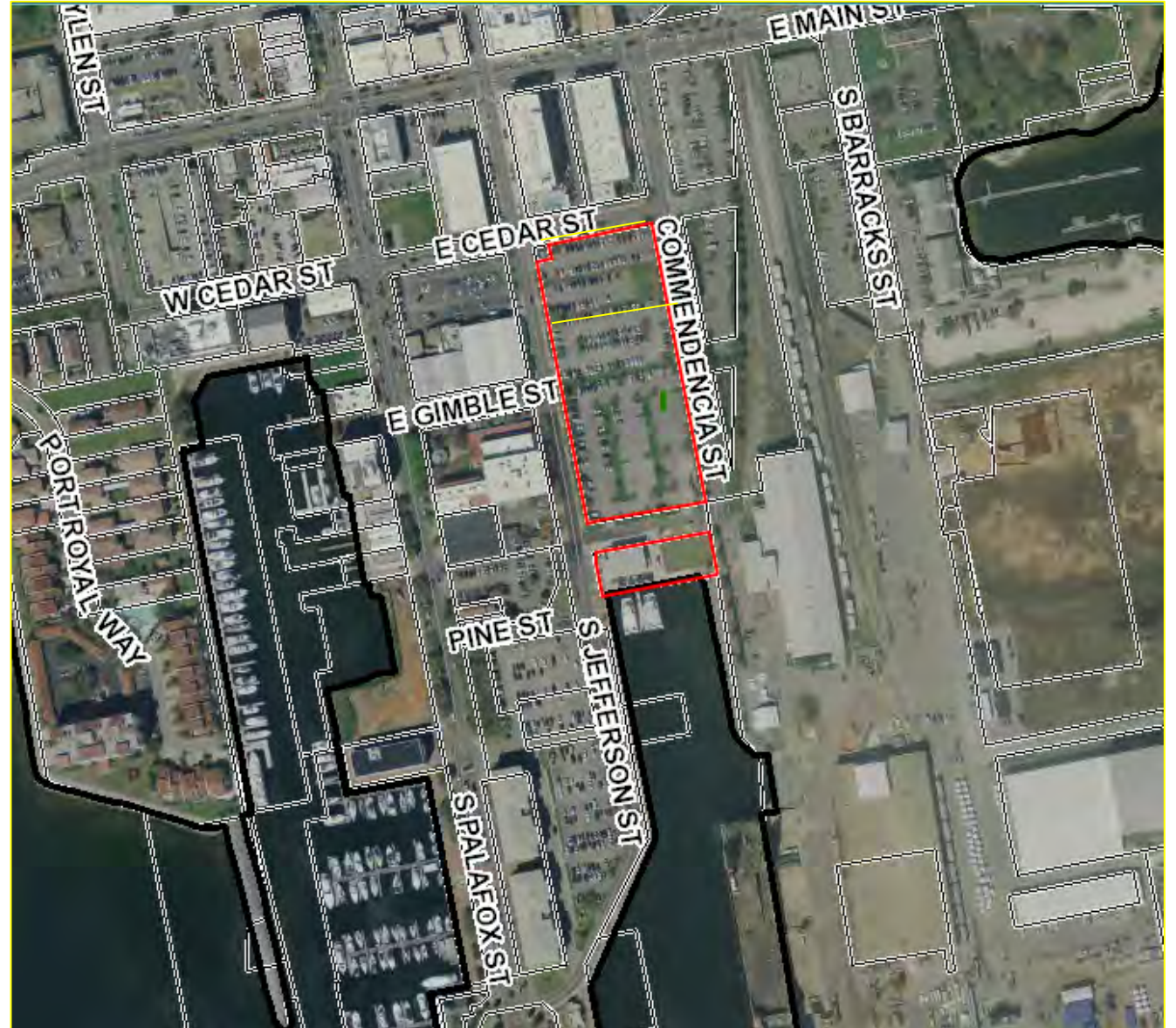


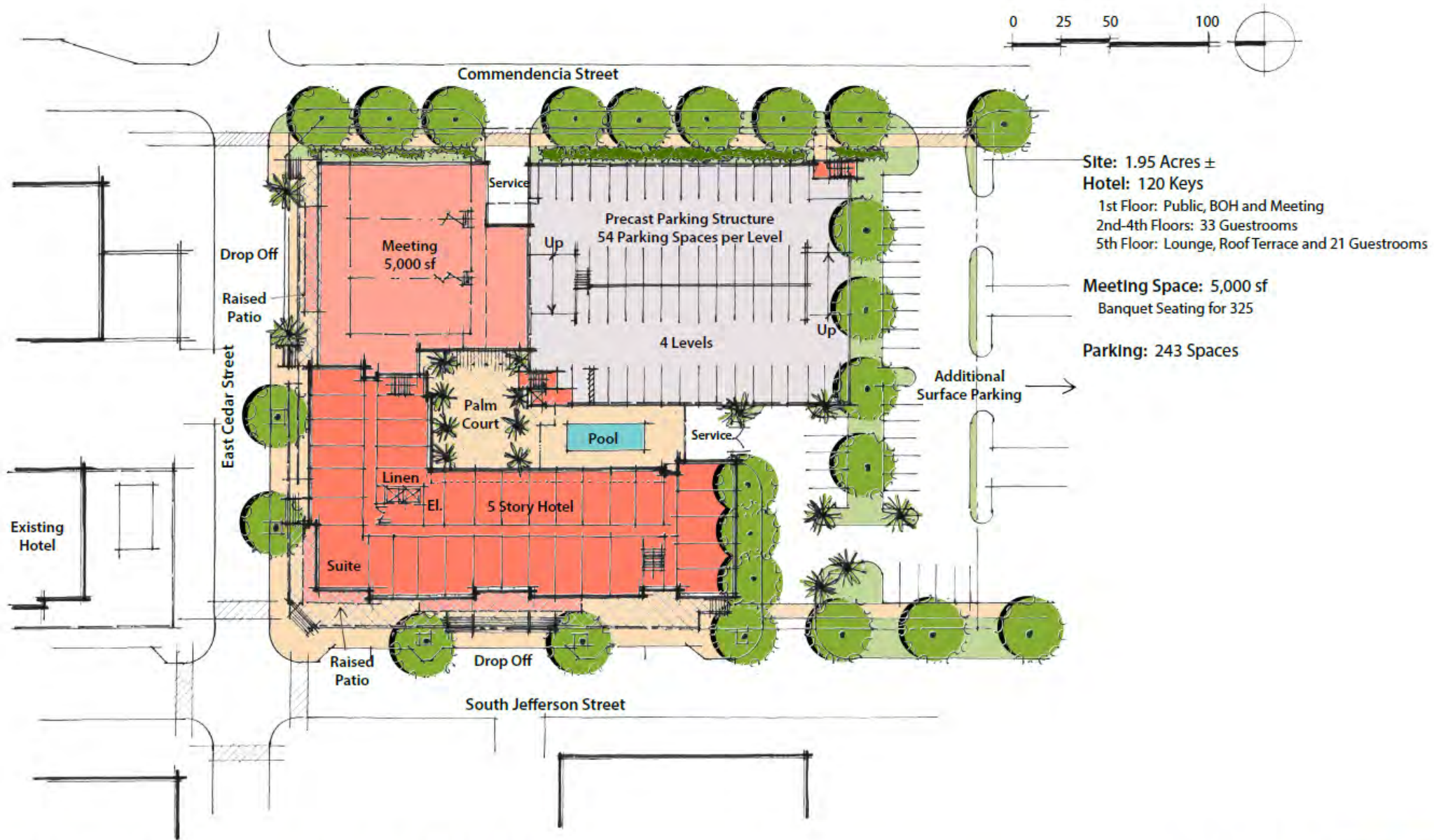
PROPOSED SITE

Portion of 750 Commendancia

Approximately 84,506.40
sq.ft. or 1.94 acres.

Northern portion of parcel.





PROPOSED HOTEL & CONFERENCE CENTER
PENSACOLA, FLORIDA

SITE PLAN





KEY DEAL POINTS

- **Use:** Hotel and ancillary uses (guest parking, pool, food and beverage, other hotel amenities, back of house operations, meeting flex space, convention and special event) only. Any other future uses must have written consent from Landlord.
- **Term:** 30-year primary term
Provided no default by Lessee exists under future lease lessee shall have the option to further extend the Term for up to four (4) renewal periods of ten (10) years each for a total of seventy (70) years.
- **Build Out:** Tenant shall have 210 days to conduct and prepare all due diligence. Company must obtain a certificate of occupancy w/in 24 months after receipt of all necessary permits, consents and approvals.
- **Other:** Base rents and all Percentage Rents shall become effective upon the issuance of the Certificate of Occupancy.

KEY DEAL POINTS

Base Rent:

- Years 1 – 5: \$147,440 per year for 84,506.40 sqft *

*(amount subject to post construction site survey to be completed by Landlord)

- Years 6 – 30: Base Rent shall increase at a rate equal to 7% upon every fifth (5th) anniversary of the execution date. **

** (prior to the last year of the primary term (year 29) the Lessor may undertake an appraisal to determine market value of commercial unimproved land in the downtown Pensacola corridor. If such valuation determines that the Base Rent being charged at that time is more than 10% below fair market value, then the base rent effective upon renewal will not be increased by 7% but will instead be increased to the FMV up to a maximum increase of 15% (Adjusted Base Rent).

If Lessee can demonstrate that the proposed increase would create a hardship, Lessee may opt to have Adjusted Base Rent implemented incrementally over the first renewal term as follows: 10 % immediately plus subsequent annual increases of 2.5% until such time as the maximum allowable adjusted base rent has been attained.

- Years 6-10: \$157,760 per year
- Years 11-15: \$168,803 per year
- Years 16-20: \$180,619 per year
- Years 21-25: \$193,262 per year
- Years 26-30: \$206,790 per year

= **\$5,273,370** years 1-30
BASE RENT ONLY

KEY DEAL POINTS

Percentage Rent:

- ***Room Revenue Percentage Rent:***

Tenant agrees to pay annual Percentage Rent Equal to five percent (5%) of all room night revenue over \$3.5 million with a maximum collected by Lessor from room night revenue only not to exceed \$250,000.

- ***Non-Room Revenue Percentage Rent:***

Tenant agrees to pay annual Non-Room Revenue Percentage Rent Equal to two percent (2%) of all revenue from all sources other than room night revenue including but not limited to: restaurant sales, room services sales, bar sales, banquet sales, convention sales, retail sales, valet/parking charges, etc. whether operated by the Tenant or an approved Sub-Lessee, Assignee or any other entity operating on the premises.

Parking:

All existing agreements must be honored either at the existing site or at an alternate location at all times, including during construction. All parking revenue earned through existing agreements shall continue to accrue to the Port until such time as rent under this agreement commences. At that time, all existing agreements for parking shall be assigned to the Tenant and all future revenue therefrom accrue to the Tenant but shall be included in the calculation of any Percentage Rent.



Notice to City Council of ongoing negotiations: September 29, 2020



Notice to City Council of anticipated agenda item: September 29, 2020



Notice to Property Owners (w/i 2500 ft. of port gate) of anticipated Council action date: October 9, 2020



Council item in Granicus: October 26, 2020



Council workshop: October 19, 2020
Agenda Conference: November 09, 2020
City Council Meeting: November 12, 2020

PROCESS & COUNCIL TIMING (PER PORT LEASE POLICY)

OTHER ITEMS / OPEN DISCUSSION



CITY OF PENSACOLA



ROADWAY LIGHTING INVENTORY AND POLICY DEVELOPMENT REPORT

CITY OF PENSACOLA, FLORIDA

DEPARTMENT OF PUBLIC WORK AND FACILITIES

MAY 2017



Contents

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PROJECT PURPOSE AND INTRODUCTION

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

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

CITY OF PENSACOLA

PROJECT LOCATION

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

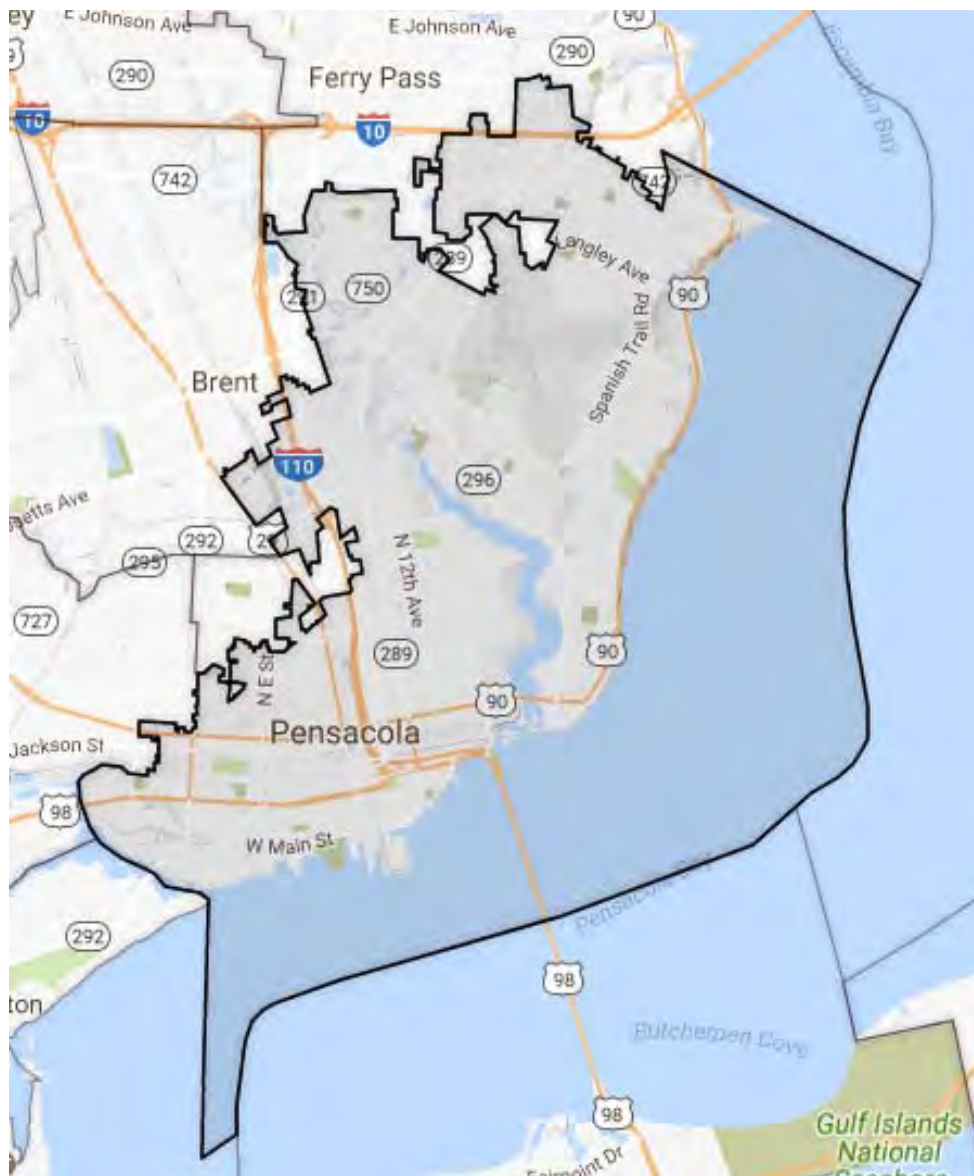


Figure 1: Pensacola City Limits

ROADWAY LIGHTING POLICY

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

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

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

ILLUMINATION CRITERIA

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

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

CITY OF PENSACOLA

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

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

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

Table 1 – Minimum Illumination Levels¹

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

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

CITY OF PENSACOLA

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

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

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

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

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

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

CITY OF PENSACOLA

DATA GATHERING

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

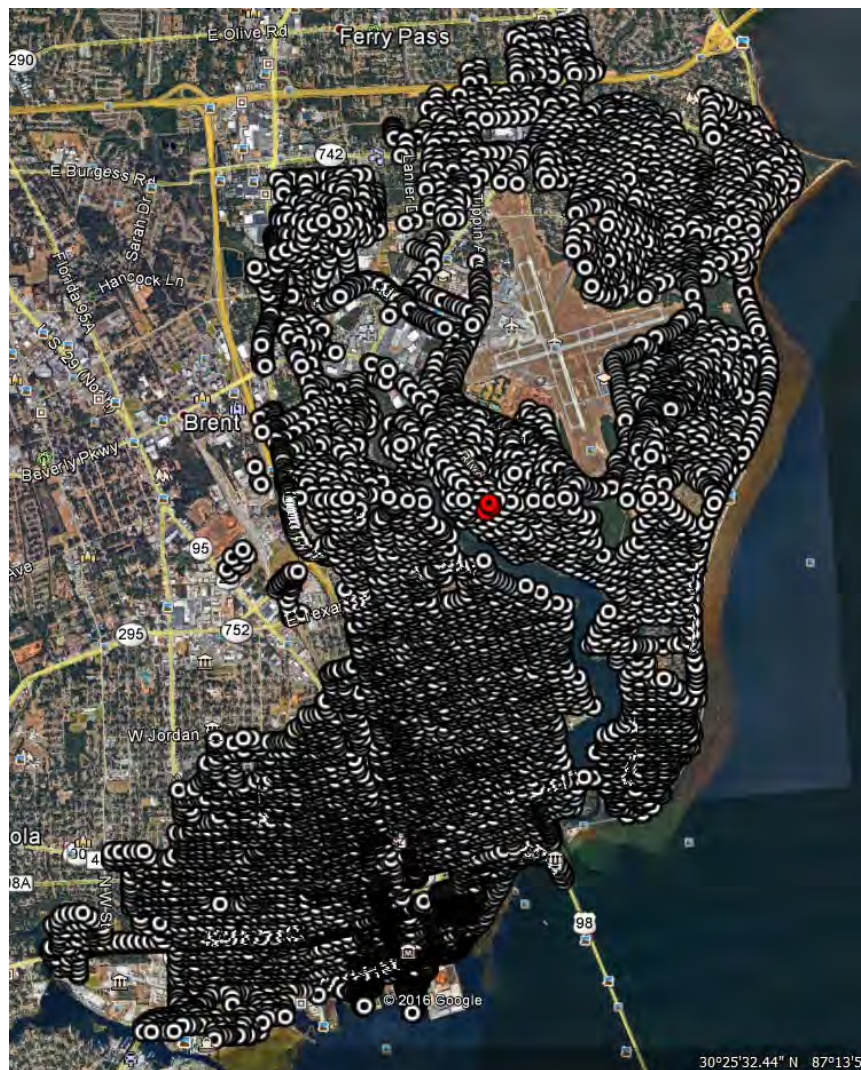


Figure 2: KMZ Representation of Street Light Data Points

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INVENTORY ANALYSIS AND CONCLUSION

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

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

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

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

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

CITY OF PENSACOLA

LIGHTING REQUEST PROCEDURE

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

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

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

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

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

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

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REMOVAL OF LIGHTING

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

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

EFFECTIVE DATE

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

“Appendix A”

Street Light Request Form and Petition

CITY OF PENSACOLA

STREETLIGHT REQUEST FORM

Contact Name _____ Today's Date _____

Neighborhood _____ Day Phone _____

Local Address

Locations where streetlights are requested?

Please return the completed application form to:

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

FOR OFFICIAL USE ONLY

Project Number _____

Date Application Received _____

Date of Public Works Analysis
Completed _____

Date Signed Petitions Received _____

Date Request Presented to City Council
(if required) _____

Request ☐ Approved ☐ Denied

Date Applicant Notified of Final
Determination _____

Date Request submitted to Gulf Power _____

Date Streetlight Installed _____

CITY OF PENSACOLA STREETLIGHT
PETITION FORM

(Page ____ of ____)

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

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

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

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

“APPENDIX B”

Pensacola Street Lighting Deficiency List

CITY OF PENSACOLA – STREET LIGHT DEFINIENCY LIST

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

CITY OF PENSACOLA – STREET LIGHT DEFINIENCY LIST

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

CITY OF PENSACOLA – STREET LIGHT DEFINIENCY LIST

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

CITY OF PENSACOLA – STREET LIGHT DEFINIENCY LIST

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

CITY OF PENSACOLA – STREET LIGHT DEFINIENCY LIST

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

CITY OF PENSACOLA – STREET LIGHT DEFINIENCY LIST

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

CITY OF PENSACOLA – STREET LIGHT DEFINIENCY LIST

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

CITY OF PENSACOLA – STREET LIGHT DEFINIENCY LIST

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

CITY OF PENSACOLA – STREET LIGHT DEFINIENCY LIST

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

“APPENDIX C”

Map of Street Light Deficiency Locations

CITY OF PENSACOLA – STREET LIGHT DEFICIENCY MAP



“APPENDIX D”

5 Year Plan - Estimated Cost and Grouping of Projects

CITY OF PENSACOLA – 5 YEAR PLAN

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

Chicago Smart Lighting Project

Implementation Model

Organization Type

Public / Non-profit Partnership

Barrier

Assessing and prioritizing municipal outdoor lighting modernization opportunities, including LED retrofits, infrastructure repairs, lighting management systems, and more, to develop an economically viable and financially prudent project.

Solution

Close collaboration between a non-profit organization, a municipality, subject matter experts, and industry professionals resulted in a feasible project vision and a collaborative competitive procurement process.

Outcome

The realistic project vision with clearly defined project objectives and requirements, coupled with a competitive procurement process maximized short- and long-term project benefits while remaining within the project budget.

Implementation Model

A Model for Developing and Managing the Procurement of a Complex Street Lighting Modernization Project

OVERVIEW

The City of Chicago, IL, (City) with a population of ~2,700,000, is the largest city in the Midwest and comprises roughly 234 square miles. The City estimates that it manages 353,000 existing outdoor lighting fixtures; this estimate includes street lights on residential and arterial streets, and lighting for viaducts, alleyways, and approximately 20,000 lights illuminating Chicago Park District (CPD) pathways. The vast majority of existing Chicago's fixtures, (~92%), are high-pressure sodium (HPS); 38% of CPD fixtures are HPS. LED represents less than 2% of the overall existing inventory. Cobrahead type fixtures are by far the most common type (~75%), and are used to light a variety of lighting contexts. The City also utilizes a wide assortment of ornamental fixture types that have been deployed over the years in conjunction with individualized neighborhood and business district streetscape designs.

The City of Chicago and the Park District own, operate, and maintain most of the outdoor lighting infrastructure. The noted exceptions are City-owned alley lights which are mounted on wooden power poles owned by the local electric utility, Commonwealth Edison (ComEd). Most of the steel light poles were installed in the 1950s and 60s. There currently is a mix of underground and overhead wiring providing electricity to different types of pole configurations. A portion of this legacy infrastructure

has been replaced over the last 15 years, but maintenance of the aging infrastructure remains an ongoing challenge as the City does its best to address reliability concerns within budget constraints.

The Chicago Infrastructure Trust (Trust), a non-profit organization whose mission is to catalyze public infrastructure projects, is currently working with the Office of Mayor Rahm Emanuel and multiple City departments, including but not limited to the Department of Transportation (CDOT), the Department of Innovation and Technology (DOIT), Fleet & Facility Management (2FM), Office of Emergency Management and Communications (EMC), as well as CPD to upgrade the City's street lighting infrastructure to LED technology.

While the City hopes to eventually convert all street lights to LED fixtures, due to financial constraints, the 2016-2017 procurement process focused on:

- replacement of approximately 270,000 of the City's high pressure sodium fixtures to LEDs,
- targeted infrastructure stabilization repairs, and
- deployment of a lighting management system enabling real-time monitoring and control of the fixtures, and to support future smart city applications.

PLAYBOOK

POLICIES

To assure success, Chicago's Smart Lighting project required, and will continue to require, the long-term collaboration and buy-in of several key City departments. The Trust was selected to champion the project due to their ability to liaise effectively across City departments, design and oversee a complicated multi-phase procurement process, and maintain momentum. The project fits well within the Trust's purpose "to assist the people of the City of Chicago, the City government and its sister agencies in providing alternative financing and project delivery options for transformative infrastructure projects."¹

The City's plans for street lighting improvements are not only driven by the desire to achieve a more reliable and higher-quality lighting, improve safety and quality-of-life in Chicago's diverse neighborhoods and improve the City's responsiveness to outages, but also by the City's sustainability goals. Like many U.S. cities, Chicago has convened a Sustainability Council, chaired by Mayor Rahm Emanuel and made up of many of the City's key department leaders. This Council guides the goals and actions designed to make the City "healthier, more livable, and more prosperous." In 2012, building on the 2008 *Chicago Climate Action Plan* that stressed the importance of a reduction in energy use, the Mayor launched a three-year *Sustainable Chicago 2015* plan.

¹ <http://chicagoinfrastructure.org/about/how-it-works/>.

The third goal of the 2015 *Sustainable Chicago Action Agenda* is to “improve citywide energy efficiency by 5%.” Among the key actions listed to achieve this goal is the plan to “Include energy efficient technologies in all street lighting replacements”.² The 2013 progress report highlights the success of partner organizations’ sustainability efforts, including Shedd Aquarium’s “replacement of 75% of [its] lights with high efficiency LEDs” and cites progress towards the goal of “include[ing] energy efficient technologies in all street lighting replacements” in 2014, with further achievement reported in 2015.³

Chicago’s plans for LED retrofits also align with national energy efficiency policy efforts. In early 2014, following the publication of the third *U.S. National Climate Assessment*, and supported by plans outlined in the 2013 national *Climate Action Plan*, the White House announced the development of the Outdoor Lighting Accelerator (OLA). The OLA is part of the broader Better Buildings Accelerator program supported by the Better Building Initiative (BBI). Its purpose is to engage with dozens of municipalities “to accelerate the adoption and use of high efficiency outdoor lighting in the public sector.”⁴ Originally aimed at converting 500,000 outdoor lights, in 2015, President Obama tripled the goal to replace 1.5 Million fixtures by 2016. Cities like Chicago played a crucial role in helping to meet these national goals, as well as developing best practices for system-wide street lighting replacements.

PROCESS

Information Gathering – Prior to the initiation of the Smart Lighting project, a limited number of LED fixtures were installed in Chicago. Therefore, the City and Trust sought technical assistance from a variety experts to guide their project scope development and procurement plans. To this end, Midwest Energy Efficiency Alliance (MEEA) partnered with the Trust and City from 2015-2017 to provide ongoing technical assistance and access to national resources.

Through focused technical assistance, MEEA and its partners at the U.S. Department of Energy (DOE) and Pacific Northwest National Laboratories (PNNL), helped the Trust and various City Department representatives better understand the LED street lighting and Lighting Management System technologies available, as well as best practices with respect to specifying, installing, and managing these resources. Special consideration was also given to assessing the potential for revenue-generating and cost-saving smart city initiatives (e.g., smart parking management) and joint-value creating opportunities (e.g., a shared network to transfer street lighting and utility data) that would leverage a pole-mounted, city-wide network.

Barrier Identification – As the Trust and the City considered various retrofit plans, a number of key barriers emerged. These included:

² <http://www.cityofchicago.org/content/dam/city/progs/env/SustainableChicago2015.pdf>

³ <http://www.cityofchicago.org/content/dam/city/progs/env/SustainableChicago2015.pdf>

⁴ https://www4.eere.energy.gov/challenge/sites/default/files/uploaded-files/BBChallenge-HighPerformance-OutdoorLighting-FactSheet_1.29.15.pdf

- *Limited access to information about large-scale LED conversion best practices.* The LED retrofit scope-development process presented many auxiliary opportunities (e.g., infrastructure upgrades, fiber optic cabling, renewable energy integration, electric vehicle (EV) plug-in, security cameras, and many more). To vet these opportunities against the goals of maximizing public benefit while exceeding budget constraints, the team needed to engage experts, members of industry, and representatives of other cities. This led to a robust information-gathering effort, including interviews with a variety of cities that previously completed LED street lighting retrofits (e.g., New York, Boston, Los Angeles, and Philadelphia).
- *Limited access to financing for the street lighting project.* The Mayor tasked the Trust with delivering a financially feasible project that would ensure the City maintained ownership of all street lighting infrastructure. To this end, the team assessed expected energy-savings, estimated the cost of each potential element of the project scope, and determined whether state, federal, or foundation grants; federal loans; or other supplemental financing mechanisms could lead to a justifiable business case for this much needed large scale modernization that would not burden Chicago taxpayers.
- *Aging infrastructure.* In some cases, Chicago's aging street lighting infrastructure (e.g., poles and wiring) requires targeted stabilization repairs to support the new, longer-lasting LED fixtures and to power the network needed for the City's planned lighting management system. The team built the estimated costs for such repairs into the project scope.
- *Diverse stakeholders.* The groups with a stake in the City's street lighting plans include Aldermen in 50 distinct Wards that control a portion of the infrastructure spending within the City; groups such as the International Dark Sky Association (IDA); and the residents and businesses of Chicago who would be individually and collectively impacted by the project. The needs of these stakeholders required the team to develop an inclusive process and to specify inclusion of a community engagement and public relations plan in the Smart Lighting project scope.
- *Public concern about a potential connection between blue wavelength light and human health.* In large part due to the American Medical Association's June 2016 LED street lighting guidance document, advocacy by the IDA and coverage by local media, some Chicago residents expressed concern about the potential impacts of LED street lighting on human health. This required the team to engage topic experts to learn about the latest research, respond to media requests for information, maintain a flexible scope to adapt to public concern, and build information resources to help the public and media better understand the science behind human responses to LED street lighting.

The resulting project scope needed to address these and more barriers in order to be successful.

Procurement Process – The Trust and City established the following procurement plan whose overarching goal was to define a clear and achievable project scope and

procure the necessary services and technology through an open, fair, competitive, inclusive, process the resulted in a project that balanced multiple goals:

- RFI: The Trust released an RFI to solicit information from industry experts regarding possible city-wide solutions, innovative partnerships, and/or financing opportunities. Information collected through proposals and subsequent interviews informed the project scope and helped inform the assumptions underlying the initial economic modeling.
- RFQ: The Trust next released a Request for Qualifications (RFQ) to gather further information on available technology and vendors. This process established a shortlist of qualified potential prime contractors who would be responsible for the delivery of the comprehensive project scope including: project management overseeing an asset condition assessment, LED conversion, infrastructure stabilization, and lighting management system deployment.
- RFP: Finally, the Trust released a Request for Proposals (RFP) to select a single successful and qualified bidder to proceed to contract negotiations. At the time of this Implementation Model's publication, the selection process is concluding.

OUTREACH

MEEA's primary points of contact within the City included Trust staff and various City departmental leaders. MEEA also leveraged the expertise of PNNL staff over the course of the project; Jason Tuenge, Michael Poplawski, and Bruce Kinzey from PNNL were instrumental in advising the best practices related to fixture selection, lighting management systems, and the connection between lighting and human health.

TOOLS & RESOURCES

The following tools were used or created over the course of Chicago's Smart Lighting project

- Procurement Documents
- MEEA Street Lighting Toolkit
- The U.S. DOE Municipal Solid-State Street Lighting Consortium (MSSLC)
- Better Buildings Initiative: Outdoor Lighting Accelerator (OLA)
- U.S. DOE Outdoor Lighting Resources Webpage

OUTCOMES

There are three primary activities associated with the Smart Lighting project:

1. targeted infrastructure stabilization repairs,
2. replacement of ~270,000 HPS fixtures with efficient LED fixtures equipped with networking technology, and
3. deployment of a city-wide lighting management system.

Given the scale of the City of Chicago's street lighting infrastructure, successful completion of these activities will significantly contribute to U.S. DOE's Outdoor Lighting Accelerator Goal of replacing 1.5 Million street lighting fixtures with LEDs.

MEASURING SUCCESS

Chicago's success will be measured by the following short-term anticipated outcomes:

- Save energy – the estimated annual energy savings are 181,679,358 kWh.
- Save money – the estimated annual energy cost savings are approximately \$9.3 million.
- Streamline operations – one of the primary goals of the lighting system is to streamline and automate the process of maintaining the City's street lighting, including reducing the frequency, backlog, and duration of outages; accessing real-time information about the lighting system; and integrating with the City's 311 system to automate work orders.
- Enhance public safety – improving nighttime visibility and safety for Chicago residents, travelers and businesses.
- Support the Chicago economy – creating jobs and supporting the City's goals to bring increased manufacturing within the City limits will ensure opportunities for diverse businesses.

Success may also be measured by the following long-term outcomes:

- Successful deployment of future "smart city" applications on the street lighting network.
- Conversion of the remaining street lighting infrastructure to LED.

TOOLS

The following tools were used or created over the course of Chicago's Smart Lighting project

Procurement Documents

- **Type of Tool:** RFI, RFQ, and RFP
- Procurement documents (e.g., materials related to Chicago's RFI, RFP, and RFQ) are available for review online.

MEEA Street Lighting Toolkit

- **Type of Tool:** Informational webpages
- MEEA created a LED Street Lighting Toolkit serving as an annotated bibliography of key resources that will help Midwestern cities and utilities advance their LED street lighting replacement plans. These resources are coalesced around the following themes: general guidance; technology guidance; control systems; financing and financial analysis; case studies; and a lighting terminology glossary.

The U.S. DOE Municipal Solid-State Street Lighting Consortium (MSSLC)

- **Type of Tool:** Consortium
- U.S. DOE administers the MSSLC to help cities and organizations conduct retrofits of LED street and area lighting products.

Better Buildings Initiative: Outdoor Lighting Accelerator (OLA)

- **Type of Tool:** Accelerator Program
- An accelerator program providing municipalities with resources and case studies of peer cities who are also upgrading their streetlights to LEDs.

U.S. DOE Outdoor Lighting Resources Webpage

- **Type of Tool:** Webpage
- This webpage includes a broad range of resources, including publications, interactive tools, sample specifications, lighting market reports, webinars and much more.

City of Pensacola 2020 Legislative Initiatives

LEGISLATIVE REQUESTS

1. PFAS/PFOS/AFFF CONTAMINATION AT FIRE AND AIRPORT FACILITIES

SUPPORT: FUNDING MECHANISM FOR ASSESSMENT, REMEDIATION
SUPPORT: LIABILITY EXEMPTION FROM THIRD PARTY CLAIMS.
SUPPORT: BROWNFIELD TAX CREDIT ELIGIBILITY FOR SITES AT WHICH
PFAS/PFOS/AFFF HAS BEEN USED IN FIRE-FIGHTING AND FIRE
TRAINING OPERATIONS

SUMMARY: The City of Pensacola operates an airport and as such has the obligation under federal law to maintain aqueous film-forming foam (AFFF) to extinguish flammable and combustible substances. Further, AFFF may be used in scenarios off airport property that involve the same type of combustible substances. AFFF contains hydrocarbon-based surfactants that can contaminate groundwater. Normal wastewater treatment processes do not remove the compounds. FDEP has started testing for possible groundwater contamination here and elsewhere throughout the State as the EPA is doing throughout the Country. It is anticipated that the State may place responsibility for cleaning up any contamination on the City, and such clean up would be extremely expensive. Moreover, there is a probability of private lawsuits against local governmental entities due to groundwater contamination by compounds in AFFF, which the airports and firefighting departments were required and are still required by federal law to use. In addition, a party who has “caused or contributed” to contamination after 1997, can’t sign a Brownfield Site Rehabilitation Agreement and therefore, can’t get liability protections or tax credits. This further inhibits local government ability to fund assessment and cleanup.

We propose: 1) state and federal legislation exempt local governments from financial responsible for the cleanup of any contamination; 2) exempt local governments from third party liability claims; 3) a fund be established to assess the contamination, remediation, provide water to citizens where necessary; and, 4) an amendment to the Brownfield Act to allow eligibility for sites at which PFAS has been used in fire-fighting and fire training operations. This initiative may collaborate with the Florida Airports Council and the Florida Association of Counties.

2. HOUSING TRUST FUND:

SUPPORT: FULL FUNDING FOR THE HOUSING TRUST FUND IN FY 2020/2021
SUPPORT: LEGISLATION THAT WILL STOP THE SWEEP OF FUNDS FROM THE HOUSING TRUST FUND

SUMMARY: The Documentary Stamp Tax passed in 1992, with the adoption of the Sadowski Affordable Housing Act. The Act was for the express purpose of funding the state and local housing trust funds. In recent years, the State Legislature has used funds generated from the Documentary Stamp Tax to address other needs within the state not pertaining to housing. Last year Governor DeSantis supported full funding of the trust fund; however, the Legislature swept the trust fund dollars to the general fund to meet other needs while the lack of affordable housing continues to be a significant issue for the state. These actions have resulted in long waitlist for housing assistance for very low and moderate income residents.

In Pensacola, almost half of the renters and one in four homeowners are cost burdened, which means the families are spending more than 30 percent of their income for housing. Locally the allocation supports the development and rehabilitation of housing for persons with special needs; housing repair programs; a homebuyer assistance program; the development of rental units for low and moderate income residents; and disaster mitigation assistance for residents after a declared disaster.

Last year the Legislature swept funds from the Housing Trust Fund, which reduced the area's allocation to fiscal year 2014 levels at just over \$500,000. Full funding would have resulted in an additional \$3.3 million for Pensacola/Escambia, to support affordable housing initiatives. During previous legislative sessions, representatives have brought bills forward that will stop the sweep of funds from the Housing Trust Fund. The City of Pensacola is asking the Legislature to support any such bills brought forward during the upcoming session.

The City of Pensacola is asking the Legislature to **support** full funding for the Housing Trust Fund, which supports local affordable housing activities through the State Housing Initiatives Partnership (SHIP) program. Since there is no specific bill allocating funding for housing, the funds must be allocated through the appropriations process.

Current Funding FY 2019/2020:	\$536,782
Estimated Allocation at Full Funding FY 2019/2020:	\$3,836,325

3. 5G SMALL CELL TOWERS

REQUEST: RESCIND 2019 SB 1000

**SUPPORT: RESTORE BALANCE OF POWER TO CITY OF PENSACOLA
AUTHORITIES AND RESIDENTS TO DETERMINE WHAT CAN AND CANNOT BE
INSTALLED IN TAXPAYER-OWNED RIGHT OF WAY**

SUMMARY: When the Florida Legislature adopted SB 1000, the City of Pensacola was denied its ability to uphold the aesthetic integrity of our historically significant City and ESSENTIALLY stripped the City of its authority to regulate the use of public rights of way. This legislation is a direct violation of the constitutional separation of powers. Since 2017, multiple telecommunication vendors have saturated the City of Pensacola with requests to install over 140 poles with attached 5G appurtenances. These poles are between 35 and 40 feet tall and most are clustered together amongst archeological and historically significant locations. The burden placed on the City of Pensacola to review requests for permits, comply with this recent legislation, and ensure 140 poles will not create visual pollution to our beloved City is a near impossible task. Ms. Amber Hughes, a senior legislative advocate with the Florida Leagues of Cities said it best when she questioned, "Why should a private entity get carte blanche over taxpayer-owned right of ways without any real concern over aesthetics or public safety?"

4. FDOT DISTRICT 3 FIVE YEAR PLAN

**SUPPORT: FDOT DISTRICT 3 FIVE YEAR PLAN INCLUDING SCENIC HWY MULTI-
USE TRAIL BOX FUNDING**

SUMMARY: The City of Pensacola seeks the support and funding for the FDOT District 3 Five-Year Plan and those transportation projects which are vital to the continued growth within our region and community. The projects within the FDOT District 3 Five-Year Plan are based upon FDOT maintenance requirements, the TPO Long Range Transportation Plan (LRTP), Transportation Systems Management (TSM) studies, Transportation Alternatives Project (TAP) Priorities, and Aviation, Part, and Transit Master Plans. The FDOT District 3 Five-Year Plan is consistent with the Florida-Alabama TPO's adopted priorities to the extent feasible.

5. CS/HB 1159: PRIVATE PROPERTY RIGHTS

SUPPORT: REVISE CS/HB 1159 PRIVATE PROPERTY RIGHTS

SUMMARY: The legislature should review CS/HB 1159 for the constitutional concerns raised and modify the statute so it can be applied consistently in a manner that protects property owners based on clearly defined and objective standards that balance the importance of trees to ecological protection, storm water management systems, historical resources and aesthetics while providing an expedient process for property owners to remove trees that are objectively dangerous to persons or property.

The City of Pensacola has a comprehensive land use and planning regulatory system that manages growth consistent with community values and public safety. As part of that regulatory system, certain trees are protected in certain areas of the City, not only for their scenic beauty, but also to enhance water filtration for storm water management, which enhances property values by lowering erosion impacts and protecting existing infrastructure. The statute enacted as Section 163.045 lacks standards and definitions, which invites unscrupulous “experts” to provide whatever opinion a property owner wishes without a meaningful examination of the actual risks posed by the tree. Experts agree that every tree is dangerous depending on the circumstances; thus, the assessment of risk standards used by ISA certified arborists would provide an objective approach to assessing the value of a tree in the context of what risk that tree poses to nearby structures and residents. The statute further creates uncertainty and risk around preserving the beauty in neighborhoods and along canopy roads, where long-standing community values are such that the removal of trees causes negative impacts not analyzed by the legislature. Without notice to the public or an opportunity to question an expert’s opinion on a tree that is believed in good faith to be healthy and not dangerous, neighbors become divided as opposed to living in harmony with shared values. The statute does not present clearly defined rules on when a property owner may cut down a tree because of the lack of definitions for when a tree is a “danger,” what is “residential,” and what kind of “documentation” with what content would suffice to provide a safe harbor from other regulations designed to prevent erosion caused by sheet flow.

6. OPIOID SETTLEMENT

SUPPORT: DISTRIBUTION OF SETTLEMENT FUNDS TO APPLICABLE LOCAL GOVERNMENT ENTITIES

SUMMARY: *To be provided*

FINANCIAL REQUESTS

7. PENSACOLA INTERNATIONAL AIRPORT MRO EXPANSION

REQUEST: STATE APPROPRIATION \$4,875,000

SUMMARY: The City of Pensacola has sought and gained \$205M towards funding of full buildout of the MRO Aviation Expansion and creation of an additional 1,325 jobs. The prior phase of development raised \$46M for completion of Hangar 1 and created 400 new aerospace/aviation industry jobs. This expansion will add 3 additional hangars a warehouse and office facilities.

Estimated Cost of Construction: \$ 210,125,000

(Less) Local Match, Grants and Private	\$ 205,250,000
Remaining Grant/Funding sought	<u>4,875,000</u>
Funds Needed to Complete Project	\$ 4,875,000

8. WEST MAIN STREET CORRIDOR IMPROVEMENTS

REQUEST: STATE APPROPRIATION: \$2,900,000

SUMMARY: Main Street is a vital east-west corridor located within the City of Pensacola. Early in the 20th century, the corridor was primarily occupied by industrial uses adjacent to the Alabama and Gulf Coast railroad line. While retaining some of its industrial uses, in the past few decades the corridor has increased its density of new single-family residential as well as enhanced commercial uses. As part of the construction of the Community Maritime Park (Blue Wahoos Baseball Stadium), five blocks of Main Street (Baylen to Clubbs Street) were totally reconstructed to serve the new Park facility to create greatly enhanced walkability, beautiful aesthetics and much needed traffic calming. The objective of this request is to implement the recent Corridor Management Plan (CMP) funded by the state to reconstruct the final eleven remaining blocks of Main Street (Clubbs to Barrancas) and complete the plan.

The objective of the Main Street CMP was to identify operational and access management improvements and priorities needed to support all modes of transportation including roadway capacity, public transit and bicycle and pedestrian movements along the corridor. The Main Street CMP study area spans from Barrancas Avenue on the west to Clubbs Street on the east- a distance of approximately 0.77 miles (11 blocks). Currently, this remaining unimproved portion of Main Street is functionally classified as a minor arterial and is an urbanized 2-lane undivided roadway.

Completion of the Main Street corridor improvements offers a major opportunity to create a special place within the City of Pensacola and will greatly impact/enhance ongoing revitalization efforts in downtown by creating a unique and intrinsic Western Gateway District to the downtown Pensacola Core.

APPROPRIATION REQUEST:

The CMP is complete and the process of implementation is now pending. As with most infrastructure projects, proper funding is the key and this project promises to be a tremendous success for the City, in service to the public. A cost estimate for the desired concept in the CMP, through direct public input, is indicated below:

Estimated Cost of Construction:	\$3,400,000.00
(Less) Local Match:	<u>500,000.00</u>
Funds Needed to Complete Project:	<u>\$2,900,000.00</u>

9. SPECIAL NEEDS UNIVERSAL DESIGNED PLAYGROUND BOUNDLESS-ALL-INCLUSIVE PARK-TIPPIN PARK

REQUEST: STATE APPROPRIATION \$850,000

SUMMARY: Childhood presents many challenges for special needs children, especially on the playground. In today's society, children need to adapt to circumstances that may pose potential problems for them. Children learn about feelings of belonging, acceptance, and rejection at an early age. Therefore, it has become imperative for educational and recreational institutions to incorporate an inclusive child care program. Educators and instructors who accommodate special-needs children gain peace of mind in knowing that no child is left alone with a feeling of inadequacy. Inclusive play enables special-needs children to build the necessary social skills to handle any circumstance. This increases positive attitudes and interaction between all children regardless of abilities.

A Special Needs Universal Designed Playground and Boundless All Inclusive Playground at Tippin Park would include a boundless playground, a multipurpose athletic court to accommodate wheelchair sports/activities, several amenities for the visually impaired, a gazebo and an amphitheater for small performances, restrooms, a walking path, music stimulation instruments, exercise equipment, swings and spinners, a picnic area, and a splash pad/water feature. Additionally, new parking would be needed to accommodate additional ADA parking. The project cost is estimated to be approximately \$1,000,000. City funding will be available at \$150,000. Corporate partnerships will also be pursued.

APPROPRIATION REQUEST:

Estimated Cost of Construction	\$850,000
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10. CONTINUED SUPPORT FOR CRA'S

Key Facts:

- Redevelopment efforts are key to revitalizing housing and commercial areas.
- Redevelopment supports vital community assets identified by the local community.
- CRAs are a recurring funding source for infrastructure, crime prevention and business growth.

11. FUNDING FOR BRUCE BEACH (DOWNTOWN REDEVELOPMENT)

Key Facts:

- Redevelopment efforts are key to revitalizing housing and commercial areas.
- Redevelopment supports vital community assets identified by the local community.

- CRAs are a recurring funding source for infrastructure, crime prevention and business growth.

12. Continued Support for home rule for cities in regulating cell towers, other utilities, and land lords

City of Pensacola 2021 Legislative Priorities

LEGISLATIVE REQUESTS

1. PFAS/PFOS/AFFF CONTAMINATION AT FIRE AND AIRPORT FACILITIES

SUPPORT: FUNDING MECHANISM FOR ASSESSMENT, REMEDIATION

SUPPORT: LIABILITY PROTECTION PROVISIONS

**SUPPORT: BROWNFIELD TAX CREDIT ELIGIBILITY FOR SITES AT WHICH
PFAS/PFOS/AFFF HAS BEEN USED IN FIRE-FIGHTING AND FIRE
TRAINING OPERATIONS**

SUMMARY: The City of Pensacola operates an airport and as such has the obligation under federal law to maintain aqueous film-forming foam (AFFF) to extinguish flammable and combustible substances. Further, AFFF may be used in scenarios off airport property for training and actual firefighting that involve the same type of combustible substances. AFFF contains hydrocarbon-based surfactants that can contaminate soils and groundwater. Normal wastewater treatment processes do not remove the compounds. FDEP has started testing for possible contamination here and elsewhere throughout the State as the EPA is doing throughout the Country. The State is placing responsibility for assessing cleaning up any contamination on local governments despite the federal requirement to use the compounds. Due to the soluble nature of AFFF it completely dissolves in groundwater and migrates readily through soils and the aquifer. In addition, a party who has “caused or contributed” to contamination after 1997, cannot sign a Brownfield Site Rehabilitation Agreement and therefore, cannot get liability protections or tax credits for corrective environmental actions as with other contaminants. This further inhibits the ability of local governments to fund assessment and cleanup.

We propose state and federal legislation to: 1) develop a non-general revenue source to protect subject compliant local governments from the financial responsibility for cleanup of PFAS contamination; 2) provide for liability protection for local governments from cleanup responsibility and cost; 3) utilize the non-general revenue fund to provide water to citizens where necessary; and, 4) amend the Brownfield Act to allow eligibility for sites at which PFAS has been used in fire-fighting and fire training operations.

This initiative may collaborate with the Florida League of Cities, the Florida Airports Council and the Florida Association of Counties.

2. HOUSING TRUST FUND:

SUPPORT: RESTORING FULL FUNDING TO THE HOUSING TRUST FUND IF A SPECIAL SESSION IS CALLED

SUPPORT: FULL FUNDING FOR THE HOUSING TRUST FUND IN FY 2021/2022

SUPPORT: LEGISLATION THAT WILL STOP THE SWEEP OF FUNDS FROM THE HOUSING TRUST FUND

SUMMARY: The Documentary Stamp Tax passed in 1992, with the adoption of the Sadowski Affordable Housing Act. The Act was for the express purpose of funding the state and local housing trust funds. Last year Governor DeSantis supported full funding of the trust fund and the State Legislature appropriated full funding. However, due to unforeseen challenges created by the coronavirus, the Governor enacted a line item veto and zeroed out funding for the Housing Trust Fund. The lack of affordable housing continues to be a significant issue for the state. As families face uncertain economic futures because of the effects of the virus, affordable housing continues to be an unmet need throughout the State. Years of reduced or no funding being allocated to the trust fund has resulted in long waitlist for housing assistance for homeless, very low, and moderate income residents.

In Pensacola, almost half of the renters and one in four homeowners are cost burdened, which means the families are spending more than 30 percent of their income for housing. Locally the allocation supports the development and rehabilitation of housing for persons with special needs; housing repair programs; a homebuyer assistance program; the development of rental units for low and moderate income residents; and disaster mitigation assistance for residents after a declared disaster.

Last year the Governor vetoed the allocation for the Housing Trust Fund. Full funding would have resulted in \$3.8 million for Pensacola/Escambia, to support affordable housing initiatives. If the Governor or Legislature call a special session to review existing appropriations, the City of Pensacola is asking that full funding be restored to the Housing Trust Fund.

During previous legislative sessions, representatives have brought forward bills that will stop the sweep of funds from the Housing Trust Fund. The City of Pensacola is asking the Legislature to support any such bills brought forward during the upcoming session.

The City of Pensacola is asking the Legislature to **support** full funding for the Housing Trust Fund during the regular FY 2021/2022 session, which supports local affordable housing activities through the State Housing Initiatives Partnership (SHIP) program. Since there is no specific bill allocating funding for housing, the funds must be allocated through the appropriations process.

Current Funding FY 2020/2021:	\$0
Estimated Allocation at Full Funding FY 2020/2021:	\$3,818,257
Estimated Allocation at Full Funding FY 2021/2022:	Not available

3. 5G SMALL CELL TOWERS *Do we want to request this again in 2021?*

REQUEST: RESCIND 2019 SB 1000

**SUPPORT: RESTORE BALANCE OF POWER TO CITY OF PENSACOLA
AUTHORITIES AND RESIDENTS TO DETERMINE WHAT CAN AND CANNOT BE
INSTALLED IN TAXPAYER-OWNED RIGHT OF WAY**

SUMMARY: When the Florida Legislature adopted SB 1000, the City of Pensacola was denied its ability to uphold the aesthetic integrity of our historically significant City and ESSENTIALLY stripped the City of its authority to regulate the use of public rights of way. This legislation is a direct violation of the constitutional separation of powers. Since 2017, multiple telecommunication vendors have saturated the City of Pensacola with requests to install over 140 poles with attached 5G appurtenances. These poles are between 35 and 40 feet tall and most are clustered together amongst archeological and historically significant locations. The burden placed on the City of Pensacola to review requests for permits, comply with this recent legislation, and ensure 140 poles will not create visual pollution to our beloved City is a near impossible task. Ms. Amber Hughes, a senior legislative advocate with the Florida Leagues of Cities said it best when she questioned, "Why should a private entity get carte blanche over taxpayer-owned right of ways without any real concern over aesthetics or public safety?"

4. FIREFIGHTERS' RELIEF AND PENSION FUND SPECIAL ACT *Finance to review background*

SUPPORT: An act relating to the Firefighters' Relief and Pension Fund of the City of Pensacola, Escambia County: amending Chapter 21483, Laws of Florida (1941), as amended; providing for a defined contribution plan as required by Florida Law; providing severability; providing an effective date.

Section 34: Defined Contribution Plan.

- (a) **Established.** Pursuant to Section 175.351; Florida Statutes, a defined contribution plan to be entitled "Firefighters' Relief and Pension Fund Defined Contribution Plan" is hereby created. The purpose of this plan is to receive fifty percent (50%) of the excess insurance premium tax revenues over the insurance premium tax revenues received for calendar year 2012. The plan will not be funded if the City and the collective bargaining units come to mutual consent on an alternate use of the funds. The separate defined contribution plan hereby created shall be in addition to any other benefits available to the members under the Firefighters' Relief and Pension Fund and nothing herein shall in any way affect any other benefits that now or hereafter exist.
- (b) Any extra benefits to be provided or on behalf of participants of the Firefighters' Relief and Pension Fund Defined Contribution Plan shall be provided through

individual accounts with each participant – directed investments and in accordance with section 401(a) of the Internal Revenue Code and its related regulations.

- (c) The City shall not be required to levy any additional taxes on its residents or to make any other contributions to the defined contribution plan.
- (d) Notwithstanding anything herein to the contrary, the Firefighters' Relief and Pension Fund Defined Contribution Plan shall at all times and in all events be construed and interpreted to be a qualified retirement plan within the meaning of section 401(a) of the Internal Revenue Code and its related regulations.

5. BAYBRONT PARKWAY DESIGNATION *PPD to provide background*

6. FDOT DISTRICT 3 FIVE YEAR PLAN *Do we want to include in 2021 Request?*

SUPPORT: FDOT DISTRICT 3 FIVE YEAR PLAN INCLUDING SCENIC HWY MULTI-USE TRAIL BOX FUNDING

SUMMARY: The City of Pensacola seeks the support and funding for the FDOT District 3 Five-Year Plan and those transportation projects which are vital to the continued growth within our region and community. The projects within the FDOT District 3 Five-Year Plan are based upon FDOT maintenance requirements, the TPO Long Range Transportation Plan (LRTP), Transportation Systems Management (TSM) studies, Transportation Alternatives Project (TAP) Priorities, and Aviation, Part, and Transit Master Plans. The FDOT District 3 Five-Year Plan is consistent with the Florida-Alabama TPO's adopted priorities to the extent feasible.

7. CS/HB 1159: PRIVATE PROPERTY RIGHTS *City Attorney to review and provide background*

SUPPORT: REVISE CS/HB 1159 PRIVATE PROPERTY RIGHTS

SUMMARY: The legislature should review CS/HB 1159 for the constitutional concerns raised and modify the statute so it can be applied consistently in a manner that protects property owners based on clearly defined and objective standards that balance the importance of trees to ecological protection, storm water management systems, historical resources and aesthetics while providing an expedient process for property owners to remove trees that are objectively dangerous to persons or property.

The City of Pensacola has a comprehensive land use and planning regulatory system that manages growth consistent with community values and public safety. As part of that regulatory system, certain trees are protected in certain areas of the City, not only for their scenic beauty, but also to enhance water filtration for storm water management, which enhances property values by lowering erosion impacts and protecting existing infrastructure. The statute enacted as Section 163.045 lacks standards and definitions,

which invites unscrupulous “experts” to provide whatever opinion a property owner wishes without a meaningful examination of the actual risks posed by the tree. Experts agree that every tree is dangerous depending on the circumstances; thus, the assessment of risk standards used by ISA certified arborists would provide an objective approach to assessing the value of a tree in the context of what risk that tree poses to nearby structures and residents. The statute further creates uncertainty and risk around preserving the beauty in neighborhoods and along canopy roads, where long-standing community values are such that the removal of trees causes negative impacts not analyzed by the legislature. Without notice to the public or an opportunity to question an expert’s opinion on a tree that is believed in good faith to be healthy and not dangerous, neighbors become divided as opposed to living in harmony with shared values. The statute does not present clearly defined rules on when a property owner may cut down a tree because of the lack of definitions for when a tree is a “danger,” what is “residential,” and what kind of “documentation” with what content would suffice to provide a safe harbor from other regulations designed to prevent erosion caused by sheet flow.

8. OPIOID SETTLEMENT *Do we include in 2021 Request?*

SUPPORT: DISTRIBUTION OF SETTLEMENT FUNDS TO APPLICABLE LOCAL GOVERNMENT ENTITIES

SUMMARY: *To be provided*

STATE APPROPRIATION REQUESTS

9. SCENIC HIGHWAY BICYCLE / PEDESTRIAN PATH *Do we include this item and in this format?*

REQUEST: STATE APPROPRIATION \$XXXXXXX

SUMMARY: There is strong and continually growing support from the citizens of Pensacola and unincorporated Escambia County to eventually construct a bicycle / pedestrian path of sorts alongside US90 (Scenic Highway) in Escambia County, FL in an effort to connect non-motorized roadway users to US90 to the north and US98 to the south, as well as enjoying the beautiful, natural scenery along the highway.

The entire project limit is expected to run from 17th Avenue at the south terminus to US90 at Escambia River Bridge at the north terminus and is approx. 10.7 miles. Of that, the City’s portion (17th Avenue to Baywoods Drive) is approx. 6.5 miles, with the remaining approx. 4.2 miles in unincorporated Escambia County.

The project is supported by both the City of Pensacola and Escambia County local government agencies, the Florida – Alabama Transportation Planning Organization, the University of West Florida, the Scenic Highway Foundation, the Council of Neighborhood Association of Pensacola Presidents, Bike Pensacola, local elected officials, and the local citizenry at large.

After recent discussions with FDOT, FDEP and ECRC Staff, the City of Pensacola is formally requesting legislative appropriation funding in the amount of \$XX,XXX.XX to solicit an A&E firm to perform a feasibility study for the proposed path. The feasibility study will address several points, including but not limited to, path options, possible alignment concepts, environmental concerns, possible right-of-way / property acquisition impacts, public involvement, etc. in advance of the formal environmental planning phase for the project.

The incorporation of a bicycle / pedestrian path along Scenic Highway not only carries forward the City's vision of creating place-making projects, but also provides several other benefits such as encouraging physical fitness and healthy lifestyles, creating a new outdoor recreation opportunity for non-motorized transportation, strengthening the local economy, protecting the environment (improving air and water quality), and preserving and recognizing the historical value of Scenic Highway.

10. WEST MAIN STREET CORRIDOR IMPROVEMENTS *Do we include in 2021 Request?*

REQUEST: STATE APPROPRIATION: \$2,900,000

SUMMARY: Main Street is a vital east-west corridor located within the City of Pensacola. Early in the 20th century, the corridor was primarily occupied by industrial uses adjacent to the Alabama and Gulf Coast railroad line. While retaining some of its industrial uses, in the past few decades the corridor has increased its density of new single-family residential as well as enhanced commercial uses. As part of the construction of the Community Maritime Park (Blue Wahoos Baseball Stadium), five blocks of Main Street (Baylen to Clubbs Street) were totally reconstructed to serve the new Park facility to create greatly enhanced walkability, beautiful aesthetics and much needed traffic calming. The objective of this request is to implement the recent Corridor Management Plan (CMP) funded by the state to reconstruct the final eleven remaining blocks of Main Street (Clubbs to Barrancas) and complete the plan.

The objective of the Main Street CMP was to identify operational and access management improvements and priorities needed to support all modes of transportation including roadway capacity, public transit and bicycle and pedestrian movements along the corridor. The Main Street CMP study area spans from Barrancas Avenue on the west to Clubbs Street on the east- a distance of approximately 0.77 miles (11 blocks).

Currently, this remaining unimproved portion of Main Street is functionally classified as a minor arterial and is an urbanized 2-lane undivided roadway.

Completion of the Main Street corridor improvements offers a major opportunity to create a special place within the City of Pensacola and will greatly impact/enhance ongoing revitalization efforts in downtown by creating a unique and intrinsic Western Gateway District to the downtown Pensacola Core.

DRAFT

**11. SPECIAL NEEDS UNIVERSAL DESIGNED PLAYGROUND BOUNDLESS-
ALL-INCLUSIVE PARK-TIPPIN PARK *Do we include in 2021 Request?***

REQUEST: STATE APPROPRIATION \$850,000

SUMMARY: Childhood presents many challenges for special needs children, especially on the playground. In today's society, children need to adapt to circumstances that may pose potential problems for them. Children learn about feelings of belonging, acceptance, and rejection at an early age. Therefore, it has become imperative for educational and recreational institutions to incorporate an inclusive child care program. Educators and instructors who accommodate special-needs children gain peace of mind in knowing that no child is left alone with a feeling of inadequacy. Inclusive play enables special-needs children to build the necessary social skills to handle any circumstance. This increases positive attitudes and interaction between all children regardless of abilities.

A Special Needs Universal Designed Playground and Boundless All Inclusive Playground at Tippin Park would include a boundless playground, a multipurpose athletic court to accommodate wheelchair sports/activities, several amenities for the visually impaired, a gazebo and an amphitheater for small performances, restrooms, a walking path, music stimulation instruments, exercise equipment, swings and spinners, a picnic area, and a splash pad/water feature. Additionally, new parking would be needed to accommodate additional ADA parking. The project cost is estimated to be approximately \$1,000,000. City funding will be available at \$150,000. Corporate partnerships will also be pursued.