



City of Pensacola

Westside Redevelopment Board

Agenda

City of Pensacola
222 W. Main Street
Pensacola, FL 32502

March 25, 2025, 3:30 PM

Whibbs Room, 1st floor

The meeting can be watched via live stream at cityofpensacola.com/video.

CALL TO ORDER

DETERMINATION OF QUORUM

APPROVAL OF MINUTES

1. 25-364 WRB MEETING MINUTES- 12/17/2024

Attachments: WRB MEETING MINUTES- 12/17/2024

OLD BUSINESS

NEW BUSINESS

2. 25-57 WESTSIDE REDEVELOPMENT PLAN UPDATE

Attachments: Draft Westside Redevelopment Plan 2025

3. 25-343 WESTSIDE PROJECT PRIORITIES AND UPDATES

*Attachments: WRB Project List and 5-Year Implementation Plan - FY2025-30
Westside CRA Program Manager Report-March
Residential Property Improvement Guidelines
Residential Resiliency Program Guideline re. 9.9.2024
Connectivity to Legion Field/Global Learning 90% Design Plans*

4. 25-344 DISCUSSION ON WAYS THE BOARD CAN ENGAGE THE COMMUNITY

Attachments: None

REPORTS AND ANNOUNCEMENTS

BOARD MEMBER COMMENTS

OPEN FORUM

ADJOURNMENT

PLEASE NOTE: One or more members of the City Council/Community Redevelopment Agency Board may be in attendance. The City of Pensacola adheres to the Americans with Disabilities Act and will make reasonable accommodations for access to city services, programs, and activities. Please call 850-436-5640 for further information. Requests must be made at least 48 hours in advance of the event in order to allow the city time to provide the requested services.



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 25-364

Westside Redevelopment Board

3/25/2025

ACTION ITEM

SPONSOR:

SUBJECT:

WRB MEETING MINUTES- 12/17/2024

RECOMMENDATION:

HEARING REQUIRED:

SUMMARY:

PRIOR ACTION:

FUNDING:

FINANCIAL IMPACT:

LEGAL REVIEW ONLY BY CITY ATTORNEY: No

STAFF CONTACT:

ATTACHMENTS:

1. WRB MEETING MINUTES- 12/17/2024

PRESENTATION: No



City of Pensacola

WESTSIDE REDEVELOPMENT BOARD

MINUTES

City of Pensacola
222 W. Main Street
Pensacola, FL
32502

December 17, 2024

3:30 PM

Whibbs Conference Room, 1st
Floor

CALL TO ORDER

The Westside Redevelopment Board (WRB) meeting was called to order by Chairperson Brown at 3:30 P.M.

Members Present: Lamar Brown, C. Marcel Davis, James Gulley, Karl Schwelm

Members Absent: Doug Baldwin Sr., Jennifer Brahier, Michelle Press

DETERMINATION OF QUORUM

A quorum was present at 3:30 P.M.

ELECTION OF OFFICERS

Chairperson Brown called for nominations for the position of Chairperson of the Westside Redevelopment Board.

Board Member Gulley nominated himself as the new chairperson.

The nomination passed by the following vote:

Yes: 4 Lamar Brown, C. Marcel Davis, James Gulley, Karl Schwelm
No: 0 None

James Gulley was elected as Chairperson of the Westside Redevelopment Board.

Chairperson Brown called for nominations for Vice-Chairperson of the Westside Redevelopment Board.

Board Member Gulley nominated Karl Schwelm as the new Vice-Chairperson of the Westside Redevelopment Board.

The nomination passed by the following vote:

Yes: 4 Lamar Brown, C. Marcel Davis, James Gulley, Karl Schwelm
No: 0 None

Karl Schwelm was elected as Vice-Chairperson of the Westside Redevelopment Board.

Chairperson Gulley took over the meeting.

APPROVAL OF MINUTES

1. 24-1216 WRB MEETING MINUTES - 9/24/2024

A motion to approve was made by Board Member Davis and seconded by Board Member Schwelm

The motion passed by the following vote:

Yes: 4 Lamar Brown, C. Marcel Davis, James Gulley, Karl Schwelm
No: 0 None

REPORTS AND ANNOUNCEMENTS

2. 24-1211 PROJECT UPDATES

Asst. CRA Division Manager Hilary Halford gave an update of the item. Some

items discussed were the West Main Street Corridor, Jackson Street Transportation Improvement funding, Connectivity to Legion Field, Pace Corridor Improvements, Cervantes Street Road Diet, Gardent Street Landscape Beautification Project, the striping of A Street, CRA affordable housing initiatives, Pensacola Motor Lodge development site, Alice Williams Rehab, the remediation of the American Creosote Works Site, and Kiwanis Park. CRA Program Manager Shirley Baylis gave an update on the CRA Property Improvement Programs. Staff answered questions accordingly.

3. 24-1213 REDEVELOPMENT PLAN UPDATE

Asst. CRA Division Manager Hilary Halford gave an overview of the item. Staff responded accordingly to questions.

4. 24-1222 ROBERT'S RULE OF ORDER REFRESHER

Asst. CRA Division Manager Hilary Halford provided an overview of the item. Staff answered questions accordingly. Board Member Gulley discussed the item and stated that the board must address the chair to have the floor to speak, and if a member would like to make a "motion," they should say, "I move that...", in order to make a motion.

OLD BUSINESS

None.

NEW BUSINESS

None.

BOARD MEMBER COMMENTS

None.

OPEN FORUM

None.

ADJOURNMENT

4:20pm



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 25-57

Westside Redevelopment Board

3/25/2025

ACTION ITEM

SPONSOR:

SUBJECT:

WESTSIDE REDEVELOPMENT PLAN UPDATE

RECOMMENDATION:

That the Westside Redevelopment Board (WRB) recommend approval and adoption of the draft of the amended and restated Westside Community Redevelopment Plan, as enumerated herein.

HEARING REQUIRED:

SUMMARY:

The The City of Pensacola approved the Westside Community Redevelopment Area in 2007, which was subsequently amended. The 2007 plan established the framework for transformative policies and investments in the community redevelopment area. Within that context, the plan provided policy, programmatic and fiscal direction for the CRA over the past eighteen years. Unfortunately, due the 2008 recession, the Westside did not start generating Tax Incremental Financing (TIF) revenues until the district's base year was reset in 2014. This greatly hindered the district's ability to undertake transformative projects.

On February 5, 2024, the City of Pensacola Community Redevelopment Agency (CRA) approved an award of contract to Urban Design Associates (UDA), a consulting team, to provide urban planning, design, research, analysis and plan amendment services to update the City's three (3) adopted community redevelopment plans (Urban Core, Eastside and Westside) and provide plan implementation and consistency guidance for a period of five years.

Engagement for the first phase, Analysis & Listening, began in May 2024. The purpose of this phase was for the consultant to analyze existing conditions as well as to recieve input from the community on strengths, weaknesses and visions for the future. A series of in-person and virtual community meetings, neighborhood workshops, youth events, stakeholder groups and a social interactive map were used to obtain input during this phase. After about 3 months, the

"Listening" phase closed with over 2,000 total comments received.

The second phase of the update process, Testing Concepts, opened October 14, 2024, and closed November 15, 2024. The purpose of this phase was to introduce the community to preliminary ideas created from the comments received during phase1 and provide the public an opportunity for initial feedback on the concepts. Two open houses and a community presentation were held in October, followed by a survey.

Phase 3 of the engagement process, Feasibility & Deciding, opened in the first week of February 2025. The purpose of this final phase of community engagement was to allow the community one more opportunity to provide feedback on the concepts developed through the engagement process and to voice opinions on priorities in the future.

The recommended plan will be submitted to the CRA, Planning Board and City Council for approval and adoption, which is anticipated to occur late spring/early summer 2025. The team will recap the plan development and engagement processes and brief the Westside Redevelopment Board on the contents of the draft redevelopment plans ahead of the CRA's anticipated vote in April. If adopted, the 2007 plan will be repealed and replaced with the new, amended and restated 2025 Westside Community Redevelopment Plan.

PRIOR ACTION:

N/A

FUNDING:

N/A

FINANCIAL IMPACT:

N/A

LEGAL REVIEW ONLY BY CITY ATTORNEY: No

STAFF CONTACT:

Victoria D'Angelo, CRA Division Manager
Hilary Halford, Assistant CRA Division Manager

ATTACHMENTS:

1. Draft Westside Redevelopment Plan 2025

PRESENTATION: Yes



Spring 2025

WESTSIDE CRA PLAN UPDATE

Pensacola, Florida



UD **FOR** ULP+D MW
URBAN DESIGN ASSOCIATES

ACKNOWLEDGMENTS

LEAD

Pensacola Community Redevelopment Agency

LEAD CONSULTANT

Urban Design Associates (UDA)

COMMUNITY ENGAGEMENT CONSULTANT

MonWin Consulting

TRANSPORTATION CONSULTANT

HDR

MARKET CONSULTANT

JLP+D

MAYOR

D.C. Reeves
Mayor of Pensacola

CRA BOARD MEMBERS

Teniade Broughton
*City Council District 5
CRA Chairperson for 2025*

Delarian Wiggins
*City Council District 7
CRA Vice-Chairperson for 2025*

Charles Bare
City Council District 2

Jennifer Brahier
City Council District 1

Casey Jones
City Council District 3

Jared Moore
City Council District 4

Allison Patton
City Council District 6

CITY ADMINISTRATION

Tim Kinsella
City Administrator

Amy Miller
Deputy City Administrator

CRA STAFF

Erica Grancagnolo
Economic Development Director

Victoria D'Angelo
CRA Division Manager

Hilary Halford
Assistant CRA Division Manager

Shirley Baylis
CRA Program Manager

Rachel Benett
CRA Urban Design Planner

Tiffany Whiting-Cardenas
CRA Executive Assistant

EASTSIDE REDEVELOPMENT BOARD

Zachary Lane
Chairperson

Aretta Anderson
Vice-Chairperson

Jennifer Brahier
City Council & Board Member

Tommy White
Board Member

WESTSIDE REDEVELOPMENT BOARD

James Gulley
Chairperson

Karl Schwelm
Vice-Chairperson

Doug Baldwin Sr.
Board Member

Jennifer Brahier
City Council & Board Member

Lamar Brown
Board Member

C. Marcel Davis
Board Member

Michelle Press
Board Member

URBAN CORE REDEVELOPMENT BOARD

Christopher Satterwhite
Chairperson

Jared Moore
City Council & Board Member

Melanie Nichols
Board Member

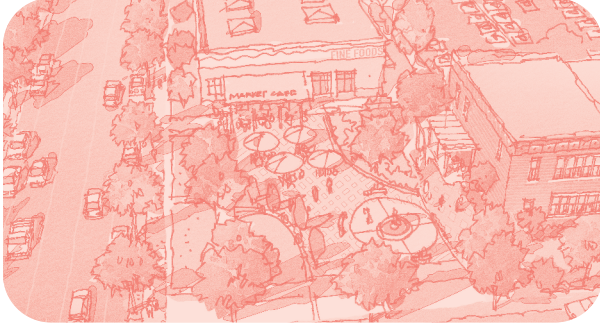
Kelly Wieczorek
Board Member



The recommendations in the Westside CRA Plan were developed between May 2024 and January 2025. The analyses are based on point-in-time data sources, and the recommendations align with the regulations and funding programs effective during the period when the plan was developed.

This CRA Plan explores recommendations for a 20-year timeframe. Recommendations that may not be feasible in the short term due to market, funding, or policy conditions are still valid for the long-term vision and may take longer to implement.

TABLE OF CONTENTS



Executive Summary	vi
INTRODUCTION.....	1
Overview of the CRA	2
Introduction to the Westside	4
How to Use This CRA Plan	6
PLANNING PROCESS.....	9
Overall Process	10
What We Heard	12
ANALYSIS.....	17
Demographics & Market Analysis Summary	18
Physical Patterns	24
Transportation Analysis Summary	36

RECOMMENDATIONS	39	APPENDIX	91
Big Ideas for the Westside	40	Summary of Step 1 Engagement	92
<i>Barrancas Avenue Corridor Strategy</i>	<i>44</i>	Summary of Step 2 Engagement	100
<i>Cervantes Street Corridor Strategy</i>	<i>48</i>	Demographic and Market Analysis	120
<i>Gibson School Site Redevelopment</i>	<i>52</i>	CRA Funding Resources	148
<i>American Creosote Works (ACW) Superfund Site Redevelopment</i>	<i>54</i>	Sidewalk Prioritization	150
Land Use, Zoning, and Special Districts	56	Micromobility Area Map	151
Economic Development	62	Cost and Impact Countermeasures	152
Neighborhood Development	68	Transportation Analysis	156
Housing	72		
Transportation, Streets, and Parking	76		
Open Space and Community Amenities	84		

EXECUTIVE SUMMARY

This Community Redevelopment Agency (CRA) Plan Update is intended to provide direction for policies, programs, and projects in the Westside CRA District in the City of Pensacola, Florida. The process of listening to residents and stakeholders informed an ideal vision for Pensacola's Westside CRA District. The recommendations outlined in this document are intended to establish a foundation of guiding principles, projects, and decision-making frameworks to achieve the community's visions for the future.

The role of the CRA is to strategically implementing its redevelopment plans by leveraging tax incremental financing (TIF) for specific projects aimed at redevelopment and improving areas in the community. TIF is a funding mechanism authorized under Chapter 163, Part III, Florida Statutes which capture incremental growth in the tax base within the CRA district to be reinvested in strategic projects within the district. Key community redevelopment goals include:

- Preserving, rehabilitating, and enhancing the community redevelopment area neighborhoods to maximize livability and quality of life;
- Fostering a diverse supply of housing options, especially affordable and workforce housing; and
- Creating a robust and stable economy that offers employment, culture, and entertainment and is filled with people and businesses.

More specifically, this CRA Plan Update is intended to target the following topics and issues within the Westside CRA District:

- Expanding housing options, especially affordable, workforce housing;
- Preserving traditional character and history and culture;
- Tempering gentrification and/or displacement;
- Building socioeconomic equity;
- Strengthening neighborhood identity;
- Fostering economic development and sustainability;
- Improving walkability, bikeability, transit and parking management; and
- Connecting people to the waterfront and neighborhood assets.

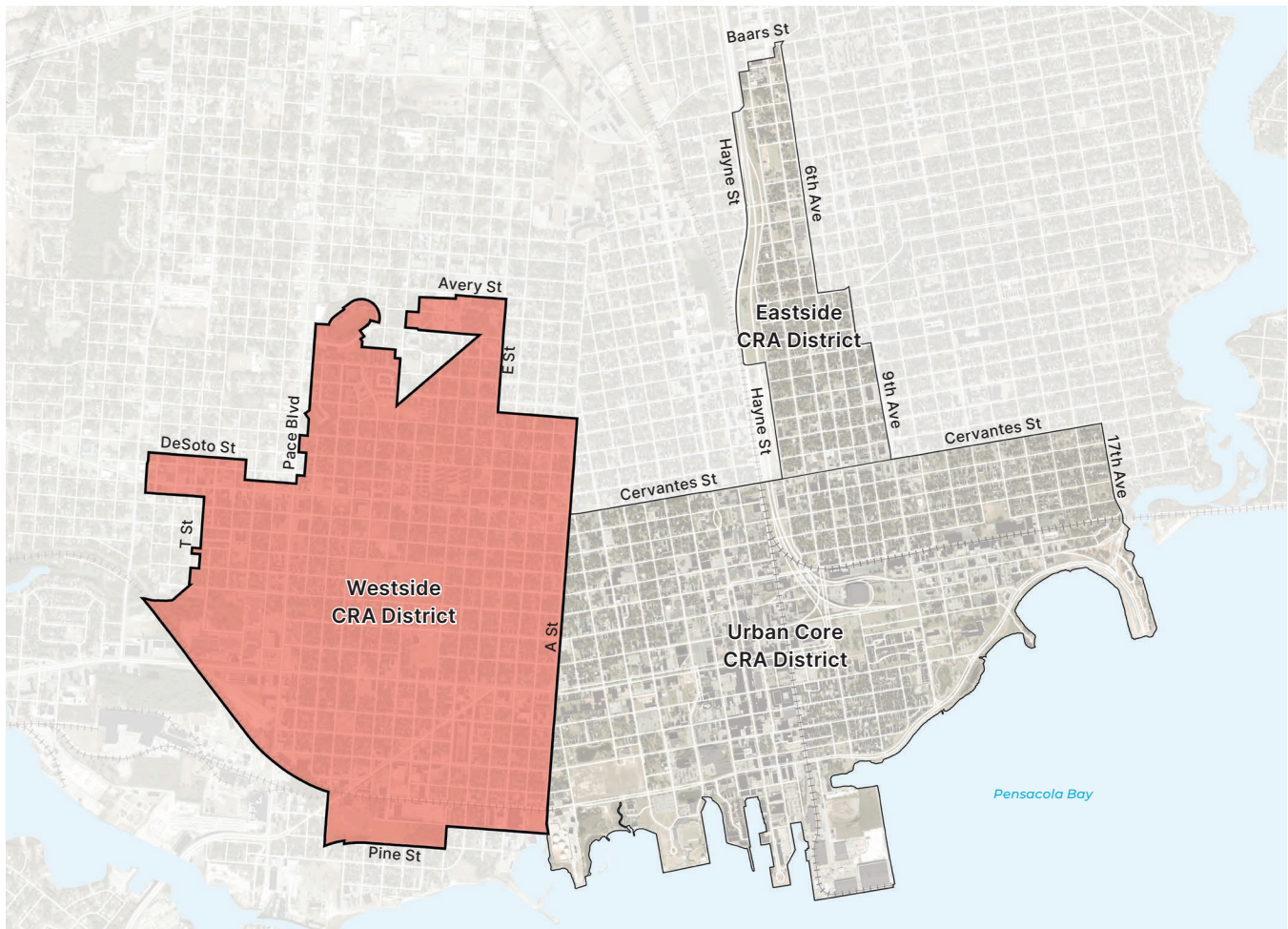
Residents and stakeholders led the way throughout the creation of this CRA Plan Update. From 2024 through 2025, members of the CRA District community were invited to establish the overall vision for the future and provide input on preliminary recommendations. Paired with an exhaustive analysis of existing and projected conditions of demographics, economics, physical urban patterns, and transportation systems, the needs of each CRA District and the paths forward were revealed.



St. John's Cemetery



Captain Joe Patti's ship next to the seafood market

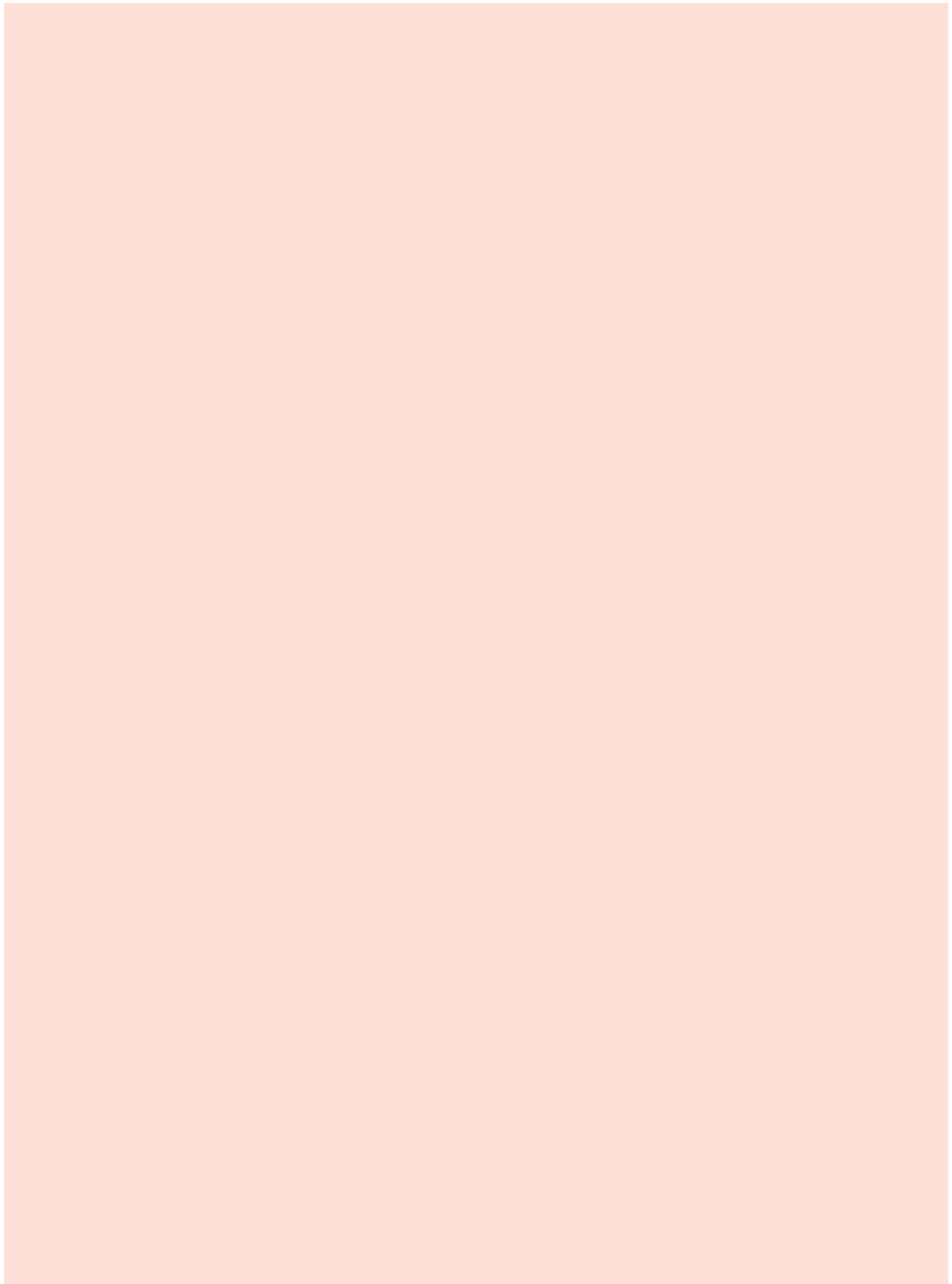


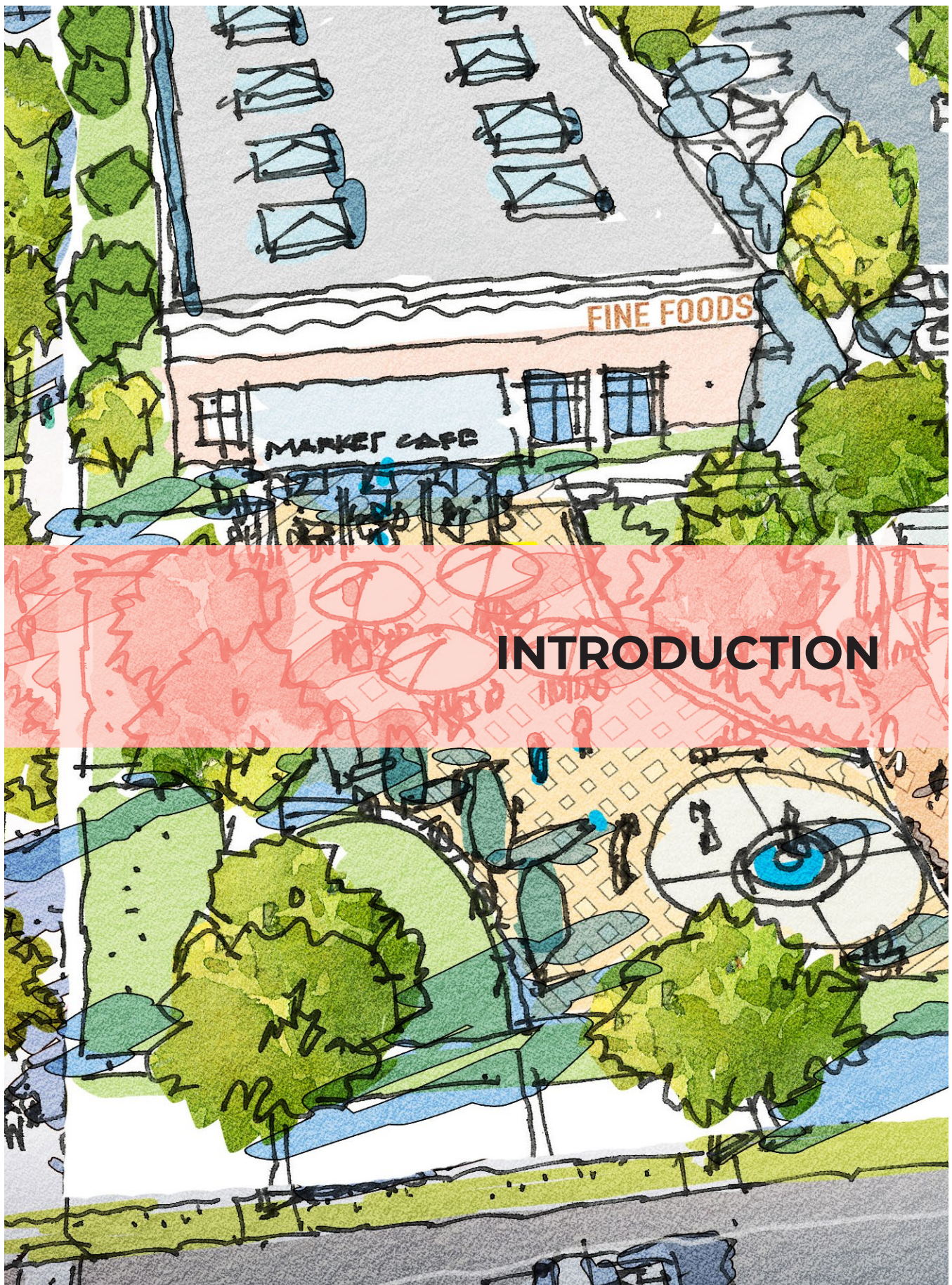
CRA Districts Map

This CRA Plan Update builds on past plans and represents potential investments to realize the vision of Westside residents and stakeholders. The recommendations in this plan are organized into the following topics:

- Land Use, Zoning, and Special Districts
- Economic Development
- Neighborhood Development
- Housing
- Transportation, Streets, and Parking
- Open Space and Community Amenities

A series of Special Demonstration Projects illustrate the potential impact of targeted investments, identifying opportunities to solve issues raised by the community and uncovered through the analysis of the CRA Districts. Strategies for implementing these recommended policies, programs, and projects are provided, along with recommendations about prioritizing potential projects.





INTRODUCTION

OVERVIEW OF THE CRA



ABOUT THE CRA

The State of Florida's Community Redevelopment Act of 1969 provided local governments with tools to revitalize deteriorated areas of their communities, including the establishment of the Community Redevelopment Agency (CRA), which was charged with the following tasks:

- Administer and prepare redevelopment plans;
- Issue revenue bonds;
- Eliminate and prevent slum and blight;
- Rehabilitate and conserve the redevelopment areas;
- Preserve and enhance the tax base;
- Create affordable housing; and
- Implement community policing innovations.

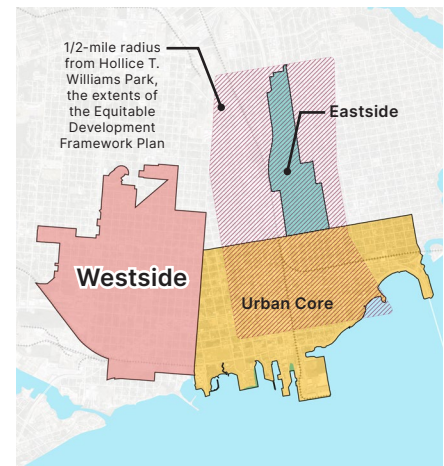
The statutes dictate that the municipality, "to the greatest extent it determines to be feasible... shall afford maximum opportunity, consistent with the sound needs of the county or municipality as a whole, to the rehabilitation or redevelopment of the community redevelopment area by private enterprise." (§163.345).

On July 1, 1977, the Florida Legislature amended the Community Redevelopment Act to allow governments to use tax increment financing (TIF) to fund redevelopment. This amendment was made to help revitalize declining areas and increase tax revenues.

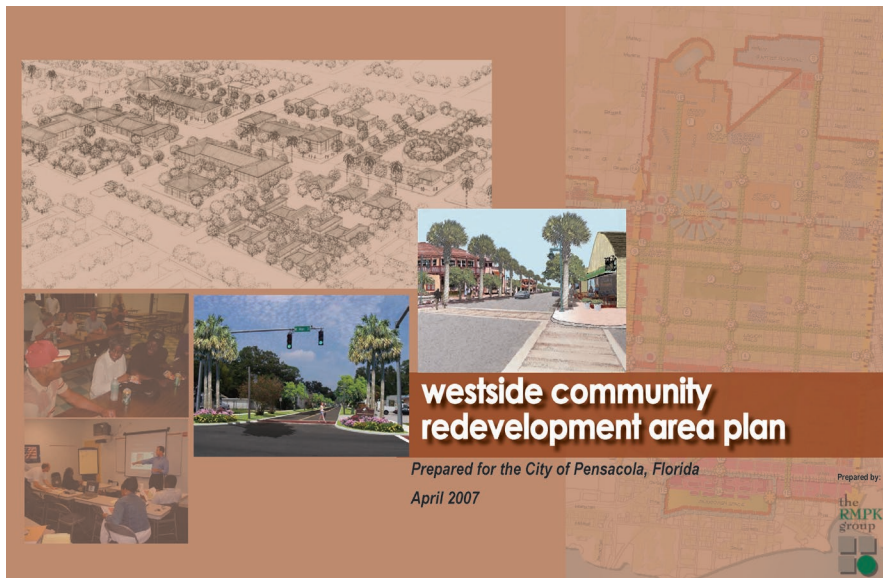
In 2024, the City of Pensacola's Community Redevelopment Agency (CRA) transitioned to become a division within the city's Economic Development Department. This shift reflects the close alignment between the CRA's mission and the broader goals of economic development, particularly within the city's redevelopment districts. Much like economic development efforts, the CRA's work focuses on both qualitative and quantitative improvements, enhancing the local economy while fostering sustainable growth. By leveraging social assets and resources, the CRA strives to generate a more inclusive, shared economic well-being, ultimately elevating the quality of life for the community as a whole. This transition underscores the city's commitment to revitalizing areas of need, empowering residents, and fostering a thriving, dynamic urban environment.



Public Meeting with the CRA



CRA Districts + Extents of the Equitable Development Framework Plan, extending 1/2-mile radius from Hollice T. Williams Park



ABOUT THE CRA PLANS & THE WESTSIDE

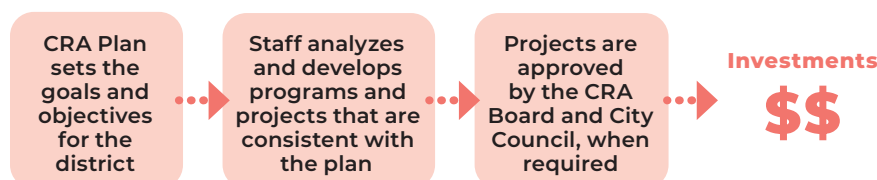
In 2007, the Pensacola City Council adopted the Findings of Necessity Study and established the boundaries for the Westside Community Redevelopment Area. The Westside Redevelopment Plan was developed with community participation to establish the priorities. The Redevelopment Area is defined by the corporate limit line on the north (former Baptist Hospital), city limited on the west, Pine Street on the south, and A Street on the east.

Connection to Neighborhood Plans

The Westside Community Redevelopment Area Plan was last updated in 2007. Key initiatives of this plan included:

- Implementing a "Complete Street" corridor along West Main Street connecting to downtown;
- Improving the Jackson Street bicycle and pedestrian corridor parallel to West Cervantes Street;
- Providing a "Complete Street" option for the Pace Boulevard Corridor;
- Studying affordable and attainable housing options for the vacant Baptist Hospital site;
- Exploring a road diet for West Cervantes Road;
- Completing the Gonzalez Street Shareway demonstration project with Bike Pensacola.

How will the CRA Plan be used?



ANALYSIS OF PREVIOUS/EXISTING PLANS AND STUDIES INCLUDE:

- Existing and previous redevelopment master plans
- City of Pensacola Comprehensive Plan
- City of Pensacola Land Development Code
- CRA Annual Reports
- Recent market studies
- Recent transportation studies and/or plans
- Socioeconomic data and demographics
- Analysis of Existing Land Uses & Land Development Regulations
- Socioeconomic Analysis
- Real Estate Market, Trends, and Gap Analysis
- Context Analysis & Classification
- Neighborhood & District Analysis
- Gentrification & Displacement Analysis
- Transportation System & Parking Analysis
- Parks & Public Space Analysis
- The City's new Strategic Plan

INTRODUCTION TO THE WESTSIDE

The Westside CRA District extends from the former Baptist Hospital site, through several residential neighborhoods, including the historic Tanyard, and south to Superfund ACW site along Main Street. It includes several major high-traffic arterials, including Cervantes Street, Garden Street, and Barrancas Avenue. These high-traffic streets sometimes contrast the quieter, tree-lined streets that connect the neighborhoods. The Westside benefits from a series of beautiful parks and public spaces, including Legion Field, St. John's Cemetery, and the Fricker Community Center. Sanders Beach is a neighborhood bordering the southern edge of the CRA District boundary, which developed around a public park that was build on the waterfront in 1908; Sanders Beach is located just west of Joe Patti's Seafood and the soon-to-be-relocated Bell Steel plants on Main Street.

There are several strong organizations in the area that have been working to advocate for neighborhood improvements. Many of these issues relate to poorly maintained infrastructure, ongoing flooding issues, and the impact of high-traffic streets on the walkability in the Westside. Safe pedestrian paths and crossings are of particular concern on the routes to the Global Learning Academy and between the various community centers and play fields. While there has been significant investment in the recreational areas at Legion Field, opportunities remain to improve bike and pedestrian safety to these facilities.



Baptist Hospital Site



Theophalis May Neighborhood Resource Center



Cervantes Street



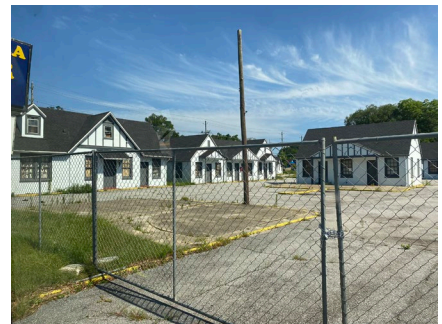
Neighborhood park

Cervantes Street and Barrancas Avenue, the two primary traffic corridors, present certain challenges related to taming traffic, yet they also offer opportunities for future redevelopment that can complement the residential neighborhoods. A number of ethnic businesses and restaurants currently exist in this area. This has added to the vibrancy of the area and provided access to much-needed fresh food. Residents also expressed a desire for a full-service grocery store in closer proximity. While there are some long-standing businesses along W Cervantes Street, there are also a series of vacant buildings and lots, which make the environment challenging for reinvestment. Opportunities exist to support long-term business owners while also creating the conditions for additional investment. Barrancas Avenue, while also a major traffic corridor, has started to see some eclectic commercial infill, including restaurants and a brewery.

Lastly, there are parts of the Westside that were prior industrial sites and now present redevelopment opportunities. Future investment should consider how best to connect these sites to the rest of the neighborhood, and how to encourage uses that complement the neighborhood and provide services or amenities that may not exist.



St. John's Historic Cemetery



Redevelopment opportunity

HOW TO USE THIS CRA PLAN

PLAN ORGANIZATION

The Westside CRA Plan Update is one of three parallel plan updates for each of the CRA Districts. Some high-level goals and policies overlap more than one district, but each Plan Update is tailored to specifically target the visions, opportunities, and implementation goals of the community in each district. Each Plan Update is structurally aligned for ease of use by the CRA throughout the implementation of these plans.

Introduction

This chapter provides an overview of the CRA's role and responsibilities specific to the Westside. Also described is the alignment of the CRA Plan Updates with the city's 10-year strategic plan, *Strive to Thrive: Pensacola 2035*.

Planning Process

This chapter summarizes the robust community engagement process conducted by the CRA and the consultant team. Overall summaries of community feedback can be found in this chapter, with more detailed inventory of community feedback for reference in the Appendix.

Analysis

This chapter contains detailed analysis of the demographics, market potential, physical conditions, political boundaries, and transportation systems specific to the Westside CRA District.

Recommendations

This chapter contains an index of all policy, program, and project recommendations that are either new or updated from past plans, categorized by the following topics:

- Land Use, Zoning, and Special District
- Economic Development
- Neighborhood Development
- Housing
- Transportation, Streets, and Parking
- Open Space and Community Amenities

This chapter also includes a selection of Special Demonstration Projects, which serve to illustrate the potential impact of the implementation of collections of recommendations. These pages are intended to be "one-stop-shops" for potential actionable initiatives, but do not require exact conformity and do not represent the entirety of potential impactful projects for the district.

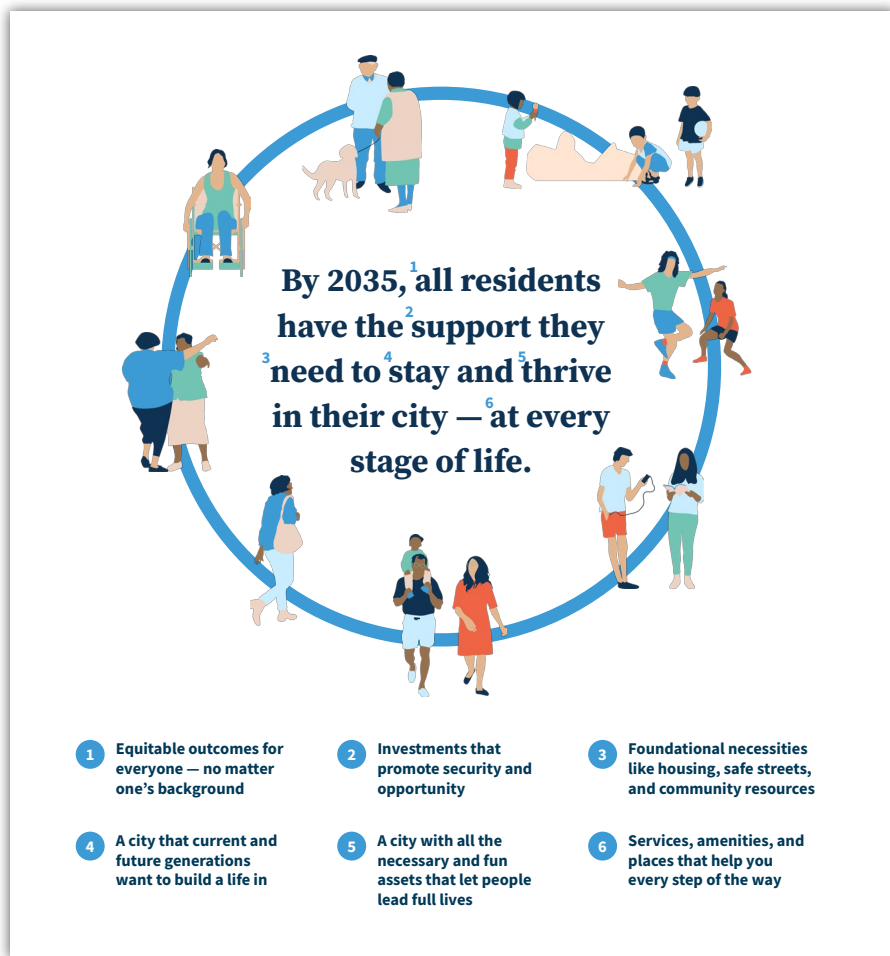
Implementation

This chapter recommends a structure for the CRA to best prioritize initiatives and make decisions, as well as TIF revenue projections, policy and funding considerations, and case studies for programs, policies, and projects.

Appendices

The appendices provide detailed background and studies that were produced or collected throughout the process and informed the recommendations, including:

- Summary of Step 1 Engagement
- Summary of Step 2 Engagement
- Demographics and Market Analysis
- CRA Funding Resources
- Sidewalk Prioritization
- Micromobility Area Map
- Cost and Impact Countermeasures
- Transportation Analysis



Vision Statement from the Strategic Plan

STRATEGIC PLAN

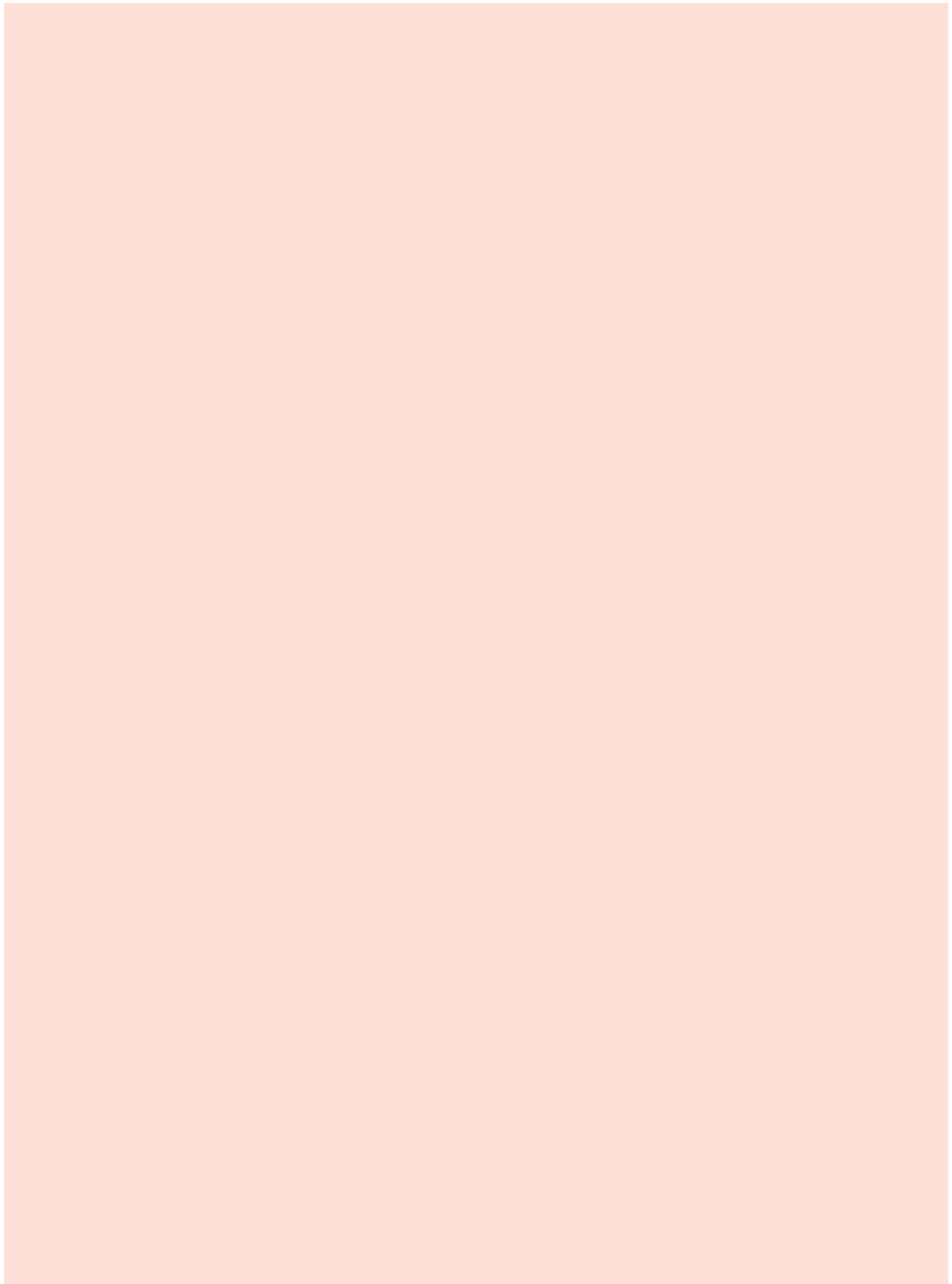
Eight goals were developed through this extensive engagement and analysis process that will guide priorities in Pensacola over the next 10 years:

- Attainable Housing for All Income Levels
- Support for Youth Experiences
- More Walkable, Mixed-Use Districts
- Thriving Innovation and Businesses
- Safe Streets for All Mobilities
- Resilient Waterfront and Neighborhoods
- Public Spaces that Connect Communities
- Neighborhoods that Celebrate Culture and Honor Legacy

ALIGNMENT WITH THE STRATEGIC PLAN

Strive to Thrive, Pensacola's 2035 Strategic Plan, is intended to create consensus around a shared community vision and build a strategic foundation to build towards this vision. The Strategic Plan is a summary of the needs and opportunities of the entire City of Pensacola and provides recommendations for a variety of initiatives that particular city departments (i.e. Mayor's Office, City of Pensacola Public Works & Engineering Department, Housing Department, Sustainability & Resiliency Department, etc.) could lead in order to achieve these goals city-wide.

The City's strategic plan is a tool to guide city government's decision-making and ensure that strategic initiatives add up to achieve the broader goals and values of the Pensacola community. The City's community redevelopment plans align with the strategic plan and identify specific projects and activities authorized for the expenditure of Tax Incremental Financing (TIF) within the Urban Core, Westside and Eastside districts. The redevelopment plans are statutorily required for the expenditure of TIF funding under Chapter 163, Part III, Florida Statutes.





PLANNING PROCESS

OVERALL PROCESS

PROCESS OVERVIEW

The process to develop this plan began in 2023 and builds on the past plans for the Westside and an extensive engagement process with residents and stakeholders. A rigorous step-by-step process was followed, incorporating multiple rounds of community engagement to guide the development of the recommendations. The process for the Westside CRA Plan ran concurrently with the plans for the Urban Core and the Eastside, with dedicated opportunities for residents of each local area to provide input and feedback on the plan initiatives for each specific area. Below is a summary of the engagement that took place:

- Over 900 comments received from more than 270 participants at the community meetings
- Over 200 comments from pop-up neighborhood workshops
- Over 750 comments from 213 contributors on the interactive map

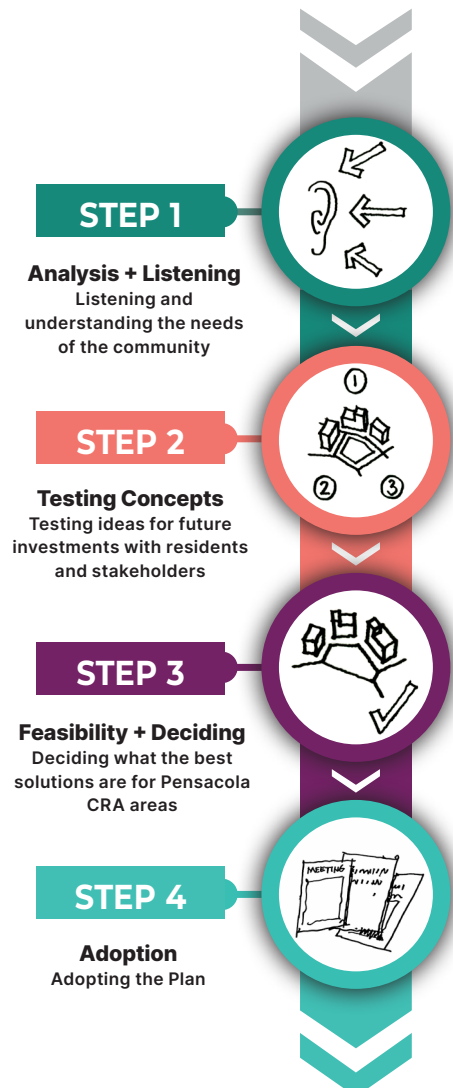
Step 1: Analysis + Listening

The first step in this process involved meeting with community members, local business owners, and stakeholders to understand strengths and challenges and to receive suggestions about neighborhood improvements. In addition to reviewing existing plans and studies, this step also included:

- Listening Workshop #1 (May 28th-31st) — included stakeholder meetings
- Online Interactive Map (May 28th-August 23rd) — to gather input from the public
- Virtual Workshop (June)
- Neighborhood Association Luncheon (July 22nd)
- Vibe & Conversation — Belmont-DeVilliers (July 23rd)
- Cobb Center Summer Kids Camp Pop-Up (August 1st)
- Cobb Center Senior Bingo (August 2nd)
- Fricker Center Summer Kids Camp Pop-Up (August 5th)
- Coffee Conversation — Pensacola Library (August 7)
- Fricker Center Senior Bingo (August 9th)
- Pizza & Conversations — Lost Pizza (August 12th)
- Environmental & Waterways, Parks & Amenities, and Developers Virtual Meeting – (August 14th)



Listening Workshop #1



Step 2: Testing Concepts

During this step, the team held a planning workshop to test concepts for priority projects in the neighborhood, such as housing and retail, and street and park improvements. Opportunities for feedback included:

- Four-day Testing Workshop (in-person)
- Digital surveys after Steps 1 and 2
- Meeting with Sanders Beach Neighborhood regarding ACW site

Step 3: Feasibility & Deciding

This step entailed reviewing what we learned from the Testing Workshop and subsequent survey, and documenting the preferred plan for the Westside, including:

- Draft Plan Development
- Two-day Implementation Workshop to get input on the Draft Plan

Step 4: Adoption

The final steps of this process include:

- March – presentation to the CRA & recommendation from the Westside redevelopment board
- April – approval by the CRA
- May – consistency review with the compilation plan by Planning Board
- June – adoption by City Council



Testing Workshop

COMMUNITY ENGAGEMENT STRATEGIES

This CRA Plan Update is anchored in the input received from Pensacola residents about what investments are most crucial in the Westside.

In order to maximize opportunities for participation, the team held multiple in-person and virtual events throughout the process. The CRA team also hosted additional engagement events (see Appendix) to meet people at existing gatherings and places of business. It was important to listen to residents about the existing conditions and key issues to address, while also establishing feedback loops to evaluate potential project ideas and opportunities for investment.

Ongoing communication was a core principle of this process. A CRA Plan website was established at the outset, and the following tools were used to keep participants up to date on the process:

- Regular website updates
- Sign up via the website
- Email updates to those that signed up on website, or at an in-person meeting
- Digital surveys after each step of the process
- Social media updates via Instagram and Facebook

STAKEHOLDER GROUPS

- Workforce
- Housing
- Environment & Waterways
- Parks & Open Space
- Arts & Culture
- Neighborhood Associations
- Transportation
- Community Support organizations

WHAT WE HEARD

STEP 1: LISTENING

A core part of Step 1 was hearing from current residents & stakeholders to understand the needs of the neighborhood and current priorities. This step included a three-day Listening Workshop, stakeholder meetings, and the launch of an interactive map to understand existing strengths and challenges, and gather an understanding of where the CRA should invest in the future. The appendix includes a full list of engagement touch points in this step of the process.

The Listening Workshop #1 which took place May 28th-31st included a series of public meetings and stakeholder meetings to gather input on the following topics:

- Strengths, Weaknesses, Opportunities — to understand the best places, problem areas, and where people would like to see something happen.
- Parks, Amenities, & Retail Destinations — to identify the places people visit most often.
- Transportation & Stormwater — to understand how people get around, identify problem streets, and areas that flood.

ENGAGEMENT TOUCH POINTS

LISTENING WORKSHOP

May 28th (at Sanders Beach-Corinne Jones Resource Center)

STAKEHOLDER MEETINGS

51 organizations participated across 9 stakeholder groups

INTERACTIVE MAP

Over 750 comments from 213 contributors



Listening Workshop #1

The following is a summary of what we learned during this step and the factors that informed the recommendations in the CRA Plan.

Strengths to Build On

- Wide variety of restaurants and shopping available
- St. John's Cemetery — historic, beautiful, and great for walking
- Existing parks with amenities like the dog park and splash pad
- Community spaces such as Fricker and the library
- Existing old oak trees that provide shade and character
- Institutions like the Music Makers Hall of Fame

Major Concerns

- Vacant/rundown buildings and lots make the area feel unsafe and detract from the existing character
- Lack of well maintained and connected sidewalks
- Lack of safe crosswalks, especially around schools
- Poorly maintained infrastructure cannot handle drainage; ongoing flooding issues
- Newer development does not fit in with the existing neighborhood scale and character
- Lack of an affordable grocery store in close proximity
- Trash and littering in public areas

Opportunities for Investment

- Develop a performing arts center with existing arts organizations
- More retail and restaurants, and an accessible grocery store
- Demolish the vacant Baptist Hospital buildings and create a mixed-use development that caters to the community's needs
- Build affordable housing in a variety of building types
- Well-maintained park space that offers different amenities for all ages; expand programming opportunities at existing community centers
- Improved flood mitigation
- Explore converting rails to trails, and create a safe, beautiful, and shaded pedestrian/bike connections
- Redesign some traffic intersections as landscaped roundabouts



Local Businesses



St. John's Cemetery Entrance

STEP 2: TESTING CONCEPTS

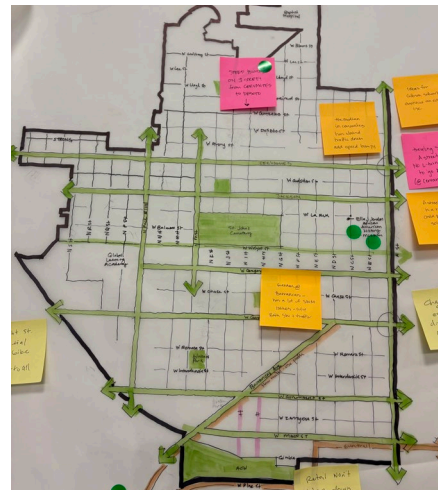
Based on what we learned in Step 1, the team tested ideas for potential projects in the Westside which included:

- Street design improvements to Cervantes Street to support infill development along the corridor, calm traffic, and increase walkability along the corridor
- Explore the redevelopment of the Gibson School site for housing, potential grocery store, and public space
- Explore the redevelopment of the Baptist Hospital site
- Improvements to Barrancas Avenue to accommodate a shared-use path and enhance pedestrian and bike connectivity
- Connect new multi-use path to the Sun Trail along the waterfront
- Intersection improvements to improve safety near schools and community amenities
- Explore how to create gateways into the district



STEPS 3 & 4: FINALIZING THE PLAN

The final steps of the process included refining the project ideas to prioritize investment in the neighborhood. The final plan reflects input from residents regarding the most impactful opportunities for improvement.

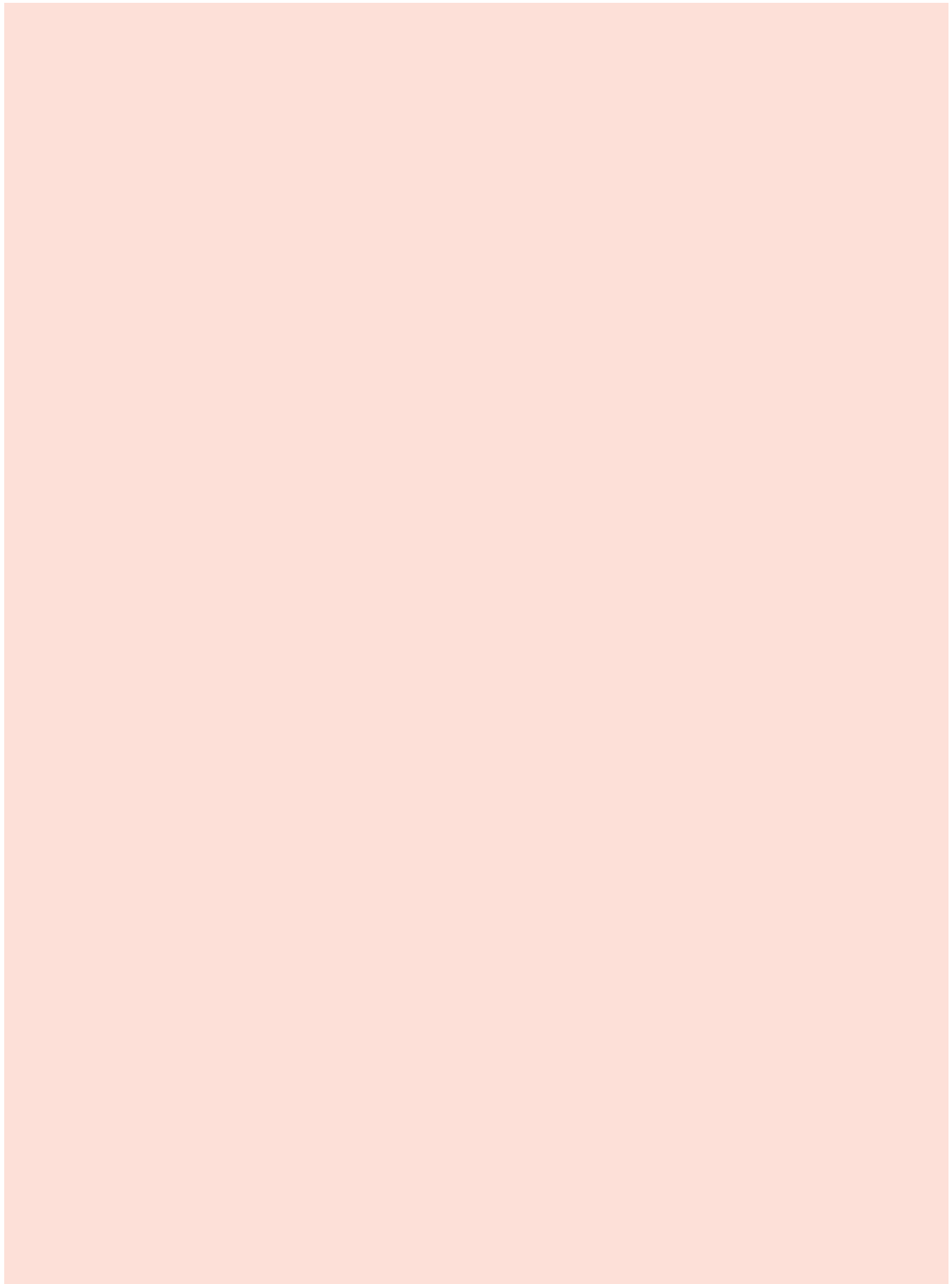


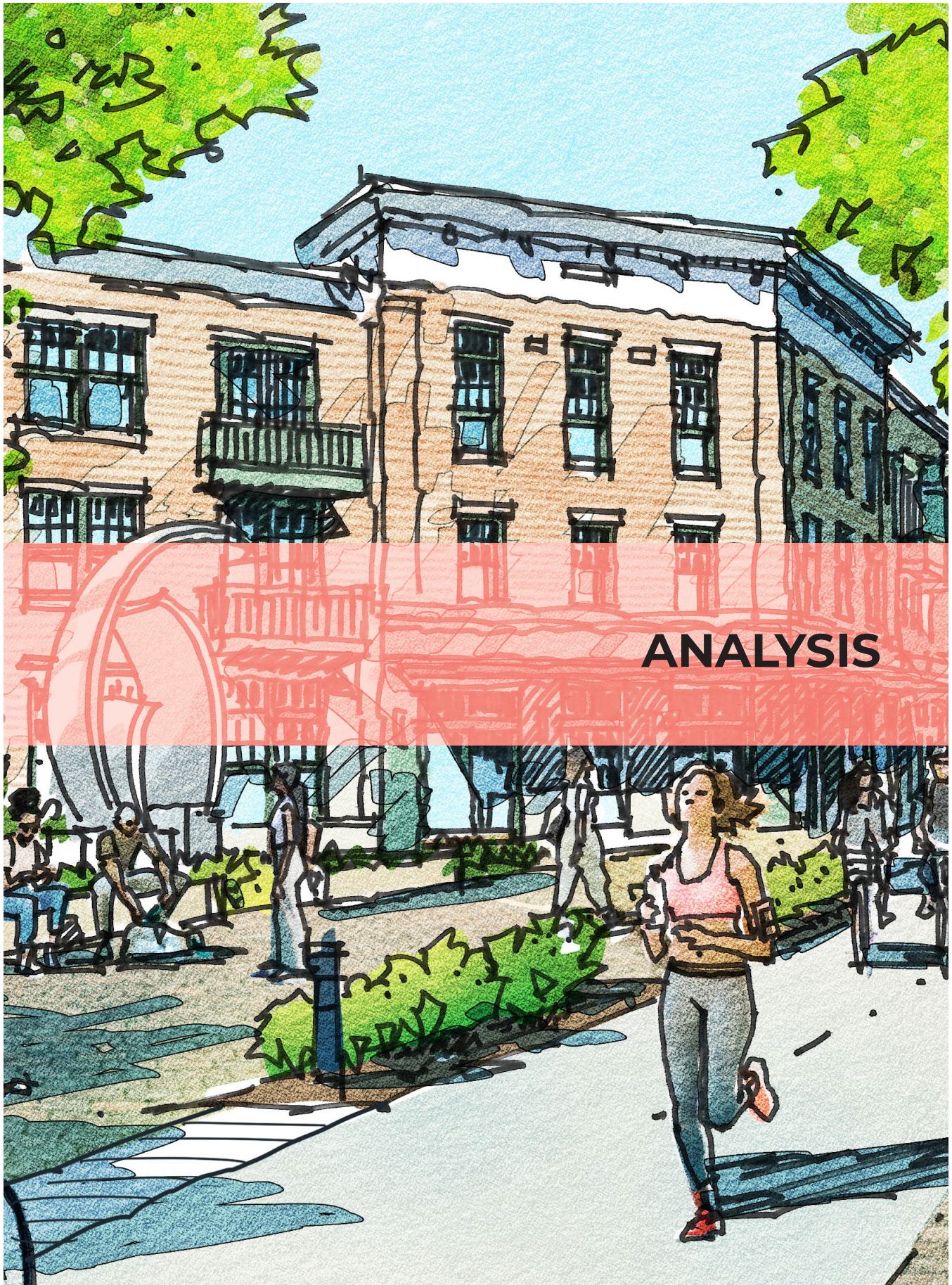
Testing Workshop

Developer Feedback: Important Factors



Developer feedback from stakeholder meeting





ANALYSIS

DEMOGRAPHICS & MARKET ANALYSIS SUMMARY

Analyzing the existing demographics and market conditions of the CRA Districts was an essential step, laying the foundation for effective recommendations for policies, programs, and projects. This analysis was conducted across all three CRA Districts simultaneously, but also narrowed in on each district to identify specific conditions per district.

The intent of this analysis was to:

- Analyze demographics of each CRA District
- Identify primary community stressors
- Identify opportunities in the market
- Determine the potential impacts of development in each district in order to prevent the displacement of residents and businesses
- Provide priorities for designers and policymakers to make positive impacts and avoid negative impacts on the community.

DEMOGRAPHICS AND SOCIOECONOMICS

Resident Demographics

The Metropolitan statistical area (MSA) where Pensacola sits has a steadily growing population (1.1% annual average growth rate from 2020 to 2024, similar to the state's overall trend at 1.3% per year in the same period). The MSA's population is younger than the state's overall (40.3 vs 43.5 in median age), an asset that the City leverages for job creation and economic development.

In the Westside CRA District specifically, as of 2024, there are over 6,000 residents residing in the District, with a population density (3,419 per square mile) significantly higher than the city (2,375 per square mile) and the MSA (320 per square mile). The District's population has been stable with slight decline (-0.2% annual average growth rate from 2020 to 2024), and the median age is 2 years older than that in the MSA (42.1 vs 40.3).

Income and Affordability

At the regional level, Pensacola MSA's median household income is on par with and slightly higher than the state's (\$76k vs \$75k), while the MSA's median home prices tend to be lower than the state average (\$331k vs \$392k). Hence the MSA has a much higher affordability index, which takes into consideration both price and income factors, than the state (93 vs 75). Housing affordability index, developed by ESRI Business Analyst based on Census data, indicates the relative affordability of a place; an index greater than 100 suggests homes are easily afforded by the average area resident, and an index less than 100 suggests that homes are less affordable. In terms of poverty, the city's and the MSA's poverty rates are on par with the state's level (all around 12%-14%).

Statistic	State	MSA	County	City	Eastside	Westside	Urban Core
Resident Demographics							
Population (2024)	22,779,514	534,840	329,878	54,094	1,269	6,192	3,825
Density (population per square mile) (2024)	425	320	502	2,375	3,165	3,419	1,935
Annual average population growth rate (2000-2020)	1.3%	1.1%	0.5%	-0.2%	0.1%	-0.2%	0.6%
Median age (2024)	43.5	40.3	39.9	43.5	37.5	42.1	46.8
Income and Affordability							
Median home value (2024)	\$391,816	\$300,875	\$303,143	\$354,287	\$267,157	\$208,696	\$505,696
Median household income (2024)	\$74,715	\$75,688	\$64,816	\$69,067	\$37,906	\$26,158	\$71,036
Percentage of households below the poverty level (2022)	13%	12%	14%	14%	25%	38%	11%
Vacancy rate (2022)	13%	12%	13%	11%	21%	15%	24%
ESRI Housing Affordability Index (2024)	75	93	87	79	58	51	57
Percentage of owner-occupied housing (2024)	66%	69%	64%	61%	54%	37%	54%
Jobs, Businesses, and Employment							
Total businesses (2024)	1,073,557	18,933	13,451	4,804	65	463	1,658
Total employees (2024)	9,448,528	229,861	186,682	58,160	649	6,475	19,450
Average annual employment growth rate (2010-2022)	2.2%	0.4%	0.2%	-0.2%	-0.4%	1.6%	0.5%
Average size of business (employees per business) (2024)	9	12	14	12	10	14	12
Share of population age 25+ with bachelor's degree of higher (2024)	35%	32%	31%	43%	32%	20%	50%

Data source: ESRI Business Analyst; American Community Survey

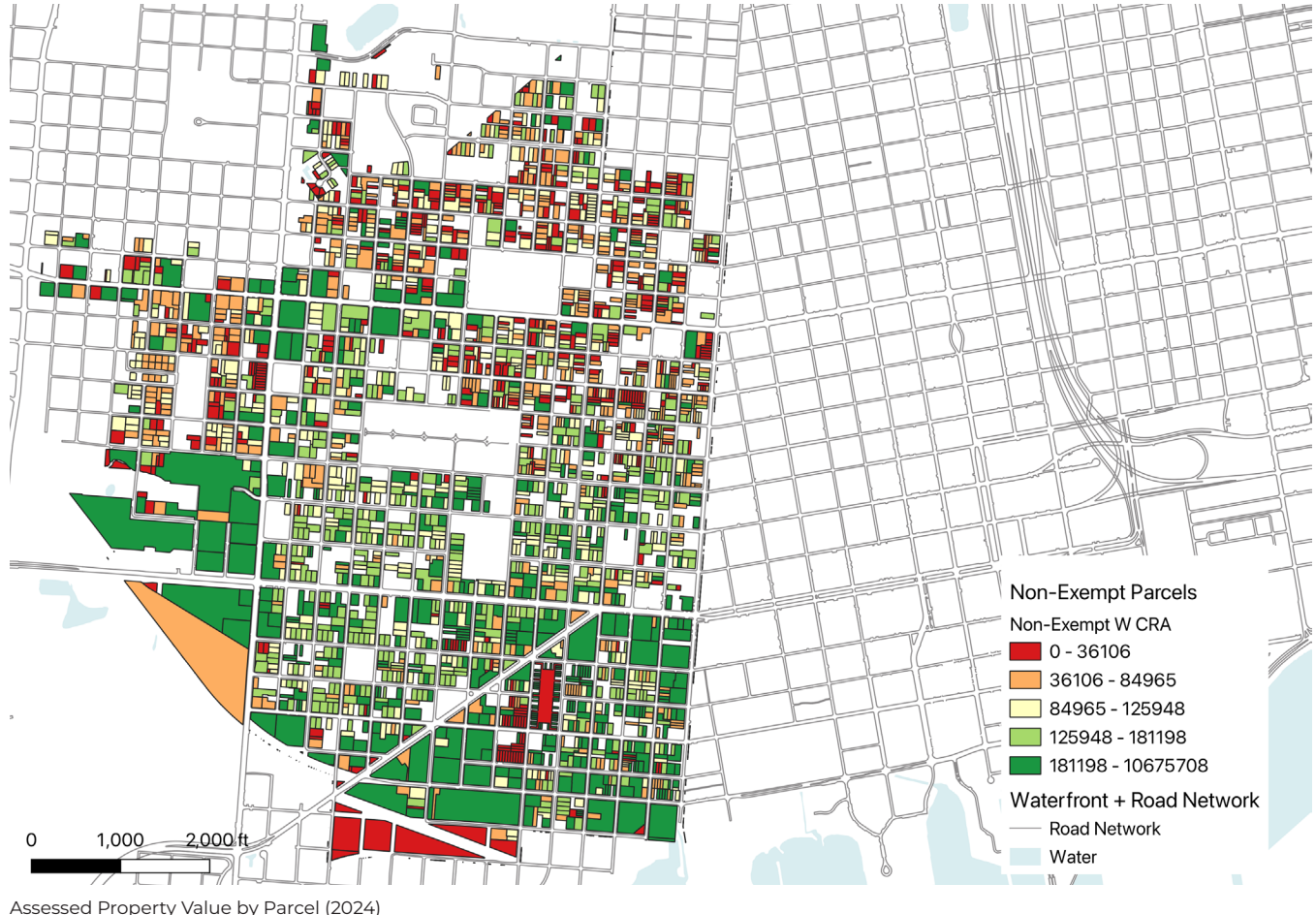
In the Westside CRA District specifically, as of 2024, the homeownership rate is significantly lower than the MSA (37% vs 69%). The District's median home price is lower than the MSA (\$208k vs \$331k), but so is its median household income (\$26k vs \$76k). Therefore, the affordability index in the District is lower than that in the MSA (51 vs 93), pointing to the need for both increased income and attainable housing. The poverty rate in this district (38%) is significantly higher than the city average (14%), hence residents in this area might be particularly vulnerable to major market fluctuations.

Jobs, Business, and Employment

In the region, the military has been a major employment driver, together with key sectors such as professional services, education, healthcare, tourism, and public administration. The city is a job hub in the area, with an employee to resident ratio of 1.1 to 1 (compared to the 0.4 to 1 ratio in the MSA). In terms of job growth, the MSA and the city have seen relatively stagnant growth (0.4% and -0.2% on average per year since 2010) compared to the state (2.2%). In terms of residents' access to jobs, the city has a higher educational attainment than the MSA, measured by the share of population above 25 years old with a Bachelor's degree or higher (43% vs 32%).

In the Westside CRA District specifically, as of 2024, the area has an employee to resident ratio of 1 to 1, on par with the city. The job growth rate here is higher than the city and the region, at 1.6% per year on average since 2010. The educational attainment of residents in the District tends to be significantly lower than that in the city as a whole (20% of District residents above 25 years old have a Bachelor's degree or higher, compared to the city's 43%). The District's median income is significantly lower than the city median (\$26k vs \$69k), indicating a need for greater access to upskilling and quality job opportunities.

All these statistics and more are further detailed in the Appendix.



REAL ESTATE MARKET

Housing Market

Compared to the MSA, the city has a slightly lower share of single-family homes in the total housing market (73% vs 80%), and a higher share of small-sized multi-unit housing (11% vs 7%); the shares of larger structures are similar at the city and the MSA levels (both around 5%-6%). The city's pace of building new housing, however, is slower than the MSA, as 6% of the city's housing stock was built in 2010 or later, whereas the statistic in the MSA is 13%. The city's vacancy rate is on par with the MSA's (11%-12%). In terms of price, the median home value in the city is slightly higher than the MSA (\$354k vs \$330k), while median rent in the city is lower than that in the MSA (\$1,144 vs \$1,260).

In the Westside CRA District, a higher share of the housing stock is in multi-family buildings; housing with more than 50 units provides 13% of total units in the district (compared to 5% in the MSA). 11% of the total housing in the district was built after 2010, higher than the city (6%) and just slightly lower than the MSA (13%). Vacancy rate is slightly higher than the city average (15% vs 11%), and median home value (\$209k) and median rent (\$620) are both significantly lower than the city medians.

Commercial Market

The city has a high concentration of office, retail and hospitality assets in the region, with the city's commercial space (measured by SF or unit) to population ratios being 7 times as high as those in the MSA and state. For office, the city's current vacancy rate (2%), on par with the MSA's level (3%), is significantly lower than the state's (8%); new construction and absorption activities in the city have been relatively low. For retail, vacancy rates at the city, MSA and state levels are similar (all around 3%); there is currently more new retail under construction in the city than new office construction. In the hospitality sector, the city's current occupancy rate (62%) is on par with the state's (63%), both slightly lower than the state average (70%); there are several new hotel developments under construction or in the pipeline within the city.

The Westside CRA District has approximately 511,000 square feet of office spaces (with 0 reported vacancy) and 595,000 square feet of retail spaces (with 2% vacancy). There is a potential need for commercial spaces that suit neighborhood character and can help grow local small businesses.

Property Value Analysis

The data for this analysis was obtained from the City and included a comprehensive list of assessed parcels within each Community Redevelopment Area (CRA). To ensure an accurate representation of taxable properties, all parcels with a noted exemption status or public ownership were removed from the dataset. This filtering process allowed for a focused analysis of non-exempt parcels, providing a clearer picture of the assessed property values within each CRA.

Statistic	State	MSA	County	City	Eastside	Westside	Urban Core
Housing Market							
Total Housing Units (2022)	9,075,148	206,688	136,891	27,066	761	3,253	1,983
Share, 1-2 units per building (2022)	67%	80%	76%	73%	84%	59%	65%
Share, 3-9 units per building (2022)	10%	7%	9%	11%	11%	13%	7%
Share, 10-50 units per building (2022)	12%	5%	7%	6%	0%	7%	10%
Share, 50+ units per building (2022)	9%	5%	5%	6%	0%	13%	12%
Median year built (2022)	1987	1988	1983	1972	1955	1965	1966
Share, units built after 2010	11%	13%	10%	6%	8%	11%	11%
Vacancy rate, all housing (2022)	16%	12%	13%	11%	21%	15%	24%
Median home value (2024)	\$391,816	\$330,875	\$303,143	\$354,287	\$267,157	\$208,696	\$500,696
Median rent (2024)	\$1,580	\$1,260	\$1,203	\$1,144	\$841	\$620	\$1,736
Commercial Market							
Office, inventory in square feet (2025)	780,000,000	17,700,000	15,800,000	15,400,000	21,500	511,000	4,100,000
Office, vacancy (2025)	8%	3%	2%	2%	0%	0%	2%
Office, under construction in square feet (2025)	5,300,000	5000	0	0	0	0	0
Retail, inventory in square feet (2025)	1,300,000,000	32,500,000	23,900,000	22,600,000	131,000	595,000	1,400,000
Retail, vacancy (2025)	3%	3%	3%	3%	1%	2%	3%
Retail, under construction in square feet (2025)	6,400,000	153,000	153,000	153,000	0	0	0
Hospitality, inventory in rooms (2025)	508,244	9,892	8,783	7,115	N/A	26	795
Hospitality, occupancy rate (2025)	70%	63%	63%	62%	N/A	51%	69%
Hospitality, under construction in rooms (2025)	16,976	200	98	98	N/A	0	0

Data source: ESRI Business Analyst; American Community Survey; CoStar

The Westside CRA has a total assessed value of \$387 million across 2,551 non-exempt parcels. The average assessed value is \$152k. The highest-valued property is assessed at \$11 million, indicating the presence of some high-value and large-size properties. Many of the lowest property values are scattered toward the north and around Cervantes Street.



Kindel Media

MARKET OPPORTUNITIES

Based on the assessment of the regional and local socioeconomic and market conditions, the following potential strategies are identified to further drive the city's economic development efforts:

- **Public realm strategy:** Induce and organize private development with investments in parks, open spaces, high-quality streets and sidewalks, and amenities. In the planning and implementation strategy, be mindful of gentrification and displacement risks.
- **Strategic development sites:** Identify shovel-ready development and/or adaptive reuse sites as demonstration projects. Attract private investments with streamlined site assemblage and community-supported visions.
- **Incentives:** Motivate private investments where ROI is currently too low relative to competition from other regions. Consider the following when designing and implementing potential incentive programs:
 1. Tie the applicants' qualifying criteria to KPIs aligned with key policy goals and the City's Strategic Plan;
 2. Conduct cost-benefit analysis to determine the programs' fiscal impact;
 3. Consider a broad array of incentive tools - in addition to fiscal tools, consider zoning policies, land contribution, and permitting and regulatory relief as part of the toolkit;
 4. Consider a phased approach to test the programs in specific high-priority areas before expanding their application;
 5. Consider combine guidance on community benefits agreement with incentive design to ensure fairness and preempt gentrification concerns;
- 6. Leverage state and federal programs to maximize the impact of local programs.

- **Economic opportunities and wellbeing:** Continue to leverage workforce training partnerships as well as education programs to prepare residents for high-quality careers and attract businesses. Uplift residents with access to fresh food, health, and social services. Improve the perception of public safety. These improvements also help attract further private investments.

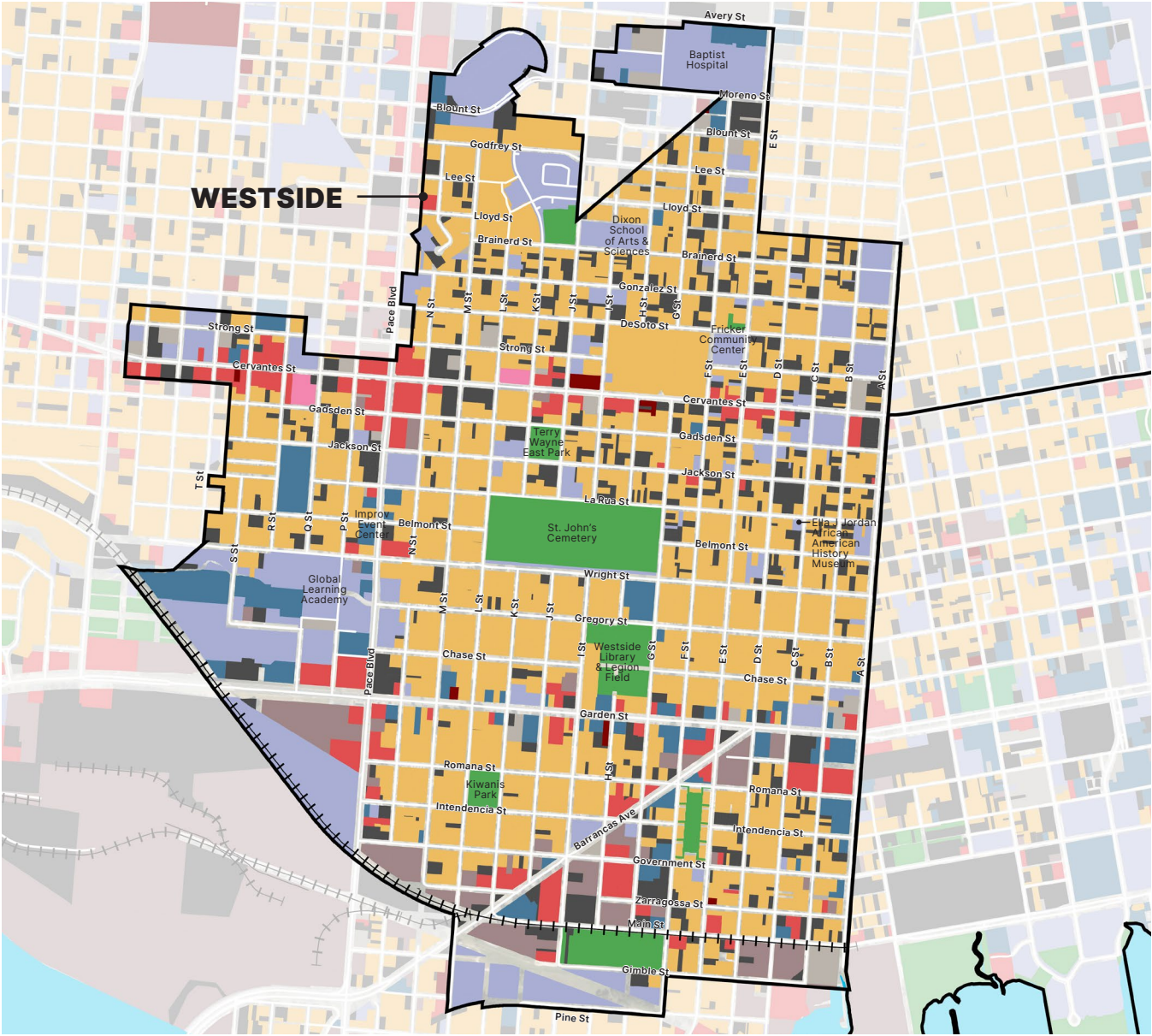
PHYSICAL PATTERNS



Mapping patterns during the workshop helps reveal objective conditions and prove residents' anecdotal experiences

PATTERN ANALYSIS OVERVIEW

The following series of diagrams is intended to reveal key characteristics and opportunities about the community by isolating both physical and zoning elements such as land use designations, street typologies, open space amenities, vacancies, distinct classifications, and more. Identifying patterns through these standardized analytical plan diagrams helps to target specific community place-based needs and opportunities.



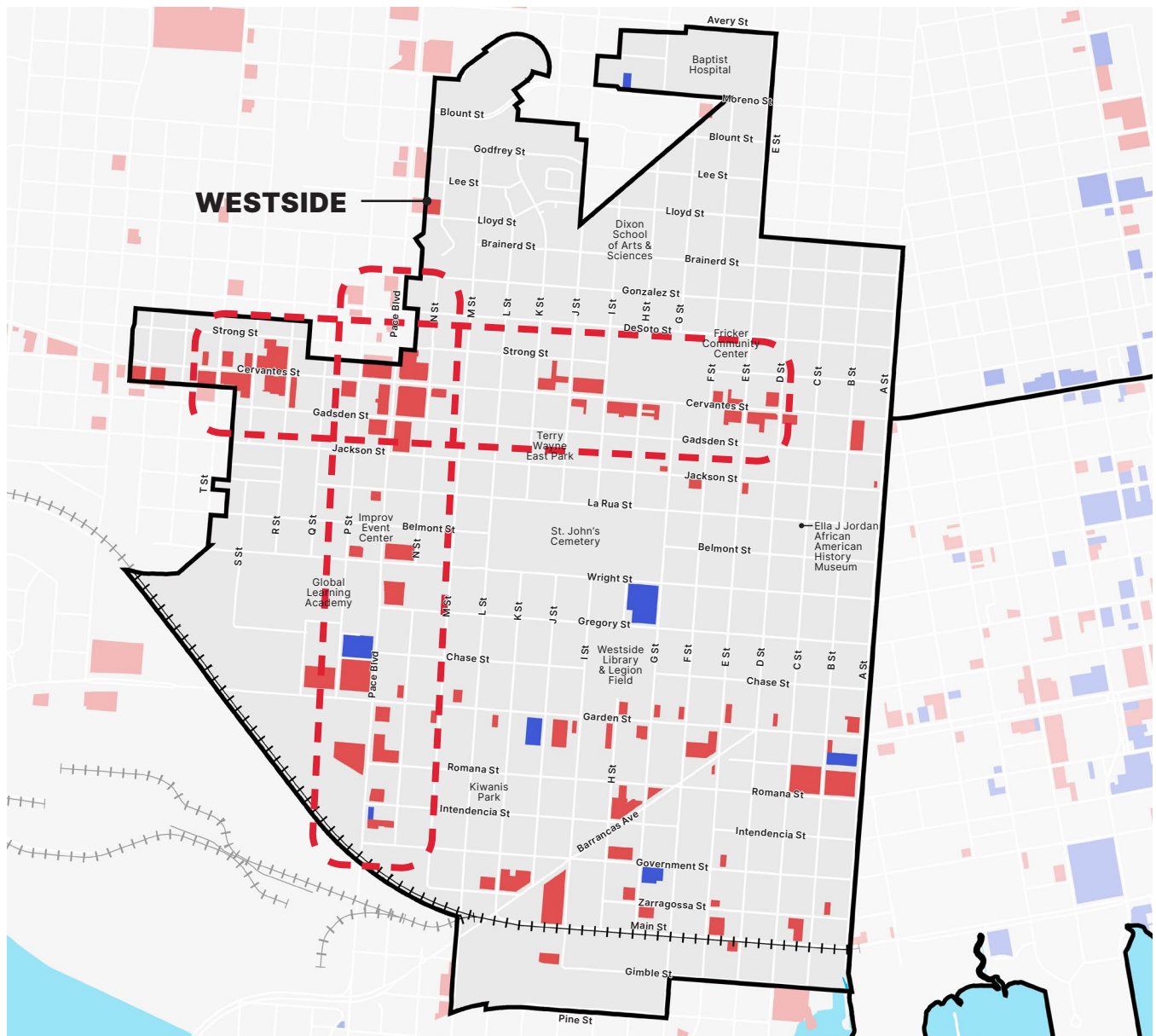
ANALYSIS

EXISTING LAND USES

The Westside is predominantly residential; however, the district also includes extensive commercial corridors along Cervantes Street, Pace Boulevard, Barrancas Avenue, and Garden Street. Industrial uses are located along Barrancas Avenue and W Main Street. Former industrial sites present opportunities for remediation and redevelopment.

Open Space	4.21%
Hotel/Lodging	0.22%
Residential	34.43%
Institutional	7.68%
Industrial	9.94%
Retail/Commercial	3.11%
Office	4.46%
Mixed-Use	0.24%
Parking Lots	1.43%
Vacant	12.76%
Public Rights-of-Way	21.52%
Water	—

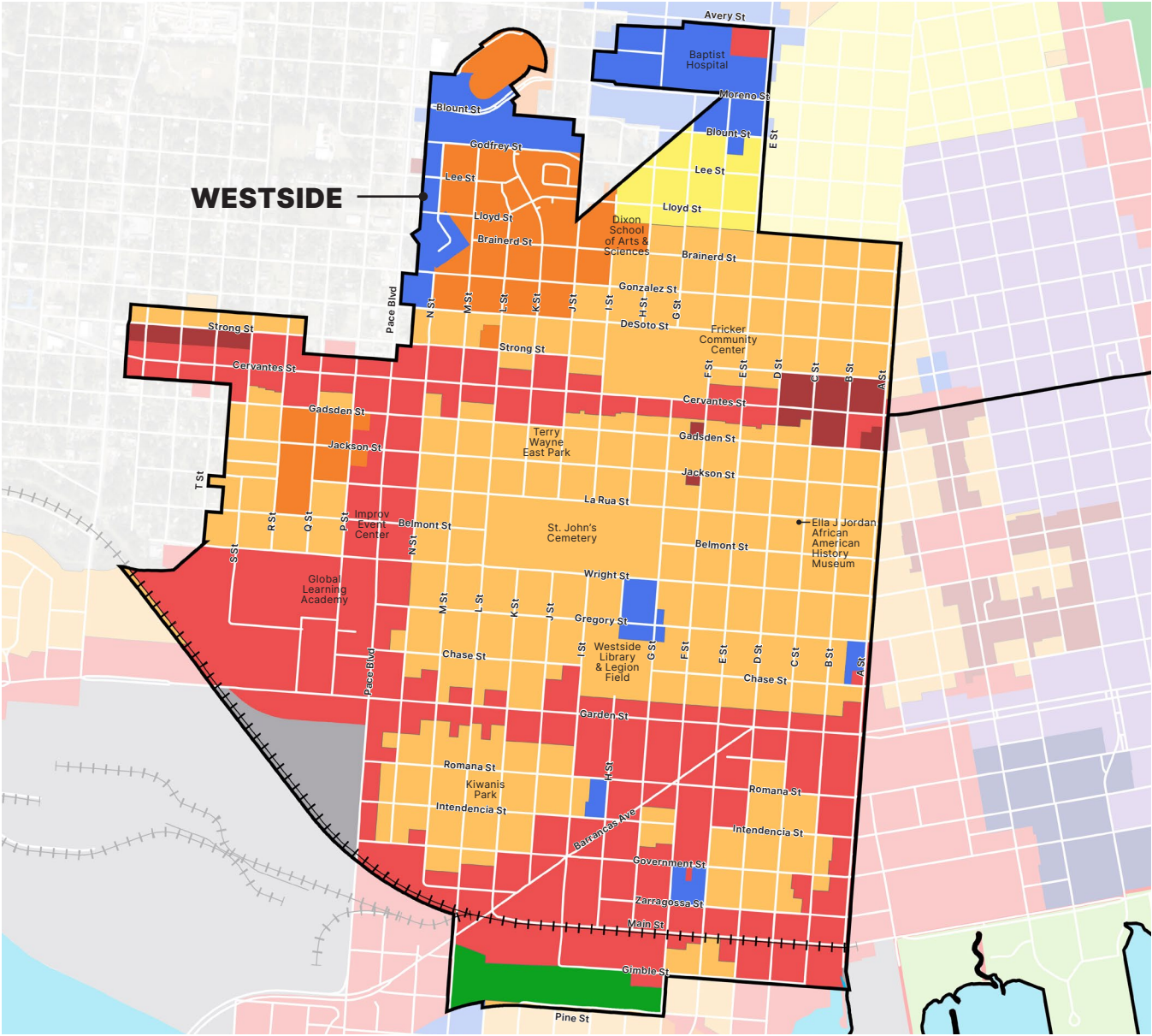
Map created using ESRI GIS Data from City of Pensacola, January 2024



COMMERCIAL & RETAIL USES

The Westside commercial corridors are located along Cervantes Street, Pace Boulevard, Barrancas Avenue, and Garden Street. Retail in the Westside is more auto-oriented and less walkable than other districts, in part due to the fractured sidewalk network, scale of roadways, and the development patterns.

- Retail/Commercial Use
- Commercial Office Use
- - - Commercial Centers

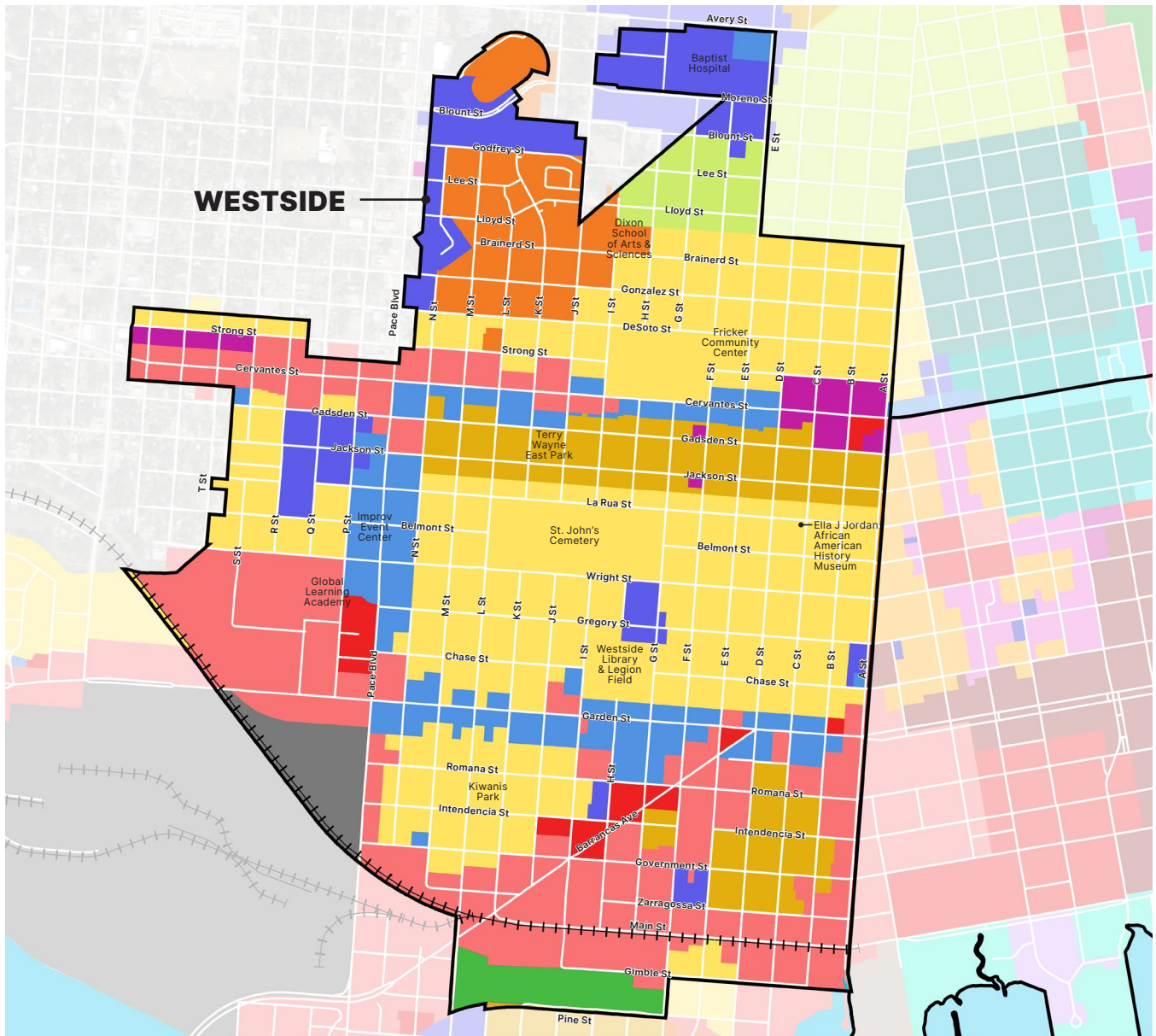


FUTURE LAND USE

The City of Pensacola Land Development Code (LDC) establishes the intended future land uses for districts and parcels. The City is currently in the process of revising the LDC, and the map above may change with future updates. The full range of future land use categories are listed to the right.

	Conservation Land Use (CO)		Commercial Land Use (C)
	Low-Density Residential Land Use (LDR)		Industrial Land Use (ID)
	Medium-Density Residential Land Use (MDR)		Historic and Preservation Land Use (HP)
	High-Density Residential Land Use (HDR)		Redevelopment Land Use (R)
	Office Land Use (O)		Business (B)
	Residential/Neighborhood Commercial Land Use (RNC)		Interstate Corridor (IC)

Map created using ESRI GIS Data from City of Pensacola, January 2024

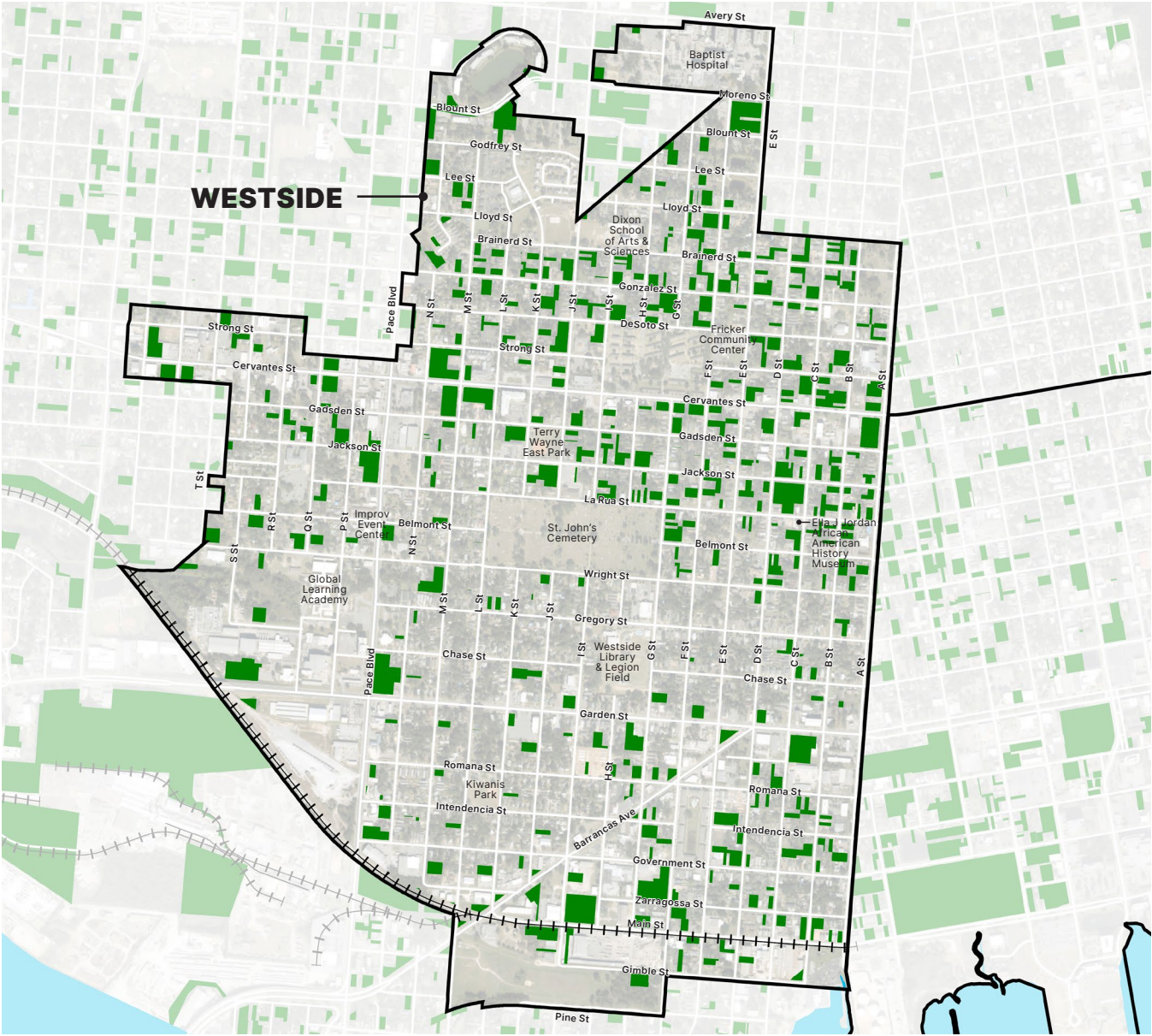


ZONING

A large area of the Westside is zoned low-density residential. Several blocks on the northern side are zoned for Multiple Family. The two main road corridors and the area along the rail line combine a variety of commercial zoning classifications.

- Commercial (C-2)
- Commercial (C-3)
- Conservation
- Heavy Industrial
- Multiple Family
- One and two family (R-1A)
- One and two family (R-1AA)
- Residential/Neighborhood Commercial
- Residential/Office
- Retail Commercial (C-1)
- Single Family (R-1AAA)

Map created using ESRI GIS Data from City of Pensacola, January 2024



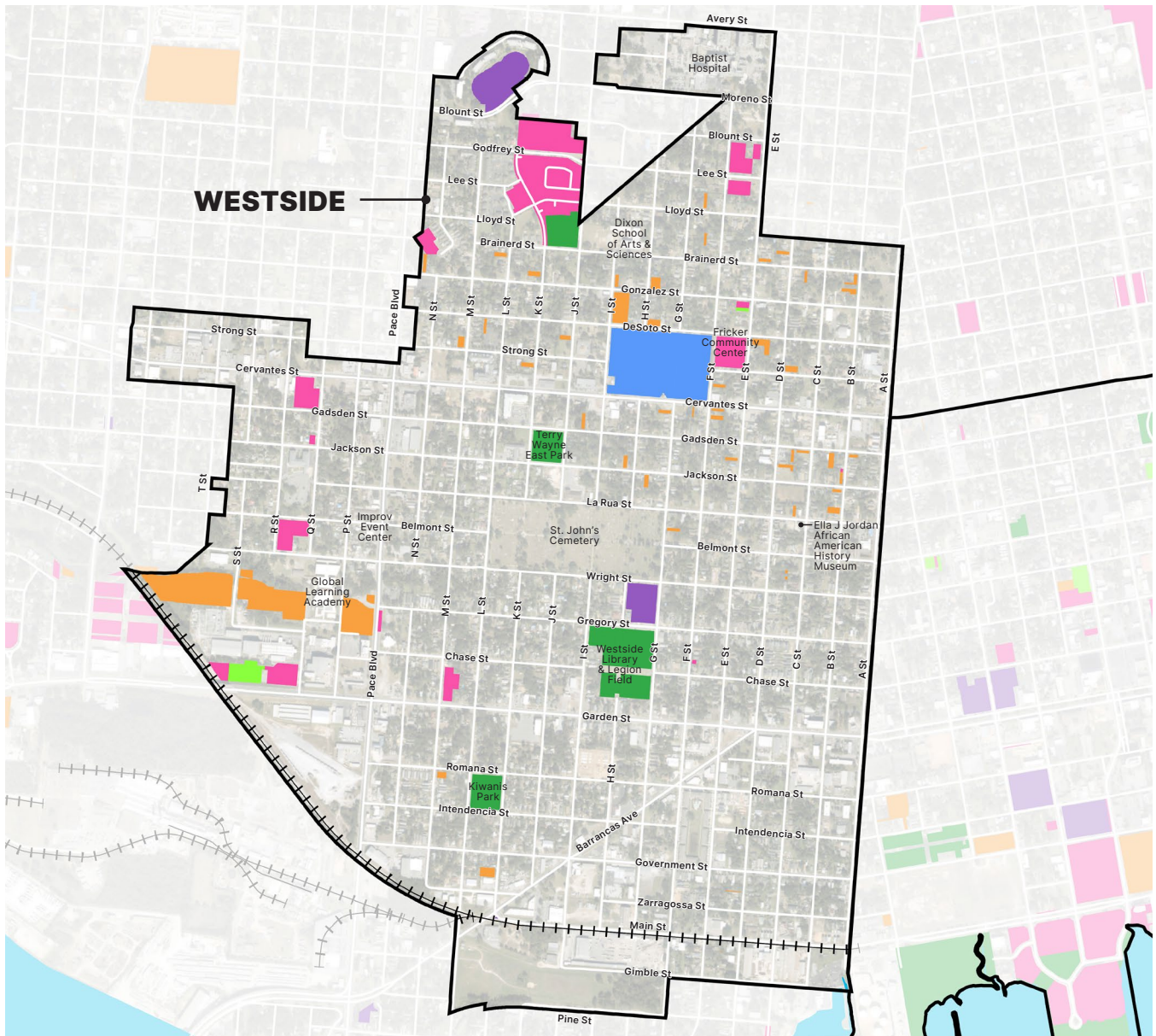
ANALYSIS

VACANCY

 Vacant Lots

Approximately thirteen percent of the Westside CRA District is vacant. These are unoccupied lots that are not being used for their intended purpose. A large number of these vacancies are smaller, single-family lots within an existing residential neighborhood. The larger vacant lots are concentrated along Cervantes Street and the rail line.

Map created using ESRI GIS Data from City of Pensacola, January 2024

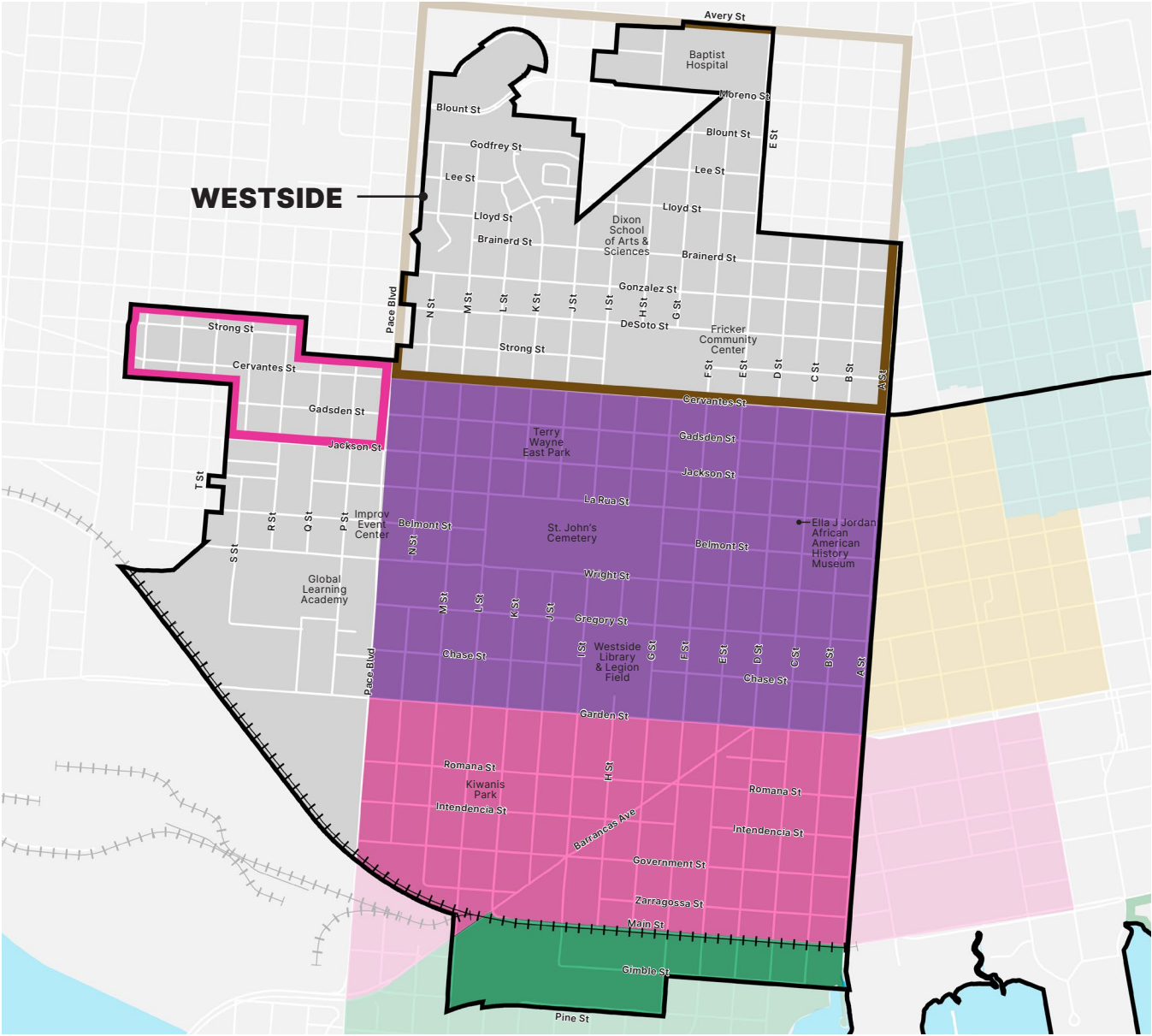


PUBLICLY-OWNED LAND

Publicly-owned land is an important asset. It can incentivize development that benefits the community and be used to create amenities such as open spaces and recreation facilities. The Westside is limited in publicly-owned land available for development. A number of public amenities are located throughout the district, including the library, Kiwanis Park, the Fricker Community Center, and Terry Wayne East Park. Large-scale reuse of the Baptist Hospital and ACW site offer opportunities for public-private partnerships to bring new uses and community amenities to the Westside.

- Federal-owned land
- State-owned land
- County-owned land
- City-owned land
- City-owned parks & open space
- City-owned vacant land

Map created using ESRI GIS Data from City of Pensacola, January 2024



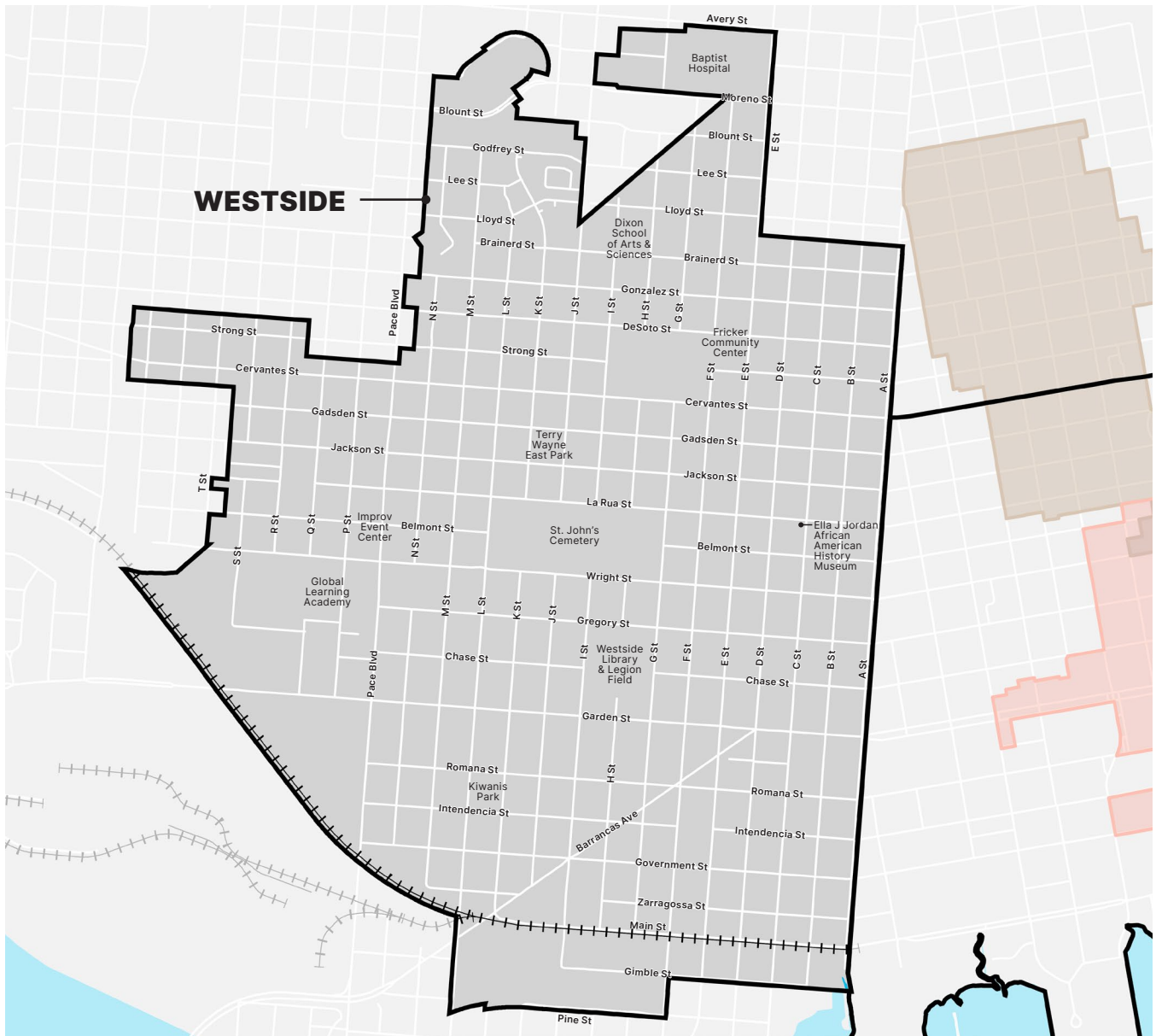
ANALYSIS

NEIGHBORHOODS

The Council of Neighborhood Association Presidents of Pensacola (CNAPP) is the official organization for neighborhood representation in the City of Pensacola. There are three CNAPP member organizations. Two additional neighborhood associations are also known to have existed within the Westside district in the recent past. However, the level of activity and incorporation for these associations, and potentially others, cannot be confirmed due to their lack of membership with CNAPP.

- Westside Garden District
- Tanyard
- Sanders Beach
- OTHER
- Historic Brownsville Neighborhood Association
- Westpointe Heritage Neighborhood Association

Map created using ESRI GIS Data from City of Pensacola, January 2024

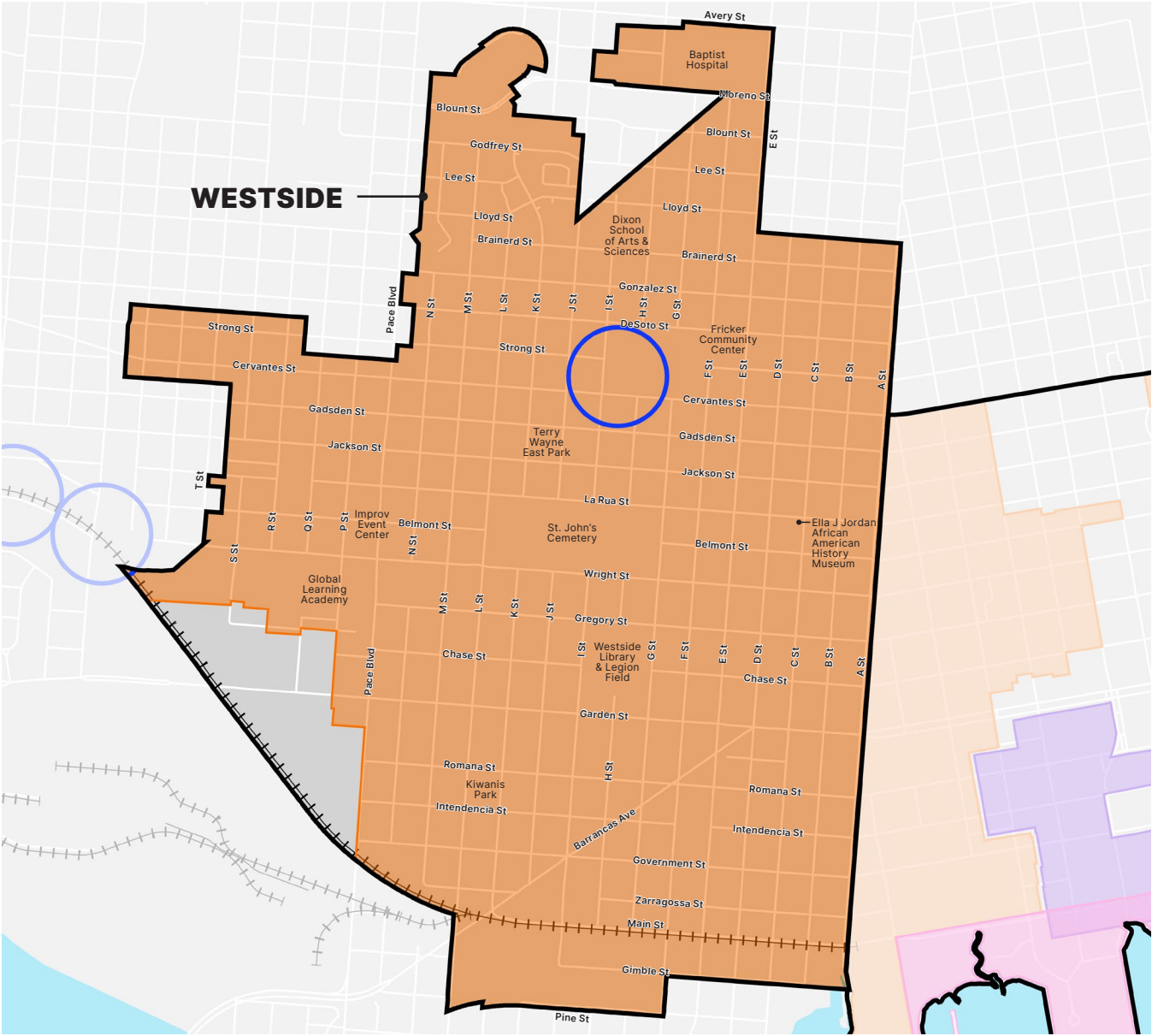


HISTORIC DISTRICTS

Because of Pensacola's long history, there are many areas that are historically and archaeologically important.

There are no historic districts currently located in the Westside CRA District. This does not mean there are no historically-significant properties, structures, or sites; however, there are no protected preservation areas currently.

Map created using ESRI GIS Data from City of Pensacola, January 2024



ANALYSIS

UNIQUE DISTRICTS

There are several unique districts and overlays that require sensitive design and enhanced access in the City of Pensacola. The Westside CRA District includes the CRA Urban Design Overlay and Wellhead Protection Areas.

CRA Urban Design Overlay

The CRA Urban Design Overlay area covers the majority of the Westside CRA

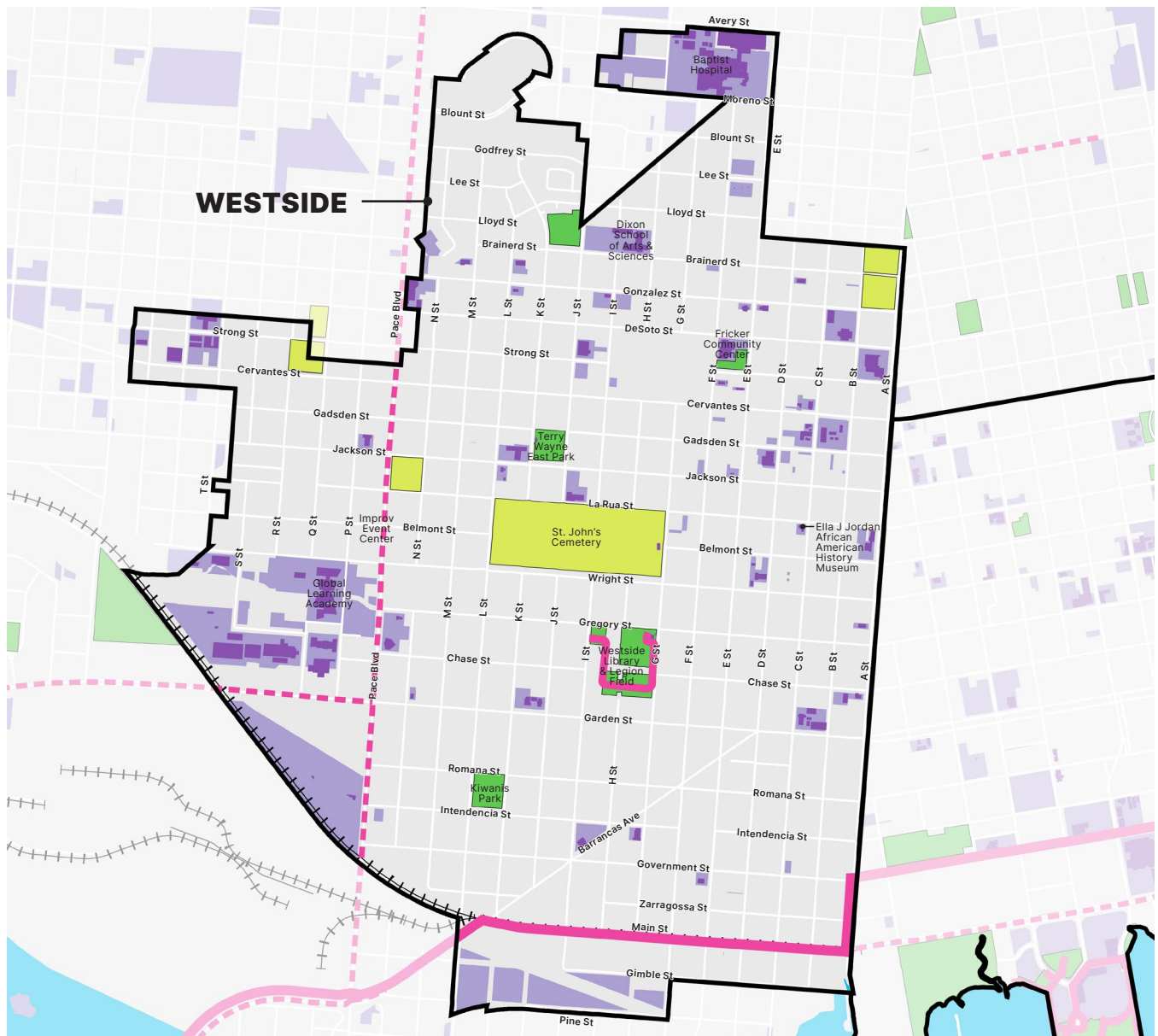
District. The purpose of the district is to improve the visual appearance of these areas, while preserving the urban and architectural character. The regulations support replacing blighted properties with quality, pedestrian-oriented development and encourages a mix of uses that can support a variety of locally-oriented businesses and cultural institutions.

- Wellhead Protection Area
- CRA Urban Design Overlay

Wellhead Protection Area

The Westside CRA District contains one Wellhead Protection Area. These areas are established to protect underground-based sources of drinking water. The goal is to protect the ground area around public water supply wells from contamination.

Map created using GoMaps 4.0 GIS Data from City of Pensacola, September 2024



PARKS, OPEN SPACE, AND AMENITIES

The Westside includes many parks, open spaces, and public amenities that enhance the livability and desirability of these areas, including:

- Kiwanis Park
- Legion Field
- Morris Court
- St. John's Cemetery
- Terry Wayne East Park

Further analysis should categorize the parks as passive versus active open space and show how future planned open space connections could better link the existing parks, open space, and amenities to ensure that all parks and open spaces are utilized appropriately and contain amenities that are well-maintained by the city and well-used by the community.

- Parks & Open Space
- Cemetery
- Institution/Community Amenity
- Trail Network
- Dedicated Bike Lanes

Map created using ESRI GIS Data from City of Pensacola, January 2024

THIS PAGE INTENTIONALLY LEFT BLANK

ANALYSIS

TRANSPORTATION ANALYSIS SUMMARY

EXISTING CONDITIONS

Understanding the existing conditions of transportation infrastructure and usage establishes a foundation for developing near-, medium-, and long-term recommendations to ensure that all residents enjoy safe and comfortable mobility options. This assessment was assembled from a variety of sources, including city and FDOT traffic and crash data, previous plans, and resident comments.

Geography & Layout

The locations of arterial roadways split the Westside into multiple pockets which lack connectivity to each other. These arterials carry high volumes of traffic in and out of the city, with wide lanes and high speeds. This prioritization of vehicular movement over pedestrian mobility leads to development patterns that do not foster a sense of place, catering exclusively to drivers and automobile-related services.

Pedestrian & Bicycle Facilities

There are many challenges with the pedestrian and bicycle infrastructure in the Westside. The lack of sidewalks, crosswalks, bicycle lanes, and maintenance of any of these types of facilities creates huge barriers in safety and comfort, particularly for those who rely on mobility aids like wheelchairs, walkers, scooters, etc.

The Westside does feature the second-most quantity of sidewalks among the three CRA Districts, but also represents 83% of all sidewalk gaps in the city.

Roadway Safety

The allocation of space within rights-of-way tends to favor space for cars over any other form of travel. Drivers tend to drive faster as lanes widen, further decreasing the safety of pedestrians, bicyclists, and the drivers themselves.

The Active Transportation Plan (ATP) adopted in 2023 identified the intersections of Barrancas Avenue at W Main Street and Barrancas Avenue at W Garden Street as two of the top five "high crash intersections" within the CRA Districts.

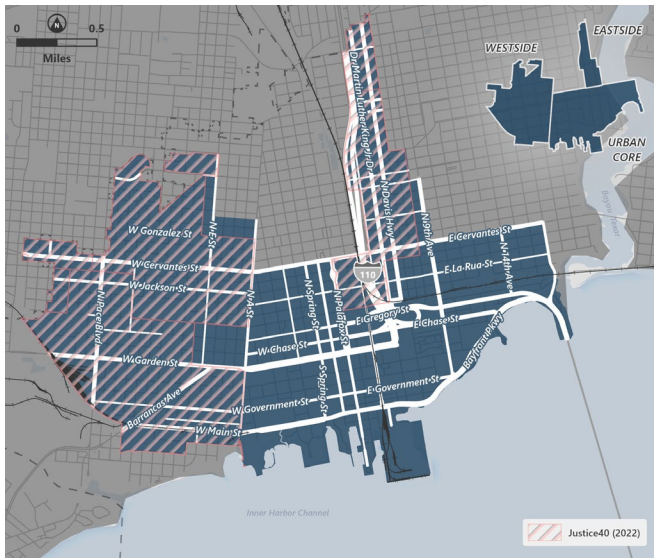


Katie E

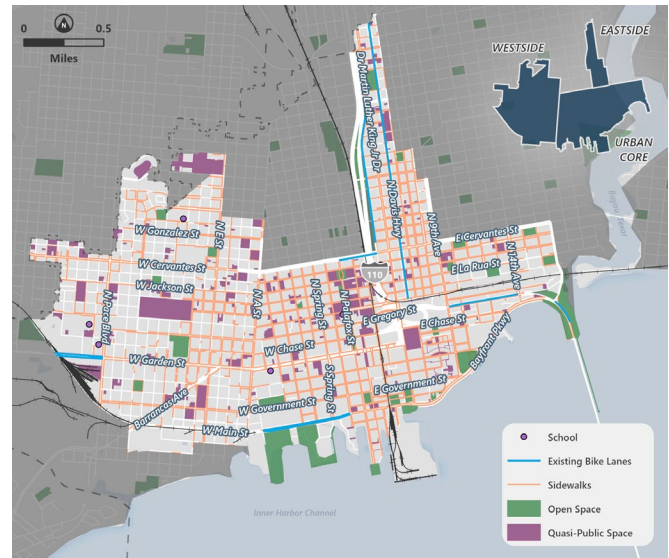
WHAT IS WALKABILITY?

Walkability is a term that refers to the ease and ability to access amenities on foot. Great urban places tend to be very walkable, meaning that residents and visitors are able to walk (or use mobility aids) to safely and comfortably reach destinations like shops, daily services, parks, schools, employment centers, and more. Ideally, making a place more walkable will translate into more people choosing to walk instead of driving, which has health, social, economic, and environmental benefits.

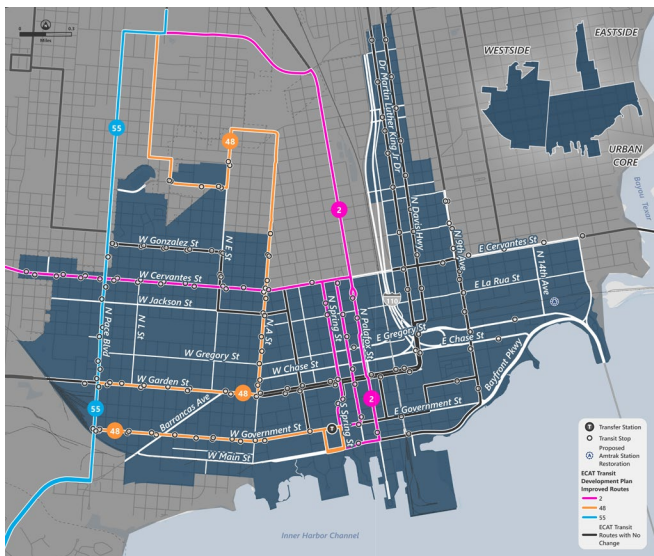
This concept also often extends to bicycling infrastructure, called "bikeability." Leading to the same benefits, bikeability is another important ingredient for great urban places.



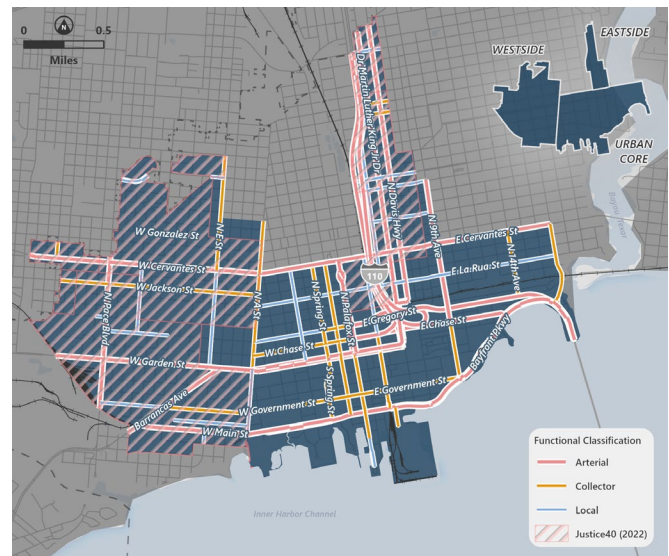
Major Roadways and USDOT Disadvantaged Communities



Pedestrian & Bike Facilities and Community Assets



Transit Routes & Stops

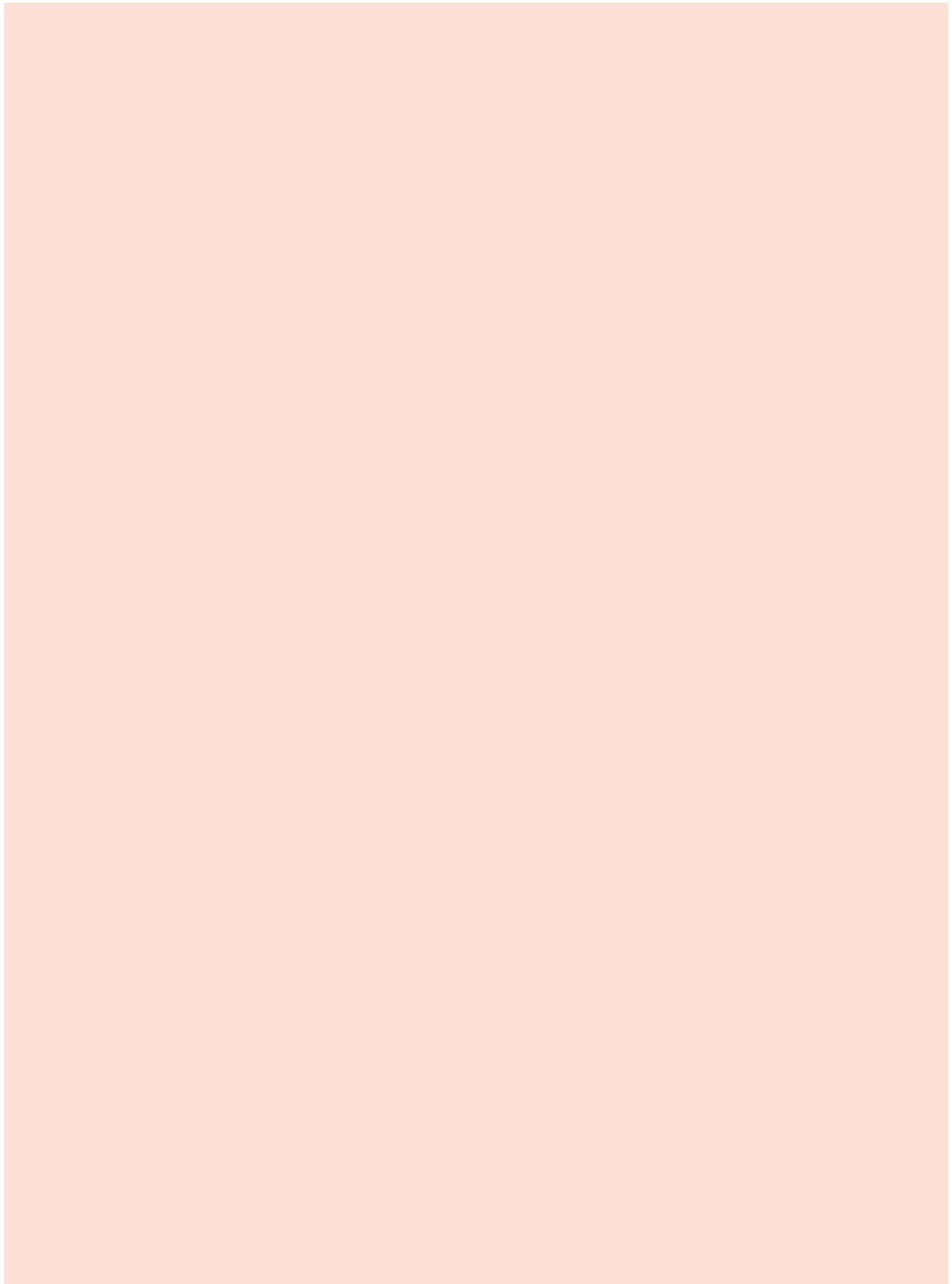


Functional Classification of Streets

ANALYSIS

Equity and Transportation

The Westside ranks in the 99th percentile for transportation cost burden, compared to the city's 63rd percentile rank; and 96th percentile rank for traffic safety versus the city's 46th percentile rank. This indicates that Westside residents pay more for less services compared to others in the city. Only six bus routes serve the Westside, three of which have been designated for planned improvements in ECAT's Transit Development Plan.





RECOMMENDATIONS

BIG IDEAS FOR THE WESTSIDE

ABOUT THE RECOMMENDATIONS & VISIONS

The recommendations in this plan are based on the input gathered during the public engagement process for the Westside, and an extensive analysis of existing conditions and ideas in prior plans, and a study of best practices. These recommendations build on prior work, while acknowledging the current market conditions, and the ever-evolving needs of the community. The recommended strategies and policies are broken down into in order to manage implementation of the plan. This chapter includes key areas of focus to enhance the Westside, followed by policy recommendations that provide additional detail on how to this vision a reality.

CORE CONCEPTS

The following are core concepts to invest in to complement recent successes in the Westside, while addressing some of the areas that remain a challenge. This includes building on the eclectic nature of new development, addressing specific streets that currently act as barriers, and improving pedestrian safety. These ideas reflect the priorities that were heard throughout the public engagement process on how best to improve the Westside.

Taming Traffic Corridors

While the Westside has a series of beautiful parks and recreation amenities, walkability between these spaces is somewhat of a challenge due to the nature of several high-traffic arterials. Future investment must consider how to reimagine these traffic corridors to make them more pedestrian-friendly, ensure safe crossings, and support infill development along them. Creating safe routes to schools, connecting bike routes, and improving key intersections are priorities that Westside residents identified.

Placemaking & Infill Development

Over time, the Westside has become the home to a number of ethnic restaurants, businesses, and locally-owned shops. Building on this momentum and continuing to encourage infill development, particularly where there are opportunities to create new public spaces, is a priority. Both the Cervantes Street and Barrancas Avenue corridors are opportunities to create eclectic districts with a wide variety of uses.

Opportunities in the Neighborhood

Both the former Baptist Hospital site and the American Creosote Works (ACW) Superfund Site present opportunities to develop amenities and housing that can complement the neighborhoods in the Westside.



Family-friendly amenities are a priority



Create pedestrian-friendly neighborhoods



Local small businesses are thriving in the Westside



Community resources are spread throughout the district



The Westside hosts a rich culture of ethnic restaurants and businesses owned by locals

RECOMMENDATIONS



Putting It All Together Policy Recommendations & Special Demonstration Projects in the Westside

RECOMMENDATIONS

1. Cervantes Street Infill West of F Street
2. Pace Boulevard Development Opportunities
3. Garden Street Development
4. Baptist Hospital Redevelopment
5. Cemeteries
6. Continuation of the Bluffline
7. R Street Trail

SPECIAL DEMONSTRATION PROJECTS

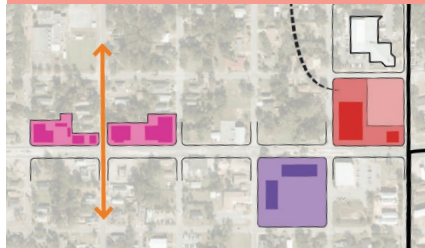
Special Demonstration Projects are examples of potential projects that achieve community goals by addressing all six categories of recommendations. These projects show potential future visions that are subject to change. In the Westside, these catalytic projects could include:

** The quotes shown on the Special Demonstration Project pages represent comments received from residents and stakeholders throughout the engagement process, including community meetings, surveys, website commenting tools, etc. Minor adjustments to the language of the comments were made for clarity purposes only.*

1. Barrancas Avenue Corridor Strategy



2. Cervantes Street Corridor Strategy



3. Gibson School Site Redevelopment



4. ACW Superfund Site Redevelopment



HOW THE RECOMMENDATIONS ARE ORGANIZED

Recommendations are organized into the following topics:

Land Use, Zoning, and Special Districts

These recommendations are focused on optimizing planning regulations to encourage appropriate future development while preserving the existing character of neighborhoods.

Economic Development

These recommendations target initiatives that boost local economies by bringing commercial and rich mixes of uses into the district.

Neighborhood Development

These recommendations are aimed at strengthening neighborhoods through partnerships, capacity building, and building on existing assets.

Housing

These recommendations are focused on creating a wide range of affordable/attainable housing options.

Transportation, Streets, and Parking

These recommendations are intended to improve safety, connectivity, accessibility, and navigability for all users.

Open Space and Community Amenities

These recommendations aim to improve public spaces and equitably distribute and provide community resources.

SPECIAL DEMONSTRATION PROJECT

BARRANCAS AVENUE CORRIDOR STRATEGY



About the Special Demonstration Project

Barrancas Avenue was cited as one of the two streets of highest priority for improvements in the Westside. Several traffic lanes wide, the current street design poses a safety concern for both drivers and pedestrians with posted speed limits of 35 miles per hour and a right-of-way of approximately 100 feet. The current conditions on Barrancas Avenue lack a comfortable pedestrian experience with narrow sidewalks, wide traffic lanes, and inconsistently activated buildings along the street. Two of the most unsafe intersections identified in the ATP are intersections along Barrancas Avenue, at W Garden Street and W Main Street.

TODAY

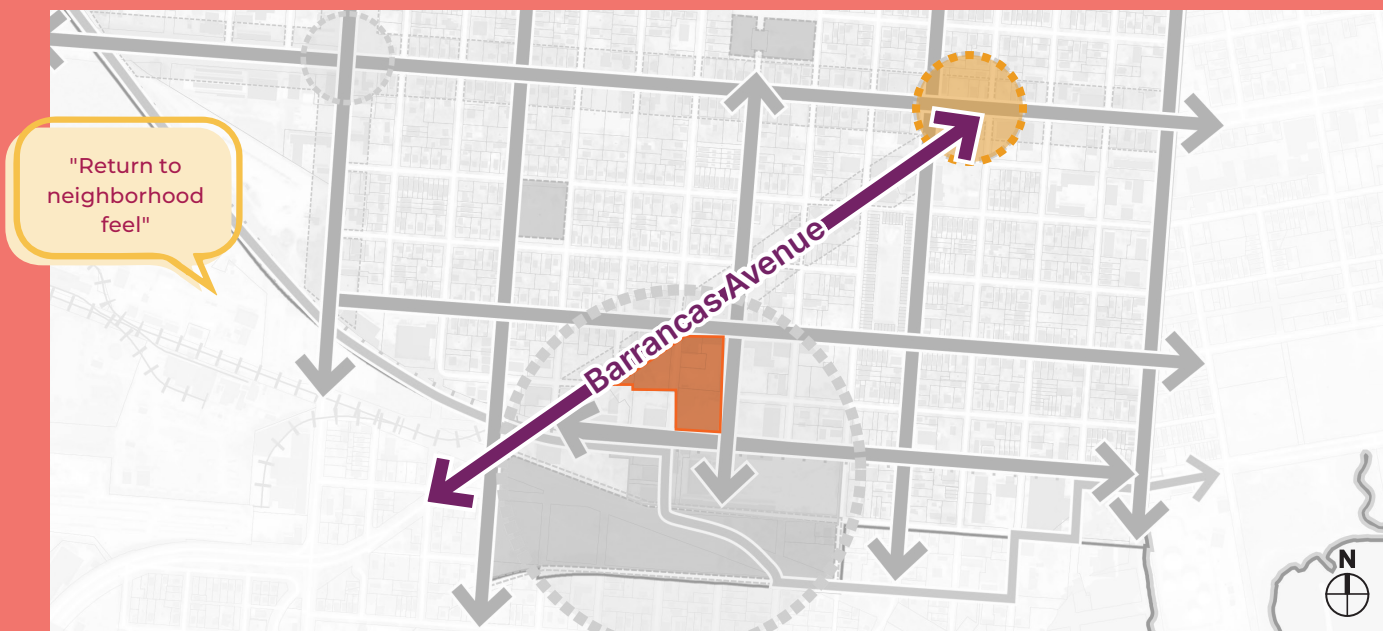


"Barrancas is a busy road and people drive above the speed limit"

Additionally, because Barrancas Avenue cuts diagonally through the grid of the Westside, the intersections are frequent and wide, which makes crossing the street tricky and dangerous. These conditions are worsened by irregular blocks and intersections which create a disrupted pedestrian realm. Improvements are needed to

all pedestrian infrastructure in order to improve safety and comfort.

Improvements to Barrancas will need to coincide with the thoughtful redevelopment of the corridor in order to change the character of the street. The improvements should further explore the opportunity to transform

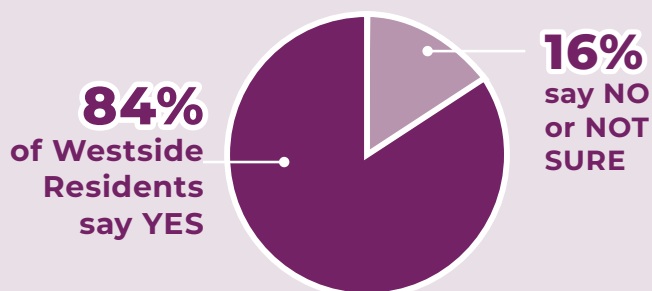


the street into a lush boulevard with wide sidewalks and planting strips, shared-use paths that connects to the SUN Trail and gives the opportunity for community activities to occur. This street design provides a more pleasant experience for pedestrians, bicyclists, and drivers along the corridor. Mixed-use development is designed to face Barrancas Avenue and activate the street throughout all times of the day, which helps to enhance the perception of this area of the Westside and catalyze high-quality development.

Potential stand-alone improvements such as the ones listed below may also be considered:

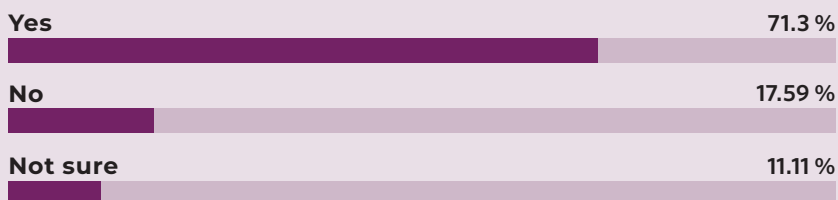
- Further analyze the reduction of travel lanes to allow for wider pedestrian amenities;
- Analyze impacts of reconfiguring intersections to have more regular geometry;
- Study to assess the feasibility of undergrounding utilities along the entire corridor.

Do you think that these concepts would improve safety and walkability on Barrancas Avenue?



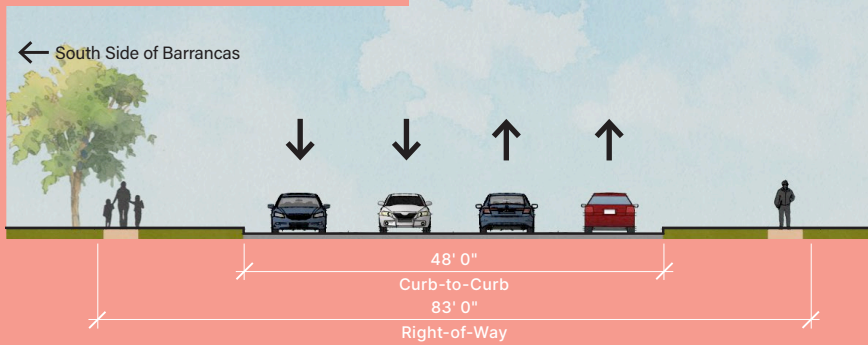
*For full survey results, see Appendix

Do you think that these concepts (widening sidewalks, adding planting strips with landscaping, and creating a multi-use path along the street) would improve safety and walkability on Barrancas Avenue?



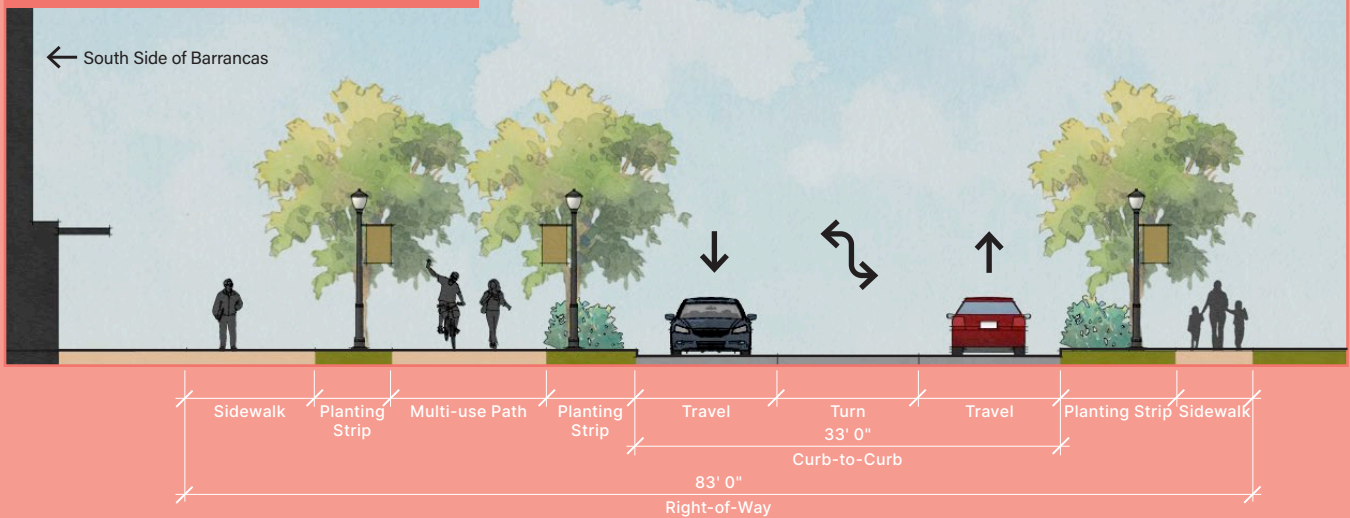
*For full survey results, see Appendix

Barrancas Ave: TODAY



The removal of a single lane of traffic creates an opportunity for a wide multi-use path along the south side of Barrancas Avenue, providing a safe, protected, and shaded path for pedestrians and bicyclists to travel. Other street improvements could include added landscaping, street lights and signage, and improved sidewalks and crosswalks.

Barrancas Ave: TOMORROW



Community Feedback

The majority of residents and community members place a high priority on making Barrancas Avenue a safe, walkable street with new destinations and housing and support the concepts as presented. However, some residents worry that reducing the number of lanes on Barrancas will slow traffic down or divert traffic onto neighborhood streets.



Multi-use paths are areas for pedestrians and cyclists, typically separated from roadways



Implementation & Next Steps

Barrancas Avenue is a locally-controlled street, which gives the City of Pensacola more flexibility in redesigning it. The next step in the street redesign should be to conduct a traffic study to better understand the impacts of reducing through lanes. Then, the City and CRA should share the findings of the report with the community to gather additional input and gauge support for the project. In the interim, the City and CRA should pursue partnerships with developers to reuse buildings, build new housing, and attract new dining and entertainment destinations.

RELATED POLICY RECOMMENDATIONS

LAND USE, ZONING, AND SPECIAL DISTRICTS

- Develop Design and Form Standards for all projects receiving CRA funding
- Build protections into the Land Development Code and the Urban Design Overlay District to prevent commercial uses from encroaching into residential neighborhoods. Strategies for reducing impacts may include inclined planes, screening with walls or landscaping, etc.
- Upzone for higher-density multifamily residential
- Review the current zoning districts along Barrancas Avenue, E Gregory Street, and E Chase Street and make modifications as required to allow redevelopment of the corridors to be classified and subsequently designed per FDOT context classification zones C4 or C5

ECONOMIC DEVELOPMENT

- Focus the CIP toward the Barrancas Avenue corridor to support adaptive reuse and improvements to commercial buildings along the corridor
- Support new businesses opening along the Barrancas Avenue corridor
- Designate Barrancas as a candidate for the Main Street program

NEIGHBORHOOD DEVELOPMENT

- Pursue grants for neighborhood capacity building, and update to the neighborhood plan, and additional neighborhood identity, placemaking, and branding
- Develop unique identity and branding for the Barrancas Avenue corridor

HOUSING

- Develop mixed-use housing that increases housing choices (building types, rental and homeownership, mixed-income and market-rate)
- Develop multi-family housing according to New Urbanist design principles with high-quality multi-family or townhouses development offer new housing options in the neighborhood

TRANSPORTATION, STREETS, AND PARKING

- Explore curb management plans

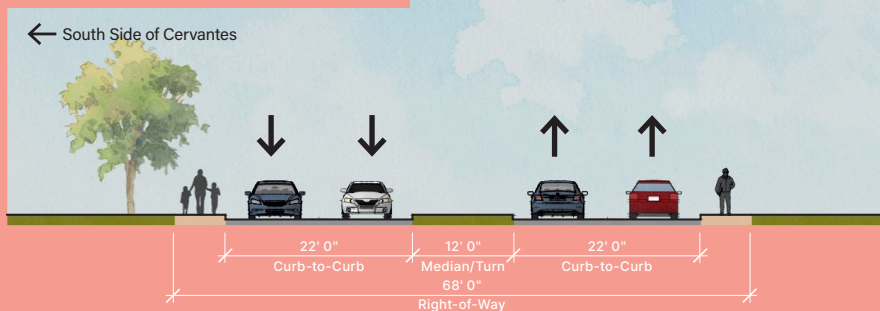
OPEN SPACE AND COMMUNITY AMENITIES

- Create a multi-use path along the south side of Barrancas Avenue that connects to the SUN Trail and the new park on the American Creosote Works (ACW) site
- Fund and build improvements to community facilities and programs, especially on infill sites along Barrancas Avenue
- Require art and placemaking enhancements in new developments

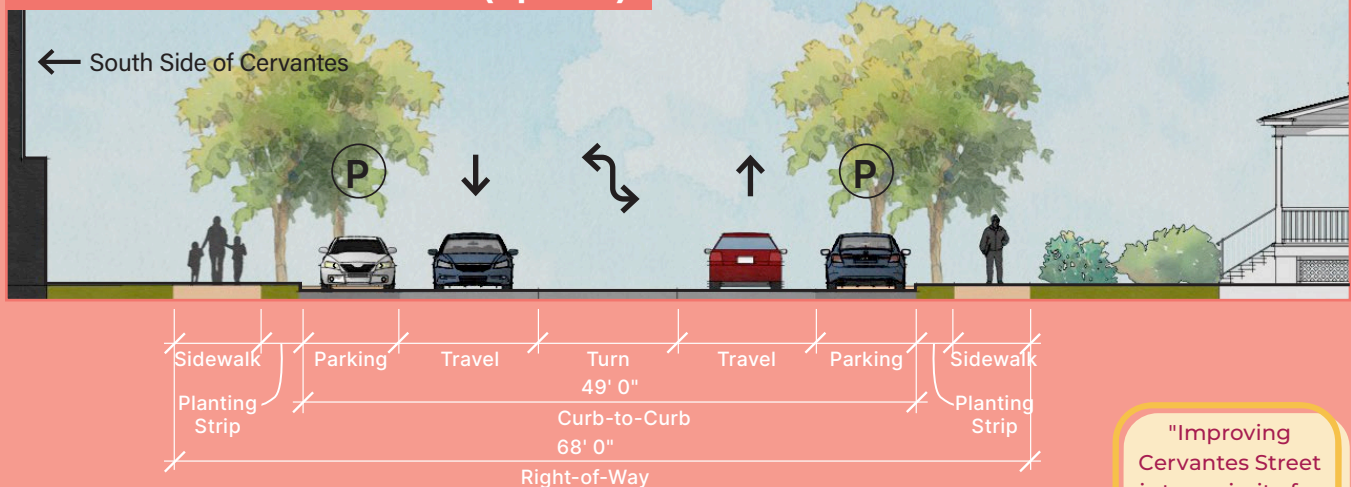
SPECIAL DEMONSTRATION PROJECT

CERVANTES STREET CORRIDOR STRATEGY

Cervantes Street: TODAY



Cervantes Street: TOMORROW (Option 1)



About the Special Demonstration Project

There are two parts to the strategy along the Cervantes Street Corridor. Today, Cervantes acts as a divider between the north and south areas of the Westside; additionally, there are many gaps in development along the street. The high visibility of these properties, as well as the fact that Cervantes cuts across the entire city, indicates that these properties will become opportunities for larger mixed-use development in the future.

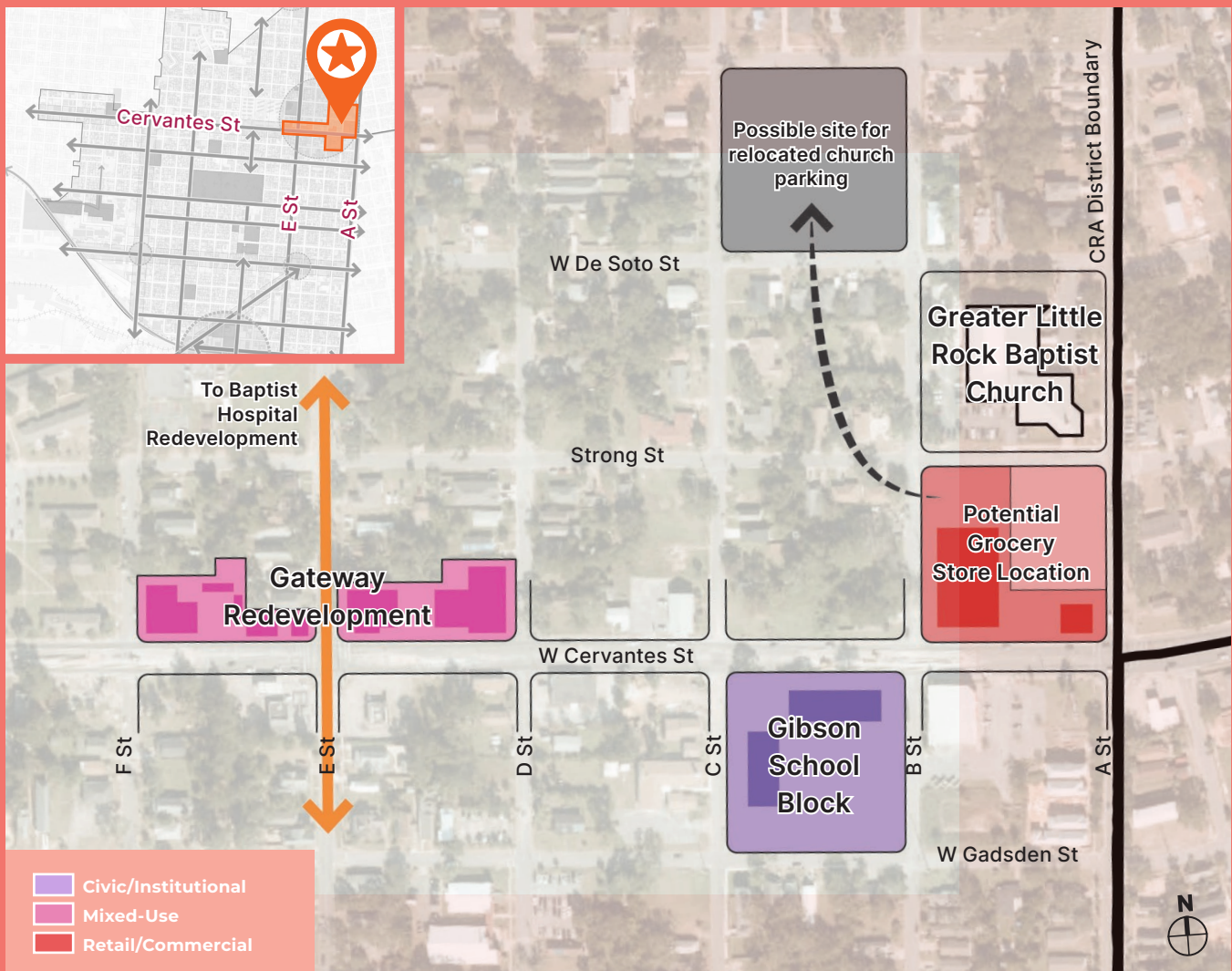
Part 1: Making Cervantes Street Safer

Cervantes Street was identified as a physical barrier in all three CRA Districts - it is difficult to cross and uncomfortable to walk and bike along, dividing neighborhoods north and south of the road.

Making Cervantes safer and less of a barrier could be accomplished in one of two ways. In the first option, the number of moving lanes could be reduced to provide more space

for sidewalks, street trees providing shade, and on-street parking. Crossings would also be improved.

This would require coordination with FDOT and studies to understand the impacts on traffic and delays. In the second option, the lane configuration would remain the same and improvements would be concentrated at intersections to help people cross safely on foot or bicycle.



Part 2: Developing the Corridor

The more walkable and comfortable Cervantes Street becomes, the more friendly it will be to mixed-use development that invites people to gather and spend time along the corridor. The CRA should pursue a four-part strategy for development:

- 1. Work East-to-West** — the current market conditions are strongest in Westside closest to the Urban Core and Downtown. For this reason, early development should be focused on the eastern edge of Cervantes, closest to A Street. Incremental investment will strengthen the market for projects moving west with time.
- 2. Develop the Gibson School Block** — renovate the historic school building and develop the vacant land surrounding it with business incubation and/or commercial uses.
- 3. Develop a Grocery Store** — acquire the block north of Cervantes Street between A and B Street for the development of an urban grocery store that would serve the Urban Core and Westside neighborhoods. Partner with the School District and Greater Little Rock Baptist Church to explore possible relocations of parking and maintenance facilities.
- 4. Develop a Food Destination around E Street** — the CRA should assemble parcels on the north side of Cervantes Street on either side of E Street. E Street will be an important connector and gateway to the Baptist Hospital redevelopment. This would be an ideal location for spaces for small ethnic food-related businesses (food truck and pop-up festival spaces and small incubator spaces for permanent locations for Latino and Vietnamese restaurants or grocers).



LEARNING FROM UNCONVENTIONAL COOPERATIVE GROCERY STORE MODELS

Gem City Market, Dayton, Ohio

Gem City Market is a community- and worker-owned cooperative (co-op) grocery store build from the ground up in West Dayton, Ohio. As a full-service grocer, the Gem City Market offers affordable, quality kitchen staples, including fresh produce and deli, as well as specialty local and organic products. Multiple partners coordinate community health and wellness programs in the community room, teaching kitchen, and small health clinic.

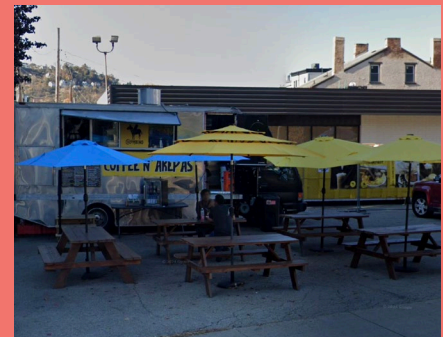
Residents and stakeholders formed a committee to focus on the issue of food access. Through their research, they began a business planning process to determine if and how a cooperative grocery could be feasible in West Dayton. With support from the City and County as well as the University of Dayton's Business Research Group, the committee commissioned a professional market study and administered a market survey. Once they confirmed that a grocery store was feasible, the committee incorporated the cooperative Gem City Market, adapting the bylaws from Apple Street Market in Cincinnati, Ohio. With leadership from Co-op Dayton, the Market's Board and supporters:

- Developed a business plan and financial model
- Negotiated control of a site on lower Salem Avenue
- Launched a capital campaign and membership drive, raising \$6 million to construct the Market and engaging more than 3,000 members prior to opening day
- Mobilized dozens of partnerships across our region
- Coordinated the construction and operations planning process

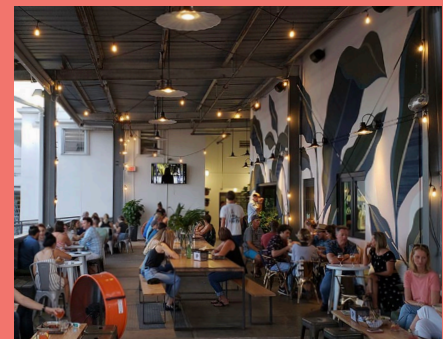
In 2020 and 2021, the Gem City Market hired its initial staff of member-worker-owners. Equity from all members creates a stronger, more resilient Gem City Market.



Mother Road Food Hall, Tulsa



Coffee n' Arepas Food Truck, Pittsburgh

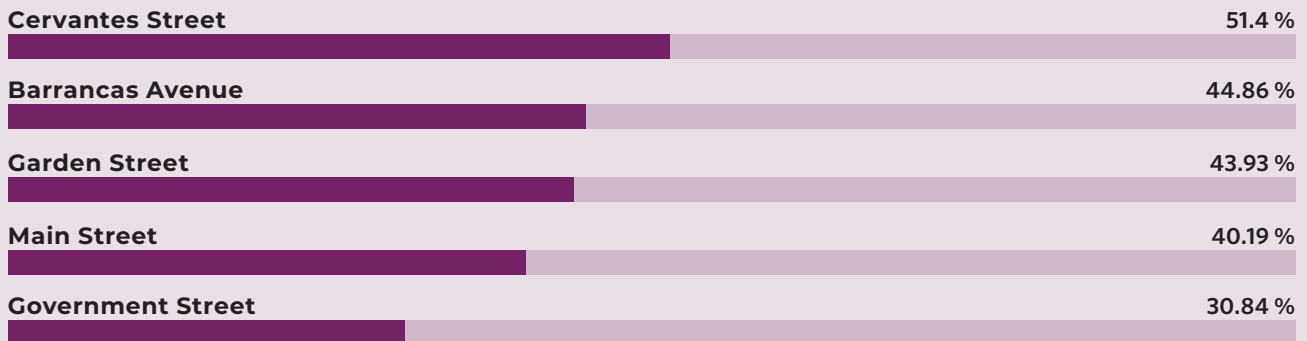


Grandview Public Market, West Palm Beach



Add a photo from Miami's Calle Ocho

Which streets in the Westside CRA District are your top priority or priorities for improvements to pedestrian and bicycle safety and comfort?



*For full survey results, see Appendix

Community Feedback

Improving the pedestrian and bicycle experience along Cervantes Street is a top priority for residents. However, residents are also wary that reducing lanes on Cervantes will divert traffic onto neighborhood streets. In the 2007 Westside CRA plan, there was strong support for a Westside Town Center in approximately this location. The development of destination retail around E Street responds to that community vision.

Implementation & Next Steps

The City and CRA should continue to gauge public support for a road diet on Cervantes Street and work with FDOT to evaluate the traffic impacts. The CRA should earmark the available CDBG funding to advance commercial development in the five blocks of Cervantes Street between A and F streets.

"A road diet on West Cervantes is needed"

"Cervantes Street is speedway for cars"

"Fix the inability to cross Cervantes Street"

RELATED POLICY RECOMMENDATIONS

LAND USE, ZONING, AND SPECIAL DISTRICTS

- Develop Design and Form Standards for all projects receiving CRA funding
- Build protections into the LDC and UDO to prevent commercial uses from encroaching into residential neighborhoods (such as inclined planes and additional setbacks or buffers)
- Upzone for higher-density multifamily residential

ECONOMIC DEVELOPMENT

- Focus the CIP toward the Cervantes Street corridor to support adaptive reuse and improvements to commercial buildings along the corridor
- Support new businesses opening along the Cervantes Street corridor
- Support small businesses in both temporary and move-up permanent space
- Designate Cervantes as a candidate for the Main Street program
- Support infill development along Cervantes Street

NEIGHBORHOOD DEVELOPMENT

- Partner with Escambia County on investments that extend beyond the City boundary, such as in the Historic Brownsville neighborhood
- Pursue grants for neighborhood capacity building, and update to the neighborhood plan, and additional neighborhood identity, placemaking, and branding
- Develop unique identity and branding for the Cervantes Street corridor

HOUSING

- Develop mixed-use housing that increases housing choices (building types, rental and homeownership, mixed-income and market-rate)
- Develop multi-family housing according to New Urbanist design principles with high-quality multi-family or townhouses development offer new housing options in the neighborhood

TRANSPORTATION, STREETS, AND PARKING

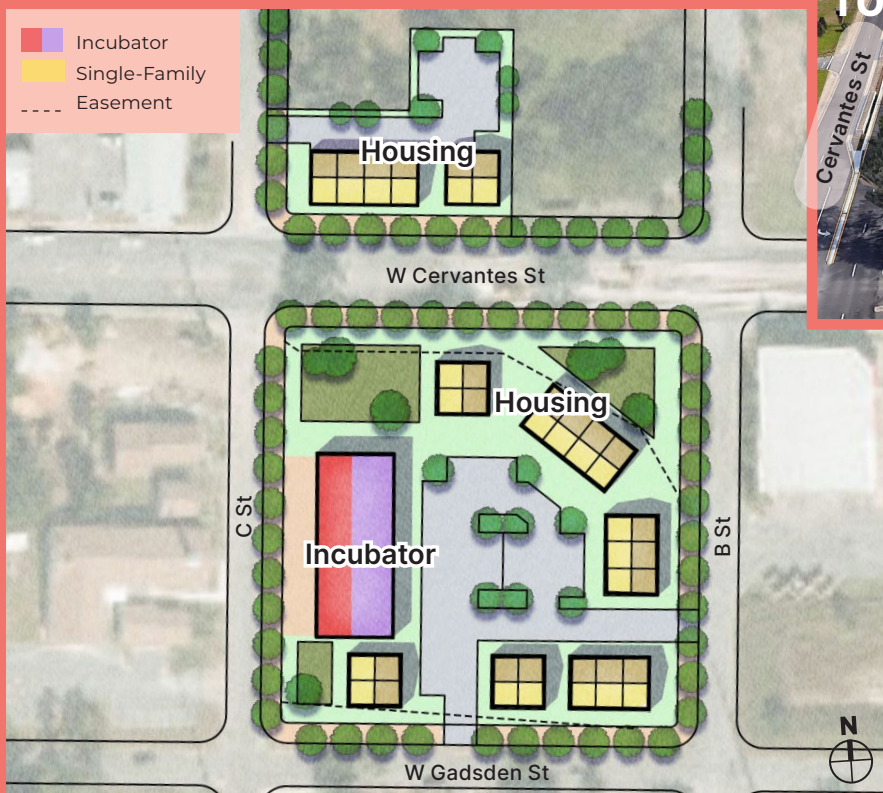
- Explore curb management plans
- Underground utilities
- Explore the impacts of reducing lanes of traffic on Cervantes Street west of A Street

OPEN SPACE AND COMMUNITY AMENITIES

- Require art and placemaking enhancements in new developments

SPECIAL DEMONSTRATION PROJECT

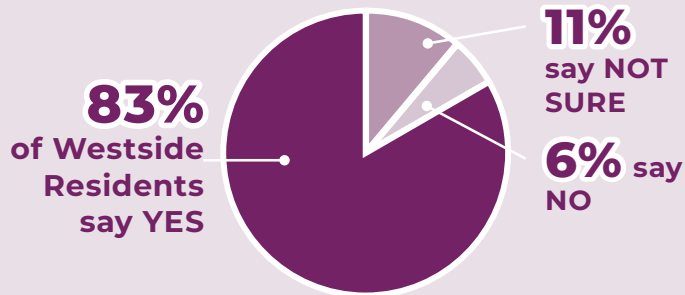
GIBSON SCHOOL SITE REDEVELOPMENT



"Remodel the school building for other uses"

"Any housing in this area should be affordable"

Do you think the historic John A. Gibson School is an important cultural landmark in the Westside that should be preserved and reused?



*For full survey results, see Appendix

"A mix of housing and incubator space at the Gibson site would be great"

About the Special Demonstration Project

The historic John A. Gibson School building currently sits vacant on the corner of C Street and Cervantes Street. The community identified the site as an important cultural landmark. The site is in public ownership (Escambia County Public School District), making it good candidate for adding housing and economic development to the district.

The historic portion of the school building could be adaptively reused and converted for new uses. One alternative would be to convert the historic portion of the building into multifamily apartments. A second alternative would be to create a business incubator or co-working space.

Non-historic portions of the building and site should be demolished, creating space for infill housing development, facing Cervantes, B, and Gadsden Streets.

Community Feedback

Community members responded positively to the concept of reusing the Gibson School building. Residents mentioned that housing on or near this site should be a priority in the future. Residents also desire a fresh foods grocery store in Westside. This has been considered north of Cervantes Street between A and B Streets.

Implementation & Next Steps

The CRA should perform due diligence for the historic Gibson School building and site to determine the viability and costs of a development.

"Focus on affordable housing for the community in this area"

RELATED POLICY RECOMMENDATIONS

LAND USE, ZONING, AND SPECIAL DISTRICTS

- Develop Design and Form Standards for all projects receiving CRA funding
- Use CDBG funding to acquire land for commercial development
- Build protections into the LDC and UDO to prevent commercial uses from encroaching into residential neighborhoods (such as inclined planes and additional setbacks or buffers)
- Upzone for higher-density multifamily residential

ECONOMIC DEVELOPMENT

- Support small businesses in both temporary and move-up permanent space
- Continue to build a relationship with the Escambia County School District

NEIGHBORHOOD DEVELOPMENT

- Pursue grants for neighborhood capacity building, and update to the neighborhood plan, and additional neighborhood identity, placemaking, and branding
- Offer incentives and support projects that celebrate cultural destinations and preserve historic buildings, like the Gibson School building

HOUSING

- Develop new infill housing that increases housing choices (building types, rental and homeownership, mixed-income and market-rate)
- Develop multi-family housing according to New Urbanist design principles with high-quality multi-family or townhouses development offer new housing options in the neighborhood

TRANSPORTATION, STREETS, AND PARKING

- Design gateways and branded streetscape for the Cervantes Street corridor
- Underground utilities

OPEN SPACE AND COMMUNITY AMENITIES

- Require art and placemaking enhancements in new developments

SPECIAL DEMONSTRATION PROJECT

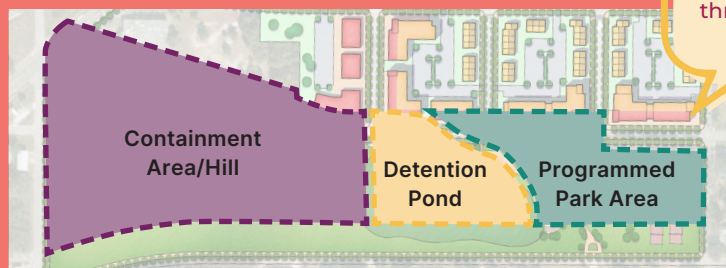
AMERICAN CREOSOTE WORKS (ACW) SUPERFUND SITE REDEVELOPMENT



About the Special Demonstration Project

The ACW site is a now-inactive wood-treating facility, which was in operation from 1902 to 1981.

In the Fall of 2022, the Environmental Protection Agency studied options for remediation. A mounded hill is required to cap the contaminated area, and a dry detention pond will capture and treat runoff from the site. On the western two-thirds of the site, there are limitations on what can be built. However, the east side of the site is flat and is open for community uses. The Sanders Beach neighborhood



"It would be great to see shaded trails through botanically beautiful park"

has been collecting community input and developing a vision for a park on this usable portion of the site. The park will serve as primarily a passive park with walking trails, natural plants and tree canopy, benches, and space for temporary markets or community gatherings. Additionally, Pine Street should be transformed as a multi-use

path for pedestrians and bicyclists, as part of the SUN Trail and Bluffline route.

Over time as the Barrancas corridor develops and the ACW site has been remediated, the lumberyard north of Gimble Street may no longer be the highest and best use for that location.

Pine Street: TODAY



"Incorporate
SUN Trail on Pine
Street"

SUN Trail: TOMORROW



If the lumberyard were to relocate, the railroad tracks could be removed from D Street to Barrancas Avenue. The land between Gimble Street and Barrancas Avenue could be developed as mixed-use and multi-family residential housing, offering housing in an emerging neighborhood adjacent to the new park.

Community Feedback

In addition to the CRA Plan Update workshop in October, the CRA also held a meeting specifically for the Sanders Beach Neighborhood to provide input on the design of the park. The neighborhood clarified their vision and priorities, which helped

guide the early visioning of the park space and amenities.

Implementation & Next Steps

The EPA remediation process will have a long implementation schedule, and public amenities can only be built after remediation and staging are complete for each area. The City and CRA should engage a landscape architect to work with the neighborhood and surrounding communities to refine the park plan, once the EPA has an updated understanding of the land area available.

"We need more
green spaces and
shaded areas"

SANDERS BEACH NEIGHBORHOOD PARK VISIONS

- Trees and natural habitat
- Extensive, connected walking paths with shade, places to sit, natural planting, gardens, and water features
- A pop-up area for markets, festivals, and music events
- Stormwater that addresses the on-site needs as well as helps prevent flooding in the neighborhood
- Flexible outdoor activity space for disc golf or other passive recreation
- Educational & interpretive signage about the history of the site and its clean-up and remediation
- An amphitheater (if it is possible to bench it into the grade of the hill)
- A multi-use path along the Pine Street alignment south of the site (no vehicular access)

RELATED POLICY RECOMMENDATIONS

LAND USE, ZONING, AND SPECIAL DISTRICTS

- Develop Design and Form Standards for all projects receiving CRA funding
- Upzone for higher-density multifamily residential

ECONOMIC DEVELOPMENT

- Advocate for business support to be focused in the new district near ACW site

NEIGHBORHOOD DEVELOPMENT

- Develop unique identity and branding for the new park and development blocks to the north of the ACW site

HOUSING

- Develop mixed-use housing that increases housing choices (building types, rental and homeownership, mixed-income and market-rate)
- Ensure authentic community engagement and public participation opportunities
- Break down large-scale redevelopment projects into walkable block sizes with public streets
- Develop multi-family housing according to New Urbanist design principles with high-quality multi-family or townhouses development offer new housing options in the neighborhood

TRANSPORTATION, STREETS, AND PARKING

- Promote low-impact design standards to increase landscaping opportunities and provide stormwater mitigation where necessary

OPEN SPACE AND COMMUNITY AMENITIES

- Develop a flexible space in the park for pop-up markets, festivals, and music events
- Extend a branch of the SUN Trail along the southern edge of the new park, along the Pine Street alignment. Connect this trail to the proposed multi-use path along the southern edge of Barrancas Avenue
- Require art and placemaking enhancements in new developments
- Remove rail from Main Street and replace with multi-use trail

LAND USE, ZONING, AND SPECIAL DISTRICTS



The Land Use, Zoning, and Special Districts category includes recommendations that entail adoption of policies or development of guidelines, standards, or tools. These recommendations form the regulatory framework to allow the other recommendations and projects to take place. Examples of recommendations in the Land Use, Zoning, and Special Districts category include:

- Design and Form Standards;
- Design Review Processes;
- Recommendations to explore changes to zoning districts, minimum lot sizes, density, and land use adjacencies in the City's Land Development Code (LDC);
- Updates to special or aesthetic review districts, including the CRA Urban Design Overlay District (CRAUDOD).

The policy recommendations emerged as important through the CRA Plan Update process, through a combination of community input and suggestions, conversations with CRA and City staff about challenges of the current development review and approvals process, and relevant recommendations from the previous plans. Some recommendations are location-based, while others are global and applicable to the whole district.

The Land Use, Zoning, and Special Districts policy recommendations, like the Special Demonstration Projects, are intended to provide examples of appropriate CRA projects. However, policies are not limited to those listed. The policies included are not listed in order or priority. The CRA will use the evaluation tools in the Implementation chapter to prioritize projects and match projects to available funding.

RECOMMENDATIONS

1. Design and Form Standards for CRA-Funded Projects

Develop a single set of design and form standards and a design review process for any projects in the CRA Districts receiving CRA funding. The Form and Design standards can be opt-in from a regulatory standpoint, and participation in the design review process should be a condition for any projects receiving CRA funding. In addition to the topics already covered in the Urban Design Overlay, these expanded standards should also address the design of renovation projects and the appropriateness of architectural character. This tool should ensure that CRA investment in neighborhoods doesn't compromise or detract from historic character.

2. Adjacent Use Considerations

- Explore the compatibility of adjacent uses in more detail through the Neighborhood Plan process.
- Consider additional strategies to minimize impacts of commercial areas on residential neighborhoods.

3. Upzoning for Higher Density Housing and Mixed-Use

- Explore opportunities to upzone for higher density housing and mixed-use, in particular along higher visibility corridors.
- Balance the recommendations for upzoning for higher density housing and the protection of residential character.

4. Minimum Lot Sizes

- Work with the Planning and Zoning Department to conduct a survey of lot sizes and development trends in the district to determine where conflicts are occurring.
- Update the LDC and Comprehensive Plan accordingly.



Examples of neighborhood-scale adaptive reuse

OVERVIEW OF REGULATORY AND NON-REGULATORY STANDARDS

ADDITIONAL DESIGN & FORM STANDARDS FOR CRA-FUNDED PROJECTS

Write and adopt design standards for CRA-funded projects that would further improve urban form.

- Include guidelines for preserving architectural character (scale, composition, etc.)
- Because these standards would not be adopted as part of the Land Development Code, they could be updated iteratively to respond to project needs
- Administer through the CRA's internal plan review & work with owners and developers

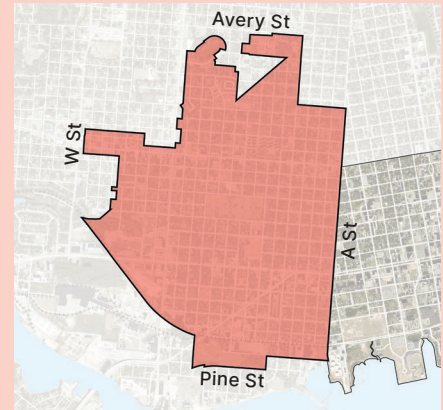
URBAN DESIGN OVERLAY DISTRICT (CRAUDOD)

What it Currently Covers

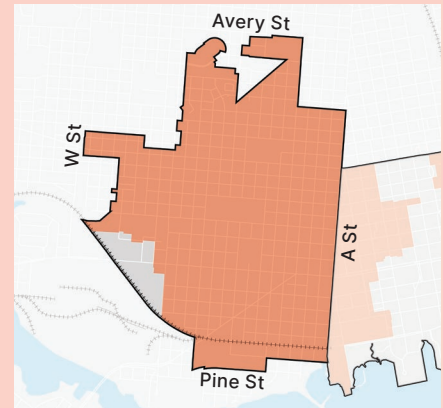
- New construction only
- Maximum building height
- Minimum floor-to-floor heights
- Roof pitches
- Frontages percentages, facade types, and entrance locations
- Facade composition standards
- Location and screening of service and mechanical equipment
- Setbacks (in particular ensuring they respond to their context)
- Lot width & coverage
- Parking

Additions to the CRAUDOD that Would Further Improve Urban Form:

- Expand the CRAUDO to apply to renovations
- Address architectural character, scale, and composition
- Address the location of parking



Map of the Westside CRA District



Map of the Urban Design Overlay District in the Westside



Examples of the existing residential character

5. Adaptive Reuse

Neighborhood-serving commercial is a desirable complementary use within residential neighborhoods. The scale, design, and servicing of these non-residential uses must be carefully designed to reduce any negative impacts on neighborhoods. Both commercial and residential buildings can be adaptively reused to house neighborhood offices, small-scale retail specialty shops, and other similar uses. These projects may not be allowed under current zoning regulations. CRA funding should support projects of this nature in areas supported by the community, in particular along commercial corridors or in historic commercial nodes (such as Barrancas Avenue, Cervantes Street, and Pace Boulevard).

6. Protect Residential Character

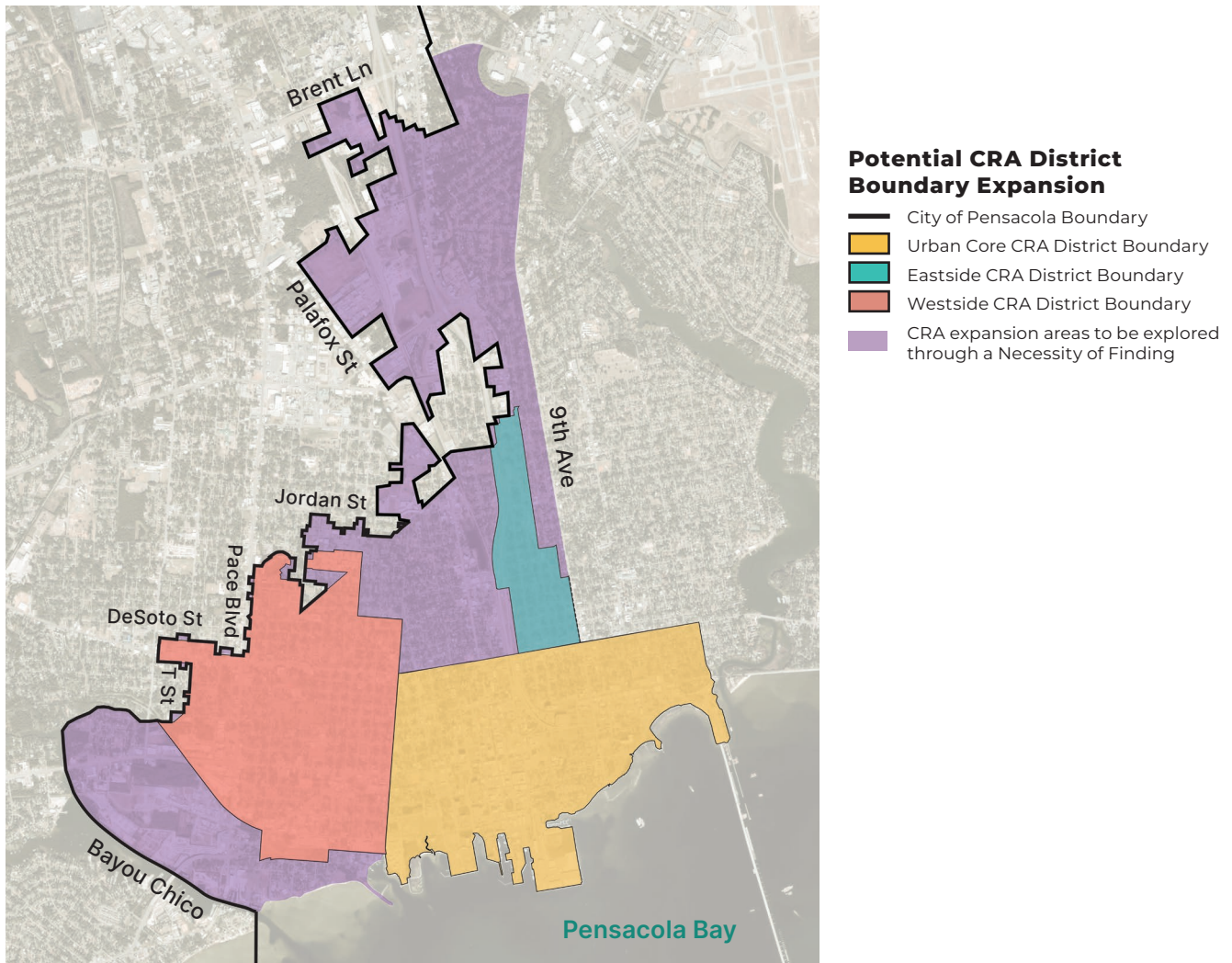
In areas that are primarily residential, support the preservation and protection of residential character.

7. Update the CRA Urban Design Overlay District (CRAUDOD)

- Expand the CRAUDOD to apply to renovations, building in regulations that renovations and rehabilitation projects do not worsen non-conformities with the Urban Design Overlay.
- Add standards to address architectural character, scale, composition, and the location of parking.
- For areas not currently covered by any special or aesthetic review district, expand the CRAUDOD to include.

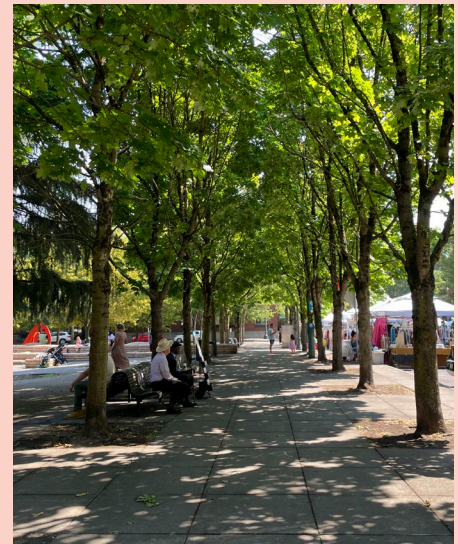
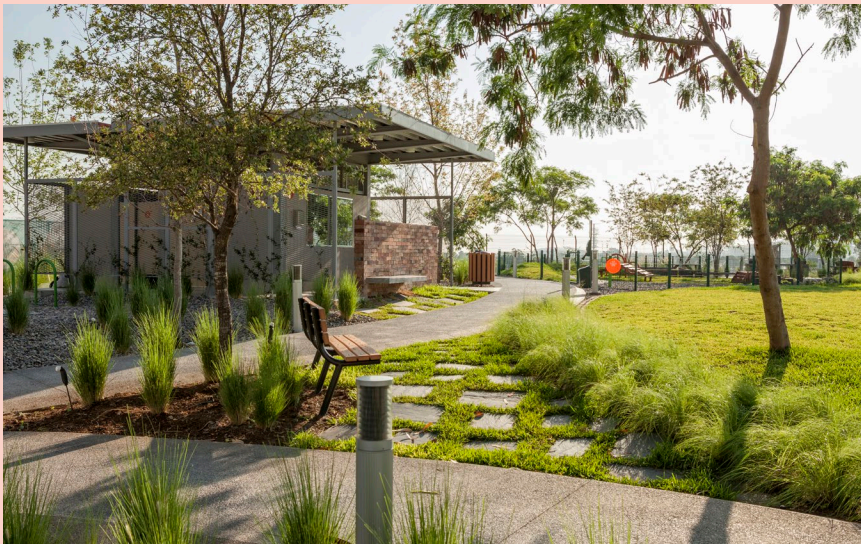
SPECIAL DISTRICTS & UDOD

Where guidance and standards are provided on architectural scale, options should be provided to allow flexibility to meet the intent of the standards through comparable or similar design strategies and materials. The focus should be on building and parking siting, simple massing, appropriate scale, facade composition, and other strategies that improve design without adding cost.



8. CRA Boundary Expansion

The Westside CRA has a fairly large boundary. However, it excludes an isolated area to the south and west that is still within the city boundary. The recommendation would be for the CRA to conduct a Necessity of Finding to understand the feasibility of expanding the Westside CRA Boundary south and west to match the city boundary. An expanded boundary would generate additional TIF revenue from substantial commercial and industrial uses, providing for more potential investment in the Westside District. The CRA should conduct a Necessity of Finding to explore potential boundary expansions for all of the CRA Districts and engage the community in the process to determine which areas should be expanded, depending on compliance with the statute and demographic analysis. The boundary shown is a prospective boundary that may be modified with further data analysis and community input.



Aleksandr Vorobev



Fly View Productions

DESIGNING FOR SAFETY AND COMFORT

In *Public Square*, the journal for the Congress of New Urbanism, Robert Steuteville writes about necessary elements to create spaces that feel safe and comfortable. Quoting noted architect and urban designer Ray Gindroz, Steuteville outlines the following seven qualities:

HUMAN PRESENCE

People in a public space must feel the presence of other people in the space and in the buildings surrounding the space. The sense that we are not alone and are being observed helps us to behave properly and feel safe. Windows are symbols of that presence, whether people are behind them or not. Mixed-use buildings help promote 24-hour presence.

CONGENIALITY

The dimensions and scale of the space should encourage comfortable interactions among people.

HUMANE PROTECTION

Mechanical devices such as cameras and gates should be invisible. Where possible, police presence should be personal, on foot or bicycle, so police officers can interact with others.

VISIBILITY, LIGHT, AND OPENNESS

Open views that enable us to see other people and to be seen—by people driving by, as well as by others in the space—provide natural supervision. Light should ensure nighttime visibility.

ORDER

Coherent landscapes, streetscapes, and signs in both the public rights-of-way and bordering properties make a clear statement that a space is well-managed and safe.

CONNECTIONS

Spaces must be perceived as part of an interconnected network of streets and public open space, so we feel we have access to others who make the space safe.

LEGIBILITY

The clarity with which each space connects to the rest of the city helps us understand the form of the city and keeps us from feeling lost.

ECONOMIC DEVELOPMENT

The Economic Development category includes recommendations that would bring commercial and mixed-uses to the districts, add jobs, and build support for businesses. Examples of recommendations in the Economic Development category include:

- Mixed-use and commercial infill development;
- Incubators and employment uses;
- Building strategic partnerships;
- Commercial property improvement programs;
- Partnering to support small businesses and workforce development.

The policy recommendations emerged as important through the CRA Plan Update process, through a combination of community input and suggestions, conversations with CRA and City staff about challenges of the current development review and approvals process, and relevant recommendations from the previous plans. Some recommendations are location-based, while others are global and applicable to the whole district.

The Economic Development policy recommendations, like the Special Demonstration Projects, are intended to provide examples of appropriate CRA projects. However, policies are not limited to those listed. The policies included are not listed in order or priority. The CRA will use the evaluation tools in the Implementation chapter to prioritize projects and match projects to available funding.



Mikael Blomkvist



Alvarez

RECOMMENDATIONS

1. Commercial Property Improvement Program (CPIP)

- Continue to administer the CPIP program and expand the program as funding becomes available to invest in commercial properties.
- Prioritize the Barrancas Avenue, Cervantes Street, and Garden Street corridors to reinforce neighborhood commercial centers.

2. Neighborhood Commercial Nodes

- Support the development of small neighborhood-scale retail nodes through the construction of single-story retail buildings or the conversion of houses into small-scale restaurants and shops. Neighborhood commercial should be located along higher visibility/traffic corridors, or at nodes that have historically had commercial uses. Some of these areas include along Cervantes Street, Pace Street, Garden Street, and Barrancas Avenue.
- Prioritize these nodes for the Commercial Property Improvement Program (CPIP).
- Ensure that neighborhood nodes are not zones for multi-story or vertical mixed-use buildings that would disrupt the scale and character of the neighborhood.

3. Incentivizing Neighborhood Commercial and Community Services

- Acquire land to RFP for development and/or support City Economic Development recruitment of uses desired or needed by the community (post office, banks, fresh food options, etc.).
- Provide financial incentives to cover gaps for uses that may not be market viable but are important to the community.
- Identify strategic properties to acquire and assemble, and adaptively reuse vacant commercial structures.

4. Business Support

Advocate for business support to be focused along Cervantes Street and in the new district emerging along Barrancas Avenue.



Joe Patti's has sold fresh seafood to the community for decades



Westside businesses are thriving gathering places for the community



Example of re-purposing historic buildings for commercial use

5. Strategic Development Support and Incentives

- Motivate private investments where the return on investment is currently too low relative to competition from other regions. Consider a broad array of incentive tools - in addition to fiscal tools, consider zoning policies, land contribution, and permitting and regulatory relief as part of the toolkit.
- Tie the applicants' qualifying criteria to Key Performance Indicators (KPIs) aligned with key policy goals and the City's Strategic Plan.
- Conduct cost-benefit analysis to determine the programs' fiscal impact.
- Consider a phased approach to test the programs in specific high-priority areas before expanding their application.
- Consider combining guidance on community benefits agreement with incentive design to ensure fairness and preempt gentrification concerns.
- Leverage state and federal programs to maximize the impact of local programs.

6. Workforce Development & Skills Training

- Partner with local organizations that coordinate workforce training opportunities and support for entrepreneurs and small businesses.
- Connect these opportunities and programs to places neighborhood residents already frequent (community centers, libraries, etc.).
- Ensure that neighborhood organizations and residents are aware of job and business opportunities that arise from investment coming into the neighborhood.
- Engage these providers in partnership at the Baptist Hospital Redevelopment.

7. Main Street Program

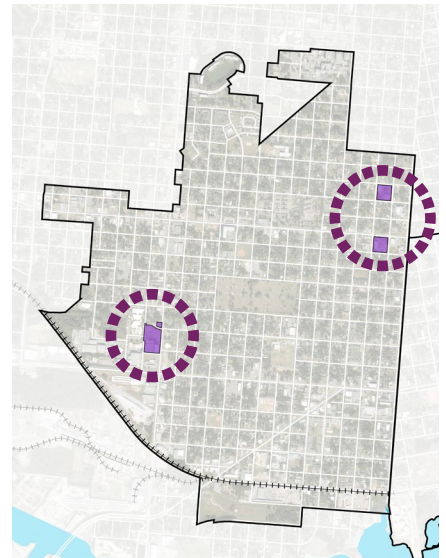
- Designate areas in the Westside for the Main Street Program: Cervantes Street, Barrancas Avenue, and Garden Street.
- Match these designations with traffic calming and investments in making the streets more walkable, safe, and comfortable for pedestrians.

8. Relationship with Escambia County School District

- Continue to build a relationship between the Escambia County School District and the CRA.
- Provide constructive input into planning for future school sites and the redevelopment of any surplus school district-owned property.



Comparing costs versus benefits is an important tool to analyze effectiveness



Land owned by the Escambia County School District in the Westside CRA District



Main Street America

Union Bulletin, Downtown Walla Walla

LEARNING FROM MAIN STREET AMERICA

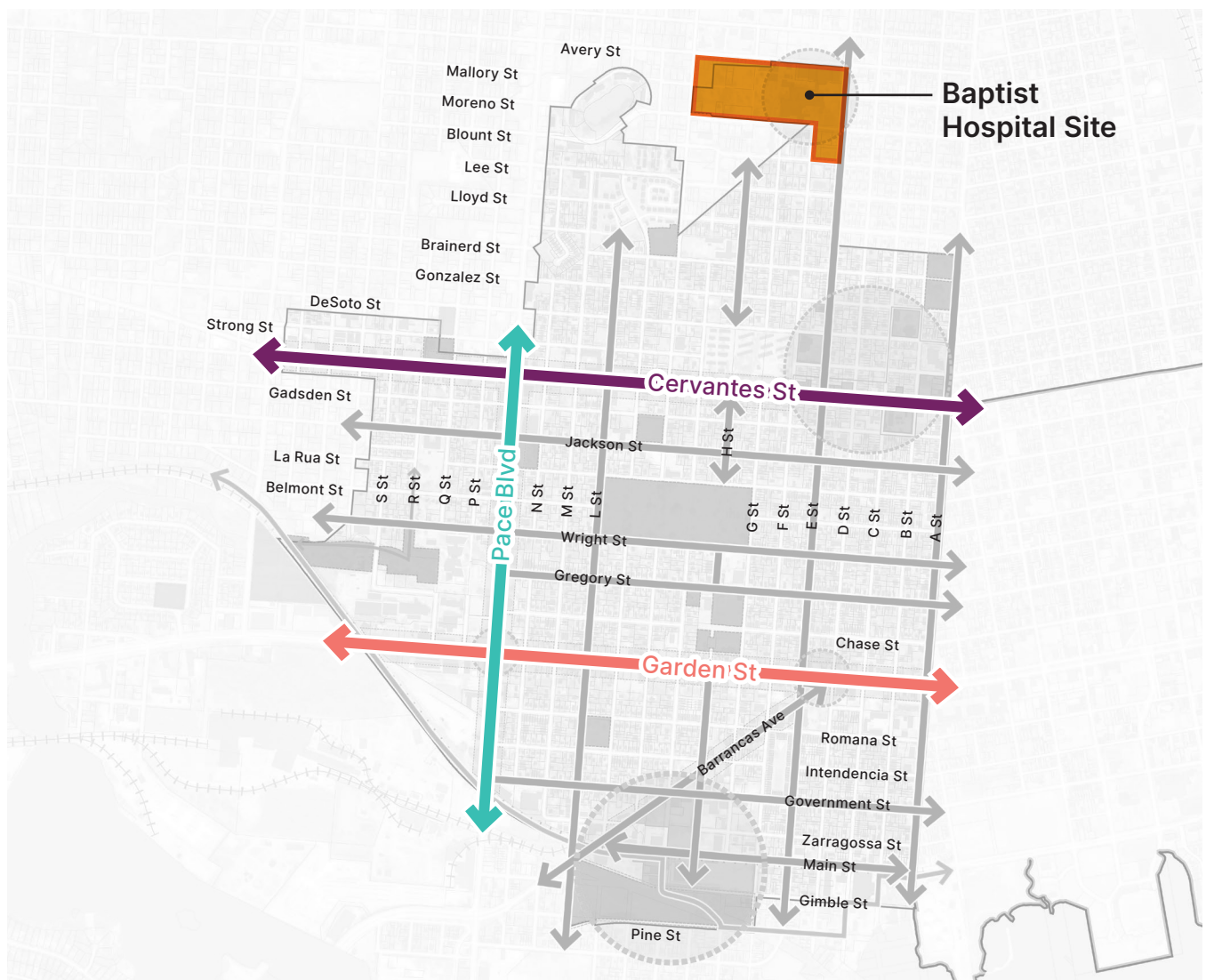
Main Street America leads a collaborative movement with partners and grassroots leaders that advances shared prosperity, creates resilient economies, and improves quality of life through place-based economic development and community preservation in downtowns and neighborhood commercial districts across the country.

For more than 40 years, Main Street America has helped to build economic power in downtowns and neighborhood commercial districts – since 1980, Main Street America has helped to generate over \$107.62 billion in local reinvestment,

rehab 335,675 buildings, create 782,059 new jobs, and start 175,323 new businesses in over 2,000 communities.

The Main Street America Community Evaluation Framework outlines what it means to be a highly successful Main Street program and sets a path for growth and development. Developed by Main Street America in close partnership with Coordinating Partners through an extensive multi-year evaluation and revision process, the current community evaluation framework, assessment process, and standards for evaluation launched in early 2024.

Main Street America designation is a powerful advocacy tool, signaling to local stakeholders, as well as city, state, and national funders, that a Main Street program has an established position within a nationwide movement that has a 45-year proven track record of generating impressive economic returns, building local capacity, creating welcoming and inviting communities, and creating lasting impact.



9. Cervantes Street Infill West of F Street

- After the completion of the Cervantes Street Corridor strategy (between F and A Streets), the CRA should continue to pursue and support infill development to the west of F Street.
- Projects may focus on expanding retail offerings and adaptive reuse of valuable buildings.

10. Pace Boulevard Development Opportunities

Development along Pace Boulevard will continue to respond to the roadway's character. Fast-moving traffic and poor pedestrian conditions will perpetuate suburban development patterns. Long-term improvements to the right-of-way are recommended to facilitate walking and biking connections across the boulevard and a comfortable pedestrian environment along the street.

Pace Boulevard will be undergoing a limited study to explore creating a safe, connected, and visually appealing corridor. The study will make recommendations for a handful of mid-block crossings and intersections.

Recommendations from this study should be implemented to make Pace Boulevard more comfortable and safe for pedestrians and bicyclists. Following physical improvements to the right-of-way, more urban development along the corridor (smaller setbacks, parking located in the rear of buildings, front entrances facing the street, etc.) should be a priority. The development of the Pace Boulevard corridor will likely follow later in the development timeline, given the market and existing roadway conditions.

11. Garden Street Development

The focus of development along the Garden Street corridor will likely begin at the intersection with Barrancas Avenue, where a highly-visible commercial node already exists, with intersection improvements and CRA-guided infill development. The economic impact of that investment will likely ripple out to the west in later phases.

- Fund development that respects the scale and character of Garden Street;
- Guide developers through a design review process to adaptively reuse houses and small structures to minimize the impact of commercial uses;
- Ensure that parking, noise, trash, and other negative impacts on the residential neighborhoods are minimized.

12. Baptist Hospital Redevelopment

- Conduct a national search for a mixed-income, mixed-use, visionary developer who will coordinate a holistic redevelopment that incorporates health, education, and well-being in addition to residential and commercial development.
- Lay out and execute a robust and authentic community engagement process to involve the surrounding neighborhoods and city-wide stakeholders in the redevelopment process.
- Form partnerships with education and health organizations that could serve as anchors for the redevelopment.
- Work with Escambia County to pursue the annexation of blocks located north of Avery Street and blocks west of E Street to Pace Boulevard.



Pace Boulevard



The former Baptist Hospital site today

NEIGHBORHOOD DEVELOPMENT

The Neighborhood Development category includes recommendations that would build neighborhood organization capacity, preserve cultural landmarks and historic buildings, and create branded destinations. Examples of recommendations in the Neighborhood Development category include:

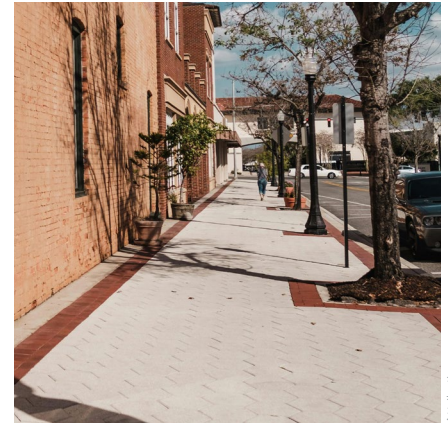
- Neighborhood identity and wayfinding;
- Neighborhood capacity building;
- Corridor development;
- Development of entertainment destinations;
- Community policing strategies.

The policy recommendations emerged as important through the CRA Plan Update process, through a combination of community input and suggestions, conversations with CRA and City staff about challenges of the current development review and approvals process, and relevant recommendations from the previous plans. Some recommendations are location-based, while others are global and applicable to the whole district.

The Neighborhood Development policy recommendations, like the Special Demonstration Projects, are intended to provide examples of appropriate CRA projects. However, policies are not limited to those listed. The policies included are not listed in order or priority. The CRA will use the evaluation tools in the Implementation chapter to prioritize projects and match projects to available funding.



Ella L. Jordan African American History Museum



Paver patterns help create unique identities in different neighborhoods

RECOMMENDATIONS

1. Neighborhood Capacity Building

- Secure grants to support and help neighborhood organizations build capacity.
- Identify resources that neighborhood organizations can connect to (such as non-profit development courses at Pensacola State College, Neighborworks, etc.).

2. Develop Neighborhood-Specific Plans

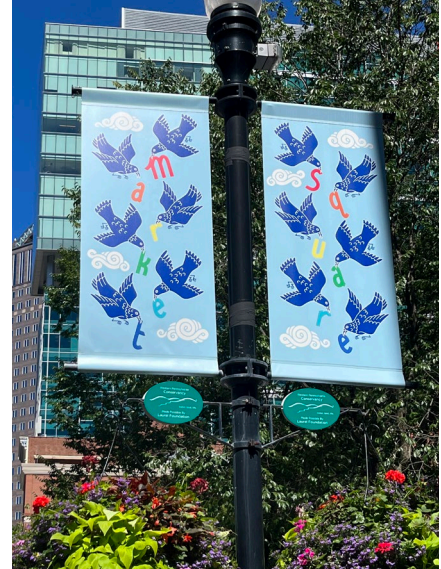
Fund and support the development of neighborhood plans that define projects and activities that are most important to the neighborhood. The CRA and City should define the topics appropriate for neighborhood plans (such as increases in density, locations for mixed-use, lot sizes, and considerations about adjacent uses). The City and CRA should also help to identify implementation activities that would be the responsibility of the neighborhood and those that would be led by the City, CRA, or partner organizations.

3. Neighborhood Identity & Wayfinding Building

- Fund efforts to support neighborhoods in developing unique identity, branding, and wayfinding for individual neighborhoods, areas of cultural significance, and special districts. These efforts can be used to reinforce sense of place and distinguish neighborhoods and special districts from one another.
- Fund the installation of branded neighborhood gateway signs, banners, and other placemaking elements.
- Rather than marking and defining the edges of CRA districts, placemaking signage should be used to indicate centers and places people gravitate toward. Identity signage should focus on the Barrancas Corridor, Cervantes Street between F and A Streets, and Historic Brownsville.

4. Revitalize Cultural Landmarks & Historic Buildings

Offer incentives and support projects that preserve and celebrate cultural destinations and preserve historic buildings, like the Gibson School. Look for viable uses to adaptively reuse important buildings in the neighborhood.



Signage based on local destinations



Public art establishes a theme

5. Community Safety

Fund programs that enhance community safety in the CRA District, reducing minor and violent crimes. Making places feel safe will encourage further investment and new residents moving into the district.

Community policing strategies may include:

- Funding increased patrols in the CRA District;
- Working with the police department to employ community policing best practices (bicycle patrols, community outreach events, etc.);
- Funding violence prevention programs, such as park or community ambassadors or outreach team members.

6. Partnership with Escambia County

Work with Escambia County to execute joint projects, such as streetscape improvements and urban design guidelines for the Brownsville neighborhood and coordination with on-going or completed plans (the Brownsville Redevelopment Plan, Barrancas Redevelopment Plan, Englewood CRA plan).



Brett Sayles

LEARNING FROM SAFE COMMUNITIES

BUILDING RELATIONSHIPS

Police should work with community members to build trust and rapport. This can lead to more people reporting crimes and providing information.

TRANSPARENCY

Police should be open about their policies and procedures, and how they operate. This can help build trust and accountability.

PROACTIVELY SOLVING PROBLEMS

Police should work with the community to identify and address the underlying causes of public safety issues.

EMBEDDING COMMUNITY ENGAGEMENT

Community engagement should be a core part of an agency's culture. When people trust the police, they are more likely to follow the law and help create a safer community.

WHAT ARE EXAMPLES OF COMMUNITY VIOLENCE INTERRUPTION (CVI) INITIATIVES?

- Violence interrupter programs, which use peace-building approaches to stop violence before it occurs by placing ambassadors on the street who can de-escalate conflict, provide mediation, and build supportive relationships with those at highest risk of experiencing violence.
- Programs to reduce gang-related affiliation and connect at-risk young people to employment and economic opportunities.

THIS PAGE INTENTIONALLY LEFT BLANK

RECOMMENDATIONS

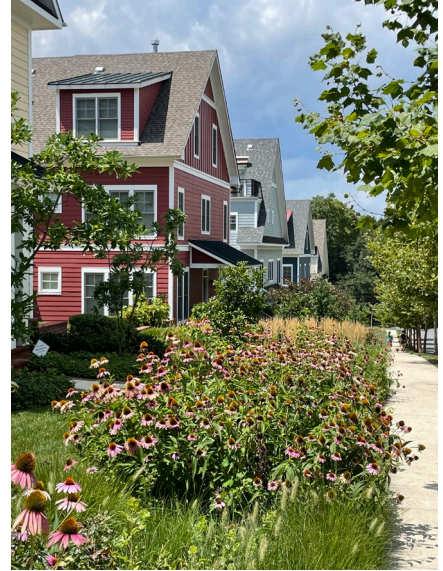
HOUSING

The Housing policy category includes recommendations that will increase the options for housing in the district, including rental and homeownership and a range of housing types and affordability. Examples of recommendations in the Housing category include:

- Providing incentives for developers to build affordable housing;
- Working with developers to improve the quality of proposed housing design;
- Developing pre-approved building plans;
- Acquiring land for infill housing;
- Substantial rehabilitation of existing housing;
- Residential property improvement programs;
- Supporting first-time homebuyers;
- Large-scale mixed-use, mixed-income housing development.

The policy recommendations emerged as important through the CRA Plan Update process, through a combination of community input and suggestions, conversations with CRA and City staff about challenges of the current development review and approvals process, and relevant recommendations from the previous plans. Some recommendations are location-based, while others are global and applicable to the whole district.

The Housing policy recommendations, like the Special Demonstration Projects, are intended to provide examples of appropriate CRA projects. However, policies are not limited to those listed. The policies included are not listed in order or priority. The CRA will use the evaluation tools in the Implementation chapter to prioritize projects and match projects to available funding.



RECOMMENDATIONS

1. Residential Property Improvement Project (RPIP)

Continue offering property improvement programs, such as RPIP and the Resiliency program, to preserve and create affordable housing units.

2. Demolition and Reconstruction Funding Program

- Develop a companion program to the RPIP for substantial demo and reconstruction (for primary structures and ADUs, rehab or new construction). This could be accessed by both owners as well as developers to facilitate infill in the districts.
- Applicants would need to demonstrate that preservation wasn't feasible.
- The CRA should conduct a study of contributing structures to historic character in neighborhoods to ensure that significant buildings are not demolished as part of this program.

3. CRA-Led Infill Development

- Acquire lots for infill development.
- Help fund the construction of new housing, partnering with organizations such as the Homebuilders Association to keep costs as low as possible.
- Facilitate land swaps to locate the highest and best uses along key corridors.

4. Partnership with Community Land Trusts for Infill Development

- Acquire lots for infill development and convey to Community Land Trust(s), such as the Northwest Florida CLT. Reference Escambia County's escheated property list to target lots for potential acquisition.
- Help fund the construction of new infill housing, partnering with organizations such as the Homebuilders Association to keep costs as low as possible.
- Facilitate land swaps to locate the highest and best uses along key corridors.

5. Pre-Approved Building Plans

Continue to develop a selection of pre-approved building plans, especially for narrow 30-foot infill lots, and establish a program where potential homebuyers can apply to use these plans. Partnering with a local builder experienced in this building type should be explored to help implement this program.



Example of newer infill housing



Examples of narrow housing types can be found throughout Pensacola



Andres



LEARNING FROM GREAT NEIGHBORHOODS

Require affordable housing projects receiving CRA funding to meet general design standards, including the principles of good design described below.

BUILDINGS FRONT PUBLIC AREAS

If a development does not include public streets, parking drive aisles should be designed with enhancements to make them "street-like," i.e. with shade trees, non-circuitous sidewalks, street furniture such as benches, trash receptacles, and street lights.

ACCESS

Convenient access to public transit, walking/bike trails, and amenities enhances access to opportunities for employment, education, and cultural experiences.

NEIGHBORHOOD-SCALE STREETS & BLOCKS

Development should be organized into blocks that are less than 3 acres each to create a walkable community. Streets should create an interconnected grid, with comfortable, shaded sidewalks.

FRONTS AND BACKS

Buildings should have discernible fronts and backs. Front facades should face other front facades and rears of buildings should face other rear facades.

PERIMETER FRONTAGE

Fronts of buildings should face publicly accessible streets (or parking lot drive aisles designed to be "street-like") or greenways. Service areas, off-street parking, and semi-private outdoor space should be located in the center of blocks or in the rear of buildings.

DIVERSE BUILDING TYPES

The objective is to build new homes in new or extended neighborhoods. A range of building types and architectural designs are required to move from building a development or apartment complex (typically with one or two repeating building designs) to a neighborhood.

MIXED-INCOME

If possible, affordable projects should aim to serve a range of incomes by offering a range of unit types and sizes, or by building in long-term affordability through subsidy for a portion of the units.

HUMAN-SCALE BUILDING ELEMENTS

Architectural elements including porches, stoops, awnings, balconies, and other elements are necessary to create places where people can interact and enjoy outdoor space. The scale of buildings should be consistent with the surrounding neighborhood.

ACCESSIBLE AMENITIES

The development has a diverse range of indoor and outdoor amenities, including small parks for children, indoor community gathering space, fitness amenities, etc.

QUALITY MATERIALS

Build affordable housing with high-quality, durable materials that are comparable in quality to moderate market-rate projects to ensure affordable projects will not be easily identified or stigmatized.

6. First-Time Homebuyers

- Identify barriers that may keep residents from using the first-time homebuyers programs provided by the City and the county.
- Connect potential first-time homebuyers to financial incentives.
- Explore strategies for increasing homeownership.

7. Affordable Housing Incentive

- Use incentive programs aligned with the principles and goals of the redevelopment plan to continue to fund affordable housing projects.
- Identify target areas for incentives, which may include affordable housing, infrastructure improvements, coordination with redevelopment project(s), floodproofing as a means to encourage certain uses, etc.
- Engage partners like the Northwest Florida Community Land Trust to develop high-quality affordable projects in the CRA Districts.

8. Small-Scale Affordable Housing Rental Program

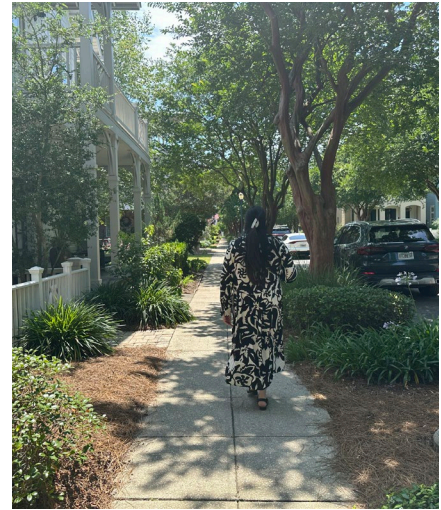
Create an incentive program to create and preserve affordable missing middle rental housing. The CRA is restructuring the TIF Rebate Incentive program to offer greater flexibility and effectiveness in supporting redevelopment within the city's redevelopment areas. The updated program is designed to be more robust, enabling developers to access tailored incentives that better align with the unique needs of their projects. By introducing a more adaptable framework, the revised TIF Rebate program will provide a wider range of options, ensuring that developers receive timely support while fostering sustainable growth in key redevelopment zones. This revamped incentive structures aims to drive economic development and revitalization efforts across the city, enhancing the overall impact of the program.

9. Large Scale Redevelopment Projects

- Ensure authentic community engagement and public participation opportunities.
- Select developers and design consultants that adhere to principles of good urban design (connected street grid, walkable block size, streets designed for pedestrians, mix of uses, dense and compact building types, access to transit, creation of public gathering spaces, etc.)
- Large-scale redevelopments must be broken into walkable block sizes with public streets or publicly-accessible private drives designed like public streets (with on-street parking and sidewalks).

10. Quality Multifamily Development

Use New Urbanist design principles in the design of multifamily housing developments. Incorporating language into the CRA's RFQs and RFPs specifying the selection of developers and/or design consultants who adhere to New Urbanist design principles will ensure alignment with best practices.



Example of a walkable neighborhood street

TRANSPORTATION, STREETS, AND PARKING

OVERVIEW

Transportation investments are an essential component to achieving broader community goals. Streets, trees, sidewalks, bicycle lanes, public art, and parking spaces often make up the majority of the land area of communities and are the heart of the public realm. As a result, many economic development plans and community-oriented policies are contingent on their thoughtful alignment with transportation projects. Ensuring that residents feel safe and comfortable while walking, driving, biking, taking transit, using public amenities, and patronizing businesses is always an important factor for all great neighborhoods.

The transportation recommendations outlined in this section can be understood as adhering to the following three high-level goals:

- **Accessibility** Support the development of an integrated and connected multi-modal transportation system that focuses on improvements that prioritize people walking, biking, using transit, and people with disabilities, providing everyone the opportunity to reach destinations for employment, leisure, and essential services.
- **Placemaking & Public Realm** Design transportation projects and site design that preserves community identity and provides welcoming spaces for civic, social, and commercial activity.
- **Safety** Provide safe and comfortable streets to support healthy and vibrant communities while improving residents' quality of life and the overall walkability of a neighborhood.

Transportation equity is an integral part of the evaluation and prioritization of projects and runs across all the goals.

The recommendations detailed in this section were shaped by community feedback and build on efforts undertaken by the CRA in previous plans, the City of Pensacola, and the Westside community. Specifically, these recommendations are aligned with the Active Transportation Plan (ATP) adopted by the City in August 2023 and the Westside Community Redevelopment Area Plan adopted by the City in 2007.

In the Westside, transportation strategies are focused on establishing a neighborhood identity, supporting a multimodal transportation network, and improving the safety and comfort of W Cervantes Street, Barrancas Avenue, and key intersections along N Pace Boulevard and A Street.

ACTIVE TRANSPORTATION PLAN (ATP) – 2023

The goal of the ATP is to accommodate all community members and encourage alternative transportation modes outside of car travel. The plan is focused on filling gaps in the transportation network and linking key destinations such as schools, parks, and commercial areas. Three categories of pedestrian- and bicycle-focused infrastructure are established by a Future Network framework in the ATP:

- Neighborhood Greenways
- Bike Routes
- Trails

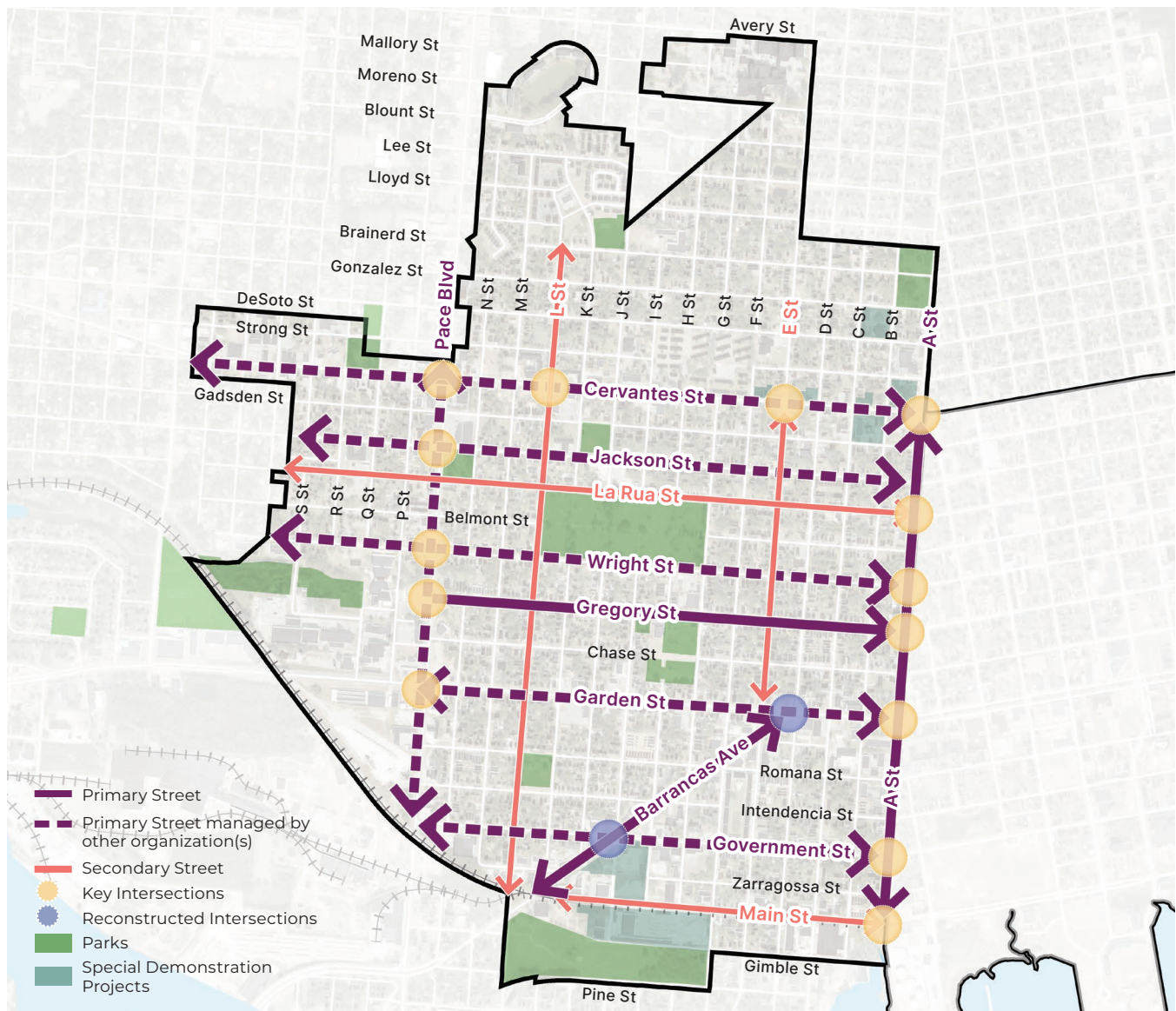
The Future Network design recommendations include using context-sensitive designs to make streets safer and more accessible based on their location (urban, suburban, etc.), using countermeasures to calm traffic, improve crossings, and/or expanding the bicycle network.

WESTSIDE COMMUNITY REDEVELOPMENT AREA PLAN – 2007

Although adopted nearly two decades ago, the Westside Community Redevelopment Area Plan made a variety of recommendations for corridors that are still relevant today, including:

- Pace Boulevard
- Garden Street
- Barrancas Avenue
- W Cervantes Street

Projects in the 2007 plan generally focused on traffic calming, intersection and streetscape improvements, and overall connectivity.



Westside Streets

Recommendations contained in this section are intended to improve safety, connectivity, accessibility, and navigability for all users and are focused on improvements that support and further the special demonstration projects and that are focused on selective corridors for improvements. These corridors are generally identified as primary streets but may also include other key streets and intersections that provide important connectivity within the district.

Not all recommendations listed are able to be directly undertaken by the CRA, there are various roles for the CRA to play in the implementation of these projects. Some of these roles are further defined in the implementation section of this plan. Recommendations which require the CRA to play more of an advocate role are provided sep-

arately as these may be broader and more general and scope or simply not within the CRA's purview yet were identified as a need from community members throughout the engagement process of this plan update.

The goal of creating more safe, accessible, and aesthetically vibrant communities will take advocacy and partnerships across multiple agencies and city departments for transportation improvements that go above the baseline standards. Such improvements may not be routinely implemented currently but as part of a plan that has a 20-year horizon to improve inadequate infrastructure, these upgrades could have bigger placemaking impacts and address community needs while also setting the stage for economic and neighborhood development within the Westside.

RECOMMENDATIONS

1. Curb Management Study

Fund a curb management study and create a plan to maximize opportunities for landscaping, dedicated bicycle lanes, and on-street parking along key corridors.

2. Low-Impact Design Standards

Promote low-impact design standards for use in corridor improvement projects and parking design standards to increase landscaping opportunities and provide stormwater mitigation where necessary.

3. Undergrounding Utilities

For all CRA-funded projects, advocate for the undergrounding of utilities as an investment that adds placemaking and resilience value.

4. Partnerships

Continue and strengthen partnerships with the Florida-Alabama Transportation Planning Organization (FL-AL TPO), the Florida Department of Transportation (FDOT), the Emerald Coast Regional Council (ECRC), and Escambia County Area Transit (ECAT) to integrate CRA projects into the transportation planning process. Additionally, CRA should continue to work on providing project lists to be integrated into the Transportation Improvement Plan (TIP) and Long Range Transportation Plan (LRTP) for the region.

5. Connecting Disadvantaged Communities

Partner with the City to fund and advocate for development of wider micromobility policies and plans that focus on supporting disadvantaged communities.

6. Data Collection

Assist other organizations with collecting data to support implementation of projects. For example, hosting "walking audits" with community residents to document needs related to maintenance, safety, and crossings.

7. Pedestrian & Bicycle Facilities Design Guidelines

Work with the City to review and update city policies and standards for pedestrian and bicycle facilities to adopt design guidelines that are aligned with best practices and state-of-the-art systems.

8. Transit First and Last-Mile Experience

Work with the City and local developers to implement transportation infrastructure projects for pedestrian, bicycle, and micromobility services and facilities that improve transit's "first and last-mile" experience.



Creating standards for pedestrian and bicycle facilities can make a huge impact on increasing safety

THE CHALLENGE

There are several challenges in the Westside voiced by community residents. These challenges are also a common occurrence in other districts. These include:

- Intersections that are unsafe for bike/ped crossing
- Speeding vehicles
- Lack of maintenance on existing pedestrian flashing crosswalk lights
- Lack of pedestrian crosswalks
- Lack of maintenance on existing sidewalks
- Lack of sidewalks
- Lack of protected space or roadways that accommodate pedestrians and bicycles and connect them across all districts and neighborhoods
- Lack of places to walk to i.e., restaurants or stores (Westside)
- Flooding issues are a big challenge
- Vehicle dominated streets make pedestrians and bicyclist feel unsafe
- Roadways that are the most unsafe or are barriers in districts are State roads



LEARNING FROM GREAT STREETS

CURB MANAGEMENT

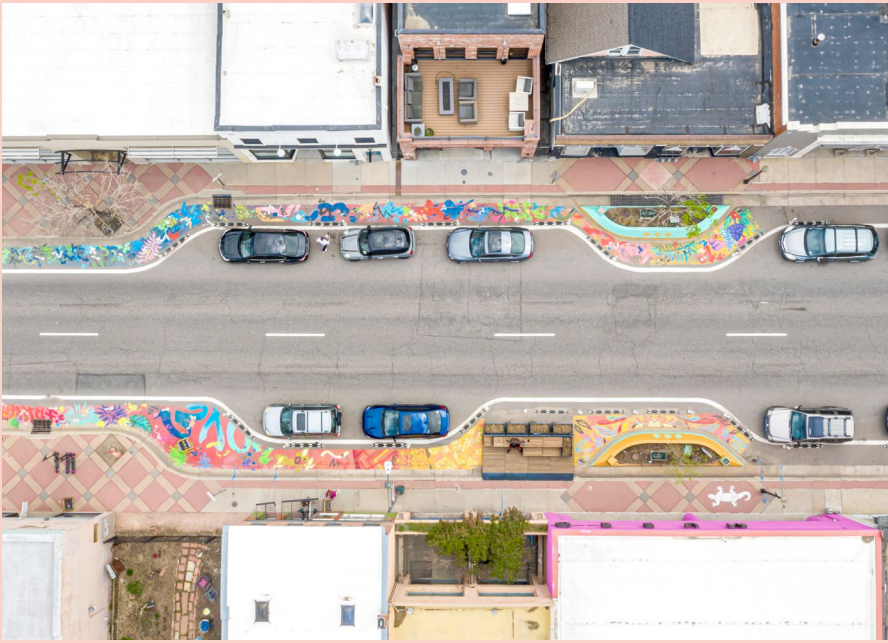
A plan that manages the space between the curb and travel lanes can provide a wide range of benefits when considered in combination with access management (or curb cuts/driveways). It is also a way to claim back space that can be used for amenities such as micromobility, parklets, enhanced transit stops or an extension of the pedestrian zone and in commercial areas can also provide for loading zones. The CRA should partner with the city to fund such a study in key corridors like A Street, Garden Street, and Government Street.

ACCESS MANAGEMENT

Removing redundant access to properties along busy corridors can provide other opportunities within the right-of-way such as continuous sidewalks or streetscape improvements. By reducing the number of interruptions and conflict points for pedestrians and vehicles, accessibility and mobility are increased and safety is improved for all users.

LANE RE-PURPOSING

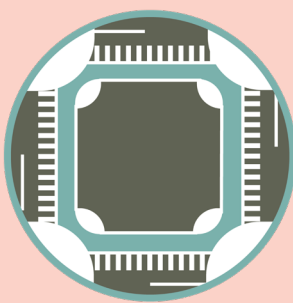
Removing unnecessary driveways improves safety by minimizing car turning movements and consequently, provides the opportunity for removal of left-turn lanes to allow for pedestrian mid-block crossings instead where applicable and/or for the addition of such streetscape improvements as medians in place of the left-turn lane.



RECOMMENDATIONS



REDUCE SPEED LIMITS



ENHANCED INTERSECTIONS



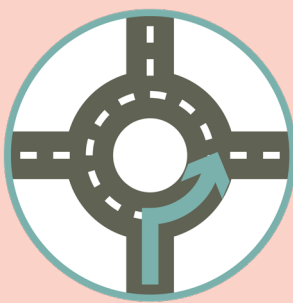
CROSSWALK DENSITY



NEW & ENHANCED BIKE LANES



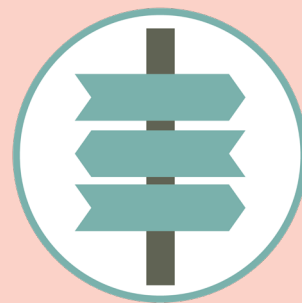
NEW & ENHANCED SIDEWALKS



TRAFFIC CALMING



ACCESS MANAGEMENT



WAYFINDING

COUNTERMEASURES

A countermeasure is a safety improvement that is designed to prevent or offset an issue. While the CRA is not responsible for operation and maintenance of roadways, the CRA can be great partners and advocates for the implementation of such improvements that support and further the CRA's mission and goals. In addition to advocacy for certain improvements, safety improvements should link to Emerald Coast Regional Council (ECRC) Safe Streets and Road for All (SS4A) Safety Action Plan (adopted Dec 2024). Countermeasures that could provide district-wide benefits may include:

REDUCE SPEED LIMITS

Setting speed limits that are appropriate for the surrounding environment helps enhance safety and further street design concepts that prioritize pedestrians and cyclists. CRA may provide funding support for target speed studies to help develop a plan to set appropriate speed limits based on context and safety concerns.

ENHANCED INTERSECTIONS

Enhanced intersections help to delineate pedestrian and bicycle movements by slowing traffic and providing shorter crossing distances. Improvements can include corner islands, curb extensions, pavers, and even painted designs to bring attention to the space.

CROSSWALK DENSITY

Increasing the number and frequency of crosswalks to the network maximizes connectivity for pedestrians and improves safety by providing multiple designated, marked crossing locations. CRA can help provide the City with a prioritized list of intersections where new or improved crosswalks are needed.

NEW & ENHANCED BIKE LANES

Separating bike lanes with physical barriers, adding pavement markings, and incorporating signage helps to reduce crashes and slow car speeds.

NEW & ENHANCED SIDEWALKS

Completing the sidewalk network by adding or widening sidewalks is essential to the safety and comfort of pedestrians.

This will also help to fill gaps in facilities and infrastructure that accommodates users of all abilities.

TRAFFIC CALMING

Installing traffic calming features can reduce crashes by slowing traffic and reducing points of conflicts. Improvements can include mini traffic circles which use paint and soft hit posts to replace 4-way stops, roundabouts, or chicanes.

ACCESS MANAGEMENT

Removing redundant driveways creates continuous predictable zones for pedestrians, bicyclists, and vehicles, thereby increasing the safety of all users. Improvements can go beyond closing or modifying driveways and include creating other curb management amenities, such as bicycle parking, parklets, or landscaping areas.

WAYFINDING MEASURES

A network of signs highlighting nearby pedestrian and bicycle facilities helps guide users to crossing locations as well as cultural amenities.



Providing great spaces for pedestrians encourages people to walk instead of drive, alleviating traffic congestion

9. Intersection and Sidewalk Improvements

The CRA should advocate for and consider funding further analysis for safety improvements that prioritize key intersections along priority corridors such as:

- N A Street at W Cervantes Street, W Wright Street, W Gregory Street, W Garden Street, and W Government Street;
- N Pace Blvd at W Garden Street, W Gregory Street, W Wright Street, W Jackson Street, and W Cervantes Street.

These improvements help to prioritize pedestrian and cyclist connectivity without the need for a whole corridor reconstruction and furthers the ATP prioritization of neighborhood greenways. Additional funding towards countermeasures that go above the standard and are proven to increase safety and prioritize resident quality of life can provide improvements that are cost effective and timely. There are a variety of countermeasures to choose from such as raised crosswalks at key intersections. Additional countermeasures that could be used that may be most applicable for the Westside are further discussed in this section.



MINI ROUNDABOUTS

A mini roundabout is a small yet powerful tool in traffic calming. These improvements when applied correctly can give additional access for pedestrians and bicyclists; reduce the occurrence of speeding and running STOP signs; reduce the noise caused by vehicles braking hard and accelerating at intersections. Additionally, they can provide enhanced aesthetics while improving traffic flow.

10. N Pace Boulevard Intersection Improvements

Closely coordinate with City and ECRC to provide input and make sure that intersection improvements are also being considered along with the corridor management study that will begin early 2025. Study should include engineering and planning principles necessary to create a safe, connected, and visually appealing corridor. Recommendations should not require additional right-of-way (ROW), and further enhance intersection improvements that support the adopted ECRC Safe Streets and Roads for All (SS4A) Safety Action Plan December 2024). Improvements could include countermeasures such as:

- Removing redundant driveways to create continuous predictable zones for pedestrians, bicyclists, and vehicles notably at W Gregory St and W Wright St and the Global Learning Academy;
- Developing a wayfinding master plan that promotes community assets such as St. John's Cemetery, Westside Library and Legion Field. Highlighting nearby pedestrian and bicycle facilities helps guide users to crossing locations as well as cultural amenities;
- Introduce traffic calming through streetscape improvements such as medians, on-street parking, and raised crosswalks;
- Conduct further analysis and study for the reduction of speed limits and design improvements according to a new target speed. N. Pace Blvd is one the few roadways in the city that current speed limit is 40 mph.

11. W Garden Street Improvements

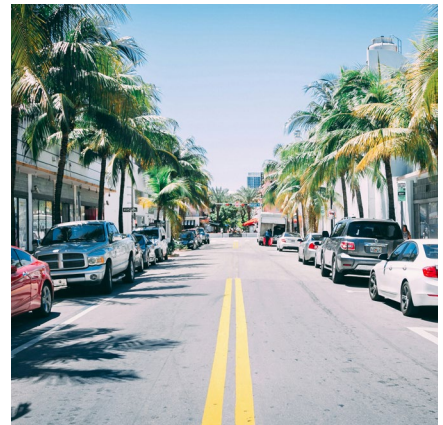
Improvements should enhance and feature the landscaped median in the urban core providing pedestrian access. Remove on-street parking to allow for improved transit connectivity. Provide additional and improved mid-block pedestrian crossings initiated by FDOT project 435178-3 . Pedestrian crossings could utilize the landscaped median for refuge and repurposed on-street parking dimension and lane width reductions could allow for passive activities in the median.

12. Parking Projects and Requirements

- Quick build pilot projects that either remove or add on-street parking can provide short-term improvements that allow residents and visitors to experience impacts before committing to large financial investments.
- Convert strategically located, such as at corners or midblock, on-street parking spots into landscape zones, parklets, pop-ups, and street.
- Residential or commercial parking areas should be located to preserve building presence on the street and provide uninterrupted pedestrian facilities.
- All non-residential buildings and multi-family residential buildings should provide both short-term and long-term bicycle or other micromobility storage space.



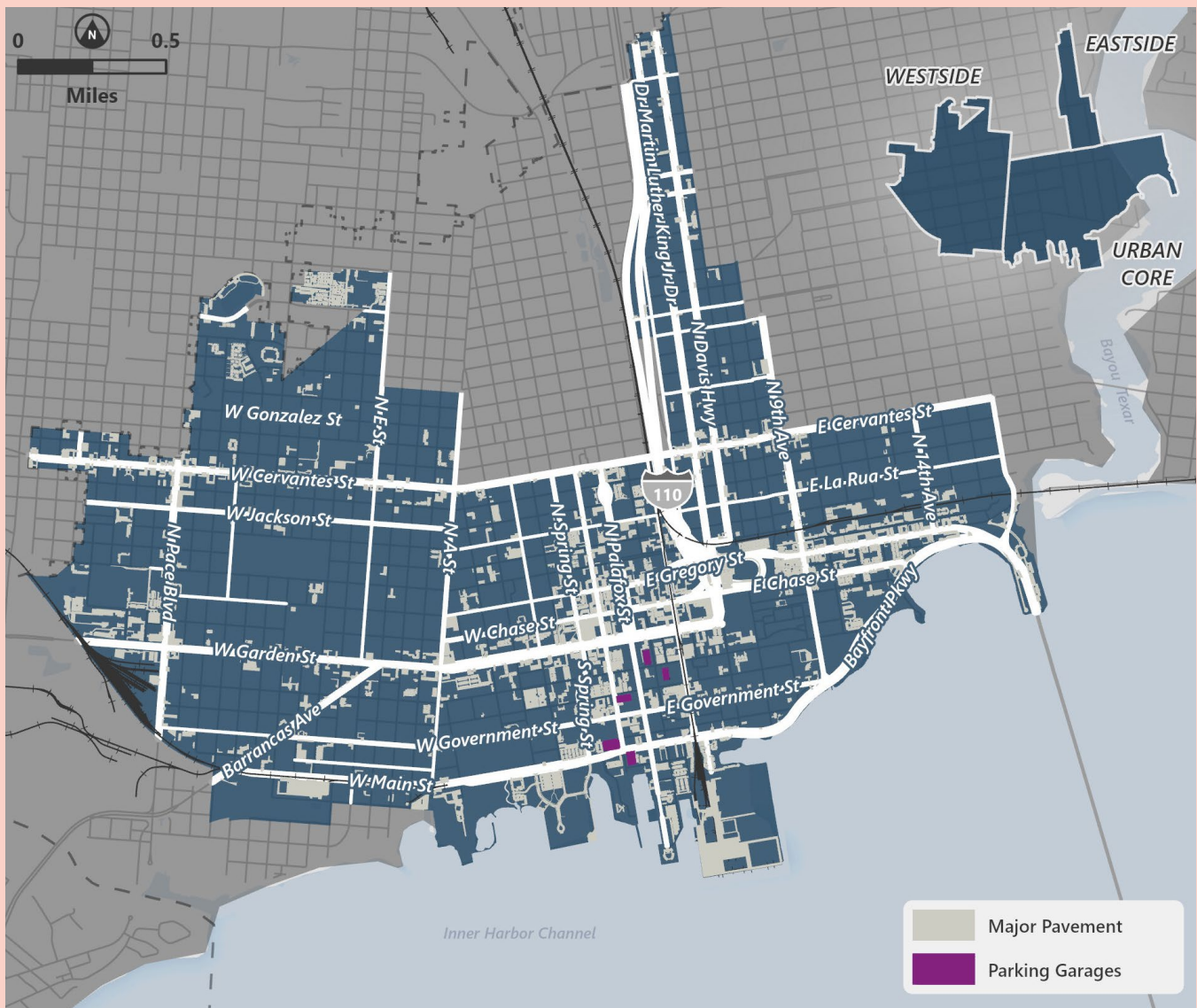
Produce bicycle parking and/or storage



Introduce traffic calming through on-street parking



Convert parking spaces into parklets or pop-ups



LEARNING FROM BEST PARKING PRACTICES

Parking plays a major role in an area's mobility. It can be an asset if thoughtfully located – supporting local businesses or meeting the needs of residents. But parking can be a liability when ineffective policies place a premium on parking demands; as a result, the pedestrian fabric of a community is eroded.

Requiring minimum parking standards and locating surface parking lots along street frontages lead to environments that are hostile to pedestrians. The heat island effects that are caused by large

areas of asphalt without tree cover, underutilized parcels, and a lack of street definition make a huge impact on the environment and to the quality of life for residents.

In the Westside, there are 254 "Major Paved" areas for a total of 110 acres of paving.

PARKING GOALS

The goals of parking recommendations are to:

- Facilitate easy access to downtown while promoting transit and other modes of transportation while prioritizing a more walkable and bikeable environment.
- Coordinate parking locations – surface lots or structured – with transit, micro-transit, and micromobility hubs.
- Develop parking facilities that meet parking needs through a shared parking methodology.
- Minimize impact from parking on the public realm.

OPEN SPACE AND COMMUNITY AMENITIES

The Open Space and Community Amenities policy category includes recommendations that enhance the quality of life within the district by increasing access to parks, trails, recreation, community centers, and other community destinations. Examples of recommendations in the Open Space and Community Amenities category include:

- Recommendations about specific parks or open spaces;
- Recommendations for new or improved community amenities;
- Qualities that the CRA should prioritize in proposed designs, such as natural habitats or tree canopy and shade;
- Participation in the City's upcoming Parks Master Plan;
- Celebration of places with historic and cultural significance in neighborhoods and special districts through public art;
- Requirements for developers to incorporate public art into their developments;
- Walking and bicycling connections to existing or future parks and destinations;
- Recommendations for community garden, improvements to cemeteries, and other neighborhood opens space.

The policy recommendations emerged as important through the CRA Plan Update process, through a combination of community input and suggestions, conversations with CRA and City staff about challenges of the current development review and approvals process, and relevant recommendations from the previous plans. Some recommendations are location-based, while others are global and applicable to the whole district.

The Open Space and Community Amenities policy recommendations, like the Special Demonstration Projects, are intended to provide examples of appropriate CRA projects. However, policies are not limited to those listed. The policies included are not listed in order or priority. The CRA will use the evaluation tools in the Implementation chapter to prioritize projects and match projects to available funding.



Nikodah



Sasistock

RECOMMENDATIONS

1. Parks Master Plan

- Participate in the 2025 Parks Master Plan being conducted by the City Parks and Recreation Department.
- The plan should assess the existing conditions and amenities and make recommendations for enhancing existing amenities, increasing the usability of the existing open spaces and cemeteries, and transforming vacant lots into new neighborhood parks where needed.
- The planning process should engage residents, relying on community input to guide the amenities, designs, and programming of parks.
- Park designs should prioritize amenities and programming that match the desires and needs of surrounding demographics.
- All interventions in parks and public spaces should prioritize increasing shade, comfort, and usability.
- Neighborhood parks or publicly-accessible open space should be located within 1/4-mile of all neighborhood blocks.
- The CRA may explore the option to fund future specific park enhancements that relate to placemaking.

2. Art Requirement for New Development

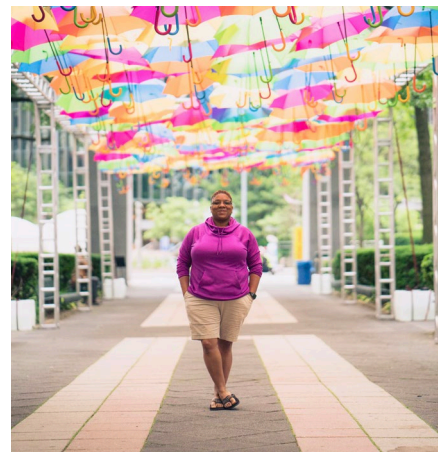
- Require new development receiving CRA funding to meet a requirement to incorporate public art that celebrates the history, culture, or place.
- Projects would be identified, funded, and installed by private developers; also explore "in-lieu" options.
- The CRA and City should identify and help initiate a regional arts organization that would eventually facilitate the program.

3. Natural Habitats and Tree Canopies

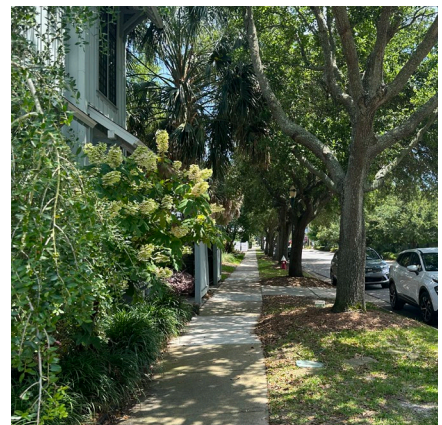
Require the use of native plant species, the creation of natural habitats, and tree canopies to provide shade in CRA-funded projects.



Maggie's Ditch Stormwater Treatment Enhancement Project



Public art project



Shade is a crucial feature for pedestrian spaces in Pensacola's climate

4. Community Facilities

Fund and build improvements to community facilities and programs, such as healthcare services, education, telehealth, community gathering space, a new senior center, a career learning lab, and cyber lounge.

Potential new locations for community facilities that should be studied include the Baptist Hospital redevelopment site, infill sites along Barrancas Avenue, and/or the lumber yard site near the ACW Superfund Site Park that is to be relocated.

5. Public Restrooms

Partner with the City to identify locations, establish standards for design and maintenance, and support the construction and maintenance of public restrooms in or near public parks and highly-trafficked areas. Some potential locations may include Legion Field, Fricker Community Center, near Barrancas Avenue, or along the future Bluffline expansion.

6. Low-Barrier Homeless Shelter

In partnership with local and regional homeless organizations, missions, shelters, and support services, the CRA should advocate for the creation of a low-barrier homeless shelter with minimal entry requirements (e.g., sobriety checks, income verification, strict identification policies, or participation in programs) to serve a wider range of individuals facing homelessness with complex needs.



Public restrooms can be added to parks, along streets, or in other public areas



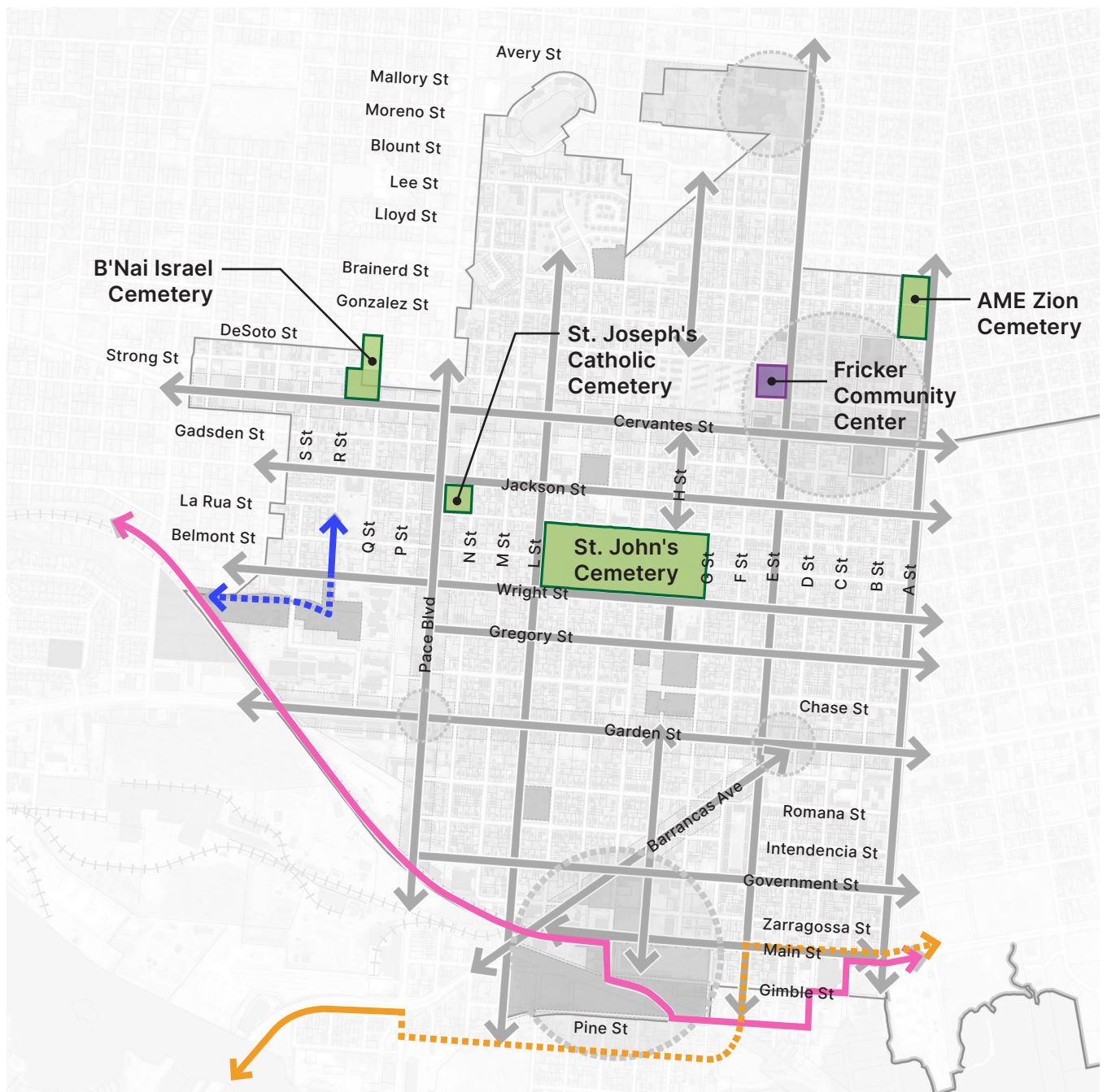
Union Bulletin, Downtown Walla Walla

LEARNING FROM GREAT PARKS

Great parks and open spaces are sanctuaries for communities, with space for both active and passive activities, and connections to nature. The best parks are inclusive of all – no matter your age, ability, needs and wants.

Some of the ingredients that make great parks, especially in a warm, humid climate like Pensacola, could include:

- Kid-friendly play features/playgrounds
- Splash pad and/or public pool
- Public restrooms
- Walking, running paths
- Bicycle paths
- Sports fields
- Seating areas for large, medium, and small gatherings – this could be an open lawn, benches along paths, movable seats, swings, shaded pavilions, etc.
- Multi-purpose events spaces
- Water fountains
- Public art sculptures
- Landscaped gardens, with formal or informal plantings
- Shade from trees and/or structures
- Areas to observe a view of another place – this could be a view of a water body, of a different neighborhood, etc.



- Cemetery
- R Street Trail (existing)
- R Street Trail (proposed)
- Bluffline (proposed)
- Sun Trail (existing)
- Sun Trail (proposed)



Great trails can spur development by building connections between destinations

7. Community Gardens

- Assess the need for and interest in community gardens in public parks as part of the 2025 Parks Master Plan.
- Build relationships with potential garden operators.
- Pursue gardens and urban forests as part of large-scale master planned redevelopments.

8. Cemeteries

- Enhance the appearance of the 4 significant cemeteries with entry features, better signage, historic markers, landscaping, sidewalk improvements, quality fencing, internal walkways, and lighting.
- Pursue supplemental funding sources (historic preservation grants, private fundraising).
- Support the formation and capacity building for Friends of the Cemeteries organizations.

9. Continuation of the Bluffline

The CRA should advocate for the westward extension of the Bluffline, a bicycle route that is intended to provide east-west connectivity near the shoreline. The capped containment area (shown in the American Creosote Works (ACW) Superfund Site Redevelopment Special Demonstration Project) may impede the original intended route of the Bluffline, so the CRA should work with the community and Bluffline advocates to determine alternative routes to connect towards the west.

10. Continuation of the SUN Trail

The CRA should continue to advocate for and support the City's project to extend the SUN Trail.

11. R Street Trail

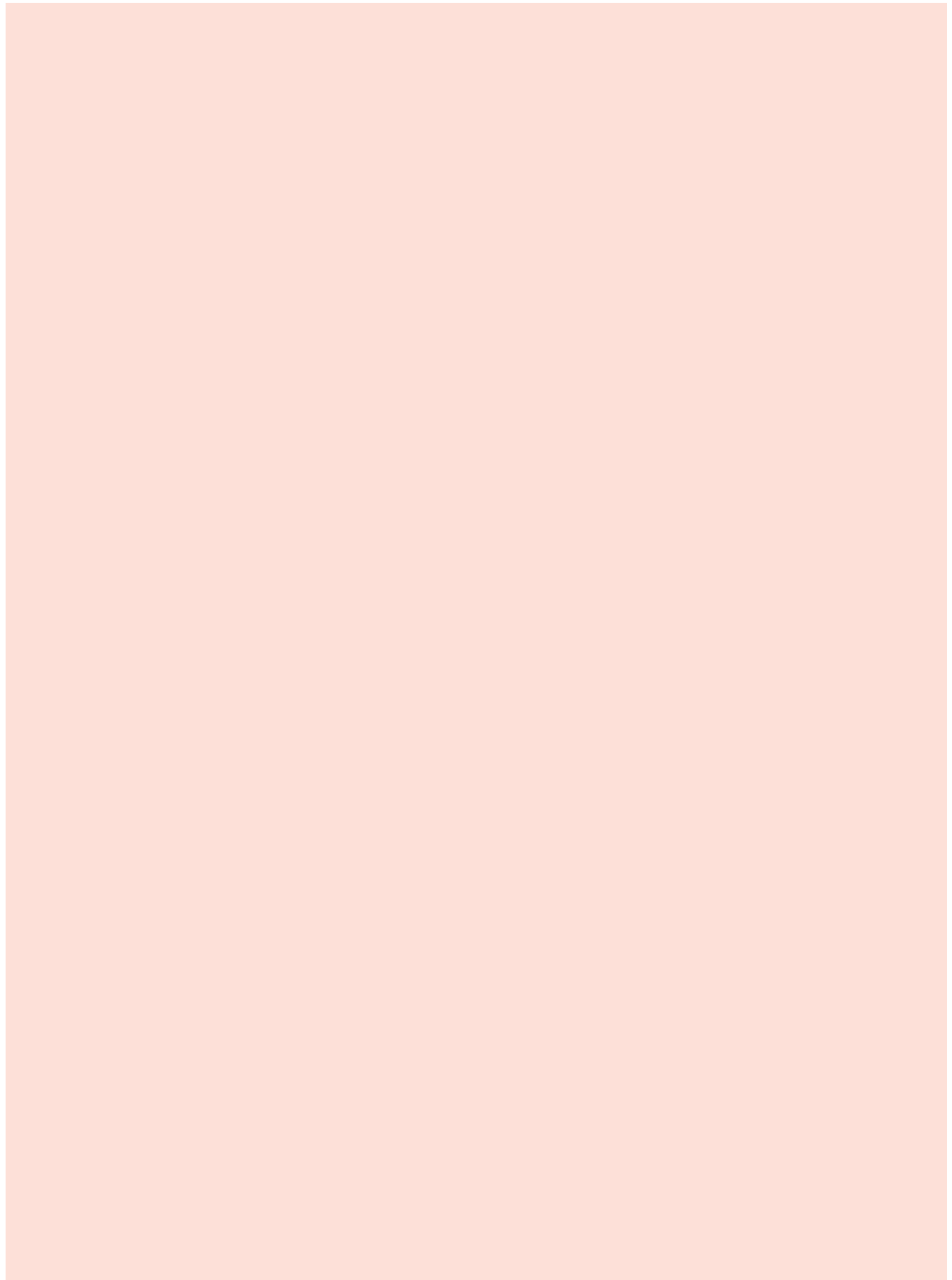
Support and advocate rerouting of the R Street Trail south from the N R Street terminus at Wright Street; within the block behind the Global Learning Academy, the trail should turn westward and connect to the Wildlife Sanctuary of Northwest Florida, crossing N S Street with a mid-block crossing.

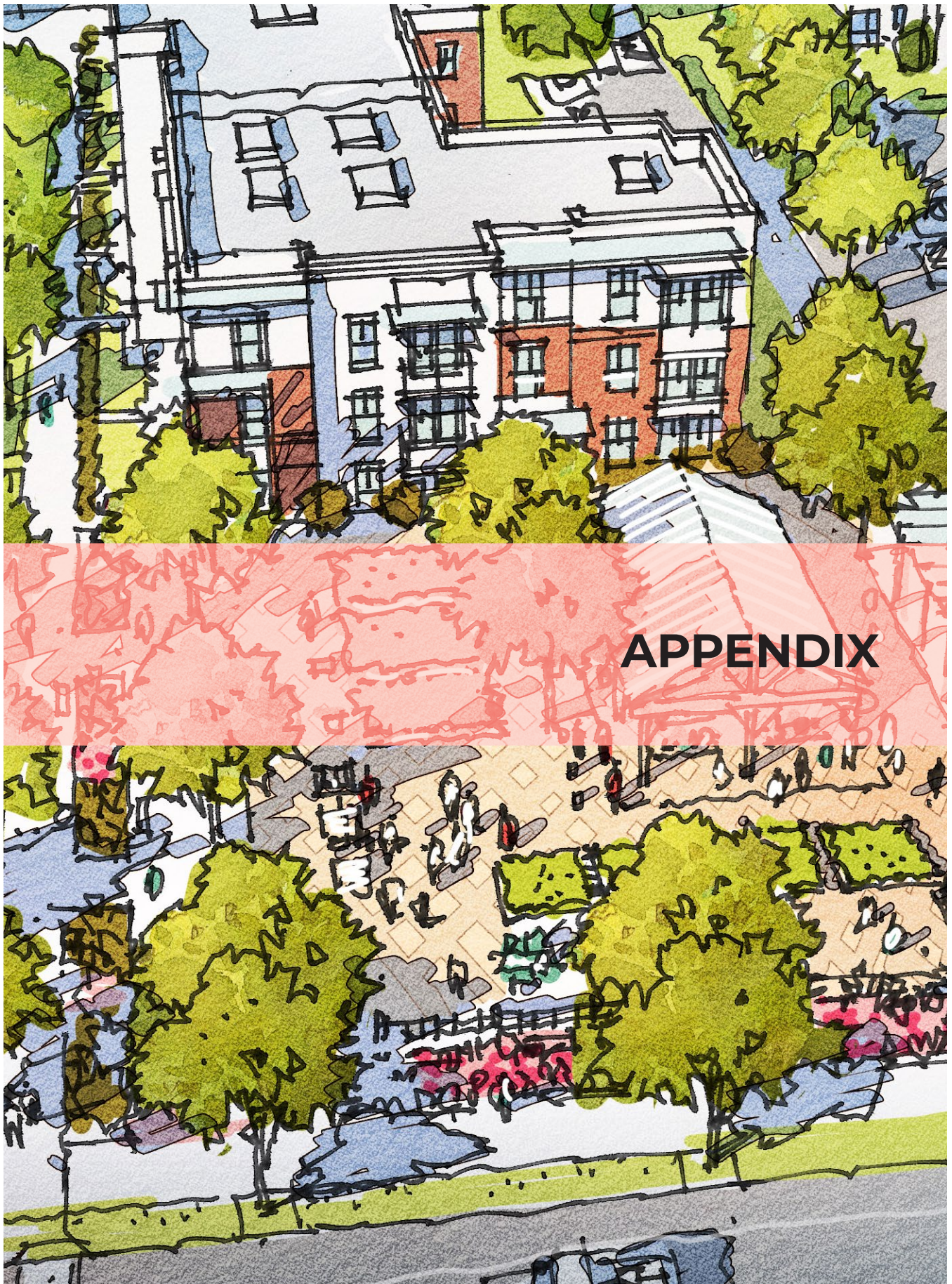


Community gardens can be a great way to build community participation



St. John's Cemetery Entrance





SUMMARY OF STEP 1 ENGAGEMENT

LIST OF ENGAGEMENT EVENTS

During Step 1 of the planning process, several different types of community engagement were utilized:

Listening Workshop #1 — May 28th

- To explain the CRA planning process and to hear from residents about the key issues to address in the plan
- Sanders Beach-Corrine Jones Resource Center
- 40 attendees

Interactive Online Map (detailed on following pages)* — May 28th-August 23rd

- 765 contributions from 213 contributors

Stakeholder Meetings* — May 28th-31st

- Topic-based meetings
 - Workforce & Economic Development
 - Housing
 - Community Support Organizations
 - Historic Preservation
 - Arts & Culture
 - Neighborhood Associations
 - Environment & Waterways
 - Parks & Amenities
 - Transportation
- 51 organizations attended over three days

Virtual Workshop #1* — June 11th

- To explain the CRA planning process and to hear from residents about the key issues to address in the plan
- Provided for those that could not attend in-person workshops in May

Community Conversations* — August

- Three additional CRA staff-led workshops
- 138 total attendees

Stakeholder Meetings* — August

- Smaller meeting to discuss specific topics in the three CRA districts
 - Neighborhood Associations Stakeholder Meeting (11 attendees)
 - Environmental & Waterways, Parks & Amenities, and Transportation Stakeholder Meeting (7 attendees)

Pop-up Summer kids camps & Senior Bingo** — August

- Four CRA staff-led events
- 70 total attendees



Listening workshop



Stakeholder meeting



Listening workshop

* This engagement included attendees from all 3 districts

** This engagement was conducted with the Westside and Eastside

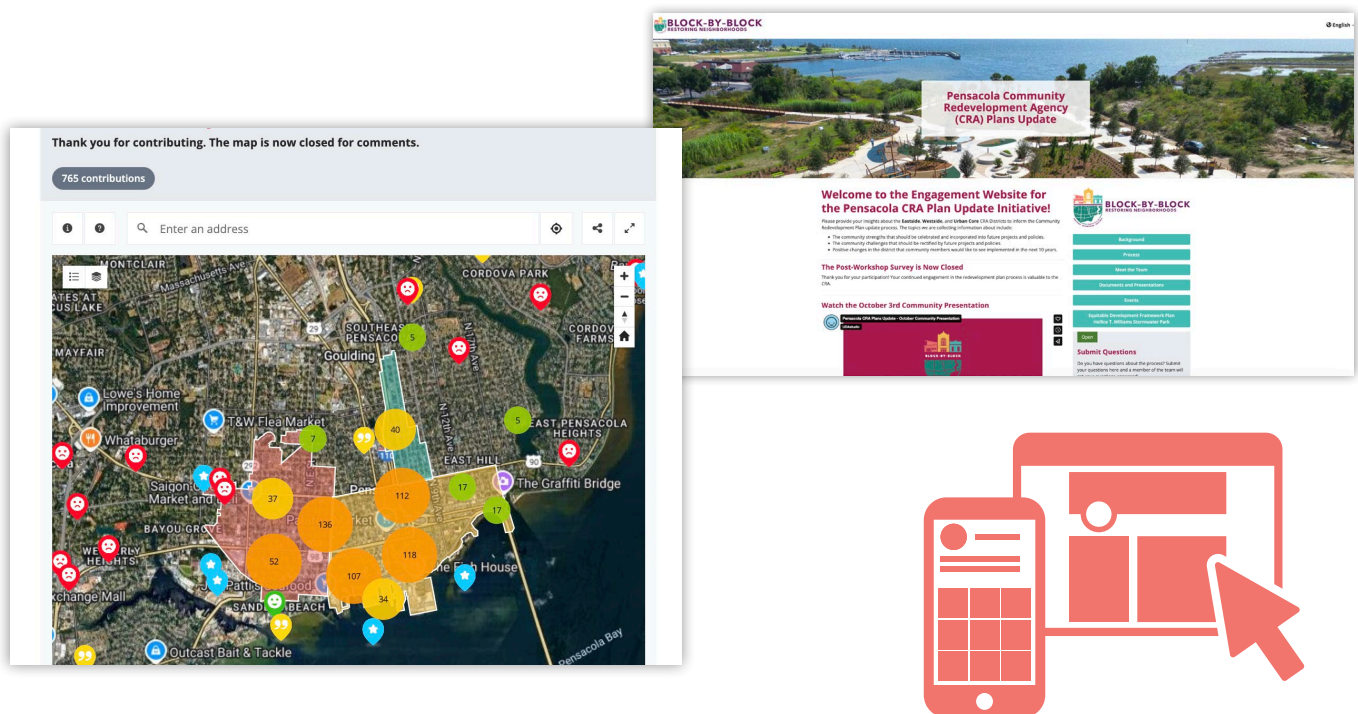
THIS PAGE INTENTIONALLY LEFT BLANK

ABOUT THE INTERACTIVE MAP

A vital part of Step 1 engagement included an online interactive map. The on-line interactive map served as a digital tool for place-based feedback about the planning process. Pensacola residents and stakeholder were encouraged to provide comments in at least one of four categories:

- Your Favorite Places
- Problem Areas
- Ideas for the Future
- General Comments

Respondents were able to drag one of these comment categories and pin it to a specific place on the map of Pensacola. Comments were not limited to a specific CRA District. After the interaction map closed, tabulation and organization of the comments were completed. There were 765 contributions from 213 contributors to the interactive map.



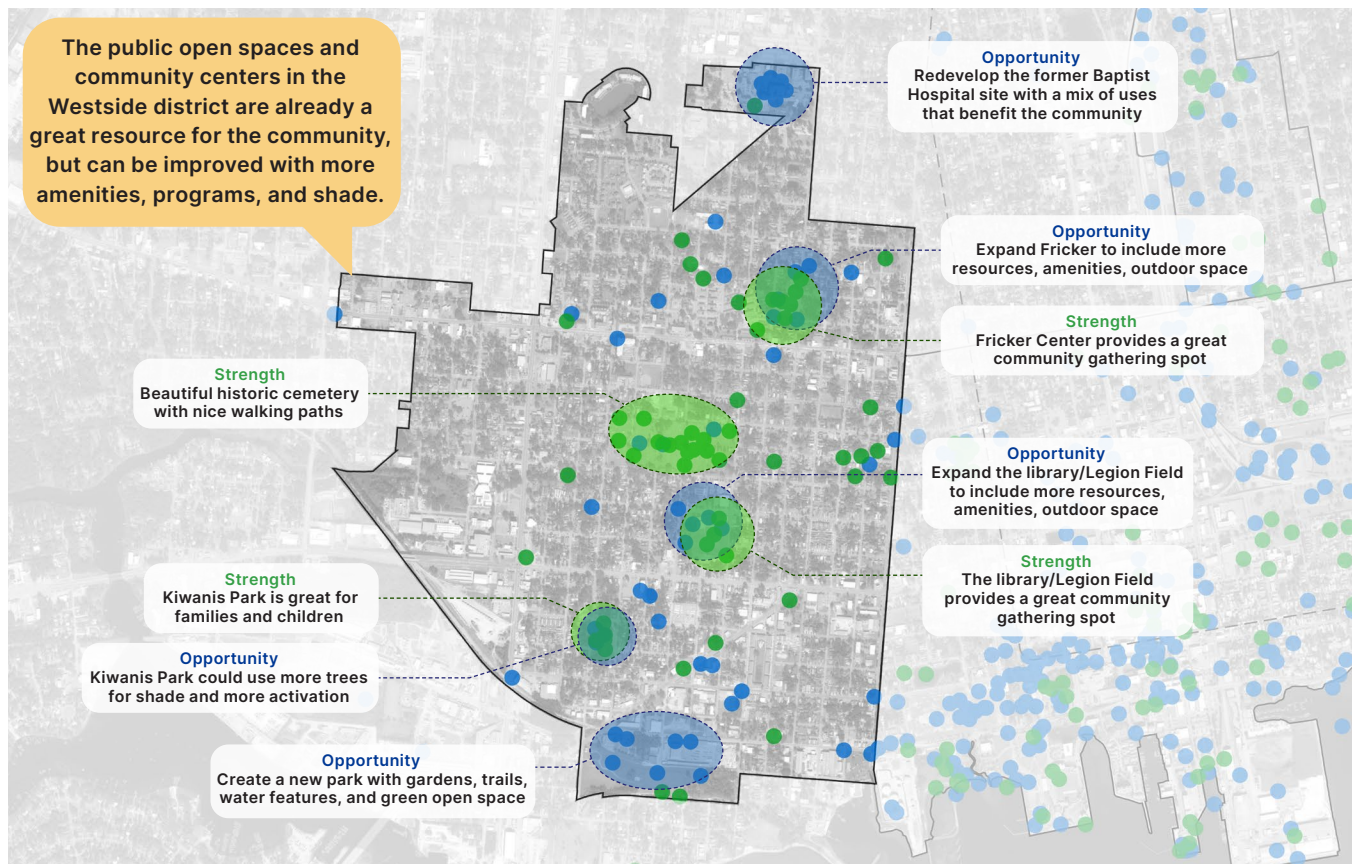
STEP 1 ENGAGEMENT SUMMARY RESULTS

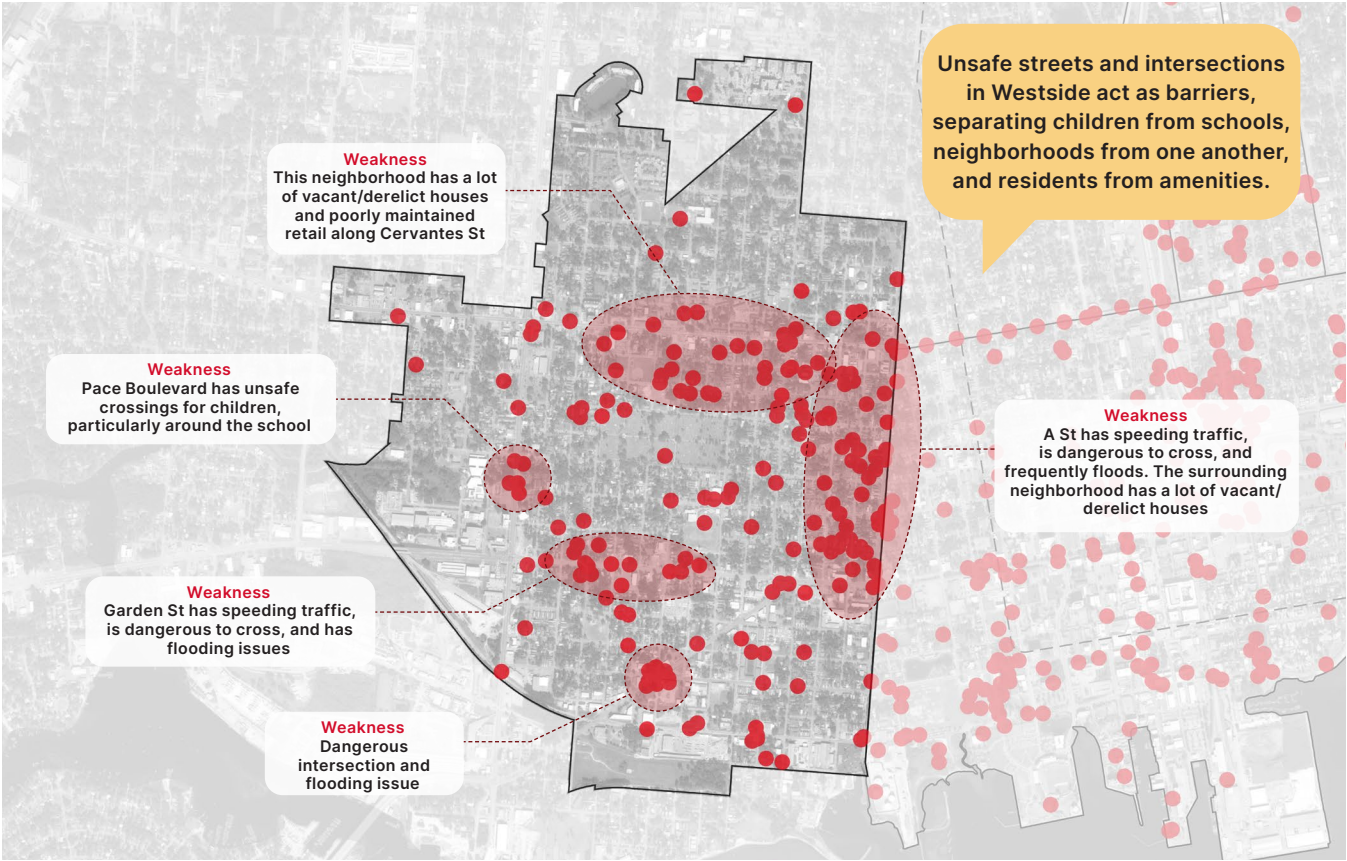
The following pages show the summarized results of the online interactive map contributions to the Westside CRA District with the other Step 1 engagement processes, including in-person and virtual community meetings, stakeholder groups, neighborhood workshops, and youth events. Along with identifying and summarizing Westside-specific strengths, weaknesses, and opportunities, six themes addressed specific concerns and comments about the Westside:

- Arts, Cultures, Activities, and Destinations
- Streets and Connections
- Housing and Opportunity Sites
- Community-Centered Planning
- Resilient Infrastructure
- Parks and Open Space

On the maps, community and stakeholder feedback is indicated by green (strengths), blue (opportunities), and red (weaknesses).







Strengths

- Wide variety of restaurants and shopping available
- St. John's Cemetery - historic, beautiful, and great for walking
- Existing parks with amenities like the dog park and splash pad
- Community spaces such as Fricker and the library
- Existing old oak trees that provide shade and character
- Institutions like the Music Makers Hall of Fame

Weaknesses

- Vacant/run-down buildings and lots make the area feel unsafe and detract from the existing character
- Lack of well maintained and connected sidewalks
- Lack of safe crosswalks, especially around schools
- Existing infrastructure does not address drainage & flooding issues and are poorly maintained
- Lacking in number of parks and open space
- Newer development does not fit in with the existing neighborhood scale and character
- Lack of easily accessible and affordable grocery store
- Out of control cat colonies
- Trash and littering in public areas

Opportunities

- Provide a performing arts center and partner with existing arts organizations
- More retail and restaurant opportunities
- Bring in an affordable and accessible grocery store for better fresh food options
- Demolish the vacant Baptist Hospital buildings and create a mixed-use development that caters to the community's needs
- Convert old rail lines to trails
- Provide affordable housing and a diversity of building type options
- Provide more park space that offers different amenities for all ages and well-maintained landscaping
- Create better flood mitigation
- Create safe, beautiful, and shaded pedestrian/bike connections
- Replace traffic intersections with paved roundabouts with planted tree in center
- Expand programming opportunities at existing community centers

Arts, Culture, Activities, and Destinations

- Provide more family-friendly retail and activities
- Provide more programming and events
- Activate Fricker Community Center and West Library
- Improve community center & gathering spaces

Streets and Connections

- Slow traffic and improve safety on the streets
- Improve sidewalks, streetscapes, and lighting
- Provide more crosswalks for pedestrian safety
- Improve bike connectivity

Housing & Opportunity Sites

- Update, renovate, or tear-down vacant or run-down properties
- Provide affordable housing options
- Identify opportunities for large redevelopment projects
- Provide resources for those experiencing homelessness

Community-Centered Planning

- Provide affordable and quality food options
- Cleanup garbage
- Prevent loitering, panhandling, and vandalism
- Provide trap/neuter/return program

Resilient Infrastructure

- Mitigate flooding impacts
- Underground utilities and cut trees back from existing utilities

Parks and Open Space

- Provide more scales of parks and open spaces
- Improve maintenance and update equipment at existing parks
- Consider rails to trails project
- Plant more street trees

SUMMARY OF STEP 2 ENGAGEMENT

LIST OF ENGAGEMENT EVENTS

Step 2 of the planning process included a week-long workshop that culminated in a presentation and open house. Following the presentation, surveys and additional meetings were conducted to gain valuable feedback from those unable to attend the workshop events.

1:1 Meeting with the Mayor* — September 30th, 3:00-4:00 PM

- To review opportunity sites and priorities rights-of-ways
- To receive input on developmental projects

Meetings with Councilmembers & CRA Board* — September 30th-October 1st

- To review recommendations, input on development projects, priority rights-of-way & workshop insights, and listen to input

Meetings with City Department Heads* — October 1st

- To present ideas in progress
- To discuss any alternatives or sensitive information

Testing Workshop Public Open House* — October 1st, 6:00-7:30pm

- To share ideas for potential projects in the Westside and get feedback from residents about potential CRA investments
- Spanish translation provided

Stakeholder Meetings with Developers — October 2nd, 9:30-11:00 AM

- To discuss decision factors around investments

Testing Workshop Public Open House* — October 2nd, 12:00-1:30pm

- To share ideas for potential projects in the Westside and get feedback from residents about potential CRA investments
- Spanish translation provided

Testing Workshop Community Presentation* — October 3rd, 6:00-7:30pm

- To share ideas for potential projects in the Westside and get feedback from residents about potential CRA investments
- Open House followed

Post-workshop Survey* — October 14th-November 4th (detailed on following pages)

- To gather feedback on the concepts presented at the public meeting on October 3rd

Sanders Beach Community Meeting — November 4th

- Debrief with residents near the ACW site on the concepts for the site that were developed during the Testing Workshop in October
- Virtual public meeting with 10+ attendees

Debrief with the Area Housing Commission* — December 12th

- To debrief on the concepts that were developed during the Testing Workshop in October

** This engagement was conducted with all three CRA districts at once*



Tuesday open house



Thursday open house



Testing workshop community presentation

ABOUT THE SURVEY

Because workshop attendance and feedback was limited to those who could physically be there, the post-workshop survey was crucial in gaining additional feedback. To widen the engagement reach, the survey was offered both digitally and in print, with English and Spanish versions, and distributed to hundreds of Pensacola residents, the goal was to reach as many residents as possible to obtain accurate and comprehensive feedback of the ideas presented at the workshop.

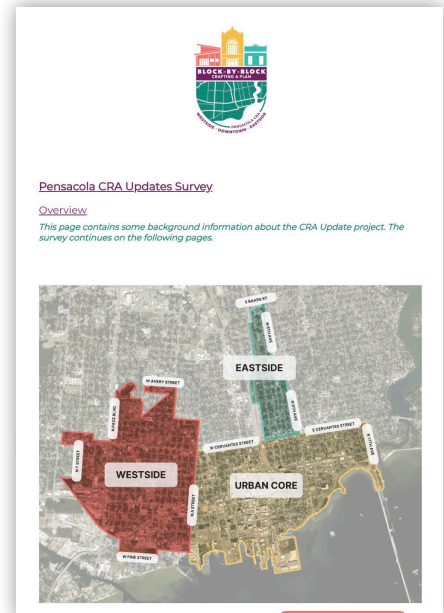
The survey was made available to the public from October 14th, 2024 through November 4th, 2024 and garnered 174 responses. Over 90% of participants live in Pensacola year-round, while over 50% of participants live in the CRA District boundary. About 55% of participants had not attended any previous engagement, showing that much of the feedback and ideas given were new for the project.

The following pages show the summarized results of each survey question. Along with the overall results of the survey, the data was further examined to organize the responses from residents who live in the Westside. Some of the open text responses have been recorded in this document (at the bottom of the respective page); the comments that appear here have been selected for their relevancy and representativeness of the remainder of the comments.

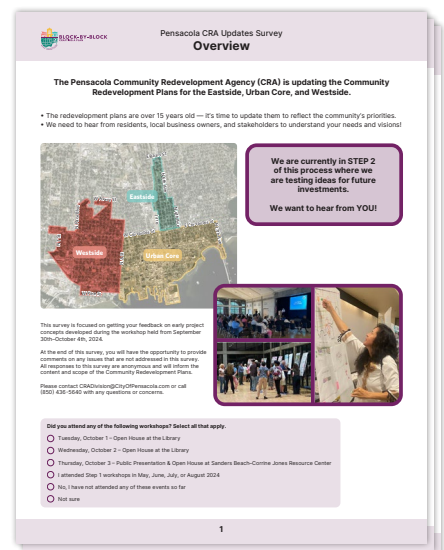
Top Comments in the Westside

Of the 29 responses received from Westside residents, top overall comments included:

- Improve street landscape and widen sidewalks.
- Create mixed use development and high-density housing.
- Prioritize Cervantes Street, Barrancas Avenue, and Garden Street for pedestrian and bicyclist safety and comfort.
- Provide grocery store access in the Westside.
- Use the ACW site as a place for public use and a family-friendly park.



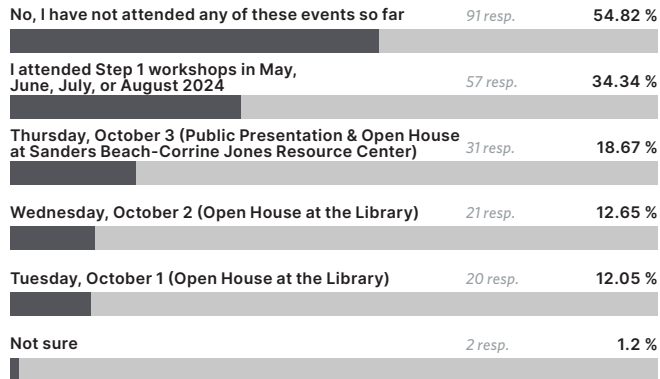
APPENDIX



All respondents

1. Did you attend any of the following workshops?

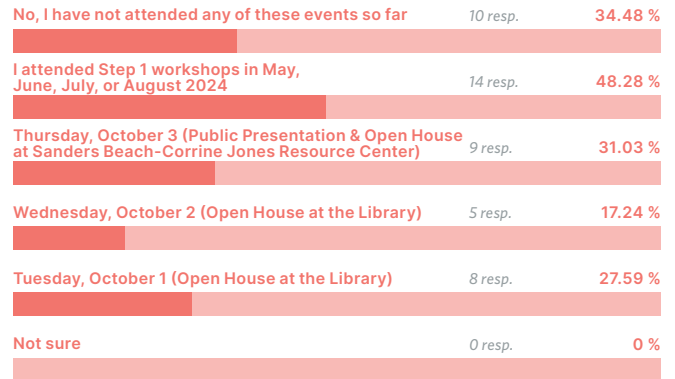
166 answered, 8 skipped



66% of Westside residents who took this survey attended at least one previous workshop

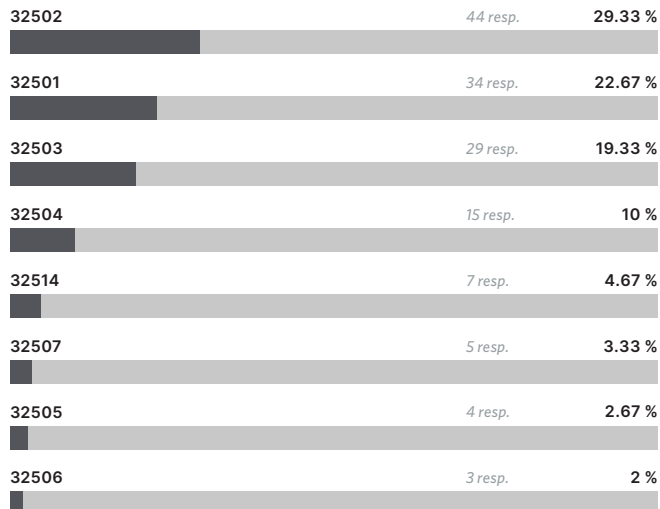
Westside residents

29 answered, 0 skipped

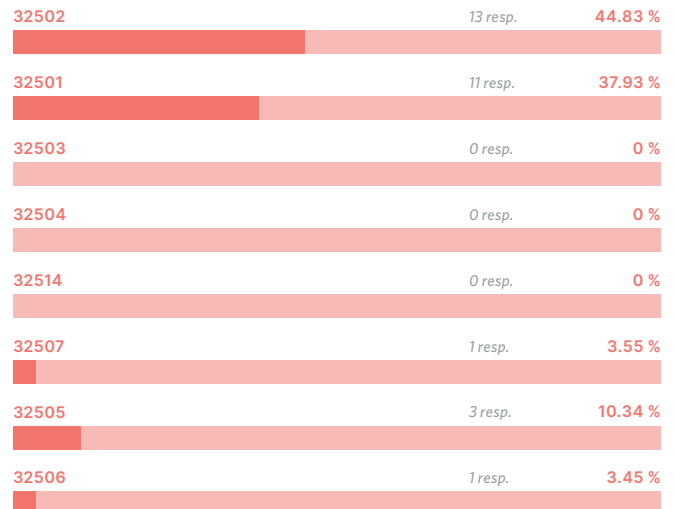


2. What is your home zip code? If you don't live in the United States, what is your county of residence?

150 answered, 24 skipped



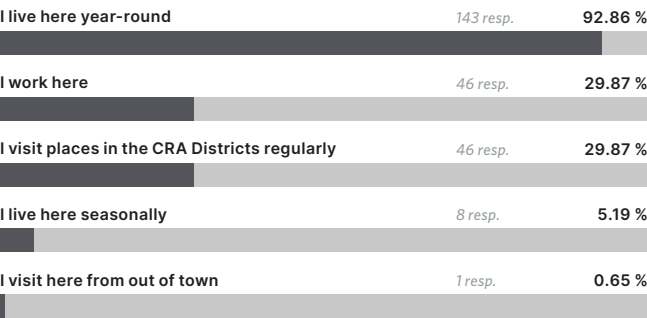
29 answered, 0 skipped



All respondents

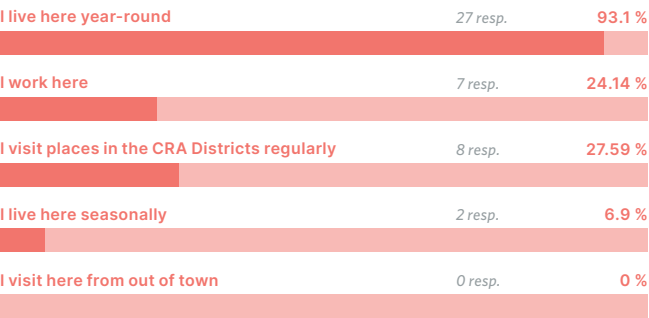
3. What is your relationship with Pensacola?

154 answered, 20 skipped



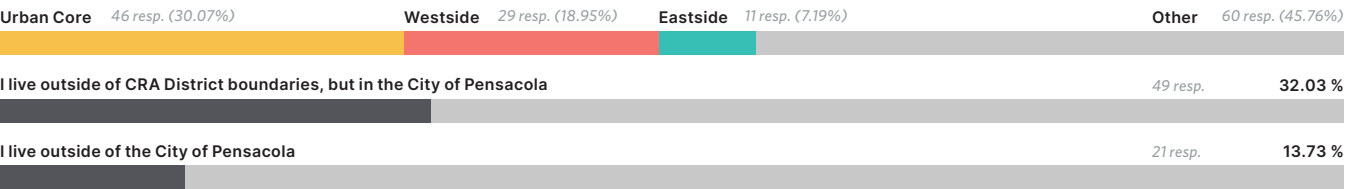
Westside residents

29 answered, 0 skipped



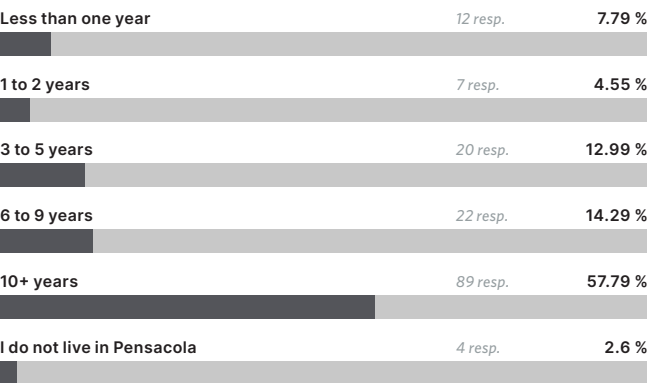
4. What CRA District of Pensacola do you live in?

153 answered, 21 skipped

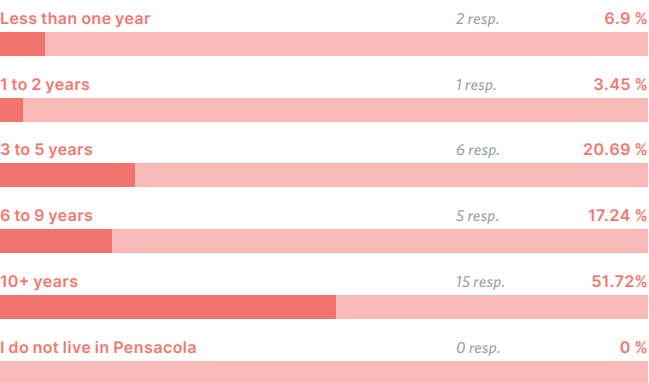


5. How long have you lived in Pensacola?

154 answered, 20 skipped



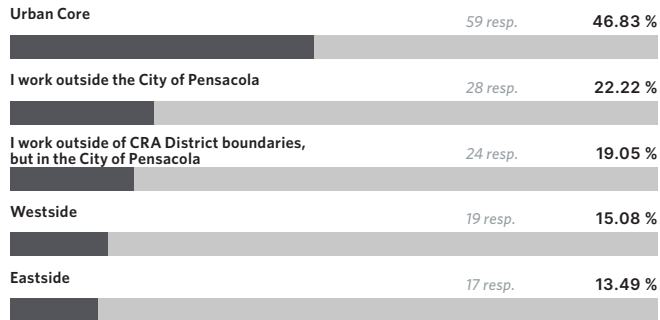
29 answered, 0 skipped



All respondents

6. What CRA District of Pensacola do you work in?

126 answered, 48 skipped



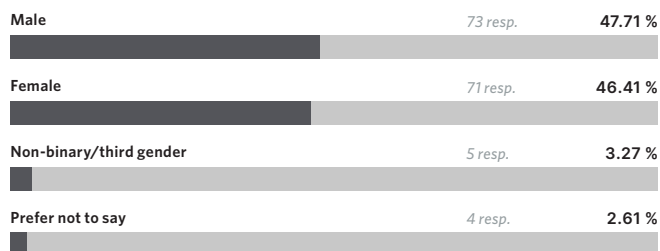
7. What CRA District of Pensacola do you most often visit?

153 answered, 21 skipped



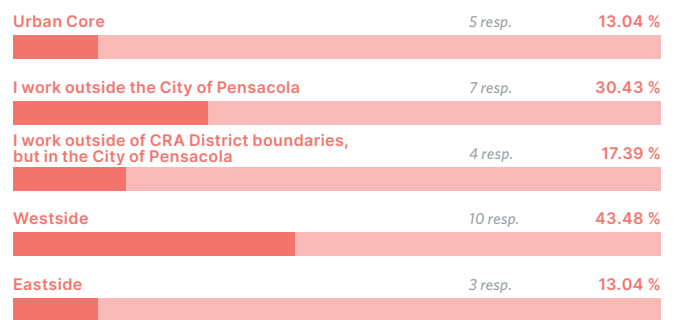
8. How do you identify your gender?

153 answered, 21 skipped

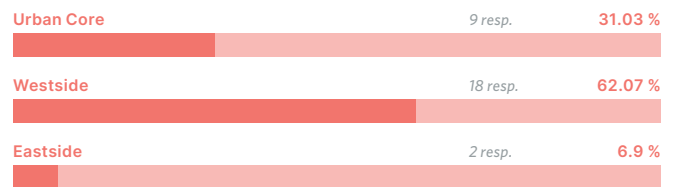


Westside residents

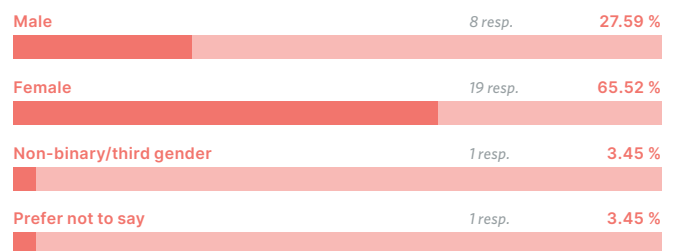
23 answered, 6 skipped



29 answered, 0 skipped



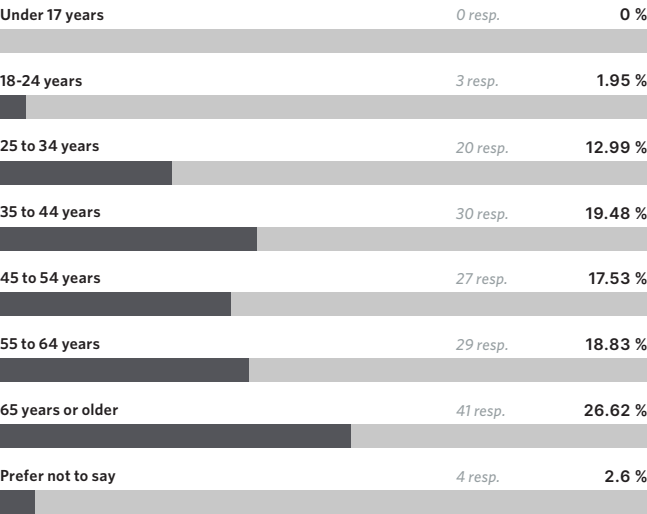
29 answered, 0 skipped



All respondents

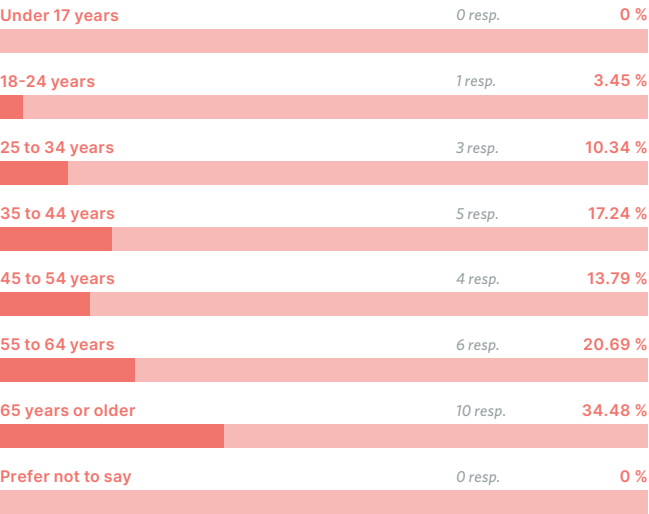
9. What is your age?

154 answered, 20 skipped



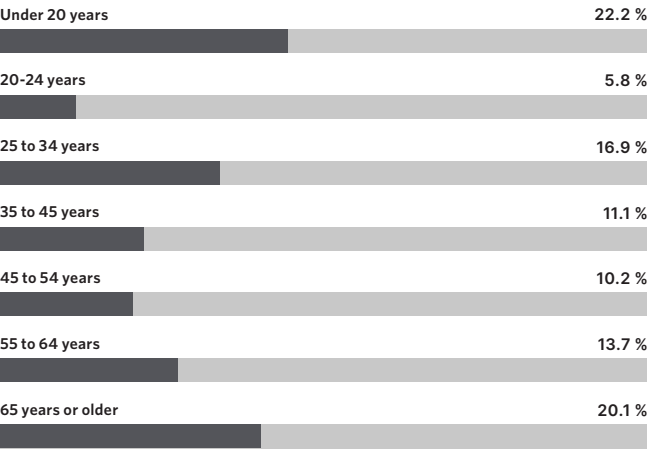
Westside residents

29 answered, 0 skipped



City of Pensacola Age Demographics

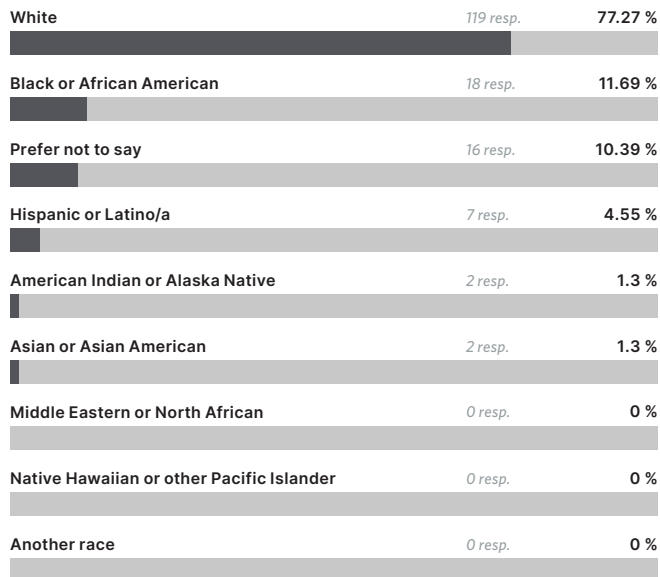
Data from United States Census, American Community Survey, 2022



All respondents

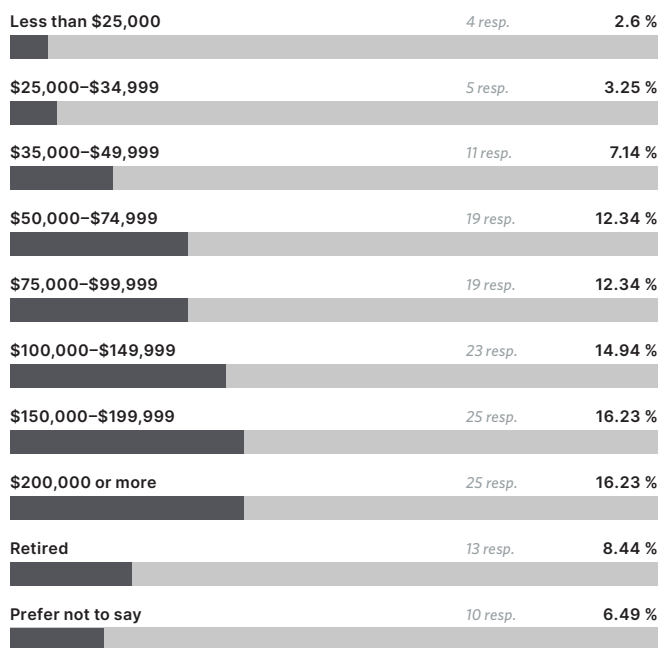
10. What is your race/ethnicity?

154 answered, 20 skipped



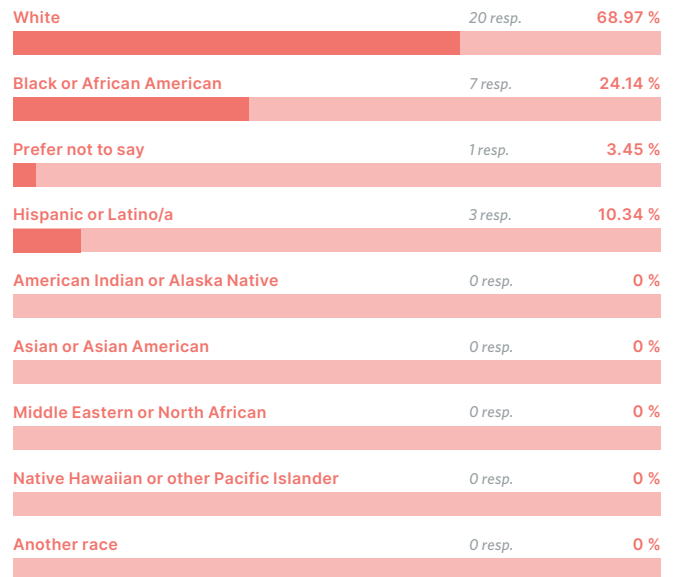
11. What is the combined annual income of all working adults in your household?

154 answered, 20 skipped

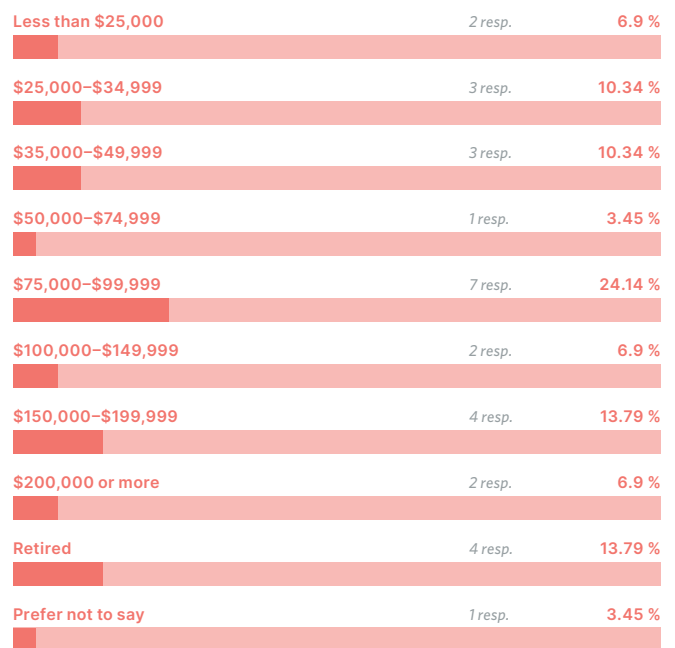


Westside residents

29 answered, 0 skipped



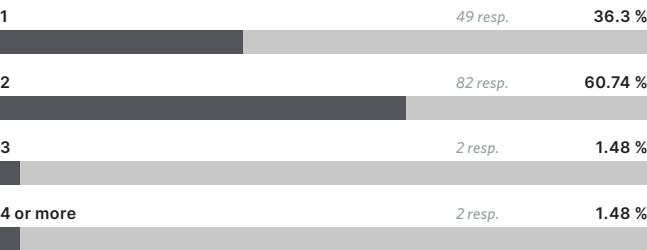
29 answered, 0 skipped



All respondents

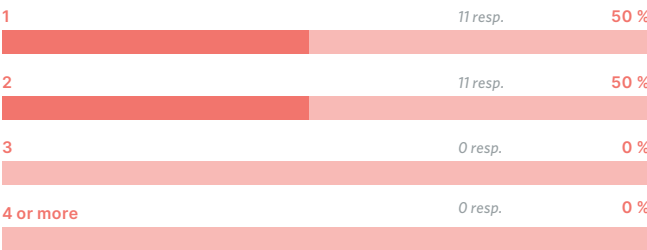
12. How many working adults live in your household?

135 answered, 39 skipped



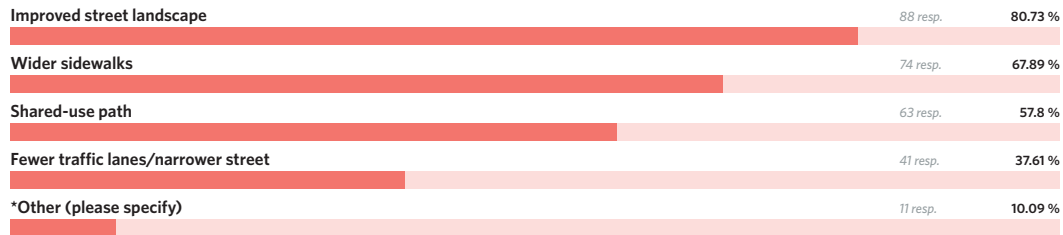
Westside residents

22 answered, 7 skipped



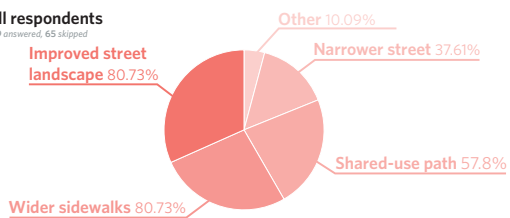
35. What about this proposal do you like?

109 answered, 65 skipped



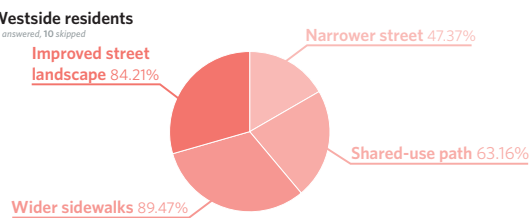
All respondents

109 answered, 65 skipped



Westside residents

19 answered, 10 skipped



*Answers included: nothing; need more crosswalks; add a train; traffic will be worse if lanes are removed

PENSACOLA CRA PLANS UPDATE / PENSACOLA, FLORIDA

URBAN DESIGN ASSOCIATES



Barrancas Avenue

This proposal corresponds with questions 34-37

Post-Workshop Survey | October-November 2024

36. What about this proposal do you not like?

34 answered, 140 skipped



PENSACOLA CRA PLANS UPDATE / PENSACOLA, FLORIDA

URBAN DESIGN ASSOCIATES

Post-Workshop Survey | October-November 2024

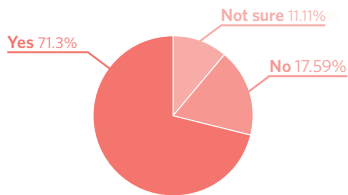
37. Do you think that these concepts would improve safety and walkability on Barrancas Avenue?

108 answered, 66 skipped



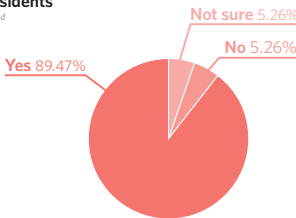
All respondents

108 answered, 66 skipped



Westside residents

19 answered, 10 skipped



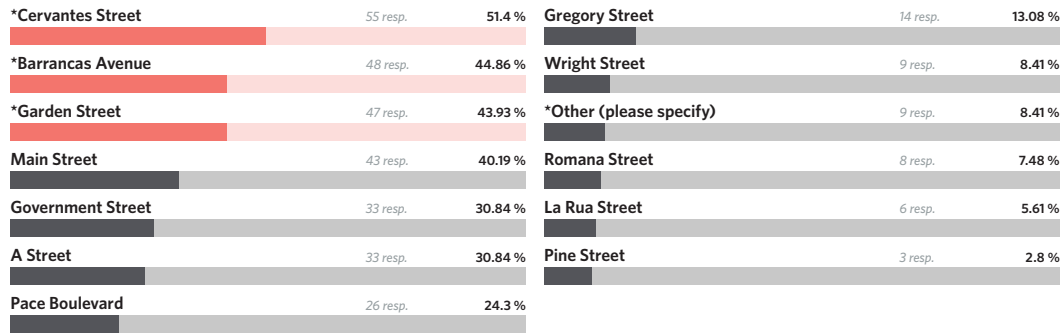
*Answers included: Yes, but not on Barrancas, burying utilities should be top priority; wider sidewalks are not the answer

PENSACOLA CRA PLANS UPDATE / PENSACOLA, FLORIDA

URBAN DESIGN ASSOCIATES

38. Which streets are your top priority for improvements to pedestrian and bicycle safety and comfort?

107 answered, 67 skipped



Top three answers from Westside residents are shown in red
 *Answers included: Gonzales Street, I Street, E Street, Cypress Road, Intendencia Street

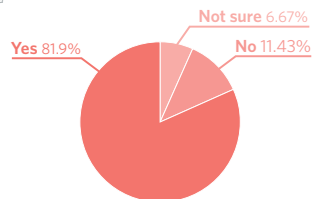
39. Many of the properties along Barrancas Avenue are underutilized. New uses have started to locate along this corridor, including breweries, restaurants, and event venues. Do you think additional mixed-use development or high-density housing would benefit the Westside CRA?

105 answered, 69 skipped



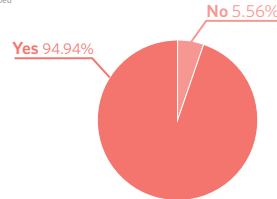
All respondents

105 answered, 69 skipped

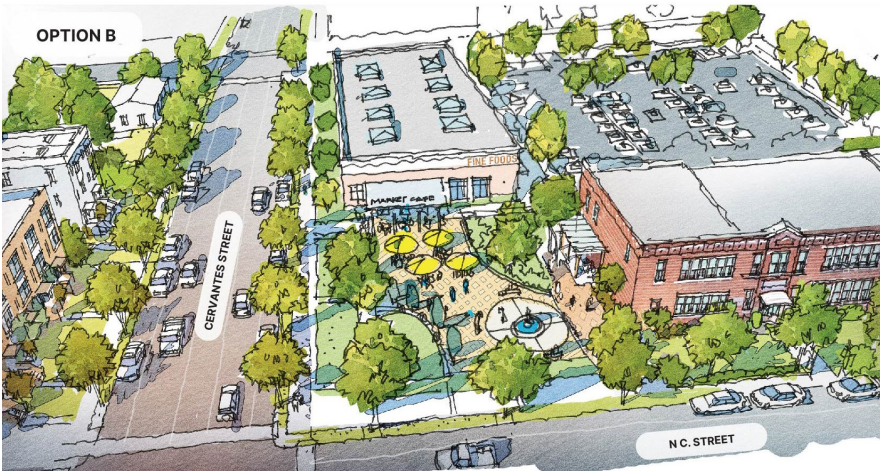
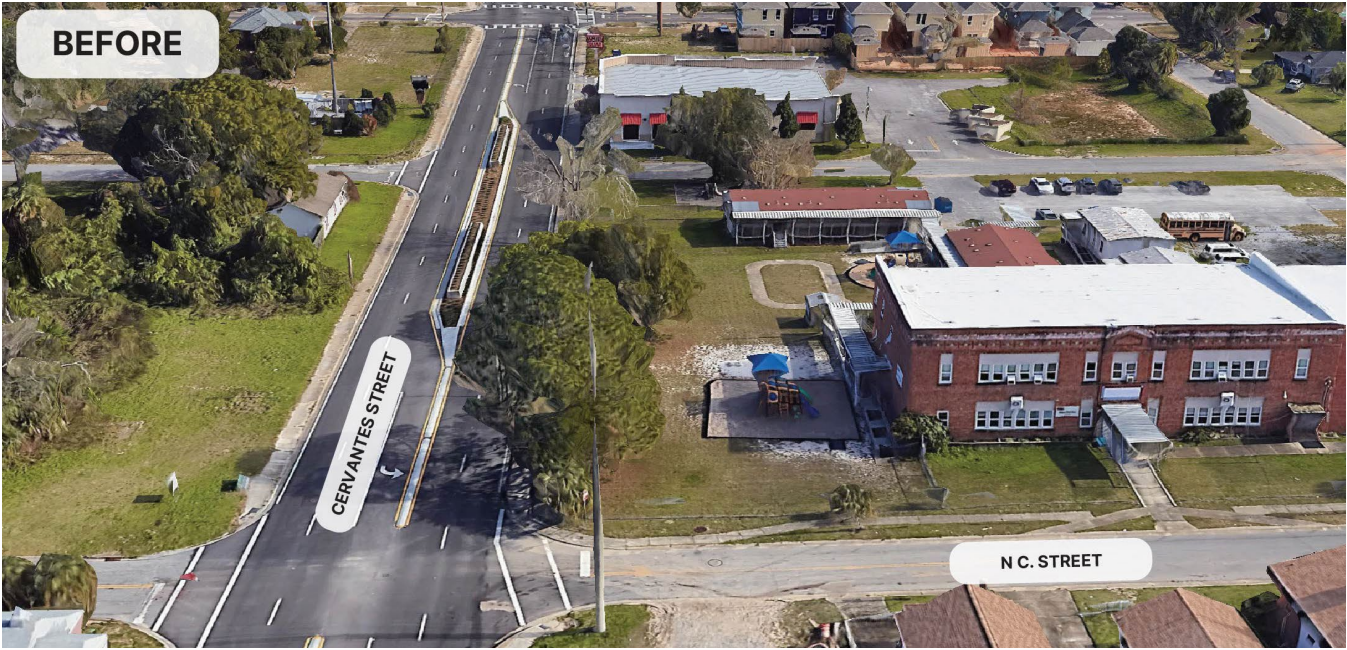


Westside residents

18 answered, 11 skipped



*Answers included: Make mixed-use, but not high density; make sure there is suitable mixed use for all income levels



John A. Gibson School
This proposal corresponds with questions 40-42

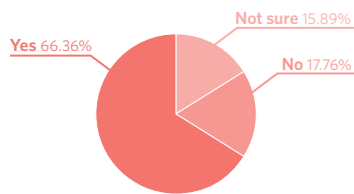
40. Do you think the historic John A. Gibson School is an important cultural landmark in the Westside that should be preserved and reused?

107 answered, 67 skipped



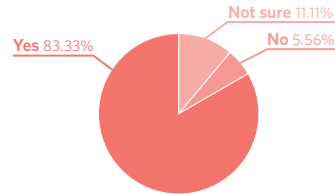
All respondents

107 answered, 67 skipped



Westside residents

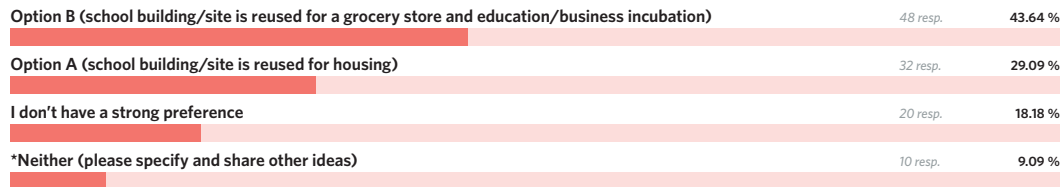
18 answered, 11 skipped



*Answers included: If it's full of asbestos maybe it's best to restart safely; would like to see better plans; is it financially feasible?

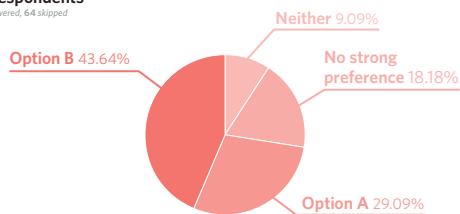
41. Which option do you prefer for the historic John A. Gibson School block?

110 answered, 64 skipped



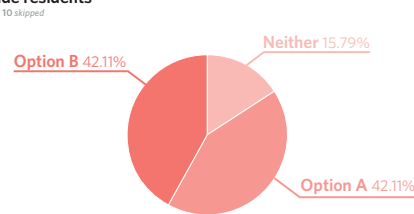
All respondents

110 answered, 64 skipped



Westside residents

19 answered, 10 skipped

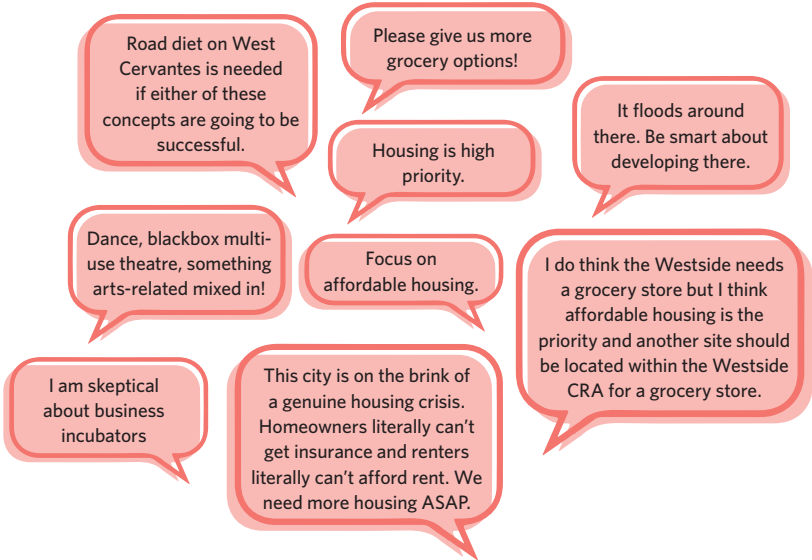


*Answers included: Demolish and build something of greater long-term value to transform economic trajectories of the families in this neighborhood; site should be reused but not convinced the building is a viable candidate for renovation based on past experience; multifamily and grocery make more sense together.

Post-Workshop Survey | October-November 2024

42. Do you have any other thoughts about this concept?

23 answered, 151 skipped



PENSACOLA CRA PLANS UPDATE / PENSACOLA, FLORIDA

URBAN DESIGN ASSOCIATES

Post-Workshop Survey | October-November 2024

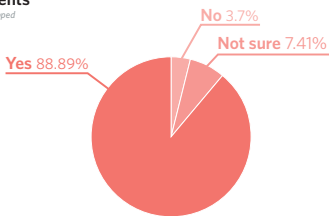
43. Do you think that creating a park at the ACW site would benefit the Westside CRA?

108 answered, 66 skipped



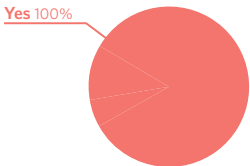
All respondents

108 answered, 66 skipped



Westside residents

17 answered, 12 skipped



*Answers included: Bruce Beach Park is already a new park in this area; concerned about the toxicity even those it is abated; the stormwater management portion of this concept is important enough to push forward with and then see if park is viable.

PENSACOLA CRA PLANS UPDATE / PENSACOLA, FLORIDA

URBAN DESIGN ASSOCIATES

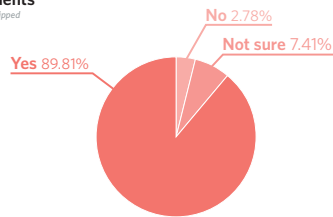
44. Do you think that the SUN Trail connecting to/through the park via Pine Street would benefit the Westside CRA?

108 answered, 66 skipped



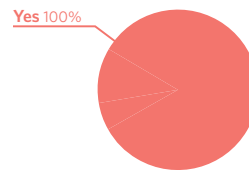
All respondents

108 answered, 66 skipped



Westside residents

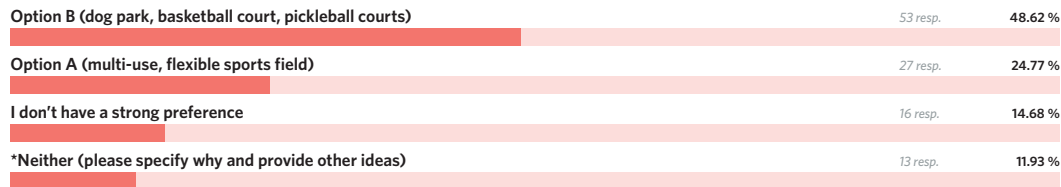
17 answered, 12 skipped



*Answers included: Who will maintain it?; how many people will realistically use this Sun Trail, especially in elevated heat index/winter months?

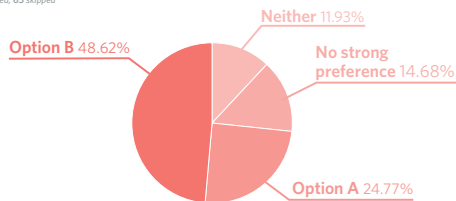
45. Which option do you prefer for the ACW site?

109 answered, 65 skipped



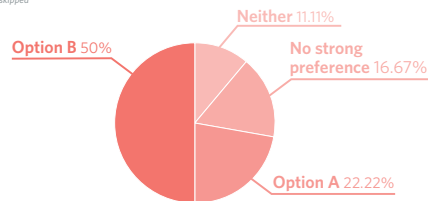
All respondents

109 answered, 65 skipped



Westside residents

18 answered, 11 skipped



*Answers included: Keep people off of this site until you get definitive plans from EPA on the best way to remediate/rehabilitate the site; wait and see how Bruce Beach and Portside Pickleball do before adding more parks.; disc golf course; pickle ball courts are not needed; basketball courts are not needed.

46. What other programming would you like to see in the ACW site?

20 answered, 154 skipped

Covered seating areas near park.

Concerned about toxins.

Use that amphitheater for live performing arts. Make the cover so that wind/rain doesn't hinder said performing arts.

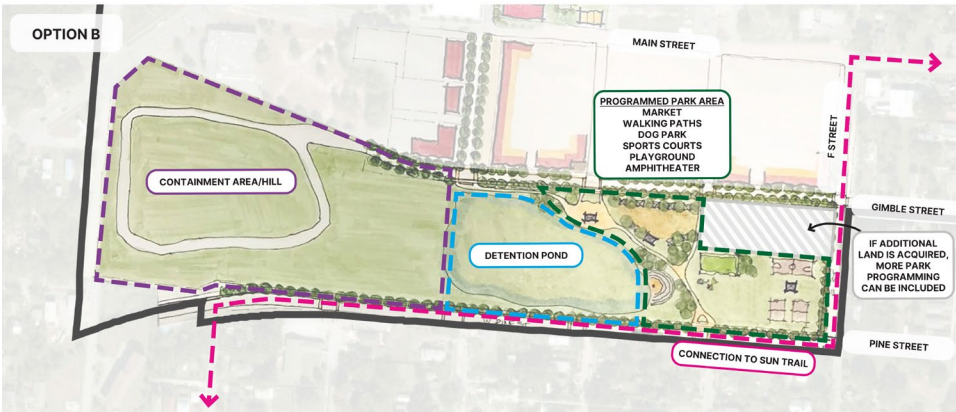
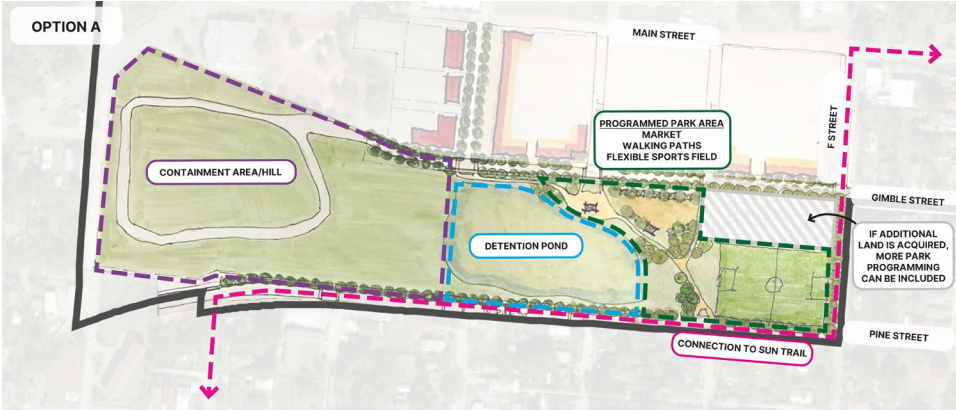
Shaded areas and lots of seating that isn't hostile with homeless.

We need more green spaces.

Anything will be a great improvement.

Splash pad. Add more for families and children.

Having an area where food trucks could go would be good. This would be nice for the farmers market/ community events.



ACW Site
This proposal corresponds with questions 43-46

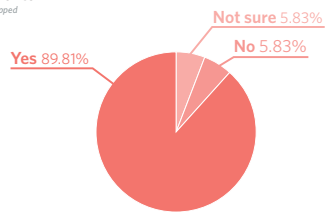
47. Do you think that this proposal would benefit the Westside CRA?

103 answered, 71 skipped



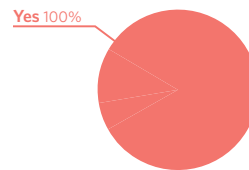
All respondents

103 answered, 71 skipped



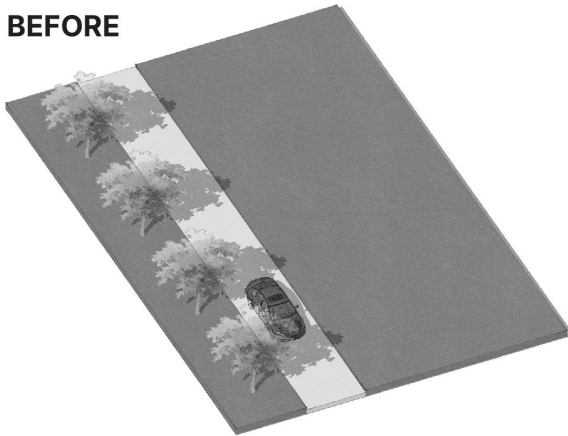
Westside residents

17 answered, 12 skipped

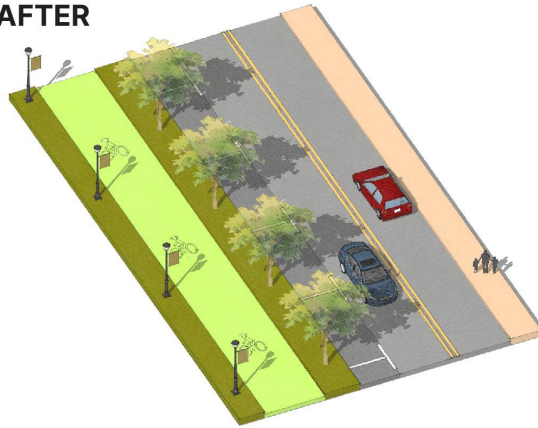


Answers included: Pine Street needs to remain solely an entirely multi-use trail with some very limited vehicular access for those properties that only front Pine Street; sidewalks are too wide; this is low priority

BEFORE



AFTER



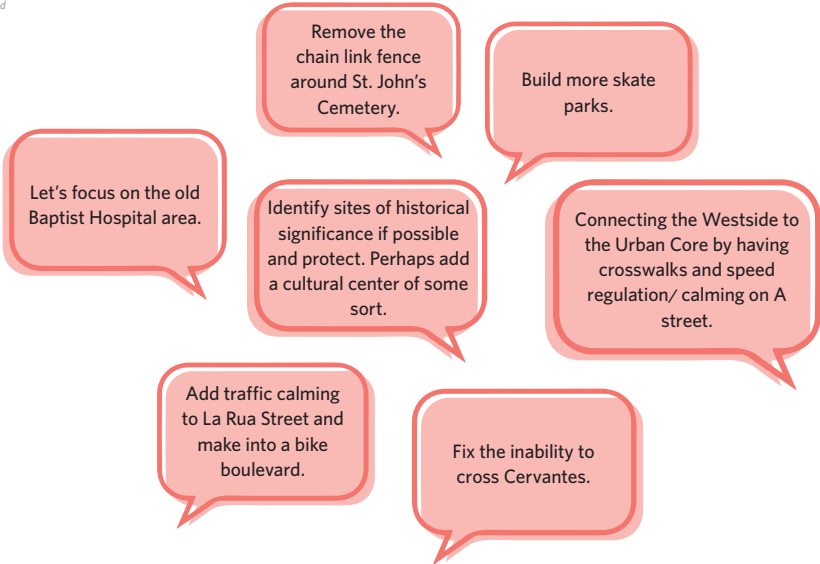
Pine Street + SUN Trail

This proposal corresponds with question 47

Post-Workshop Survey | October-November 2024

48. What other projects would you recommend in the Westside CRA?

39 answered, 135 skipped



PENSACOLA CRA PLANS UPDATE / PENSACOLA, FLORIDA

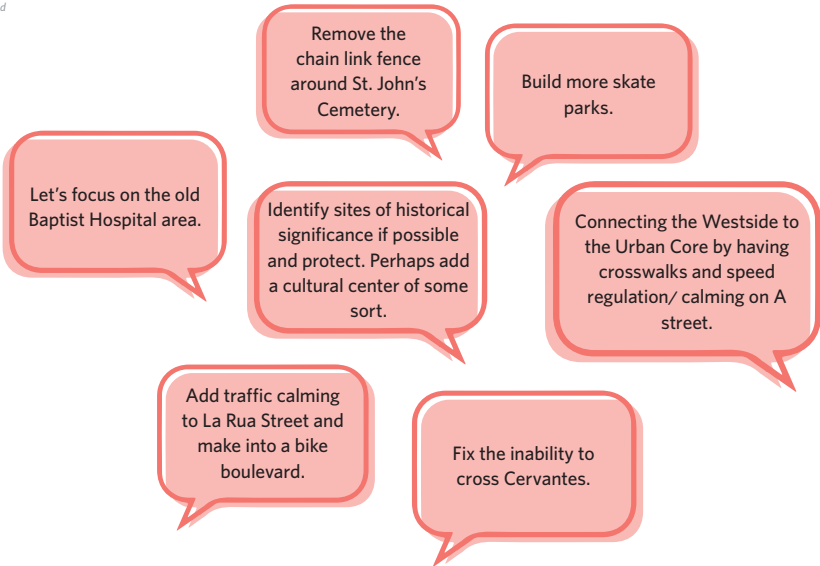
URBAN DESIGN ASSOCIATES

APPENDIX

Post-Workshop Survey | October-November 2024

48. What other projects would you recommend in the Westside CRA?

39 answered, 135 skipped



PENSACOLA CRA PLANS UPDATE / PENSACOLA, FLORIDA

URBAN DESIGN ASSOCIATES

49. Do you have any other comments or suggestions not covered elsewhere in this survey?

20 answered, 154 skipped

- CRA has done a great job of including public input in this project. The City's team is outstanding.
- Thank you for the opportunity to provide feedback of our lovely area.
- West Side development. There is so much potential in the historic portions of the west side. Gardening. Pensacola is almost devoid of gardening. Need flowers, shrubs, live oaks, magnolias, veg gardens, community gardens, honey bees, chickens. Get citizens outside, investing in and bonding with neighbors, homes.
- Thanks for this opportunity to be engaged.
- A city newsletter mailed out would be nice.
- Please reevaluate the W Government St as an improved collector street from Eastside to Downtown to Westside. The roadway has so much potential and needs immediate attention to traffic flows, stormwater issues and streetscaping. Thank you for this opportunity to comment.
- The West Main Master Plan x CMP, the Bluffline project, ACW, redevelopment of the Baptist Hospital site, and HTW should serve as the economic, place making, health, and environmental organizing principles for this current CRA plan revision. Start with that and make sure there's synergy then go from there.
- Propose to put Bayfront Parkway on road diet freeing up space for walkway from bridge to cedar street. Connect to Government Street at ninth ave. Upgrade Government Street to Palafox.
- Build more skate parks.
- No. This took more than an hour to complete.
- Escambia Co. has been floating around an idea for a Sportsplex up north at 10 Mile Rd. I think the land at the old Baptist Hospital would be great for that Sportsplex. Has anyone discussed this? They're talking about a 90Million dollar expenditure.
- Hey this was a fun survey I found on Reddit! I live here and figured I'd give my two cents! I really liked the ideas proposed and am rooting for you to get them done! Good luck!
- Should be working to maintain and preserve the history and heritage of the downtown area, not flooding it with high density housing that will only strain the resources and jam up traffic. Use the underutilized terminal area for industrial and business spaces.
- Lakes and more trees are much needed where possible. Moving above ground utility lines to below ground and removing the utility poles with street lamps. First start with the 300 block of W. Govt St and move west. Thank you for this opportunity to comment.
- For years I have thought that we should amp up the landscaping for the median on Garden Street. Like Fairhope, I think we could really do a phenomenal job with landscaping this and really play into the "Garden" street name and put rotating seasonal florals that are tasteful and impressive to tourists and locals alike. Garden Street is the first impression for most who travel into the heart of Pensacola and it has always looked so tired, weak and not prioritized but it could be so delightful and do wonders for the first impression for Pensacola tourists.
- Who will provide upkeep of proposed tree installs and other proposed projects — roads, lighting, parks, etc.
- Shut down the polluting paper mill, it makes Pensacola stink and drives away people, business's and jobs, while lowering our quality of life
- Too much "affordable" housing is mentioned. How about mentioning buried utilities? Mentioning round-a-bouts instead of all these four way stops?
- Is there anyway to make parking on Gregory Street between A Street and Rues? Donelson Street between Gregory and Chase street?
- Yes when you have a diverse economic shopping store front need always consider a Dollar General.

THIS PAGE INTENTIONALLY LEFT BLANK

DEMOGRAPHIC AND MARKET ANALYSIS

OVERVIEW

This analysis of existing demographics & market conditions was conducted across all three CRA Districts simultaneously, but also narrowed in on each district to identify specific conditions per district. The analysis was conducted primarily using data collected in 2023 and was published in September 2024.

The intent of this analysis was to:

- Analyze demographics of each CRA District;
- Identify primary community stressors;
- Identify opportunities in the market;
- Determine the potential impacts of development in each district in order to prevent the displacement of residents and businesses;
- Provide priorities for designers and policymakers to make positive impacts and avoid negative impacts on the community.

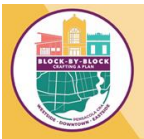
CRA Existing Conditions

Demographic, Real Estate Market, and Displacement Trends



PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / JLP+D

Prepared For:



Contents

1.0	Socio-economic + Demographic Trends	3
1.1	Population & Households	4
1.2	Workforce Trends	10
2.0	Real Estate Market Performance	17
3.0	CRA Performance Review	29
4.0	Gentrification + Displacement	46

1.0

SOCIO-ECONOMIC DEMOGRAPHICS + TRENDS

PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / &P+D

1.1

POPULATION CHARACTERISTICS

PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / &P+D

Population Growth

Minor changes in total population since 2000, with high density in CRA districts

The population trends across all three Community Redevelopment Agency (CRA) boundaries indicate stagnant or slightly negative growth from 2000 to 2023. The Westside CRA and Urban Core CRA have experienced population declines, with the Westside CRA losing 602 residents and the Urban Core CRA losing 309 residents since 2000. Overall, the Citywide population has also decreased by over 2,200 residents in 2023 compared to 2000.

In terms of population density, all three CRAs exhibit higher densities than the City of Pensacola. While density does not represent the exact population count (see table at right) density helps compare the districts to each other in terms their relative sizes.

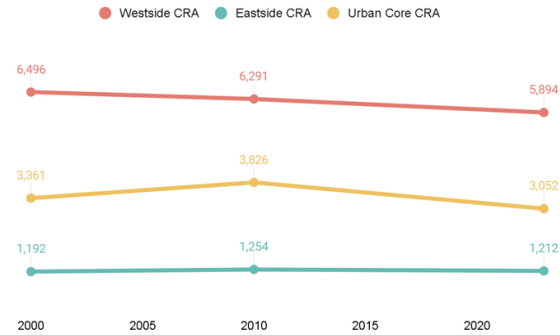
Population Density

- Citywide: 1,598 residents per square mile
- Urban Core CRA: 1,935 residents per square mile
- Eastside CRA: 3,127 residents per square mile
- Westside CRA: 3,474 residents per square mile

KEY TAKEAWAYS

Escambia county is growing modestly while Pensacola is losing population. Declining population doesn't match resident perceptions about population growth, but it may impact the city's competitive edge within the region.

Population Change, 2000 - 2023



Population by CRA District

	2000	2010	2023	% change, 2000 - 2023
Westside CRA	6,496	6,291	5,894	-9.27%
Eastside CRA	1,192	1,254	1,212	1.68%
Urban Core CRA	3,361	3,826	3,052	-9.19%
Pensacola City	56,288	51,923	54,059	-3.96%
Escambia County	294,410	297,619	321,905	9.34%

Data source: US Census Bureau, 2023 Data - Visualized by JLP+D

Aging

The population is trending older

Median age can provide additional detail about population trends in Pensacola. Both the Urban Core and Westside CRA populations have a higher median age, with the Westside CRA at 42.7 years old and the Urban Core CRA at 47.5 years old. In contrast, the Eastside CRA and Citywide median age stand at 40 years old (Median age in the United States is 39.0 years). In Pensacola, these median ages have been relatively steady since 2000.

Trends of aging can also be viewed by comparing the elderly and working age populations. Pensacola also has an elevated old-age dependency ratio at 34.2, meaning that for every 100 workers, there are 34.2 residents 65 and older, which is nearly four more residents than the national ratio of 28.5. This ratio has jumped 5 points in Pensacola since 2010 when it was 27.5.

KEY TAKEAWAYS

An aging population can indicate broader economic challenges caused by a shortage of younger residents available to enter the workforce.



Image: Bayview Senior Resource Center, www.cityofpensacola.com

Military Presence

Naval Air Space Pensacola

The United States Department of Defense exerts a significant economic influence on Northwest Florida, particularly in the Greater Pensacola region, where it **contributes over \$7.8 billion annually to the local economy**.

DoD activity generates over **80,000 jobs in the Pensacola Metropolitan Statistical Area (MSA)** region, with an **average wage of \$82,890 for military and defense-related positions**. Moreover, the area hosts **more than 35,000 military retirees, representing the second-largest concentration in the nation**, providing a skilled workforce that may seek opportunities to transition into civilian careers.

Additionally, the region benefits from **substantial defense procurement spending, totaling \$340.7 million annually**, which further stimulates economic activity. Military installations such as Naval Air Station (NAS) Pensacola play a crucial role in training personnel in advanced fields such as aviation, aerospace, informatics, and cybersecurity, contributing to the development of a highly skilled alumni network across various sectors.

KEY TAKEAWAYS

The nearby military base brings jobs, military families, and some economic stability in the area. The military is a key economic driver for Pensacola.

Pensacola Naval Air Station and Surrounding Area



Image Source: Greg Disch Photography

Income and Poverty

Poverty rates are elevated in the CRA districts, a consistent trend since 2000

Though income in Pensacola is slightly lower than the US average based on dollar amounts, incomes in Pensacola have risen over the last 20 years, following national trends. This is a good sign that Pensacola's economy is active, and wages slightly lower than the national average may simply indicate lower cost of living.

More notably, variations are visible in the lowest income households within the three CRA districts. Both the Westside and Eastside CRAs exhibit wealth indices of 30, while the Urban Core has a wealth index of 75, and the broader Citywide population has a wealth index of 67. This index serves as a gauge of an area's economic prosperity relative to the national standard. Any index above 100 is above the national average.

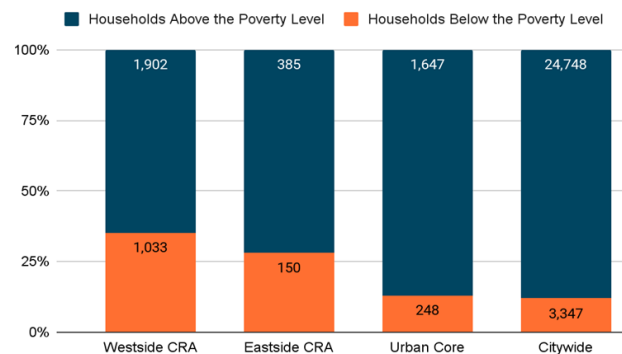
These indices are reinforced by median household incomes, which depict a significant contrast:

- **Citywide:** \$52,884
- **Urban Core CRA:** \$59,901
- **Eastside CRA:** \$35,124
- **Westside CRA:** \$23,551

US Median Household Income: \$74,580 (US Census)

Disparities are further highlighted by poverty rates; both the Westside and Eastside CRAs have higher proportions of households living below the poverty line at 39.5% and 27.5%, respectively. In contrast, the Urban Core CRA and the Citywide population have lower percentages of impoverished households, standing at 17% and 15%, respectively. Over the last 20 years,

Share of Households in Poverty in 2021, by Geography



Data Source: US Census, Esri Business Analyst, 2021 - Visualized by JLP+D

KEY TAKEAWAYS

There is a disproportionately high share of households below the poverty line within the Eastside CRA, and even more so in the Westside CRA. The districts may benefit from wider economic development efforts beyond CRA investments focused on workforce development, housing affordability, or social services.

Race and Ethnicity

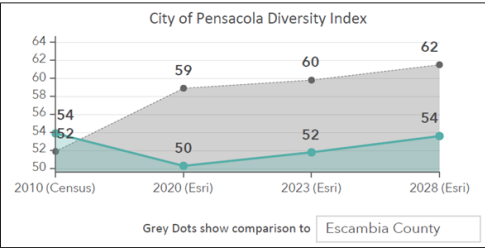
Diversity has shifted in all districts

The Eastside CRA stands out as the most diverse among all three CRAs, boasting a diversity index of 60.5 in 2023, predicted to rise to 61.2 by 2028. Following closely is the Westside CRA, with a 2023 diversity index of 59.4 and an anticipated increase to 60.2 by 2028. The Urban Core exhibits the lowest diversity performance, registering a diversity index of 51.8 in 2023, projected to reach 53.6 by 2028.

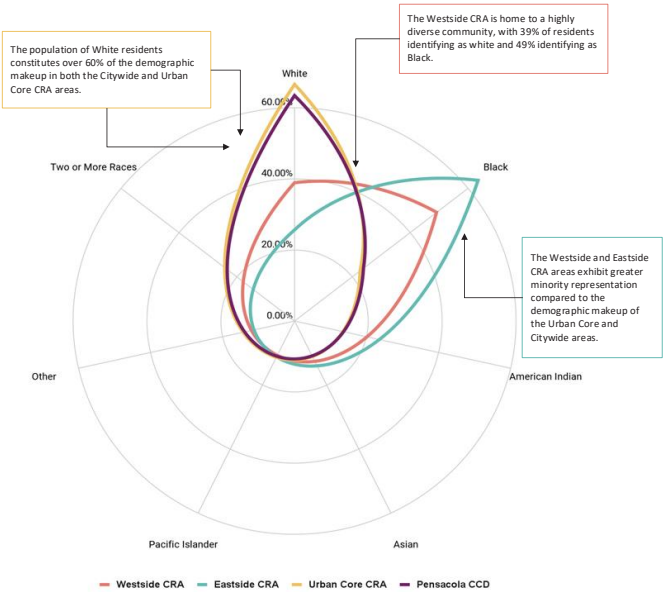
However, despite these distinctions, **all three CRAs fall short of the citywide diversity performance index**; Pensacola has a diversity index of 62.9 in 2023 and is projected to reach 64.4 by 2028. Pensacola's citywide diversity has seen a notable uptick, rising from 55.3 in 2010 to 62.9 in 2023.

Similarly, **the Westside and Eastside CRAs have experienced significant improvements in diversity performance from 2010 to 2023**, with the Eastside CRA's diversity index soaring from **34.4 to 60.5**, and the Westside CRA's increasing from **51.9 to 59.4**.

The **Urban Core has witnessed a decline in diversity**, with its index dropping from **53.9 in 2010 to 51.8 in 2023**.



PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / JLP+D



ESRI's Diversity Index: captures the racial and ethnic diversity of a geographic area in a single number, from 0 to 100. The Diversity Index allows for efficient analysis and mapping of seven race groups that can be either of Hispanic or non-Hispanic origin—a total of 14 separate race/ethnic groupings.

Data Source: Esri Business Analyst, 2023 - Visualized by JLP+D

9

APPENDIX

1.2
WORKFORCE TRENDS

PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / JLP+D

Employment Concentration

The Urban Core is a large job center, while the Westside is a dispersed employment area

As a whole, the urban core of Pensacola looks similar to other US cities; jobs are concentrated there, and jobs drop significantly in the Eastside and Westside districts. The following section will discuss commute patterns and key industry trends in Pensacola, excluding military employment. The map at right shows the density of jobs among the three CRA districts, with dark blue indicating the highest density.

Density and Size of Employers in Pensacola CRA Districts

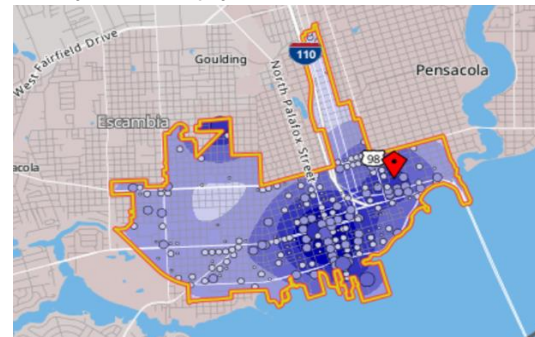


Image Source: US Census OnTheMap

2021	Worker Age			Earnings			Worker Educational Attainment				
	Age 29 or Younger	30 - 54	Age 55 or Older	\$1,250 per month or Less	\$1,251 - \$3,333	More than \$3,333 per Month	Less than High School	High School or Equivalent, No College	Some College or Associate Degree	Bachelor's Degree or Advanced Degree	Educational attainment not available (workers aged 29 or younger)
Westside CRA	1,180	3,631	1,726	731	2,684	3,122	743	1,538	1,782	1,294	1,180
Eastside CRA	104	193	80	56	154	167	42	93	80	58	104
Urban Core CRA	4,209	11,224	5,693	2,747	7,122	11,257	2,042	4,450	5,471	4,954	4,209
City of Pensacola	1,180	3,631	1,726	731	2,684	3,122	743	1,538	1,782	1,294	NA

Data source: US Census Bureau, 2022 Data - Visualized by JLP+D

PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / JLP+D

11

Industry Drivers

Very few people work and live in the same district in Pensacola.

By reviewing data from the U.S. Census, we can analyze the flow of commuters and workers in and out of the CRAs on a daily basis. Commuter data show distinctions between the three districts. The Urban Core increases its daily population with over 20,000 employees commuting into the district. Only 400 residents work in the Urban Core.

Though it has a higher population, the Westside population similarly has nearly 7,000 employees commuting into the area, while less than 100 live and work there.

In the Eastside, the reverse is true. While the Eastside has the fewest residents of all three districts, there are fewer employees commuting into the Eastside than workers who reside in the Eastside and commute to work outside of the area.

2021	Employment Commute		
	Employed in & commuting to Area	Residing in Area, commuting elsewhere	Employed and Live in Area
Westside CRA	6,757	2,059	98
Eastside CRA	394	484	1
Urban Core CRA	21,994	1,238	425

Data source: US Census Bureau, 2021 Data

Data derived from both ESRI Business Data analysis, census data, and open data sources to enhance the accuracy of the findings

KEY TAKEAWAYS

- The Urban Core CRA is a clear job center for commuters, but has relatively few residents who work within the area.
- In general, Pensacolians commute out of their neighborhood for work.

PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / JLP+D

12

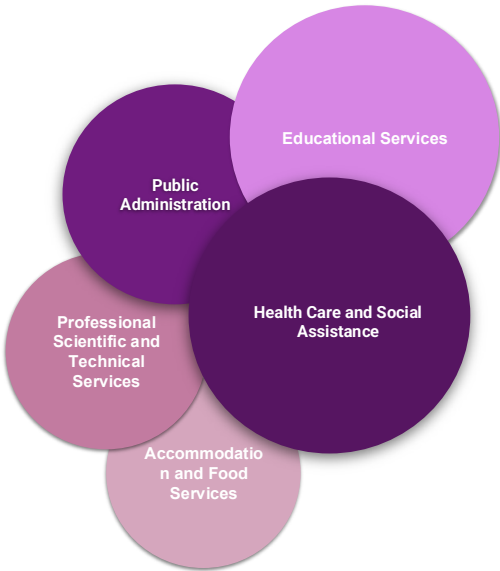
Industry Drivers

For those that work in the Urban Core, key industry drivers are mostly in-person jobs

Key industry drivers in 2021 were: Professional, Scientific, and Technical Services, Educational Services, Health Care and Social Assistance, Accommodation and Food Services, and Public Administration

There have been overall declines to jobs in the Information and Educational Services sectors, suggesting a decline in retention for knowledge industry jobs.

Jobs in Finance and Insurance experienced growth until 2009, went through a sharp drop in 2012, and have been stagnant in the years since. Administrative & Support jobs doubled between 2015 and 2021. The CRAs experienced steady growth in Accommodation and Food Services before a sharp drop off following COVID-19.



KEY TAKEAWAYS

- Longstanding in-person jobs downtown include Public Administration and Healthcare services.
- Professional, Scientific and Technical Services jobs are growing.

Data source: US Census Bureau, 2022 Data - Visualized by JLP+D

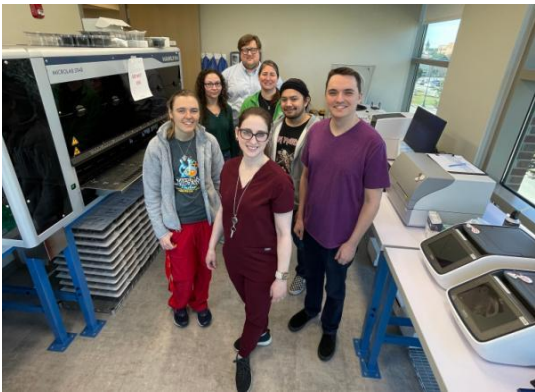
Industry Drivers

Some emerging Industry drivers are more likely to accommodate remote work

The Professional, Scientific, and Technical Service sector experienced sharp growth between 2015-2021, with jobs growing by 47.5% during that time period (from 223 to 330 jobs). Administration & Support, Waste Management and Remediation jobs grew more modestly at 20% (from 321 to 399 jobs).

Some in person industries also experienced significant declines between 2018 and 2021. Accommodation and Food Services experienced a 31% decrease in workers during that period. Retail experienced a 16% decrease.

Some industries better accommodate remote work because of their outsized use of digital tools, which allow tasks to be performed from anywhere.



KEY TAKEAWAYS

A higher proportion of remote workers indicates a need for diverse amenities close to home, especially for the urban core, which has a concentration of office space.

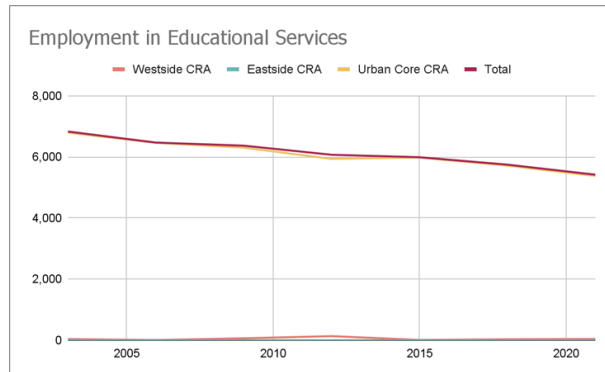
Data source: US Census Bureau, 2022 Data - Visualized by JLP+D

Declining Industries

Educational services have been in decline since 2003

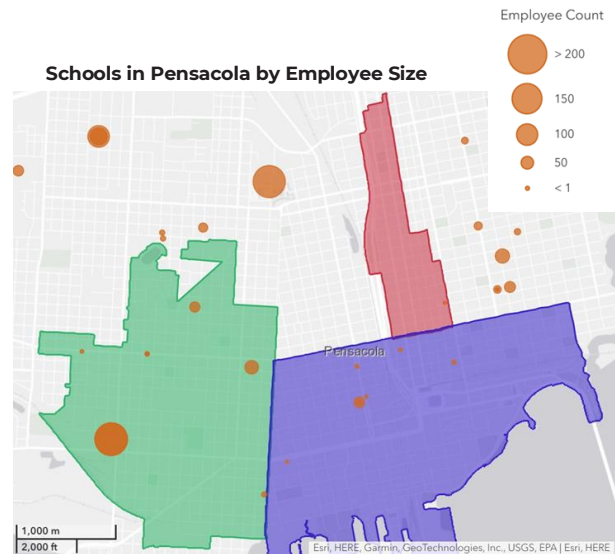
Education workers have been leaving the CRA districts steadily over the past two decades. After 2003, workforce data shows a 40% decline in Education workers that live in the district. Since that same year, Education jobs in the district have also experienced a steady decline, with a 20% decline in the number of Educational Service workers and the vast majority of those losses occurring in the Urban Core.

These findings suggest that Educational services are no longer located in these three districts. These declines mirror a string of public school closures within the study area since 2003.



PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / JLP+D

Schools in Pensacola by Employee Size



Very few large schools remain in the three CRA districts, notably in the urban core.

Data source: US Census Bureau, 2022 Data - Visualized by JLP+D

15

New Business Growth

Large employers remain steady while small businesses are growing in Escambia County

The number of new establishments in Escambia County with less than 5 employees has grown steadily between 2018 (3,658) and 2021 (4,104).

The number of establishments with 1,000 employees or more dropped from 7 in 2019 to 6 in 2020. Steady at 6 in 2021. Non-Employer firms (sole proprietorship) has grown from 21,040 (2016) to 24,608 (2020). Local stakeholders focused on workforce development have differing views on economic development: some want a more equity focused approach while others want to attract large employers. These two strategies can both be successful but require different focus and partnerships.

KEY TAKEAWAYS

Escambia County has relatively few large employers, but small businesses of 5 or more employees show promise; anecdotally, many have been focused within the tech industry.



Image Source: SLive

Data Source: Census Business Builder Escambia County Business Profile

PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / JLP+D

16

2.0 REAL ESTATE MARKET PERFORMANCE

PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / A/P+D

APPENDIX



Housing Statistics

BENCHMARKING	TOTAL POPULATION	POPULATION DENSITY/ SQMI	MEDIAN AGE	TOTAL HOUSEHOLDS	TOTAL HOUSING UNIT VACANCY %	OWNER OCCUPIED HOUSING %	% OF HOUSING WITH 1 UNIT IN STRUCTURE	HOUSING AFFORDABILITY INDEX
Urban Core CRA	3,052	1,935	47.5	1,895	15.8%	45.0%	64.29%	63
East Side CRA	1,212	3,127	38.9	535	20.9%	53.3%	82.84%	58
West Side CRA	5,894	3,474	42.7	2,935	17.9%	59.6%	59.11%	68
Citywide	232,785	1,598	38.8	102,517	13.0%	42.7%	68.05%	94

Data source: US Census Bureau, 2023 Data - Visualized by JLP+D

The Housing affordability index measures the likelihood of obtaining a mortgage at the average home price given the average income.

KEY TAKEAWAYS

- Housing is relatively affordable in Pensacola, with a housing affordability index at 94, but the CRA districts are all significantly less affordable than citywide.
- The Eastside and Westside CRA districts have much denser population than the Urban Core or the City as a whole - nearly double. Both Eastside and Westside districts exceed 3,000 residents per square mile while the Urban Core CRA and Citywide population densities are both below 2,000 residents per square mile.
- Single-family homes dominate all of these areas, especially the Eastside district, which has over 80% single-unit structures.
- The Eastside and Westside districts have higher rates of home ownership with both exceeding 50% of homes. Nationally, 65.2% of homes are owner-occupied.
- The Eastside CRA appears to have the least affordable housing whilst also consisting of the highest housing unit vacancy percentage in 2023. This may be due to a misalignment in housing cost and resident socioeconomic status.

Q2 2024 Multi-Family Residential Market

BENCHMARKING	INVENTORY UNITS	INVENTORY UNITS/ ACRE	UNDER CONSTRUCTION UNITS	12 MONTH NET ABSORPTION UNITS	VACANCY RATE	MARKET ASKING RENT/ UNIT	MARKET SALE PRICE/ UNIT	MARKET CAP RATE
Urban Core CRA	658	0.5	0	143	7.70%	\$1,901	\$254,000	6.50%
East Side CRA	12	0.05	0	0	7.60%		\$134,000	7.90%
West Side CRA	724	0.6	0	-12	5.60%	\$869	\$85,600	7.40%
Citywide	23,585	0.9	1,122	673	13.10%	\$1,384	\$142,000	6.50%

Data source: US Census, Quarterly Residential Vacancies and Homeownership, First Quarter 2024 CoStar, Sourced in Q2 2024

KEY TAKEAWAYS

- There is limited multi-family housing in Pensacola, which is defined as structures with more than 4 housing units. The metrics in the table above represent less than 15% of all housing units. Citywide, 1-unit structures (single-family homes) represents 68% of all housing units.
- Some development stagnation is visible within the Eastside CRA, characterized by a lack of new construction or absorption and a vacancy rate of 7.60%, higher than the Q1 2024 national rental residential vacancy of 6.6%. Additionally, the Eastside district has the lowest property values among CRAs, with units sales averaging \$134,000 each, indicating a less dynamic market.
- The Westside CRA's multi-family housing sector shows a lowest vacancy rate of 5.6%, yet its real estate performs below par compared to other market areas in terms of sale price and rent. Moreover, it stands as the sole geography with a negative 12-month absorption rate.
- The three CRAs rent out more places than the rest of Pensacola combined. Although they only make up 6% of all the rental properties in the city, they're responsible for 19% of the places where people have moved in the last year.
- The Urban Core surpasses Pensacola in market rent and sale price per unit, boasting almost half the vacancy rate of the citywide average at 7.7%.

COMPARING CAP RATES: Many analysts consider a "good" cap rate to be around 5% to 10%, while a 4% cap rate indicates lower risk but a longer timeline to recoup an investment.



APPENDIX

STEP 1 | September 2024

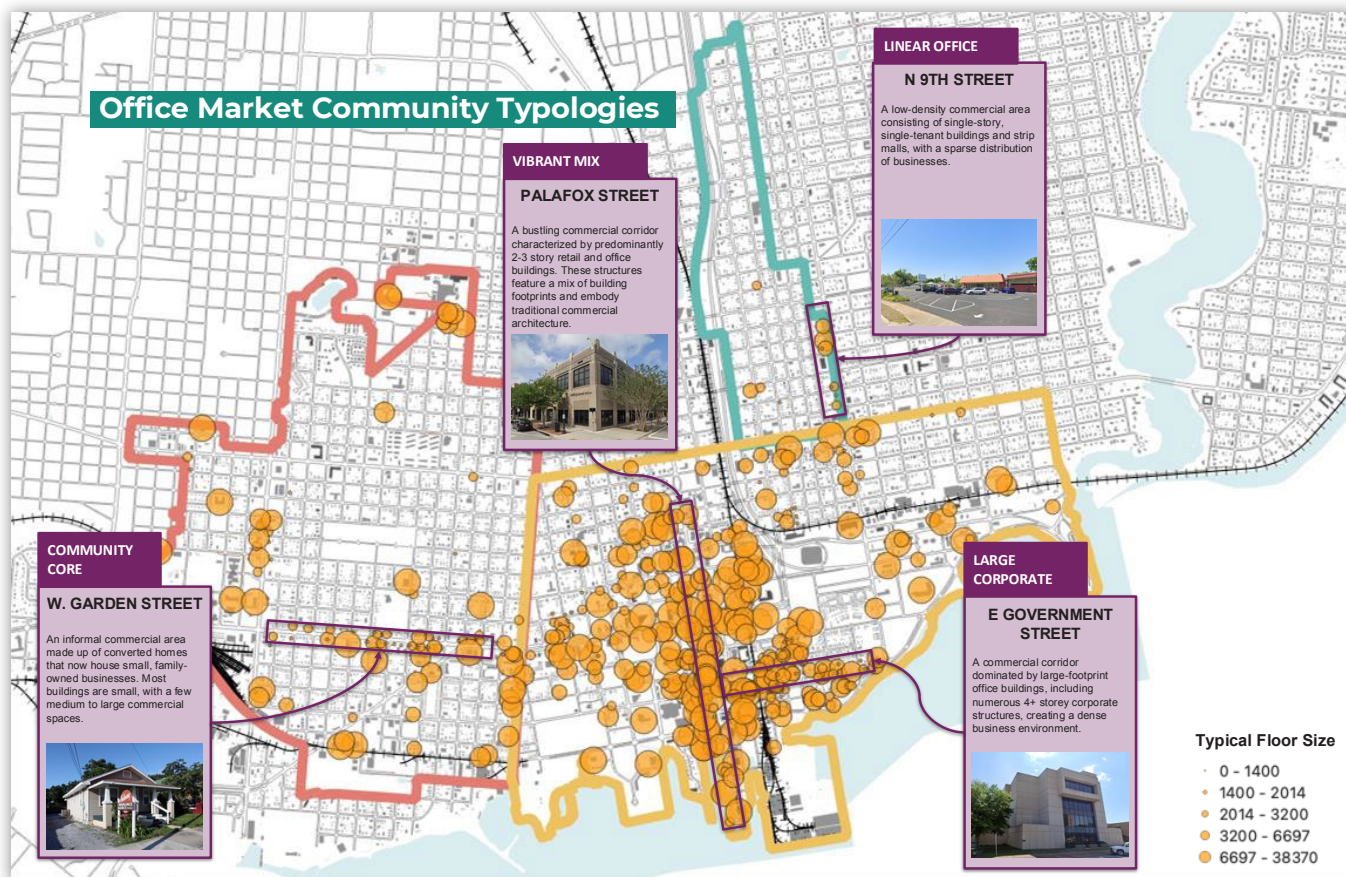
Q2 2024 Office Market

BENCHMARKING	INVENTORY SF	INVENTORY SF/ ACRE	UNDER CONSTRUCTION SF	12 MONTH NET ABSORPTION SF	VACANCY RATE	MARKET ASKING RENT/ SF	MARKET SALE PRICE/ SF	MARKET CAP RATE
Urban Core CRA	3,900,000	3078	0	26,800	2.30%	\$27.35	\$139	9.90%
East Side CRA	21,500	84	0	0	0.00%	\$24.33	\$135	9.60%
West Side CRA	516,000	445	0	2,200	0.00%	\$23.64	\$100	10.40%
Citywide	15,200,000	584	0	193,000	2.30%	\$25.37	\$134	9.90%

KEY TAKEAWAYS

Data source: CoStar, Sourced in Q2 2024

- Despite national trends of low demand for office space, Pensacola’s Urban Core district has relatively low vacancy but high concentration: the Urban Core district holds 26% of all office space and this concentration of office inventory is five times the citywide rate of square feet of office space per acre.
- Pensacola has limited office availability citywide with no office space under construction and and limited or no vacancy. If office jobs increase in the urban core, supply for office space would likely need to increase in turn.
- Though both have limited office space, the Eastside and Westside CRA each have 0% reported vacancy, suggesting demand meets or exceeds supply.
- Office space has the highest market asking rent and sale price per square foot when measured against the industrial and retail market comparables, likely contributing to the property value of the Urban Core area.
- The three CRAs together account for 15% of the citywide absorption totals. Specifically, the Eastside CRA shows no absorption , while the Westside CRA has absorbed 2,200 square feet, and the Urban Core CRA has absorbed 26,800 square feet.
- Market value and asking prices are lower for Westside CRA office space, with sale prices roughly 30% below the other districts.



STEP 1 | September 2024

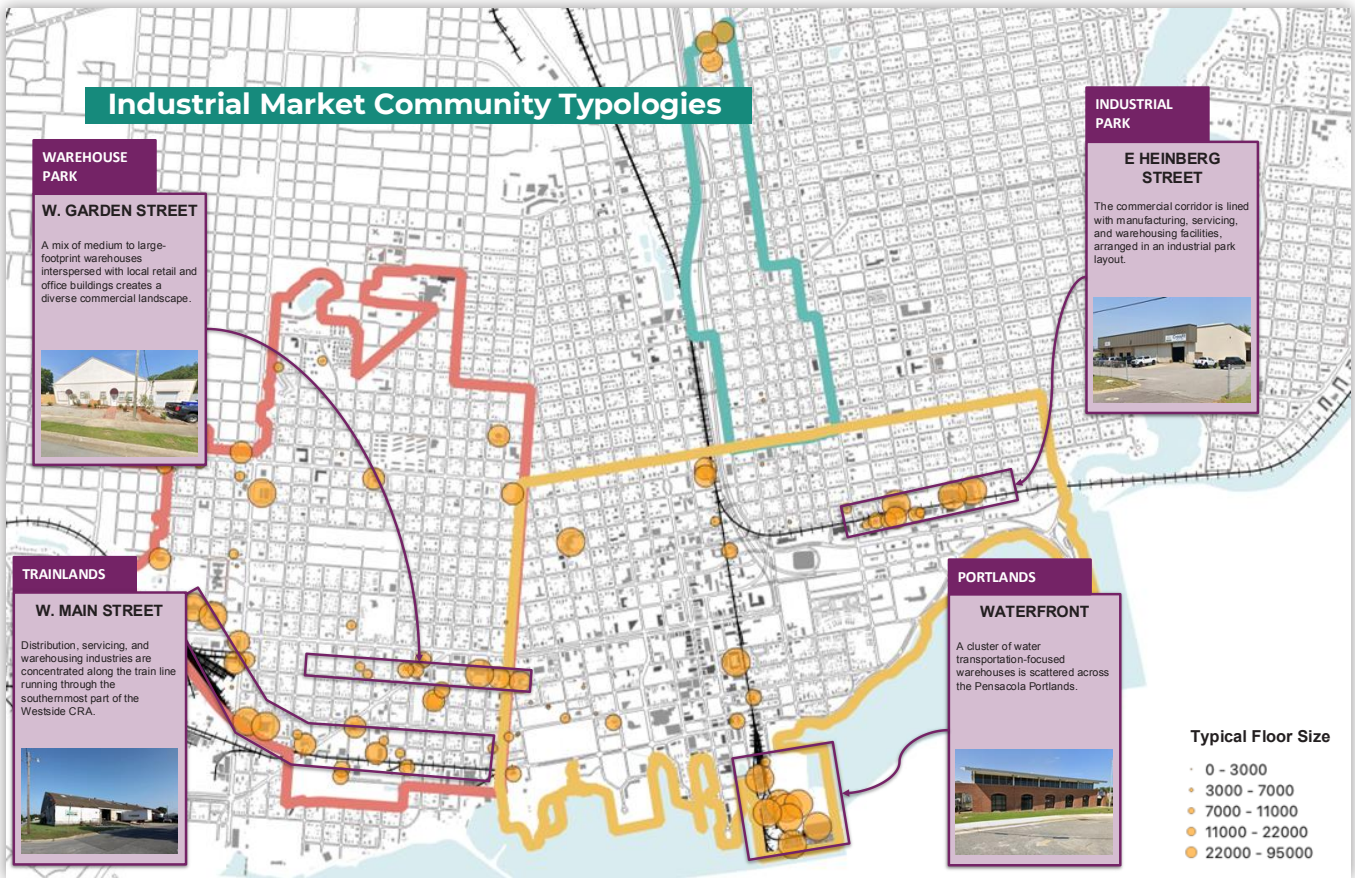
Q2 2024 Industrial Market

BENCHMARKING	INVENTORY SF	INVENTORY SF/ ACRE	UNDER CONSTRUCTION SF	12 MONTH NET ABSORPTION SF	VACANCY RATE	MARKET ASKING RENT/ SF	MARKET SALE PRICE/ SF	MARKET CAP RATE
Urban Core CRA	904,000	713	0	251,000	0.00%	\$7.19	\$73	8.70%
East Side CRA	48,900	191	0	0	0.00%	\$8.55	\$48	9.60%
West Side CRA	556,000	480	0	-3,500	0.60%	\$8.58	\$55	9.20%
Citywide	14,900,000	572	0	160,000	2.50%	\$8.95	\$69	8.80%

Data source: CoStar, Sourced in Q2 2024

KEY TAKEAWAYS

- The industrial properties in Pensacola range from 3,486 to 26,886 square feet, encompassing uses such as offices, warehouses, and flex spaces, with lot sizes varying from 0.28 to 1.64 acres (LoopNet Property Search, May 2024).
- All three CRA districts outperform the City of Pensacola in industrial real estate vacancy; all three have less than a 1% vacancy rate.
- There is no current industrial real estate under construction in any of the studied geographies.
- The Westside CRA industrial real estate market appears to be stagnant with negative 3,500 net absorption square footage and a vacancy rate under 1%.
- The Eastside and Westside CRAs have higher market asking rents per square foot than the Urban Core CRA, although their market sale prices are lower compared to the Urban Core.



APPENDIX

STEP 1 | September 2024

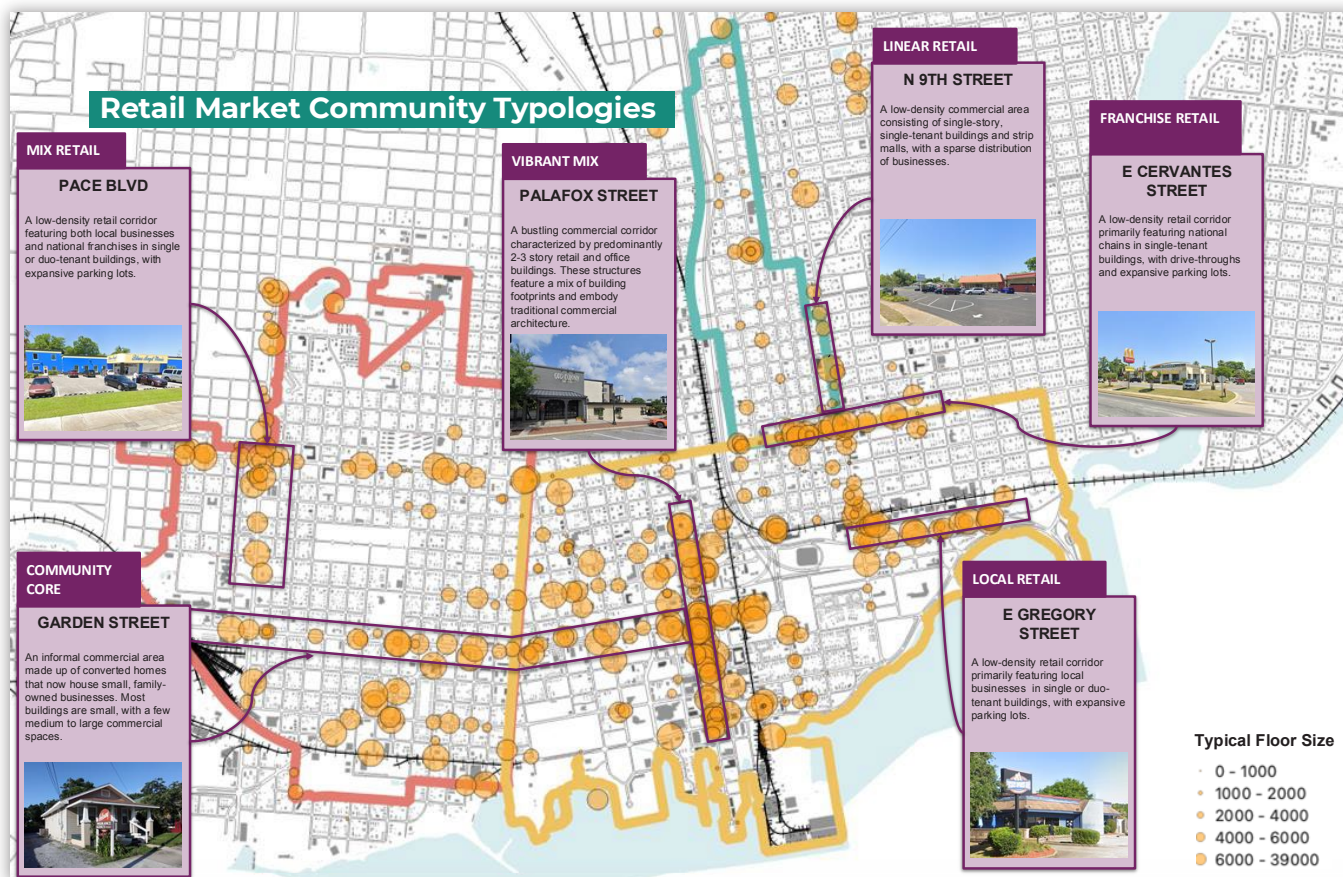
Q2 2024 Retail Market

BENCHMARKING	INVENTORY SF	INVENTORY SF/ ACRE	UNDER CONSTRUCTION SF	12 MONTH NET ABSORPTION SF	VACANCY RATE	MARKET ASKING RENT/ SF	MARKET SALE PRICE/ SF	MARKET CAP RATE
Urban Core CRA	1,400,000	1105	0	3,300	3.70%	\$19.24	\$199	6.90%
East Side CRA	129,000	504	0	0	0.00%	\$15.50	\$162	7.40%
West Side CRA	566,000	489	0	-2,900	2.30%	\$12.49	\$132	7.20%
Citywide	22,400,000	860	66,300	166,000	2.60%	\$16.90	\$154	7.30%

Data source: CoStar, Sourced in Q2 2024

KEY TAKEAWAYS

- The retail market has the highest volume of commercial real estate inventory square footage, when compared to the industrial and office real estate markets in Pensacola
- However, disposable income is relatively limited for residents of the CRA districts, reducing the viability of significant new retail.
- Despite comprising 9.4% of citywide retail inventory, CRAs only absorbed 2% of square footage in the past year, with no ongoing construction.
- Economic development professionals in the city highlight a shortage of retail options at higher price points, such as luxury brands, yet the urban Core district has higher vacancy than Citywide.
- While the East and Westside both outperform the Citywide vacancy rate at 0% and 2.3%, their lower inventory suggests that demand for more retail may be weak.
- The Urban Core has the highest market rent and sale prices per square foot among all CRA districts, exceeding citywide averages, indicating that lowering prices could reduce current vacancy rates.



STEP 1 | September 2024

Q2 2024 Hotel Market Analysis

COUNTY BENCHMARKING	INVENTORY ROOMS	UNDER CONSTRUCTION ROOMS	12 MO OCC RATE	12 MO ADR
Urban Core CRA	790	0	66.10%	\$146
East Side CRA	-	-	-	-
West Side CRA	26	0	50.70%	\$80
Citywide	6,565	649	60.50%	\$126

PLANNED + PERMITTED HOSPITALITY PROJECTS

- Tristan Hotel - Hilton Tapestry Boutique Hotel (East Garden District, LLC): Construction start - Oct 15, 2024 (No permit app yet though)
- Hotel Pensacola (SMP Architecture): Planning (May be discontinued)
- Tempo by Hilton: Permitting - Demo, Site & Building
- Homewood Suites by Hilton (Kerith): Permitting
- Hard Rock Reverb Hotel @ CMP: Planning
- Valencia Hotel Group @ CMP: Pre-Planning

Data source: CoStar, Sourced in Q2 2024

Data source: City of Pensacola

KEY TAKEAWAYS

- Most hospitality establishments are concentrated in the Urban Core CRA, likely due to its attractions, amenities, and waterfront access. Currently, no hotel rooms are under construction in any of the three CRAs, possibly due to rising interest rates.
- The hospitality sector shows limited growth, with Citywide occupancy rates declining since Q2 2023. In 2023, Citywide hotel occupancy reached 73%, exceeding the AHLA's Florida projection of 70.5%. However, in 2024, Citywide occupancy dropped to 60.5%, with CRA occupancy below 70%. Industry experts, including Julian Macqueen of Innisfree Hotels, attribute this to rising interest rates, which have led to the cancellation of \$250 million in projects on Pensacola Beach.
- The average daily rate (ADR) has remained steady, with 2023 room rates at \$140, down from \$141 in 2022, and current Citywide ADR at \$126. Hoteliers in the area cite consistent ADRs as a sign of strength in the industry.
- Despite middling occupancy rates and no recent construction, planned and proposed projects in the Urban Core suggest growth opportunities for the hospitality industry, though they are not yet reflected in CoStar's real estate assessment.
- Notably, the Urban Core also outperforms the Eastside and Westside CRAs in room inventory, occupancy rates, and revenue per available room, slightly exceeding Citywide averages.

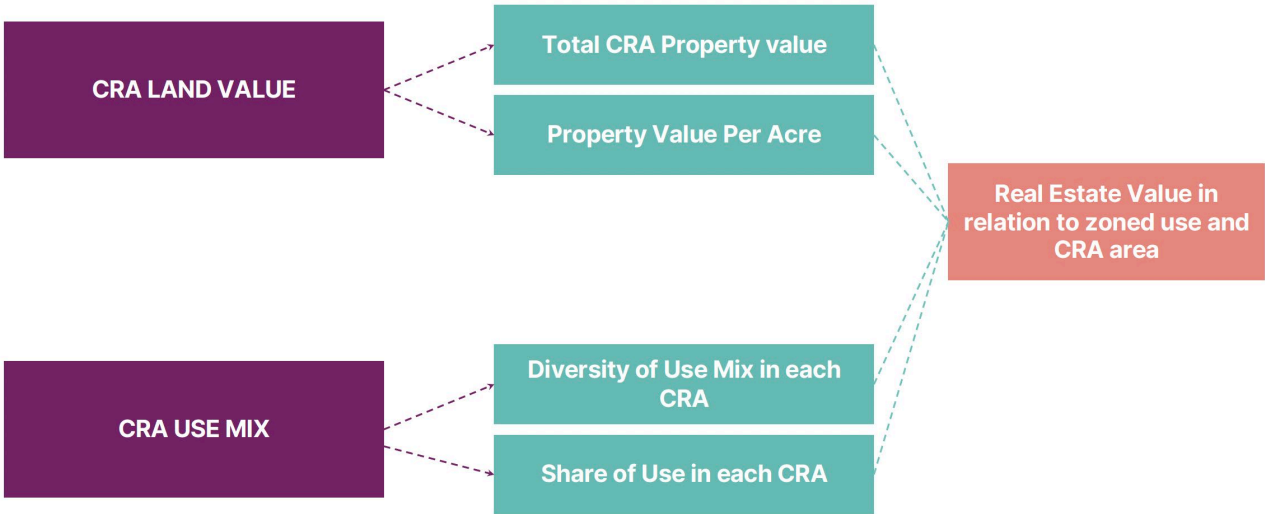
3.0 CRA PERFORMANCE REVIEW

PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / JLP+D

APPENDIX

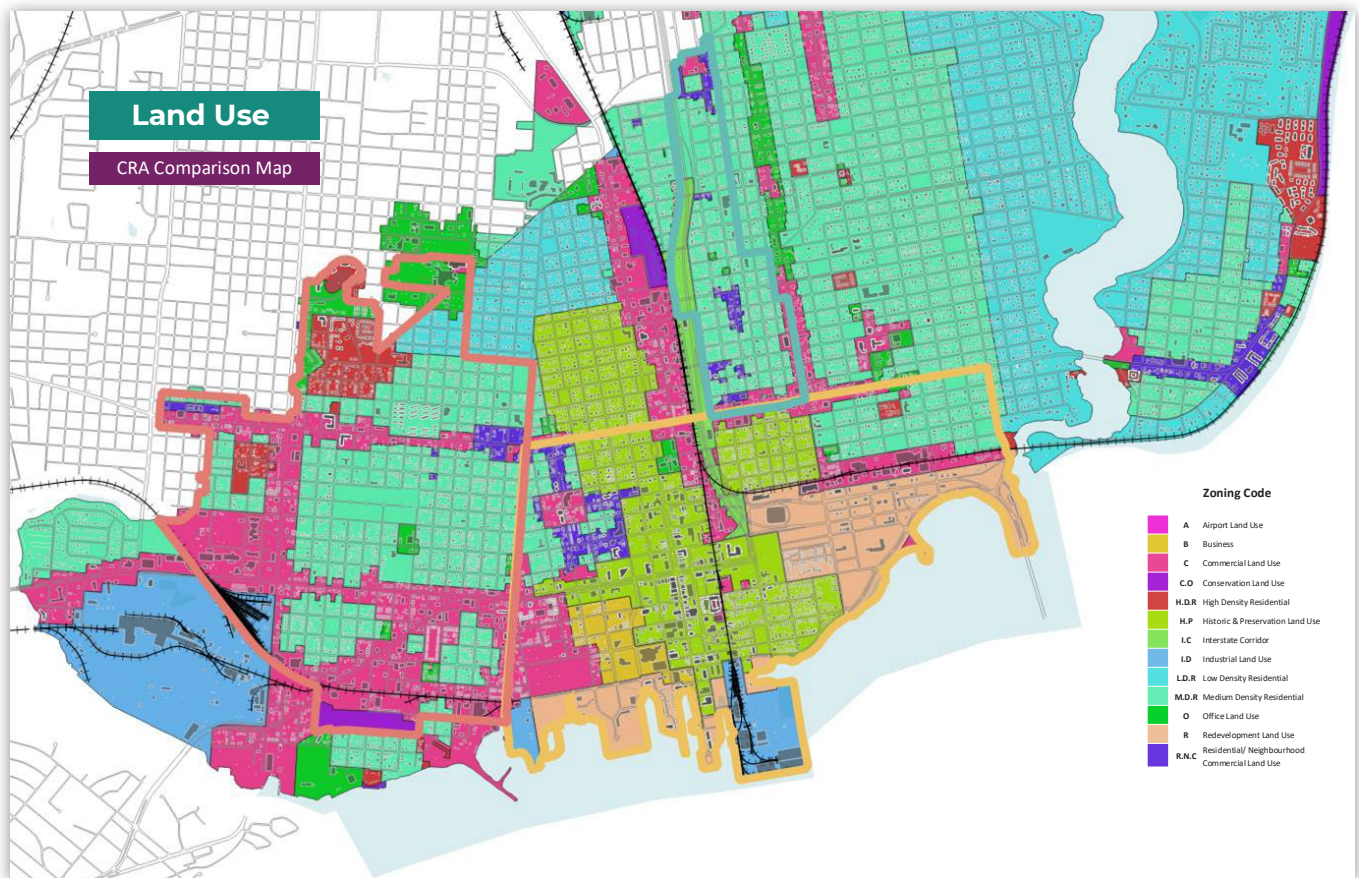
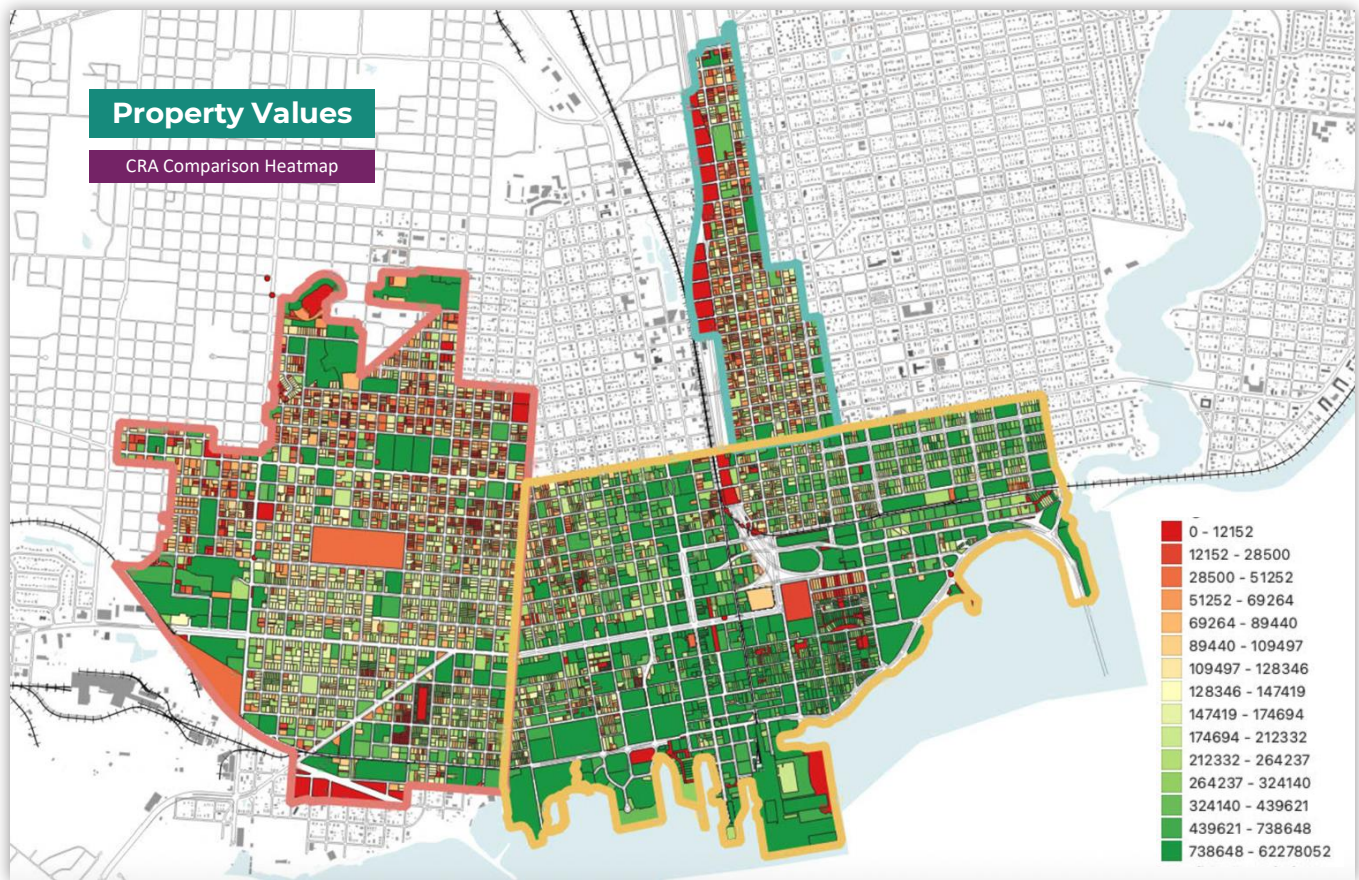
CRA Analysis

Introduction



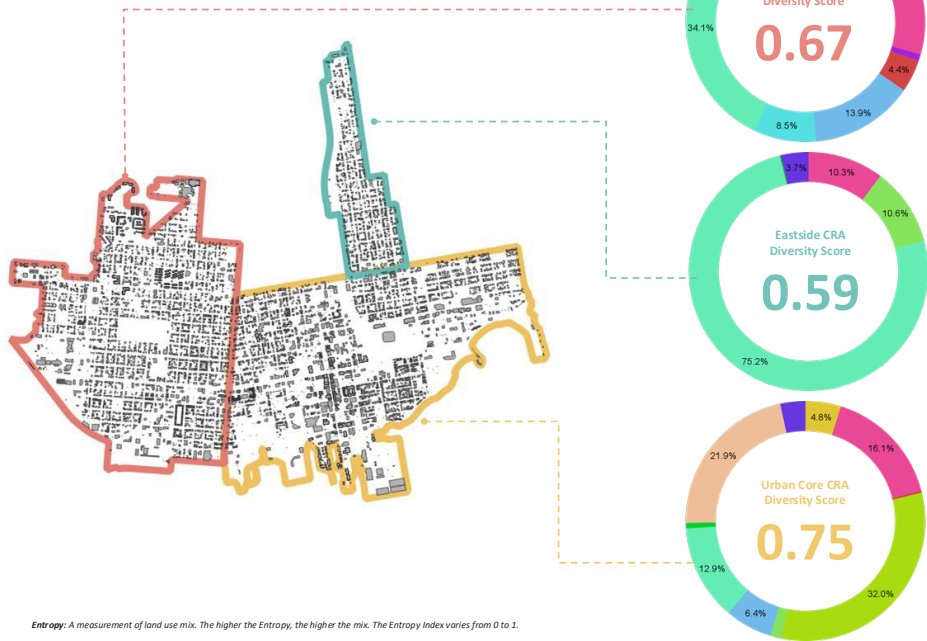
PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / JLP+D

30



Land Use Diversity

A broad mix of land uses means more daily needs like work, housing, and retail can be in close proximity to each other



Entropy: A measurement of land use mix. The higher the Entropy, the higher the mix. The Entropy Index varies from 0 to 1.
PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / JLP+D

The Urban Core and Westside CRA benefit from a broader diversity of land uses. Both the Westside and Urban Core CRAs outperform the Eastside CRA in their entropy scoring, a metric where a higher score indicates a greater mix of uses. Communities with that mixture are generally more walkable, and because daily needs are more accessible, these communities become more economically diverse and resilient. Additionally, the diversity of uses allows the Urban Core and Westside CRA to apply a wider range of incentives and catalytic policies.

In contrast, medium-density residential land uses dominate 75% of the Eastside CRA. This heavy reliance on residential real estate means the CRA depends significantly on its residential population and property values to fund the CRA TIF. Such dependence may affect the CRA's resilience to economic or demographic changes, like population relocation, residential blight, or mortgage foreclosure.

Land Use Diversity

Several land uses contribute to the overall property value of CRA districts. The combination of total land area in each district, and the total value of the land area, shows wide variations. Some land uses thus have greater potential to impact the overall revenue received by the Community Redevelopment Agency.

			EASTSIDE CRA TOTAL VALUE	URBAN CORE CRA TOTAL VALUE	WESTSIDE CRA TOTAL VALUE
A	Airport Land Use			\$1,005,755.88	
B	Business			\$107,871.78	
C	Commercial Land Use		\$39,742.58	\$302,170.07	\$653,521.25
C.O	Conservation Land Use				\$4,624.51
H.D.R	High Density Residential			\$6,999.99	\$287,362.38
H.P	Historic & Preservation Land Use			\$179,820.28	
I.C	Interstate Corridor		\$1,626.13	\$16,765.55	
I.D	Industrial Land Use			\$12,248.92	\$4,250.82
L.D.R	Low Density Residential				\$54,855.86
M.D.R	Medium Density Residential		\$597,186.15	\$291,758.12	\$1,493,877.36
O	Office Land Use		\$1,889.35	\$9,627.17	\$116,757.35
R	Redevelopment Land Use			\$353,707.77	
R.N.C	Residential/ Neighbourhood Land Use		\$70,568.23	\$182,498.66	\$48,122.45
TOTAL CRA LAND VALUE			\$711,012.44	\$2,469,224.19	\$2,663,371.98

PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / JLP+D

Land Value Compared to Land Use

When viewing land valuation per acre, residential uses stand out in all three CRA districts, while industrial land has very low value, particularly in the Westside, where it makes up 14% of land use. Strategies to activate industrial uses could bring values up quickly.

			EASTSIDE CRA VALUE SHARE	URBAN CORE CRA VALUE SHARE	WESTSIDE CRA VALUE SHARE
A	Airport Land Use			\$0.44	
B	Business			\$0.37	
C	Commercial Land Use		\$0.14		\$0.27
C.O	Conservation Land Use				\$0.06
H.D.R	High Density Residential			\$0.45	\$0.78
H.P	Historic & Preservation Land Use			\$0.11	
I.C	Interstate Corridor		\$0.01	\$0.21	
I.D	Industrial Land Use			\$0.04	\$0.004
L.D.R	Low Density Residential				\$0.08
M.D.R	Medium Density Residential		\$0.30	\$0.44	\$0.52
O	Office Land Use		\$0.45	\$0.25	\$0.19
R	Redevelopment Land Use			\$0.32	
R.N.C	Residential/ Neighbourhood Commercial Land Use		\$0.71	\$1.05	\$0.37

PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / JLP+D

Projects

2022 CRA Projects

EASTSIDE CRA	URBAN CORE CRA	WESTSIDE CRA
COMMUNITY WELLBEING AND SERVICES - Hollice T. Williams Greenway & Skatepark Improvements - General Daniel "Chappie" James Jr. Museum and Flight Academy - Phase II	COMMUNITY WELLBEING AND SERVICES - Bruce Beach Park Improvements - Community Maritime Park Day Marina - Hollice T. Williams Greenway & Skatepark Improvements - Community Policing	HOUSING - Affordable Housing Initiatives - Residential Property Improvement Program - Residential Resiliency Program
HOUSING - Affordable Housing Initiatives - Residential Property Improvement Program - Residential Resiliency Program	HOUSING - Affordable Housing Initiatives - Residential Property Improvement Program - Residential Resiliency Program	COMMERCIAL Commercial Facade Improvement Program
REVITALIZATION - CRA Urban Design Standards - Redevelopment Plan Update	COMMERCIAL - Commercial Facade Improvement Program REVITALIZATION - CRA Urban Design Standards - Downtown Improvement District Initiatives - Redevelopment Plan Update	REVITALIZATION - CRA Urban Design Standards - Redevelopment Plan Update

Source: [City of Pensacola Community Redevelopment Agency Annual Work Plan, 2022](#)

PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / JLP+D

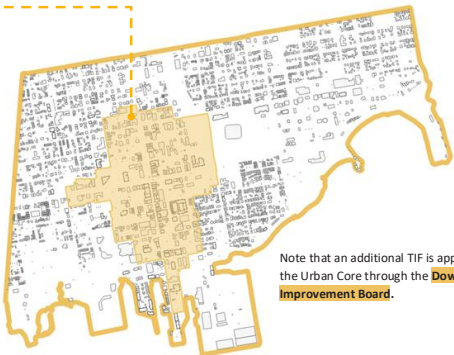
39

Millage Rates

Annual Rate

A County and City millage rate is applied to properties located within each CRA. The millage rate, also known as the mill rate, is a tax rate used to calculate local property taxes. It represents the amount of tax payable per \$1,000 of a property's assessed value. For example, a millage rate of 10 means \$10 in tax for every \$1,000 of property value.

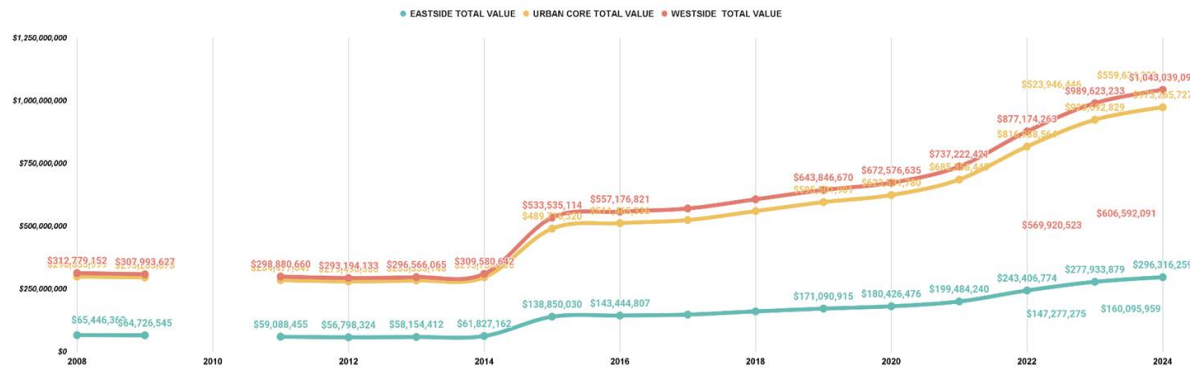
	County	City	Urban Core Downtown Improvement Board
2010	6.9755	4.5395	2.0
2011	6.9755	4.2895	2.0
2012	6.9755	4.2895	2.0
2013	6.6165	4.2895	2.0
2014	6.6165	4.2895	2.0
2015	6.6165	4.2895	2.0
2016	6.6165	4.2895	2.0
2017	6.6165	4.2895	2.0
2018	6.6165	4.2895	2.0
2019	6.6165	4.2895	2.0
2020	6.6165	4.2895	2.0



Property Value over Time

by CRA District

The Urban Core and Westside CRA are both higher than the Eastside CRA in total property value. All three CRA districts are demonstrating year-over-year growth with the Urban Core showing the greatest growth, followed by the Westside CRA, then the Eastside CRA.



Property Value over Time

Property value per acre by CRA District

The Urban Core has greater value per acre property than both the Westside and Eastside CRA districts. The magnitude is significant; the Urban Core shows nearly exponential growth compared to the two other CRA districts.



Property Value over Time

Property value per parcel count by CRA District



TIF Revenue Annually

Total TIF Payments

The TIF revenue reveals historical is derived from the Urban Core CRA while the Westside CRA collected no revenue from 2010 - 2013. All three CRAs have seen an overall increase in revenue between 2010 and 2020.

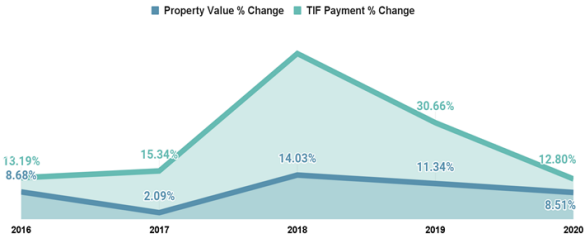
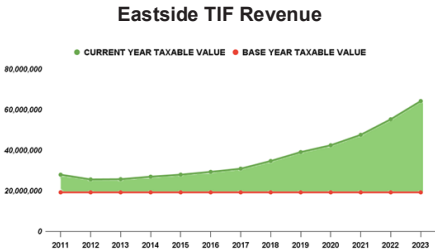
	Eastside CRA	Urban Core	Westside CRA
2010	\$40,356	\$1,535,329	\$0
2011	\$35,380 ↓	\$1,441,891 ↓	\$0
2012	\$25,872 ↓	\$1,381,489 ↓	\$0
2013	\$26,356 ↑	\$1,424,671 ↑	\$0
2014	\$31,356 ↑	\$1,529,281 ↑	\$26,537 ↑
2015	\$35,474 ↑	\$1,662,929 ↑	\$36,293 ↑
2016	\$41,066 ↑	\$1,807,608 ↑	\$76,658 ↑
2017	\$47,393 ↑	\$1,983,688 ↑	\$120,764 ↑
2018	\$62,630 ↑	\$2,221,033 ↑	\$169,983 ↑
2019	\$81,808 ↑	\$2,539,504 ↑	\$250,353 ↑
2020	\$92,207 ↑	\$2,785,600 ↑	\$319,997 ↑

Continual decrease in total TIF payments across all three CRAs, due to nationwide economic decline

TIF Revenue

Eastside CRA

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
EASTSIDE CRA Total Acres: 218											
Total Payment	\$40,356	\$35,380	\$25,872	\$26,356	\$31,356	\$35,474	\$41,066	\$47,393	\$62,630	\$81,808	\$92,207
Payment Per Acre	\$185	\$162	\$119	\$144	\$121	\$144	\$163	\$188	\$287	\$375	\$423
Total Property Value	N/a	N/a	N/a	N/a	N/a	\$56,994,857	\$61,941,871	\$63,235,471	\$72,104,387	\$80,277,360	\$87,111,463
Property Value Per Acre	N/a	N/a	N/a	N/a	N/a	\$261,444	\$284,137	\$290,071	\$330,754	\$368,245	\$399,594

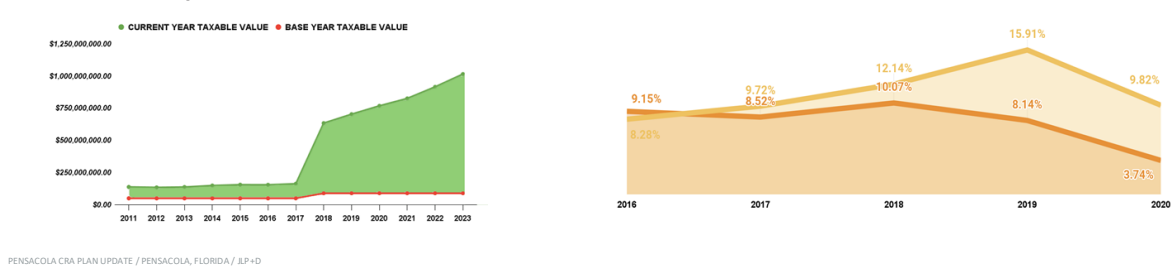


TIF Revenue

Urban Core CRA

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
URBAN CORE CRA Total Acres: 1,283											
Total Payment	\$4,063,003	\$3,953,997	\$3,788,221	\$3,787,966	\$4,075,806	\$4,427,771	\$4,794,187	\$5,260,081	\$5,898,476	\$6,837,207	\$7,508,831
Payment Per Acre	\$3,167	\$3,082	\$2,953	\$2,952	\$3,177	\$3,451	\$3,737	\$4,100	\$4,597	\$5,329	\$5,853
Total Property Value	N/a	N/a	N/a	N/a	N/a	\$575,840,293	\$628,528,322	\$682,092,327	\$750,758,186	\$811,833,232	\$842,213,147
Property Value Per Acre	N/a	N/a	N/a	N/a	N/a	\$448,823	\$489,890	\$531,639	\$585,158	\$632,762	\$656,440

City CRA TIF Revenue

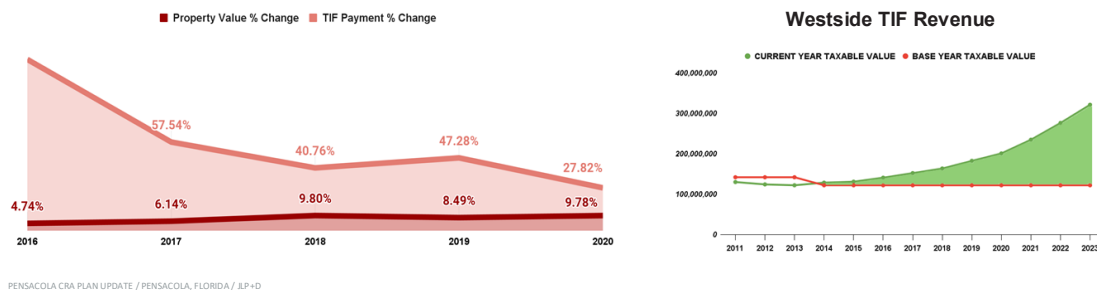


43

TIF Revenue

Westside CRA

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
WESTSIDE CRA Total Acres: 1,125											
Total Payment	-\$43,892.21	-\$48,505.55	-\$72,262.97	-\$80,972.30	\$26,536.55	\$36,292.99	\$76,657.94	\$120,764.46	\$169,983.01	\$250,352.67	\$319,997.41
Payment Per Acre	-\$39.02	-\$43.12	-\$64.23	-\$71.98	\$23.59	\$32.26	\$68.14	\$107.35	\$151.10	\$222.54	\$284.44
Total Property Value	N/a	N/a	N/a	N/a	N/a	\$274,452,545	\$287,469,547	\$305,115,998	\$335,014,607	\$363,456,488	\$399,017,359
Property Value Per Acre	N/a	N/a	N/a	N/a	N/a	\$243,958	\$255,528	\$271,214	\$297,791	\$323,072	\$354,682



44

Outstanding Questions

Identifying Potential Causality



APPRAISAL
PROCESS

Could potential changes in appraisal policy play a role in increasing TIF revenue?



MARKET
CONDITIONS

Could a change in real estate typology or volume be impacting the annual CRA revenue?



MAJOR ECONOMIC
SHIFTS

Could demographic, industry, or workforce changes be impacting the TIF revenue?

4.0
GENTRIFICATION +
DISPLACEMENT

Definitions

Gentrification

The process of change in an neighborhood or community that is seen by increased prices for basic needs, increased economic investments, and demographic or cultural shifts, typically resulting in displacement of residents.

- Methodology: Definitions were compared against each other through the lenses of:

Social Change

Economic Change

Cultural Change

Physical/Built Change

Displacement

A force that relocates people from where they are living or running a business. This can be either physical or economic, and it is often experienced as a slow accumulation of pressure or acute actions that change stay-or-go tradeoffs for individuals.

- Methodology: Definitions were compared against each other through the lenses of:

Degraded Housing

Rising Costs

Resident Income

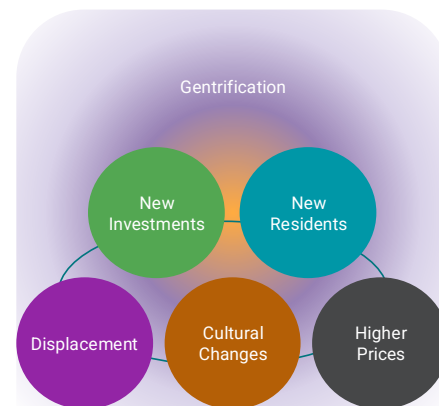
Small Business Changes

Migration

Discussion

Displacement vs. Gentrification

- Displacement and Gentrification are related but not the same.
- Displacement is defined by the *movement*** of residents and businesses. It is measurable and consistent. It is often witnessed in gentrifying areas.
- Gentrification is a process** that often *creates the set of factors* that lead residents and businesses to move, and can also cause other changes. It is multi-faceted, and more complex to measure.



When is it gentrification vs. economic growth?

- Economic growth is positive for any community, and especially for low-income communities. However, when that growth is not inclusive or accessible to certain groups, it is not equitable.
- The **negative impacts** of economic growth **are often associated with gentrification**, such as increasing rents reducing affordability for residents
- **Equitable economic development** aims to **minimize the negative impacts** of economic growth

Gentrification & Displacement: Overall Trends

Pensacola shows a mix of factors that indicate vulnerability to future gentrification and displacement, as well as some factors that limit gentrification and displacement

Risk Factors	Possible strengths	Signals to watch for
Incomes - Median incomes, when lower than the median income of surrounding areas, can be a predictor of gentrification and displacement. - High poverty rates when compared to the national average also signify potential risk. Housing - The affordability index is low, meaning that incomes are too low to qualify for mortgages - The rental percentage is higher than County and national averages, suggesting homeownership is consistently out of reach - Change in rental vacancy rates indicates changes in affordability for renters	Population Flows - Fast growth can incite displacement of existing communities. Within Escambia county, migration has been net neutral over the last 10 years. Diversity - Diverse communities are less likely to experience displacement than areas with high concentrations of communities of color. Incomes - Extremely fast income growth is often a sign of gentrification for communities	Incomes & Earning Power - Stakeholders should be sensitive to an increase in proportion of high incomes indicating wealthier residents displacing lower income residents - Stakeholders should also look for an increase in the percentage of residents with a bachelor's degree or higher, who generally have higher earning potential Rents & Evictions - Greater increase in median rent and subsequent increases in eviction rates Housing Supply - Observing total housing units constructed to understand if it is lower than the population growth

PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / JLP+D

49

APPENDIX

Gentrification & Displacement: Risk Factors

Housing and Incomes create challenges for residents

Today all three CRA districts present some risk factors of economic vulnerability and displacement. The median household income is lower in these districts than city and county averages. The affordability index, which measures the likelihood of obtaining a mortgage at current average home prices given the current average income, is also below 60 for all districts, despite variation in the average home price of each area.

The share of renters is higher in the CRA districts than the county and the national average. The rental rate for nationally is 35% while the Westside (59%), Eastside (53%), and the Urban Core (42%) are all significantly higher. Renters are likely to be more quickly displaced than homeowners due to fluctuating rent prices.

When looking at vacancy, total vacant housing units have increased citywide and in every CRA district, though vacancy is projected to decrease slightly. This vacancy combined with increase in housing units could be explained in part by housing quality; better housing has entered the market while less attractive housing still exists.

Additionally, density of housing units has increased in all CRA districts, supported by lot splitting and conversions or additions of accessory dwelling units in a more promising trend, total housing units are increasing in the Westside and Eastside CRA districts, and have been steadily since 2000. This growth outpaces the City of Pensacola overall.

Present Risk Factors				
	Median Income	% Households Below Poverty	# Households Below Poverty Level	Affordability Index
Westside CRA	\$23,551	39.5%	1,033	51
Eastside CRA	\$35,124	27.9%	150	58
Urban Core CRA	\$59,901	16.9%	248	57
Pensacola	\$67,722	14.1%	7,534	90
Escambia County	\$61,642	12.7%	18,030	87

Housing Unit Totals				
	2000	2010	2023	2028
Westside CRA	2,925	3,074	3,577	3,710
Eastside CRA	683	669	676	684
Urban Core CRA	1,793	1,832	2,251	2,430
Pensacola	26,948	27,892	28,111	28,111
Vacant Housing Unit Totals				
	2000	2010	2023	2028
Westside CRA	381	177	642	645
Eastside CRA	120	73	141	138
Urban Core CRA	304	105	356	343
Pensacola	3,115	3,256	3,129	3,114

PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / JLP+D

50

Gentrification & Displacement: Possible Factors

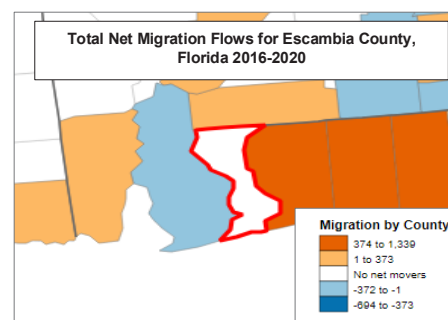
A few factors indicate a complex set of trends for and against active displacement

There are several factors that may not demonstrate direct gentrification and displacement for Pensacolians. First, within Escambia county, migration has been net neutral - while some movement has occurred, the movers out have roughly equalled movers in. There is no visible evidence of rapid population growth contributing to displacement.

next, the CRA districts all have fairly high diversity, which can be a strength against swift displacement for communities of color. That said, the Eastside CRA district has a higher concentration of black households than the other areas, while the urban core CRA has a higher concentration of white residents.

Income growth, though low for many households, has increased at a steady rate, mirroring the national averages for that last 20 years. Sharp increases in income are often caused by higher earners moving to an area and lower income earners leaving.

Additionally, density of housing units has increased in all CRA districts, supported by some new construction and lot splitting and conversions or additions of accessory dwelling units.



	Population By Race 2021 %						
	White	Black	American Indian	Asian	Pacific Islander	Other	Two or More Races
Westside CRA	38.97%	49.16%	0.00%	0.52%	0.22%	1.13%	10.00%
Eastside CRA	25.59%	63.53%	0.00%	0.00%	0.00%	3.92%	6.96%
Urban Core CRA	66.55%	22.75%	0.00%	0.16%	1.89%	1.01%	7.65%

Gentrification & Displacement: Signals to Watch in the Future

Changes to the population and rental prices are indicators of potentially fast shifts

Both gentrification and displacement can shift from risks to reality quickly. Changes to the median rent act as a signal of shifting demand by higher income renters, and the current asking rent of \$1,800 for new units across the city should be watched to identify increases. The current range of rental prices clusters around \$1,500.

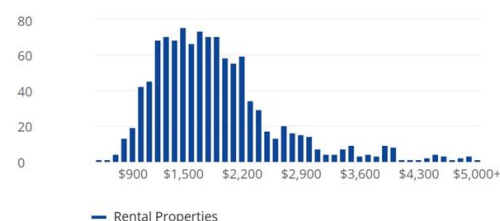
Similarly, changes to high income earners or populations with college degrees (and thus, potentially higher earning power) should be monitored as well. These indicators are already elevated in the Urban Core CRA, but could increase in the Eastside CRA quickly too, given its small population overall.

Lastly, the CRA is familiar with planned housing projects, and the total units of housing added to the Pensacola market will have the least impact if they are not outpaced by population growth. Thus, greater population growth, if it becomes a steady trend is also a sign to monitor changes to the number of housing units in the area.

Potential Indicators of Future Displacement			
	Median Rent	Households Earning > \$150k	Households with Bachelor's or Higher
Westside CRA	\$869	113 (4.0%)	16.3%
Eastside CRA	-	29 (5.3%)	27.4%
Urban Core CRA	\$1,901	338 (21%)	45.5%
Pensacola	\$1,150	3,812 (15.7%)	40.5%
Escambia County	\$1,394	15,757 (12.5%)	31.8%

Price Range

The price range for all bedrooms and all property types is \$600 to \$5,500.



What Else Impacts Gentrification Trends?

Factors to consider in Pensacola



SAFETY & PERCEPTION OF SAFETY



OVERALL COST OF LIVING



ATTRACTIVENESS FOR DEVELOPMENT



ECONOMIC DRIVERS



MILITARY INVESTMENT

PENSACOLA CRA PLAN UPDATE / PENSACOLA, FLORIDA / JLP+D

APPENDIX

JLP+D

CRA FUNDING RESOURCES

FEDERAL FUNDING

Grant Name	Awarding Entity	Website	Typical Projects Funded	Notes of interest
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	USDOT	https://www.transportation.gov/RAISEgrants/raise-nofo	Surface transportation projects that have significant local or regional impact; could include projects with a safety component.	https://www.transportation.gov/sites/dot.gov/files/2022-09/RAISE%202022%20Award%20Fact%20Sheets_1.pdf
Infrastructure for Rebuilding America Discretionary Grant Program (INFRA)	USDOT	https://www.transportation.gov/grants/infra-grants-program	Primarily freight related.	For projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
Reconnecting Communities Pilot Program (RCP)	USDOT	https://www.transportation.gov/grants/reconnecting-communities	Highway removal projects, through disadvantaged communities. Would fund replacement infrastructure and includes safety components.	
Safe Streets and Roads for All (SS4A)	USDOT	https://www.transportation.gov/grants/SS4A	Transportation safety projects.	Projects must be identified in a comprehensive safety action plan to receive implementation funding.
Federal Transit Administration Capital Funds (FTA)	Federal Transit	https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307	Funds safe access to transit projects	See Bicycles and Transit, Flex Funding for Transit Access, the FTA Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law, and FTA Program & Bicycle Related Funding Opportunities
Areas of Persistent Poverty Program (AoPP)	Federal Transit	https://www.transit.dot.gov/grants/areas-persistent-poverty-program	Funds projects that provide access to transit in disadvantaged communities, including safety improvements.	
Carbon Reduction Program (CRP)	FHWA	https://www.fhwa.dot.gov/environment/sustainability/energy/	Planning, bicycle and pedestrian facilities, bike share programs, road diets, etc.	Project must be part of the state TIP and consistent with LRSTP and Metropolitan Transportation Plan; does not fund recreational trails
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	FHWA	https://www.fhwa.dot.gov/environment/air_quality/cmaq/	Projects, including bicycle and pedestrian facilities, that reduce emissions.	Project for planning, feasibility analyses, and revenue forecasting associated with the development of a project that would subsequently be eligible to apply for assistance under the BIP
Highway Safety Improvement Program (HSIP)	FHWA	https://highways.dot.gov/safety/hship/shsp	Safety projects on the highway system.	Projects must be consistent with a state's Strategic Highway Safety Plan, funding is only for Highway projects, public transportation, and port facilities. Small local agencies also eligible
Railway-Highway Crossings-Section 130) Program (RHCP)	FHWA	https://highways.dot.gov/safety/hship/xings/railway-highway-crossing-program-overview	Railroad crossing improvements.	Set aside from HSIP, Small local agencies also eligible
National Highway Performance Program (NHPP)	FHWA	Implementation Guidance for the National Highway Performance Program (NHPP) as Revised by the Bipartisan Infrastructure Law (dot.gov)	Could include safety improvements as part of other improvements.	Only for Highway projects; Administered by the State
Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT)	FHWA	https://www.fhwa.dot.gov/environment/sustainability/resilience/	Protecting transportation facilities from flooding.	Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
Surface Transportation Block Grant Program (STBG)	FHWA	https://www.fhwa.dot.gov/specialfunding/stp/	Planning, bicycle and pedestrian facilities, bike share programs, road diets, etc.	If called a bicycle facility, it must be primarily for transportation instead of recreation, but recreational trails are also permitted. Small local agencies also eligible
Transportation Alternatives (TA) Set-Aside	FHWA	https://www.fhwa.dot.gov/environment/transportation_alternatives/	Planning, bicycle and pedestrian facilities, bike share programs, road diets, etc.	Part of STBG; Administered by the State, Local agencies also eligible
Recreational Trails Program (RTP)	FHWA	https://www.fhwa.dot.gov/environment/recreational_trails/	Recreational trails	Part of STBG; Administered by the State
Safe Routes to School Program (SRTS)	FHWA	https://www.fhwa.dot.gov/environment/safe_routes_to_school/	Projects that improve safety for students going to school	Part of STBG; Administered by the State

FDOT FUNDING

Grant Name	Awarding Entity	Website	Typical Projects Funded	Notes of interest
Transportation Alternatives Program (TAP)	FDOT	https://www.fdot.gov/planning/systems/tap/default.shtm	Bicycle/pedestrian facilities recreational trails, SRTS projects	Part of the Federal TA set aside of the STBG https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/systems-management/document-repository/tap/ta-set-aside-program_fl_overview-highlights_2015-2021.pdf?sfvrsn=7c0d8522_2
Shared-Use Nonmotorized (Sun) Trail Program	FDOT	https://www.fdot.gov/planning/systems/suntrail/guidance.shtm	Shared use trails	Project must be within the Suntrail network, a priority of the applicable jurisdiction, and consistent with applicable plans. Local agency must commit to operation and maintenance of trail. Separate Request for Funding, but must be included in FDOT Work Plan https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/suntrail/guidance/suntrail_guidanceforsubmittal-offundingrequest.ppt.pdf?sfvrsn=3ac9b7ba_2
Highway Safety Improvement Program	FDOT	Reports and Plans (fdot.gov)	Transportation safety projects	Must show how project improves safety; part of FHWA HSIP funding
Safe Routes to School	FDOT	https://www.fdot.gov/Safety/programs/safe-routes.shtm	Transportation safety projects that improve safety for student going to/from school	Funded through HSIP

SIDEWALK PRIORITIZATION

RANKING CRITERIA

Step 1

Separate candidate projects into two tiers:

Tier 1: Projects with no existing sidewalks

Tier 2: Projects with existing sidewalks on one side of the street

Step 2

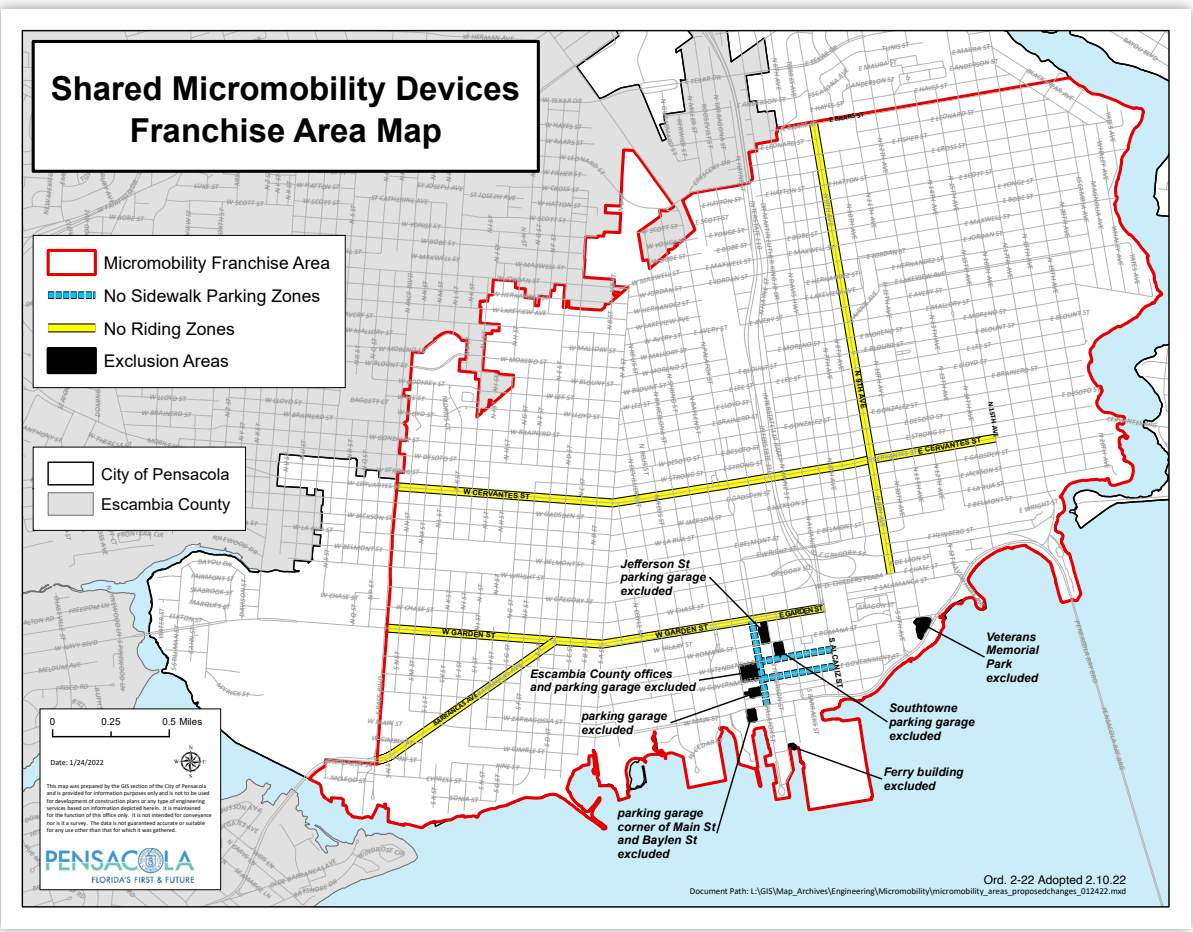
Rank Projects based upon the following criteria:

#	Quantifiable Criteria	Max Points
1	Safety (Roadway conditions, width, bike lanes, existing sidewalk)	6.5
2	School Proximity (Using EscCo Bus Eligible criteria) — Elem School @ 1 mile (15 points) — Middle School @ 1.5 miles (10 points) — High School @ 2 miles (5 points)	15
3	New Access on Arterials and Collectors	10
4	Latent Demand (using either census tract data or City data) — DUs within 1/4 mile to sidewalk project — Residents using transit or walking to work	15
5	Connectivity / This criterion will award points based on the following: — Connects to sidewalk on arterial roadway (15 points) — Connects to sidewalk on collector roadway (10 points) — Connects to sidewalk on local streets (5 points) — Does not connect to other sidewalks (0 points)	15
6	Existing Demand / This criterion will assess scores based on access to: — Transit Stops — Parks/Community Centers — Greenways & Trails — Transportation Disadvantaged Housing — Employment Centers — University/College Campuses (PCS) — Shopping Centers — Placemaking Areas (1/4 mile radius from: Palafox St from Wright Street to terminus and Belmont-DeVilliers intersection)	40
	Total Max Points	101.5

If the totals for the subcategories exceed the maximum for the category, only the maximum value shall be assigned.

Data used will be from either City data (roadway classification, building footprints, pavement width, bike lanes, parks/community center locations, school locations), US Census data (worker transportation, DUs), and ECAT data (transit stops).

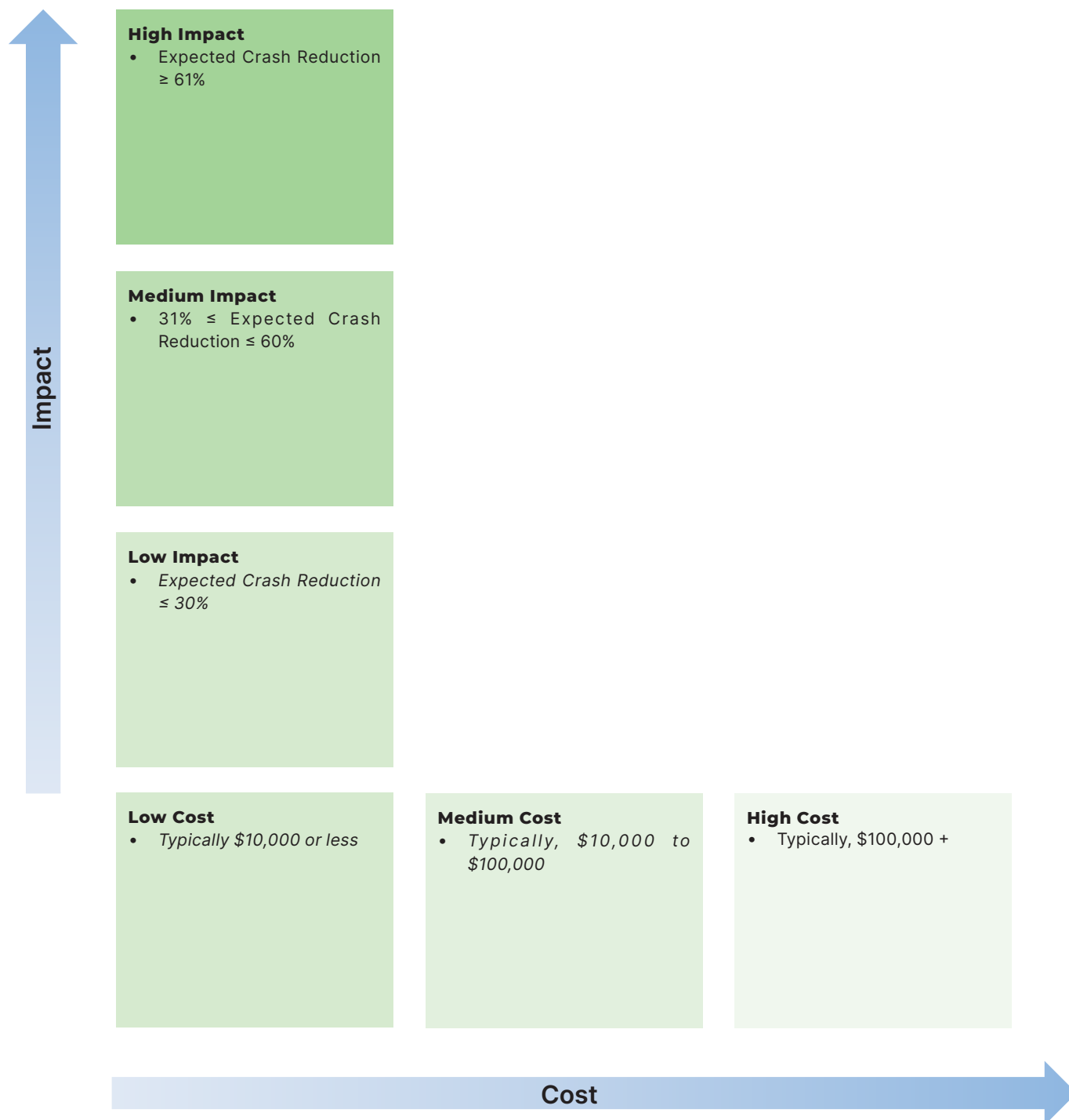
MICROMOBILITY AREA MAP



APPENDIX

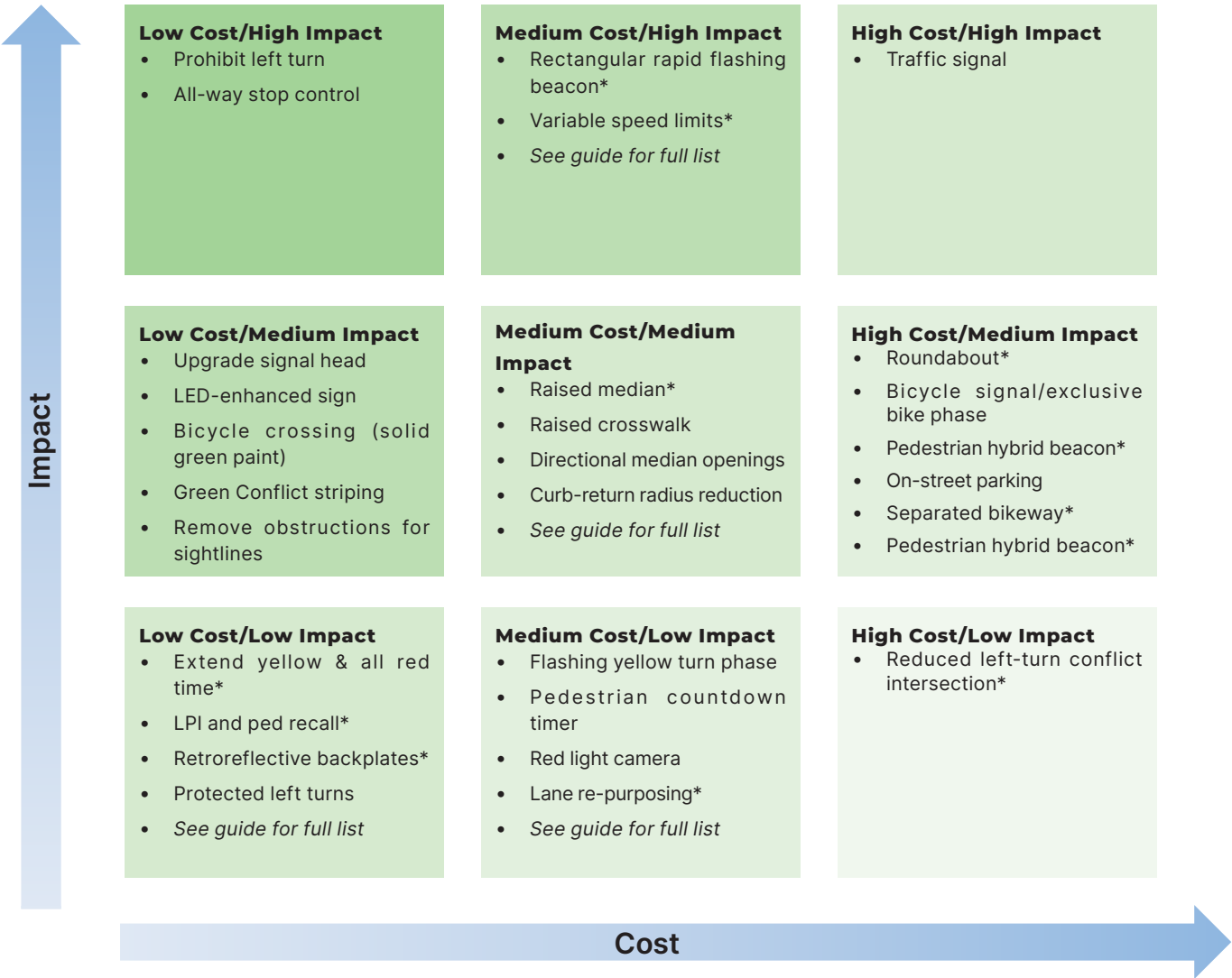
COST AND IMPACT COUNTERMEASURES

COUNTERMEASURE IMPACT AND COST DEFINED



Unknown Impact = No quantitative data is available

COUNTERMEASURE SELECTION GUIDE



APPENDIX

Note: Countermeasures may not apply to all modes, roadways, or crash severities. Countermeasures may apply to more crash types.

* FHWA Proven Safety Countermeasure

COUNTERMEASURE SELECTION GUIDE (CONT.)

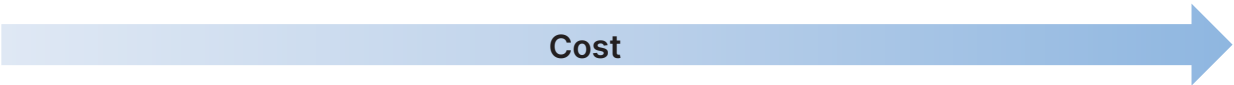


Note: Countermeasures may not apply to all modes, roadways, or crash severities. Countermeasures may apply to more crash types.

* FHWA Proven Safety Countermeasure

COUNTERMEASURE SELECTION GUIDE (PEDESTRIAN AND BIKE FOCUSED)

Low Cost/ Unknown Impact • Audible push button upgrade extend time push-button • Prohibit right-turn-on-red • Prohibit turns during pedestrian phase • Shorten cycle length • Advance stop bar • Advance yield markings • Pavement speed legends • Time-based turn restriction • Upgrade intersection pavement markings • Wayfinding • Co-locate bus stops and pedestrian crossings • High-visibility crosswalk • Restripe crosswalk • Centerline hardening • Enhanced daylighting/slow turn wedge • Gateway treatments • Paint and plastic median • Partial closure/diverter • Straighten crosswalk • Lane narrowing • Far-side bus stop • Extend green time for bikes • Bicycles may use full lane sign • Mixing zone • Parking buffer • Two-stage turn queue bike box • Bike box	Medium Cost/ Unknown Impact • Pedestrian detection • Signal interconnectivity and coordination/green wave • Signal preemption • Flashing beacon as advance warning • Floating transit island • Curb extensions • Widen sidewalk • Crosswalk density • Chicane • Landscape buffer • Speed sensitive rest on red • Upgrade lighting to LED • Bike detection	High Cost/ Unknown Impact • Separate right-turn phasing • Shared use path • Close slip lane • Intersection reconstruction and tightening • Protected intersection • Raised intersection
---	---	---



Note: Countermeasures may not apply to all modes, roadways, or crash severities. Countermeasures may apply to more crash types.

* FHWA Proven Safety Countermeasure

TRANSPORTATION ANALYSIS

OVERVIEW

Existing transportation conditions were documented throughout Pensacola and provided a foundation for understanding the needs and possible improvements for the CRA planning process.

Documenting the existing transportation conditions included three main categories:

- Roadway Characteristics (e.g., street type, character, and dimensions);
- Mobility Characteristics (e.g., pedestrian/bicycle facilities, and safety);
- Equity and Transportation (e.g., communities overburdened by lack of transportation investment).



Existing Transportation – Related Conditions and Planned Transportation Improvements

Technical Memorandum

*Community Redevelopment Agency Plan Update for
Westside, Urban Core, and Eastside
October 8, 2024*

APPENDIX

(this page left intentionally blank)



Table of Contents

1 Introduction and Project Purpose..... 1

2 Roadway Characteristics 3

 2.1 Street Types and Networks 3

 2.2 Land Use.....20

 2.3 Street Widths and Medians.....21

 2.4 Intersections24

 2.5 Posted Speed Limits.....27

 2.6 Roadway Maintenance28

3 Mobility Characteristics.....29

 3.1 Pedestrian and Bicycle Facilities29

 3.2 Level of Traffic Stress35

 3.3 Parking36

 3.4 Crashes39

4 Equity40

 4.1 Transportation Insecurity42

 4.2 Environmental Characteristics43

 4.3 Impervious Areas.....45

 4.4 Transit47

5 Community Input48

6 Planned Transportation Improvements49

 6.1 City of Pensacola Capital Improvement Program.....49

 6.2 Florida/Alabama Transportation Planning Organization Long Range Transportation Plan51

 6.3 Active Transportation Plan.....54

 6.4 Escambia County Area Transit -Transit Development Plan (TDP), 2022 - 203157

 6.5 MLK and Davis Conversion Feasibility Study.....58

 6.6 Pensacola Waterfront Framework Plan59

References61

APPENDIX

List of Figures

Figure 1 Major Roadways and USDOT Disadvantaged Community Boundaries in CRA Districts	2
Figure 2 Roadway Functional Classification.....	3
Figure 3 FDOT Roadway Functional Classification Location	4
Figure 4 Westside – Arterial Road.....	5
Figure 5 Westside – Arterial Road.....	6
Figure 6 Westside – Arterial Road.....	6
Figure 7 Westside – Collector Road	7
Figure 8 Westside – Collector Road.....	8
Figure 9 Westside - Local Road	9
Figure 10 Westside - Local Road	10
Figure 11 Westside - Local Road	10
Figure 12 Urban Core – Arterial Road.....	11
Figure 13 Urban Core – Arterial Road.....	12
Figure 14 Urban Core – Arterial Road.....	12
Figure 15 Urban Core – Collector Road	13
Figure 16 Urban Core – Collector Road	14
Figure 17 Urban Core – Collector Road	14
Figure 18 Urban Core – Local Road.....	15
Figure 19 Eastside – Arterial Road.....	16
Figure 20 Eastside – Arterial Road.....	17
Figure 21 Eastside – Arterial Road.....	17
Figure 22 Eastside – Collector Road	18
Figure 23 Eastside – Collector Road	18
Figure 24 Eastside – Local Road.....	19
Figure 25 Commercial Corridors.....	20
Figure 26 Public Rights-of-Way	21
Figure 27 West Garden Street at A Street.....	22
Figure 28 Bayfront Parkway.....	22
Figure 29 N Palafox Street.....	23
Figure 30 W Main Street.....	23
Figure 31 High Crash Intersections	24
Figure 32 Barrancas Avenue and W Main Street.....	25
Figure 33 Barrancas Avenue and W Garden Street.....	25



Figure 34 Dr MLK, Jr. Drive and E Blount Street.....25

Figure 35 N Palafox Street and W Wright Street.....26

Figure 36 N 9th Avenue and E Gregory Street.....26

Figure 37 Posted Speed Limits.....27

Figure 38 Roadway Maintenance28

Figure 39 City of Pensacola EPA Walkability Index30

Figure 40 ATP New Sidewalk and Intersection Crossing Improvements.....31

Figure 41 Pedestrian and Bike Facilities32

Figure 42 ADA Sidewalk Assessment - Compliance.....33

Figure 43 N Palafox Bike Lane34

Figure 44 N Palafox Bike Sharrow.....34

Figure 45 Level of Stress (ATP)35

Figure 46 Bike Pensacola Bike Routes36

Figure 47 Major Paved Areas and Garages.....37

Figure 48 Major Paved Areas and Garages – Urban Core38

Figure 49 Crash Density and Pedestrian/Bicycle Severity Map.....39

Figure 50 Justice40 Disadvantaged Communities 202240

Figure 51 ETC Disadvantaged Communities41

Figure 52 City of Pensacola ETC Composite Scores State Percentile.....42

Figure 53 City of Pensacola ETC Transportation Insecurity Percentile Rank.....43

Figure 54 Flood-Prone Areas.....44

Figure 55 Flood-Prone Areas and Major Paved Areas46

Figure 56 USDOT Transportation Disadvantaged Communities and Transit.....47

Figure 57 Capital Improvement Program50

Figure 58 Needs Plan - FL-AL Transportation Planning Organization.....52

Figure 59 ATP Future Network55

Figure 60 ECAT Proposed Improved Routes in CRA Districts58

Figure 61 Waterfront Framework Plan - Hashtag Connector.....60



List of Tables

Table 1. CRA District Major Paved Areas45

Table 2. Capital Improvement Projects – CRA Projects.....50

Table 3. Cost Feasible Projects – Funded Projects CRA Districts Sample52

Table 4. ATP Future Network – CRA Districts.....56



1 Introduction and Project Purpose

The Pensacola Community Redevelopment Agency (CRA) is updating all three CRA district plans after more than 15 years. The CRA districts are comprised of the Westside, the Eastside, and the Urban Core. Each of the districts have distinct characteristics pertaining to transportation. The existing conditions highlighted in this report are based on city data, previous studies, current programs, site and desktop observations, and community input. Understanding the existing conditions provides the basis to develop near-, medium-, and long-term recommendations to improve mobility and accessibility of all the residents within the area.

Documenting the existing transportation conditions includes three main categories:

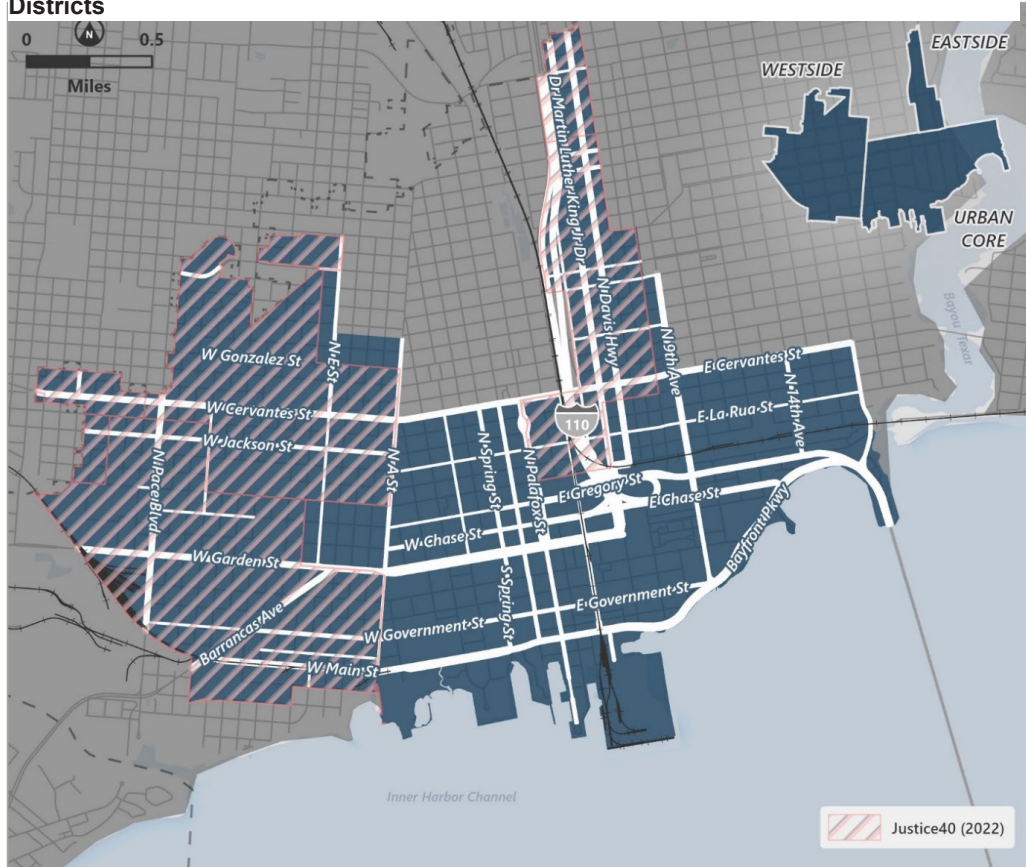
- Roadway Characteristics (e.g., street type, character, and dimensions)
- Mobility Characteristics (e.g., pedestrian/bicycle facilities, and safety)
- Equity and Transportation (e.g., communities overburdened by lack of transportation investment)

The CRA Districts, along with the United States Department of Transportation (USDOT) Disadvantaged Community boundaries,¹ and major roadways² are shown in **Figure 1**.

¹ The USDOT Disadvantage Communities are defined as those communities that have a higher burden of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability.

² Major roadways are defined as those that have interstate, arterial, or collector functional classification by the Florida Department of Transportation (FDOT).

Figure 1 Major Roadways and USDOT Disadvantaged Community Boundaries in CRA Districts





2 Roadway Characteristics

Roadway Characteristics include all the ways in which one understands a street or road. These characteristics include looking at the type or function of the road, the physical attributes of the road (speed, width, how many lanes, type of connectivity or network) and neighborhood character surrounding the road.

2.1 Street Types and Networks

There are three major roadway types that make up the street network within the CRA districts. These major roadways are defined by FDOT and further qualified in the City of Pensacola 2023 Active Transportation Plan (ATP) as shown in **Figure 2**:

Figure 2 Roadway Functional Classification

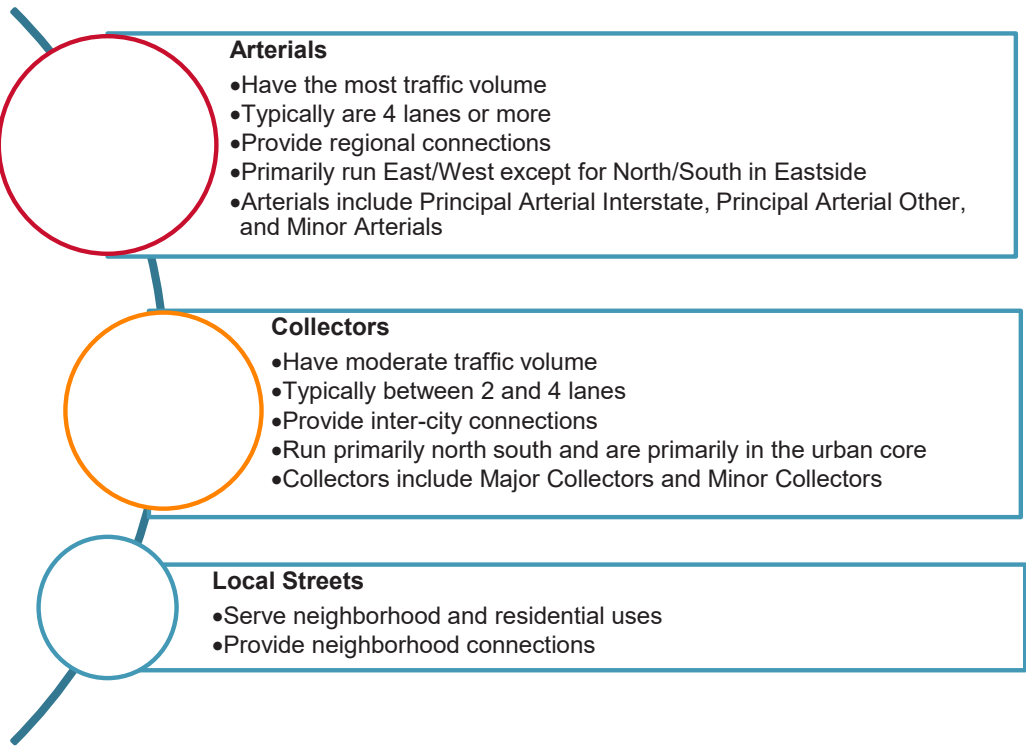


Figure 3 FDOT Roadway Functional Classification Location





WESTSIDE

Arterials

The location of the arterial roadways split the Westside district into five pockets which lack connectivity and are spaces where vehicles are given priority over pedestrians. As regional connectors, these high traffic volume roadways are very wide and support development patterns that do not foster a sense of place; rather it is a place to simply move through as quickly as possible. Such conditions make it extremely difficult for the neighborhood residents of Sanders Beach, Tanyard, and Westside Garden District to have easy access to amenities within and outside of the district.

Westside district has five roadways identified as arterial:

- W Cervantes Street
- N Pace Boulevard
- W Garden Street
- W Main Street
- Barrancas Avenue

Figure 4 Westside – Arterial Road



Figure 5 Westside – Arterial Road

Barrancas Avenue – Looking North
Source: HDR



Figure 6 Westside – Arterial Road

W. Cervantes Street – Looking East
Source: HDR





Collectors

These roadways usually provide more connections via cross streets, may have on-street parking, typically have more continuous building frontage, and if not designed well can still present challenges for non-vehicular modes of transportation (pedestrian and cyclist). These challenges may be a relatively high traffic volume, excessive curb cuts, or lack of separated pedestrian and bike infrastructure.

Westside district has five roadways identified as collector:

- W Government Street
- W Jackson Street
- N T Street
- N E Street
- N A Street

Figure 7 Westside – Collector Road

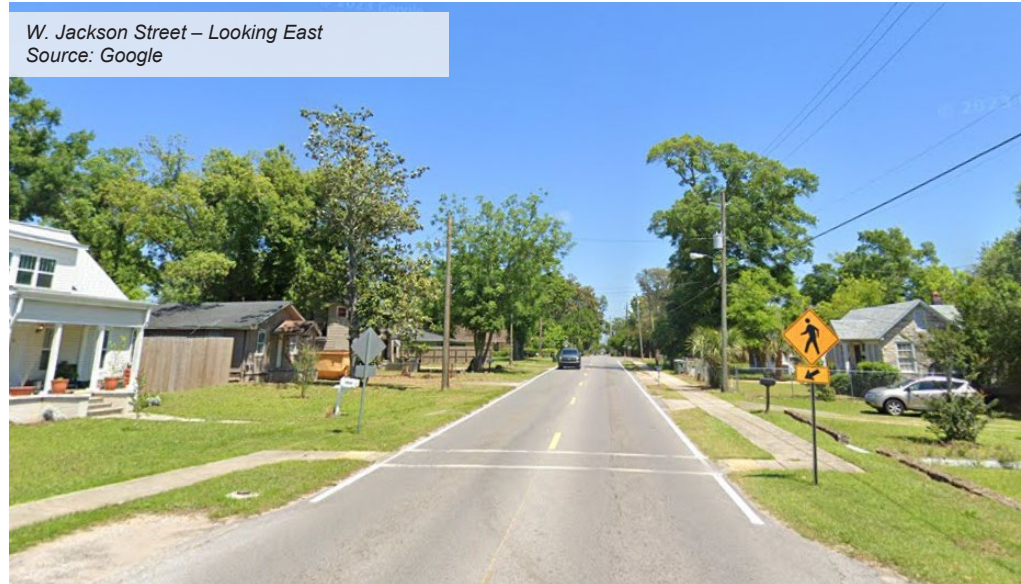


Figure 8 Westside – Collector Road

N E Street – Looking South
Source: Google





Local Roads

These roadways usually provide the most connections via cross streets, will have on-street parking (marked or unmarked), and typically will have numerous driveways given the prevalence of residential uses. FDOT's functional classification specifically identifies seven local roadways in the Westside District:

- W Gregory Street
- W Wright Street
- N L Street
- W Government Street
- W Zarragossa Street³
- S E Street and N E Street
- S A Street

Figure 9 Westside - Local Road



N E Street – Looking South
Source: Google

³ This street has different spellings in different locations including Zarragossa, and Zaragoza

Figure 10 Westside - Local Road



Figure 11 Westside - Local Road





URBAN CORE

Arterials

The location of these roadways create a core that is fragmented and become major barriers to the connectivity of the district with the eastern neighborhoods of Old East Hill and East Hill, as well as the Eastside district.

Urban Core district has eight roadways identified as arterial (some are shared with other districts):

- E and W Cervantes Street
- N 9th Ave
- E Gregory Street
- E Chase Street
- Bayfront Parkway
- E and W Garden Street
- N Palafox Street
- E and W Main Street

Figure 12 Urban Core – Arterial Road

W Main Street – Looking East
Source: HDR

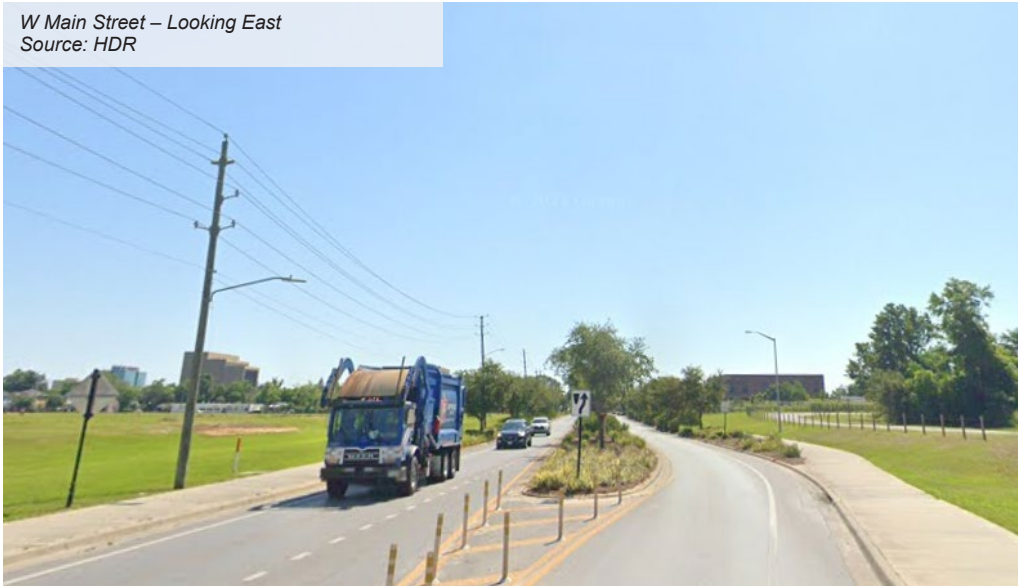


Figure 13 Urban Core – Arterial Road

E Chase Street – Looking East
Source: Google

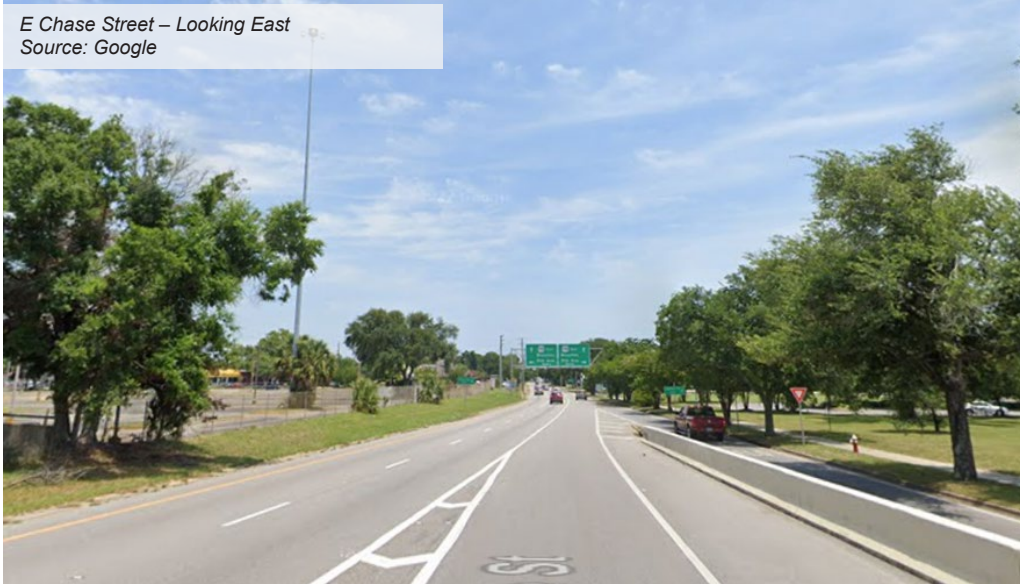


Figure 14 Urban Core – Arterial Road

N Palafox Street – Looking South
Source: Google





Collectors

These roadways are primarily north/south in direction and are generally in very close proximity to arterials and to each other. This condition creates an environment that prioritizes vehicles and places a high level of discomfort for all other modes of transportation. However, there are other areas throughout the district where collectors have been well designed and are providing environments for pedestrians to enjoy and feel comfortable walking, such as N Palafox Street seen in **Figure 15**.

Urban Core district has twelve roadways identified as collector (the most of any district):

- W Chase Street
- W Gregory Street
- N 14th Avenue
- N A Street
- W and E Government Street
- S and N Spring Street
- S and N Baylen Street
- Palafox Place
- S Tarragona Street
- N Palafox Street
- S Barracks Street
- S and N 9th Avenue

Figure 15 Urban Core – Collector Road

N Palafox Street – Looking North
Source: Google

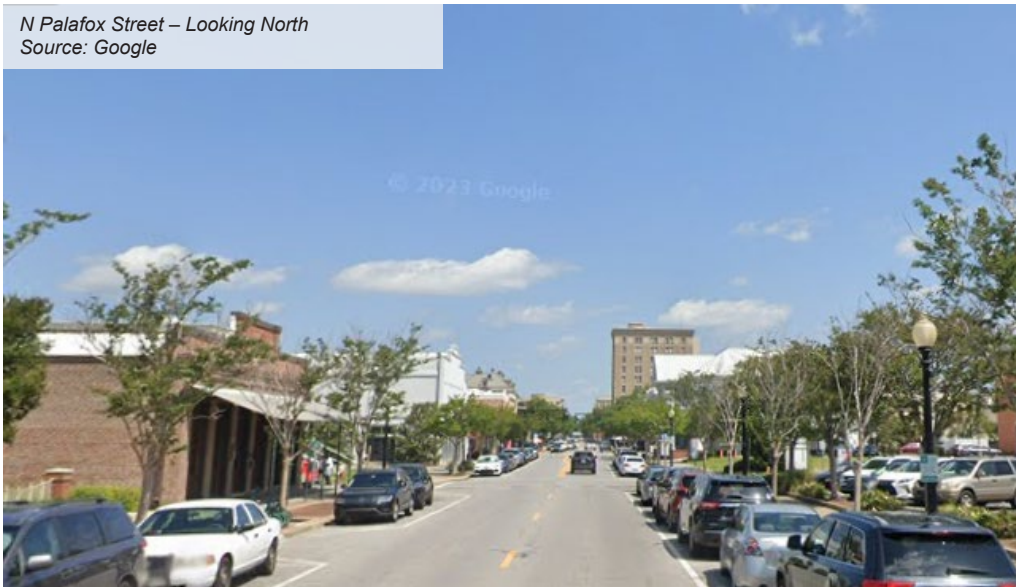
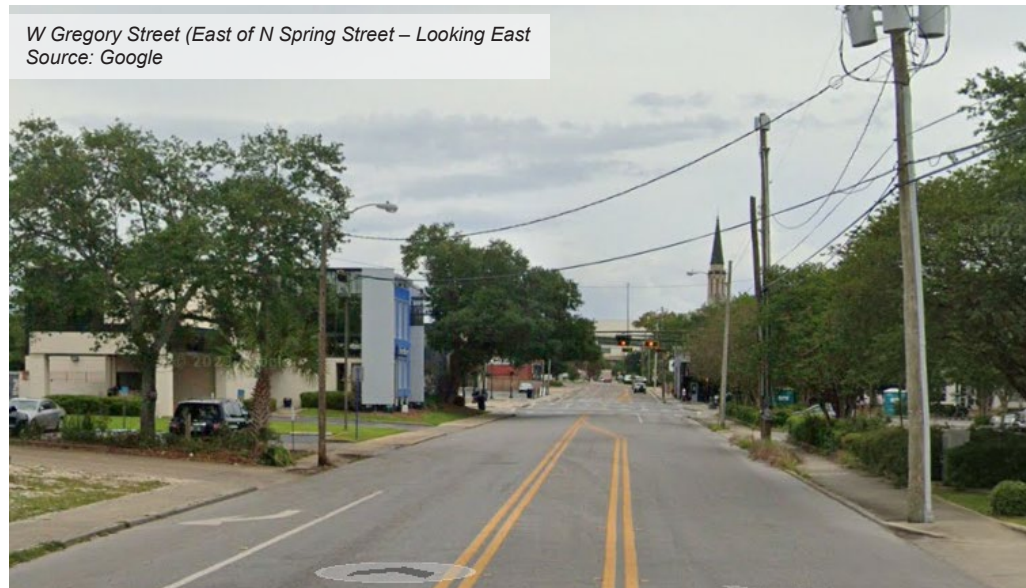


Figure 16 Urban Core – Collector Road



Figure 17 Urban Core – Collector Road





Local Roads

These roadways usually provide the most connections, will have on-street parking (marked or unmarked), and will typically have numerous driveways given the prevalence of residential uses. These roadways provide for neighborhood trips and become the prevalent roadway type that defines walkability by way of block spacing. FDOT's functional classification specifically identifies four local roadways in the Urban Core district:

- S Palafox Street
- W Gregory Street (west of N Spring Street)
- S and N Baylen Street
- Palafox Place

Figure 18 Urban Core – Local Road



EASTSIDE

Arterials

The location of these roadways along with the area and shape of the Eastside district creates an environment that is dominated by a high volume of traffic that is entering or leaving downtown, or connecting to the Interstate. Thus, the narrow sliver is divided into small blocks that are more like islands in a sea of traffic most likely going above the posted speed limit. Additionally, Dr. MLK, Jr. Drive and N Davis Highway are one-way couplets further amplifying a car-centered community and I-110 is an elevated highway that further separates and isolates the Eastside from the neighborhoods to the west and south. As an arterial along I-110, Dr. MLK, Jr. Drive is double the width of most other arterials to accommodate two single-direction southbound lanes and parking on both sides of the street. The lack of transition into areas that are primarily residential neighborhoods is very abrupt and reinforces the hierarchy of vehicles vs. pedestrians.

The Eastside district has five roadways identified as arterials:

- N. 9th Avenue
- N Davis Highway
- Dr. MLK, Jr. Drive
- I-110
- E Cervantes Street

Figure 19 Eastside – Arterial Road





Figure 20 Eastside – Arterial Road

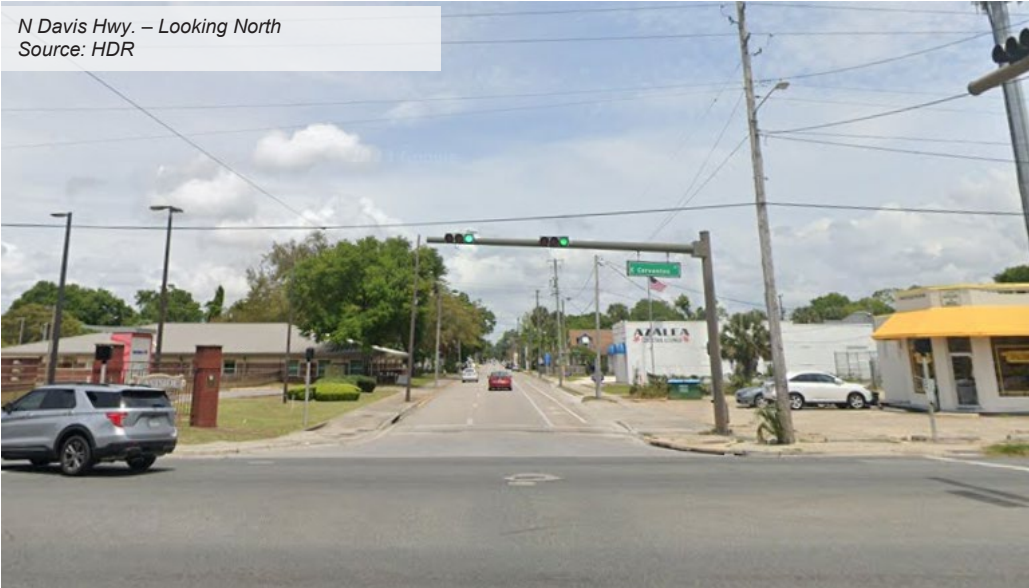


Figure 21 Eastside – Arterial Road



Collectors

These roadways are primarily east/west direction and are in very close proximity to arterials and to each other. These are also one-way couplets.

Eastside district has only two roadways identified as collector (the least of any district):

- E Jordan Street
- E Maxwell Street

Figure 22 Eastside – Collector Road

E Jordan Street – Looking East
Source: Google

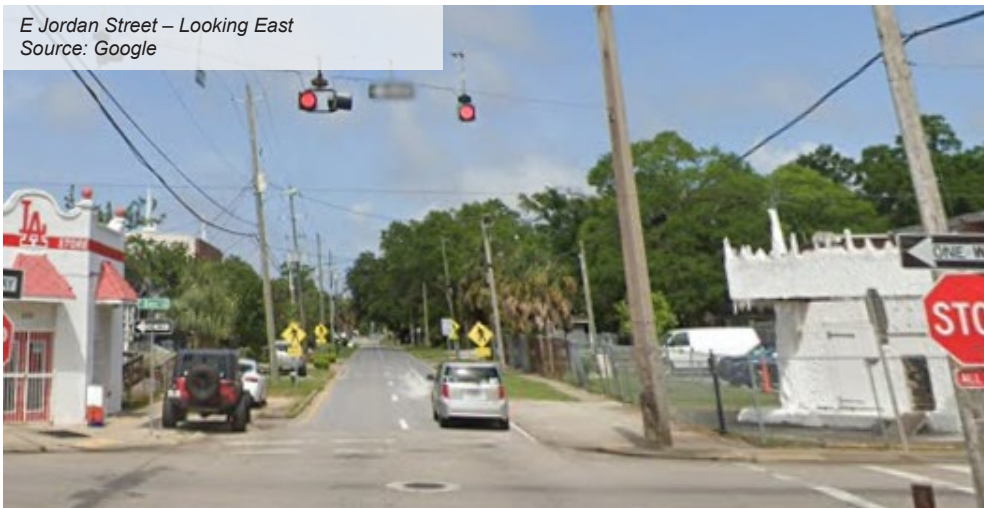


Figure 23 Eastside – Collector Road

E Maxwell Street – Looking West
Source: Google





Local Roads

These roadways in the Eastside district run east/west and do not offer on-street parking due to the width of the road. Residential land uses dominate the frontage along the road. FDOT's functional classification specifically identifies five local roadways in the Eastside district:

- E Gonzalez Street
- E Lee Street
- E Blount Street
- N Hayne Street
- E Cross Street

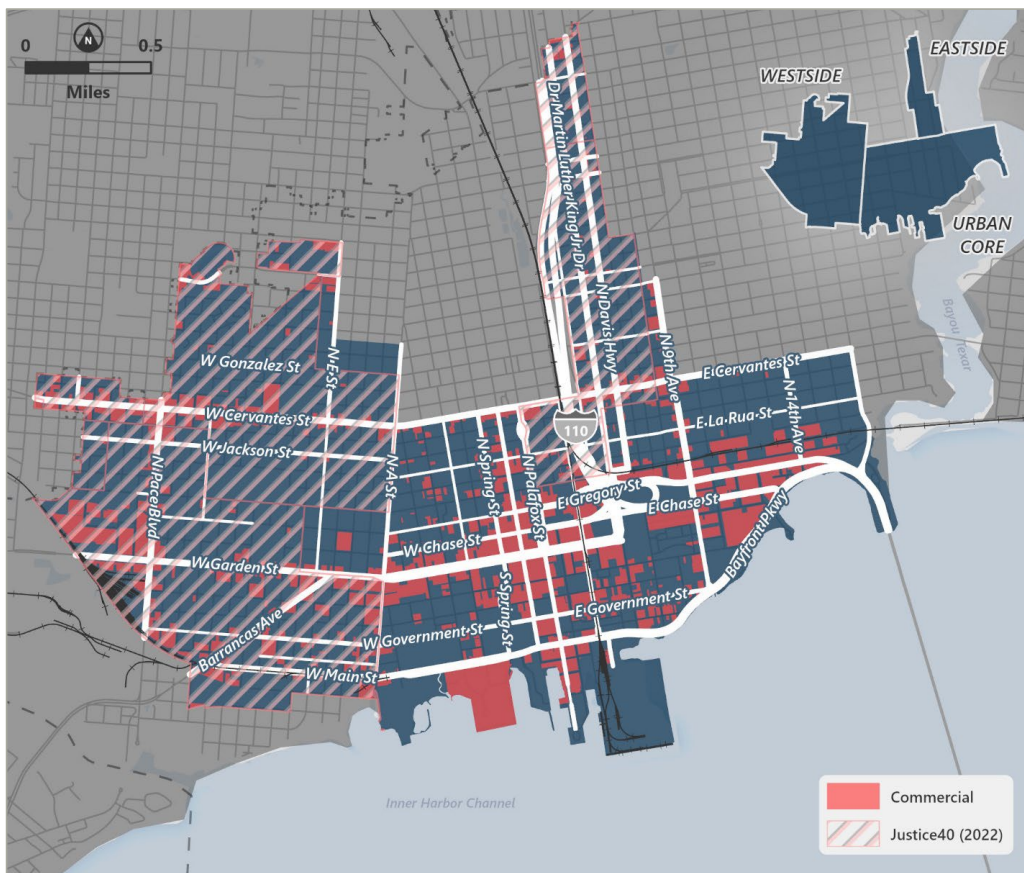
Figure 24 Eastside – Local Road



2.2 Land Use

Arterials, as regional connectors, are the primary frontage for commercial uses within the CRA districts. Arterials in the Eastside are, however, primarily fronted by residential and the interstate. These commercial corridors also have the highest level of traffic stress and highest number of crashes compared to other corridors. If commercial corridors are not pedestrian friendly, it is difficult for residents to have full access to these destinations without a car. During public workshops, many residents especially in the Westside voiced concerns over the inability to get to stores or other amenities as the development patterns are also car centered with drive-thrus and parking along street.

Figure 25 Commercial Corridors

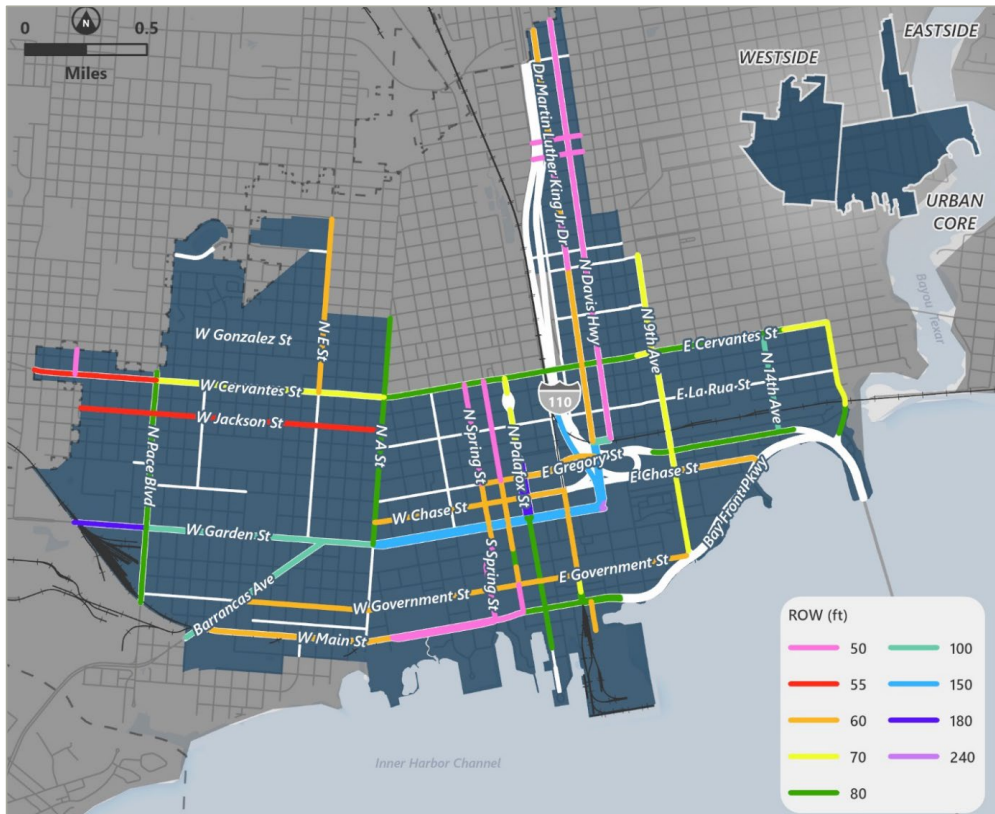




2.3 Street Widths and Medians

Roadway widths range between 50 - 180 feet throughout the districts, excluding the interstate, with most of the right-of-way dimension being between 50 and 60 feet. The roadways that are the least safe for pedestrians as well as cars typically have the widest dimensions. The common travel lane width throughout the study area is 12 feet.

Figure 26 Public Rights-of-Way



Additionally, a desktop review identified seven roadway segments with medians in the CRA districts. These street medians vary in width and as such have a varying impact on the character of the street:

- West Garden Street (US 98 from A Street to Alcaniz Street)
- West Main Street from S Clubbs Street to S Spring Street
- East Main Street from S Tarragona Street/Bayfront Parkway
- North Palafox Street from East Wright Street to West Garden Street
- North Palafox Street from W Gadsen Street to West Jackson Street
- East Wright Street from North Palafox Street to North 6th Avenue
- Bayfront Parkway

Figure 27 West Garden Street at A Street

Source: Google



Figure 28 Bayfront Parkway

Source: Google

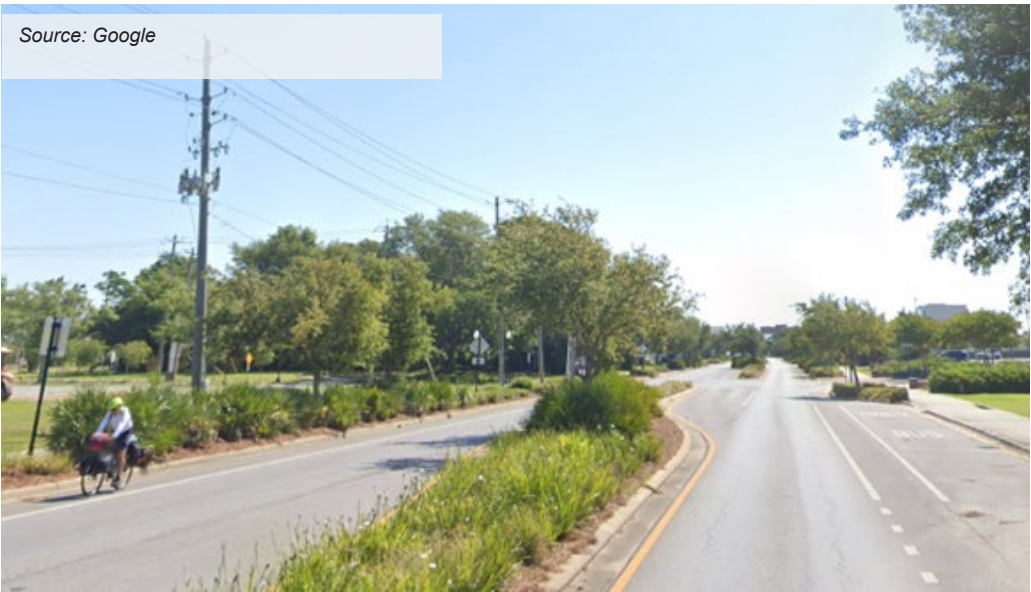




Figure 29 N Palafox Street



Figure 30 W Main Street



2.4 Intersections

Intersections serve as the space that brings together all the various modes of transportation. Intersections need to be designed effectively and safely for the system to function properly. The Active Transportation Plan describes various intersections that need critical attention. The ATP identifies 10 high crash intersections in need of improvements to address unsafe conditions. Five of these intersections fall within the CRA districts.

Westside

- Barrancas Avenue and W Main Street
- Barrancas Avenue and W Garden Street

Eastside

- MLK Drive and E Blount Street

Urban Core

- N Palafox Street and W Wright Street
- N 9th Avenue and E Gregory Street

Figure 31 High Crash Intersections

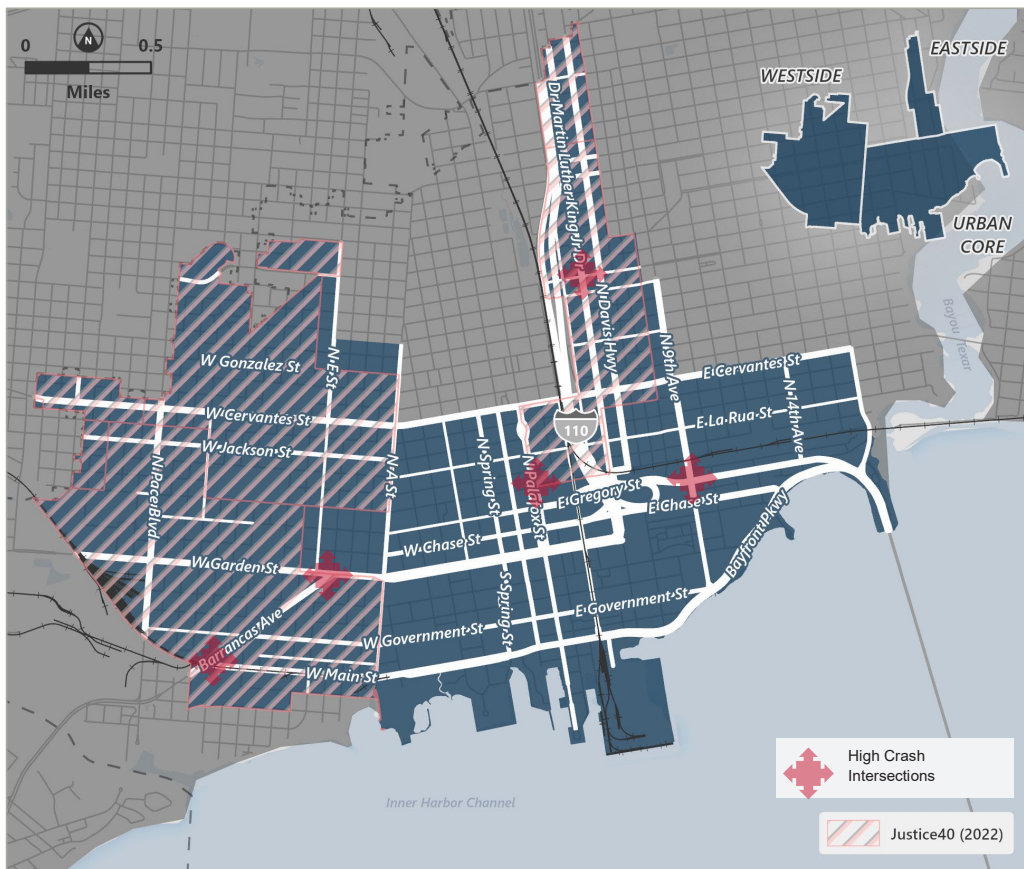




Figure 32 Barrancas Avenue and W Main Street



Figure 33 Barrancas Avenue and W Garden Street



Figure 34 Dr MLK, Jr. Drive and E Blount Street



Figure 35 N Palafox Street and W Wright Street

Source: Google

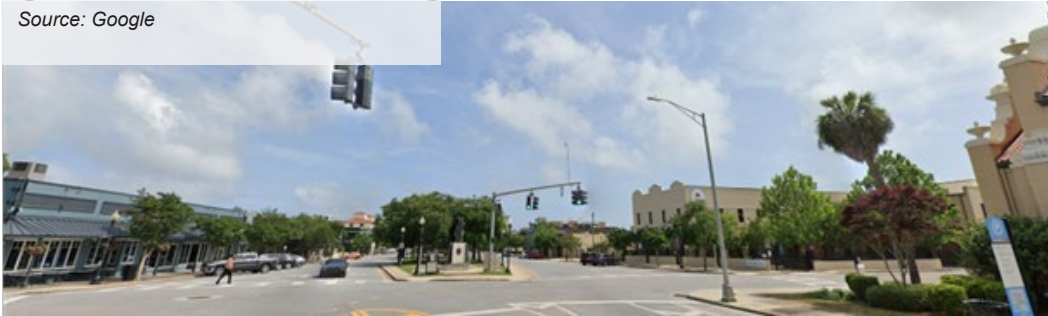


Figure 36 N 9th Avenue and E Gregory Street

Source: Google

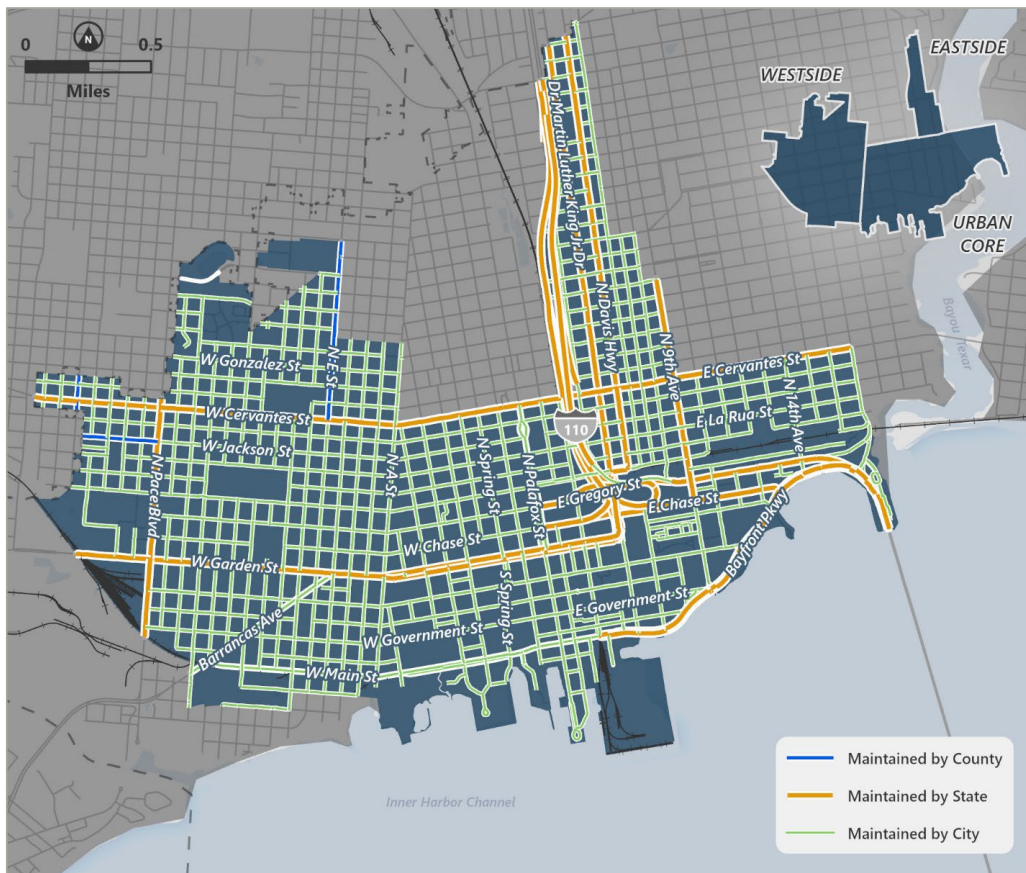


Speed plays an instrumental role in crashes including cause and severity of injuries. Speed influences a driver's cone of vision, stopping distance, and crash risk. The higher the speed, the smaller the driver's cone of vision is, stopping distance is increased, and the risk of a crash is increased. The posted speed limits within the CRA districts vary from 25 miles per hour (mph) to 40 mph on urban streets and between 45 mph and 60 mph when I-110 is included along with its ramps.

2.6 Roadway Maintenance

The entity responsible for road maintenance is a key stakeholder when it comes to supporting and implementing improvements. **Figure 38** illustrates the maintenance of the roads within the CRA district.

Figure 38 Roadway Maintenance



The summary of miles of roadways and the agency responsible for maintenance is as follows:

- 1.1 miles of roadways are identified as maintained by county of which are all in the Westside district. This represents 33% of all county roads in the city.
- 21 miles of roadways are identified as maintained by the state. This represents 39% of all state roads in the city.
- 90 miles are considered local roads and are maintained by the City of Pensacola. This represents 27% of all city roads.



3 Mobility Characteristics

While walkability considers several factors such as intersection density, proximity to transit stops, employment mix, and employment and household mix,⁴ it has to include the infrastructure as well. A walkable city means providing a robust network of pedestrian and bicycle facilities that are designed to provide comfort and safety for all. There are many challenges with walkability across the three CRA districts. While the network of streets is predominately smaller to medium blocks, which makes walking easier, the lack of a sidewalk network, bike facility network, lack of crosswalks, and roadway dimensions makes mobility a top priority for residents.

3.1 Pedestrian and Bicycle Facilities

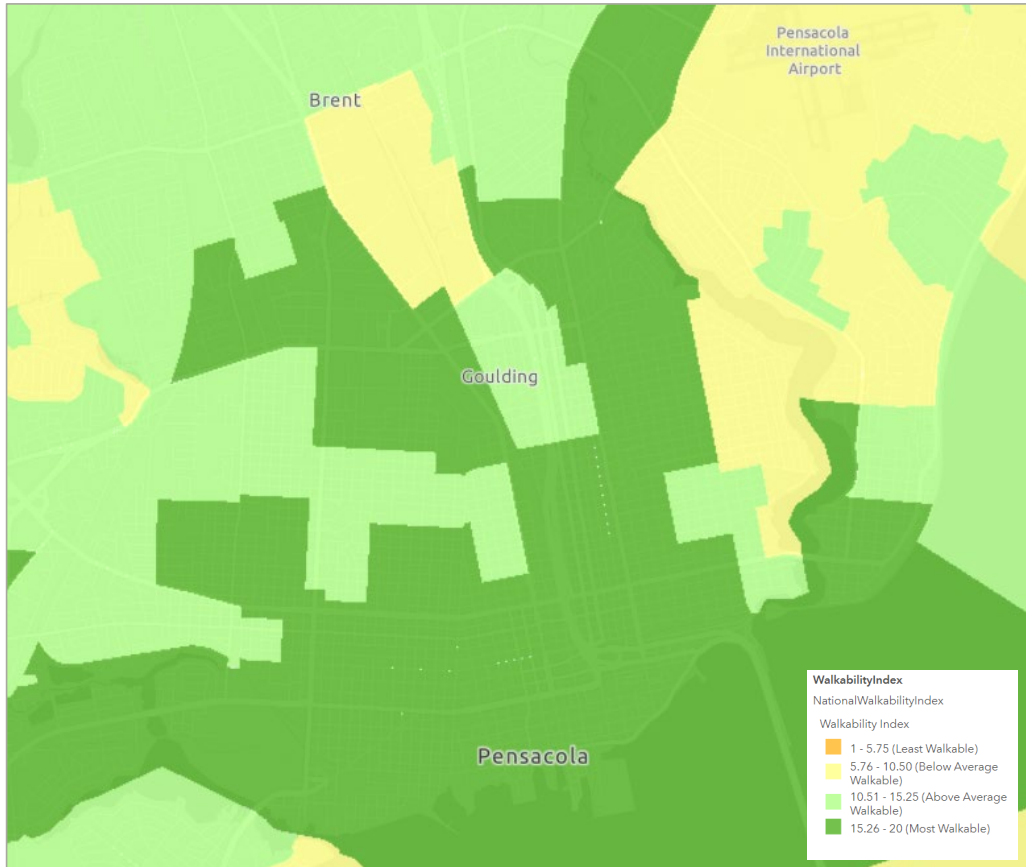
The three CRA districts have a total of 111.9 miles of sidewalks.⁵ Based on the Environmental Protection Agency's (EPA) National Walkability Index,⁶ the CRA districts have a score between 15.26 – 20 resulting in being in the most walkable category as shown in **Figure 39**. While the EPA's index tells one part of the story that measures the areas of probability of people walking as a mode of transportation based on three main factors: street intersection density, proximity to transit stops, and diversity of land-uses; the other part of the story is whether or not there are pedestrian facilities (sidewalks etc.).

⁴ EPA National Walkability Index

⁵ City of Pensacola Public Sidewalks layer.

⁶ [National Walkability Index \(arcgis.com\)](https://arcgis.com)

Figure 39 City of Pensacola EPA Walkability Index

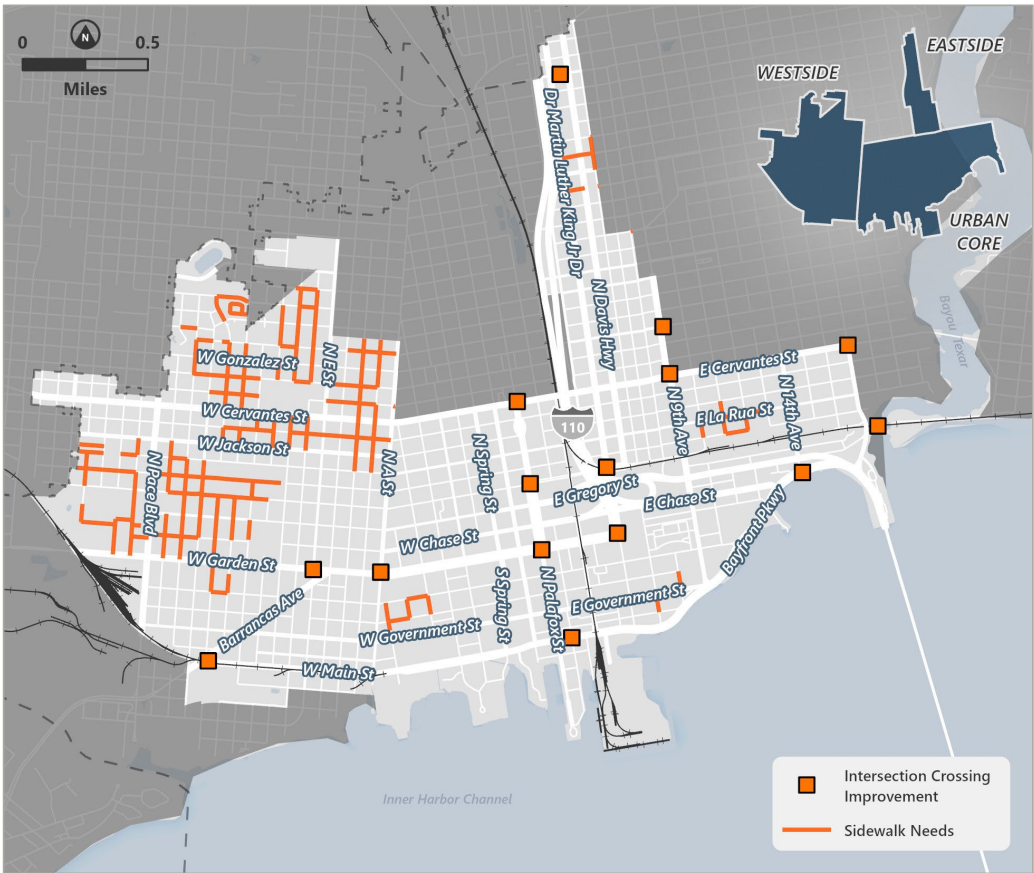


Source: EPA

SIDEWALKS

Based on the City of Pensacola’s data from 2018, the Urban Core has the most sidewalks at 64.1 miles; Eastside has 15.5 miles; Westside has the most miles at 32.3 but the least complete network of the three districts. The Active Transportation Plan (ATP) for the city identifies new sidewalk and intersection crossing needs as shown in **Figure 40**. ATP identified over 15 miles of sidewalk needs across the CRA districts representing 13.4% of the current network. This does not include sidewalks that are in need of repair. The Westside district has the most need for sidewalks, representing 83% of all sidewalk gaps.

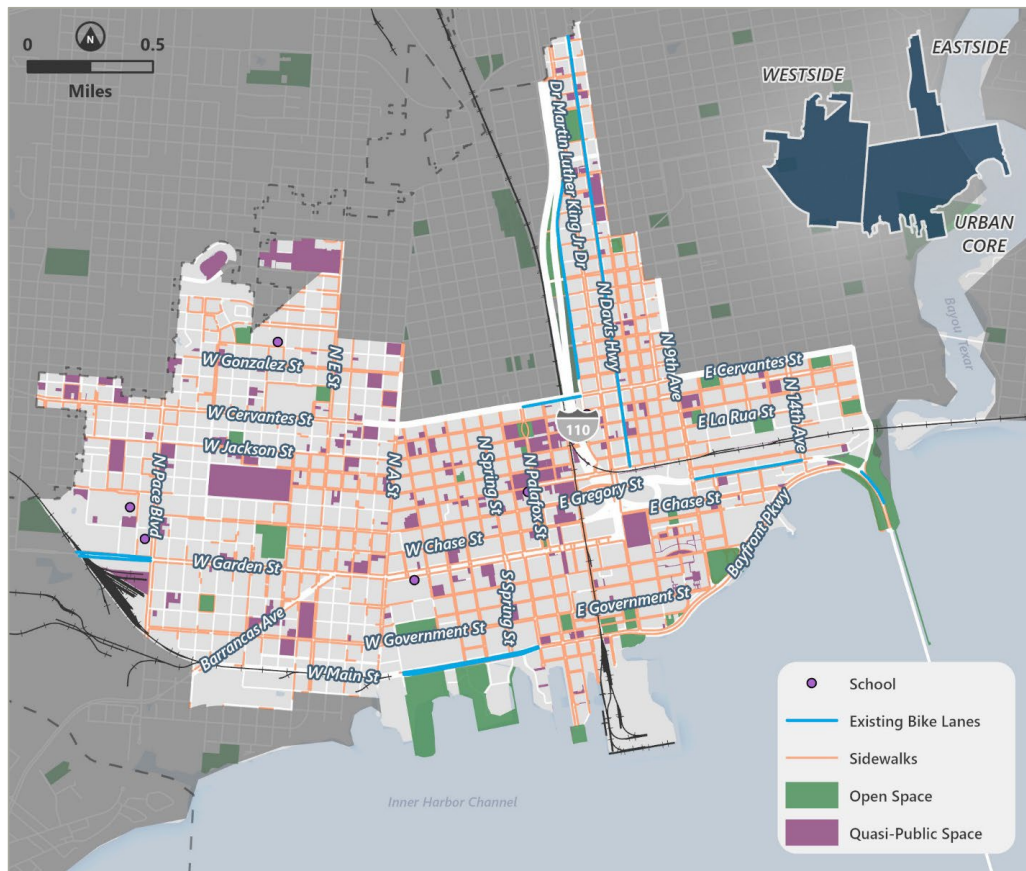
Figure 40 ATP New Sidewalk and Intersection Crossing Improvements



The city has established a sidewalk prioritization model which scores new sidewalk needs based on six criteria: safety, school proximity, new access, latent demand, connectivity, and existing demand. This is an important tool for making sure residents have mobility and access. High

priority improvement locations total approximately 16 miles. The Westside district accounts for 11.5 of those miles.⁷

Figure 41 Pedestrian and Bike Facilities



The city has also specifically assessed sidewalks under the requirements of Americans with Disabilities Act (ADA) which include curb ramps, obstacles, and hazards. The ADA of 1990 is a civil rights statute to provide persons with disabilities protections against discrimination in all areas of public life, including jobs, schools, transportation, and all public and private places as well as accessibility to those spaces that are open to the general public including the public rights-of-way.

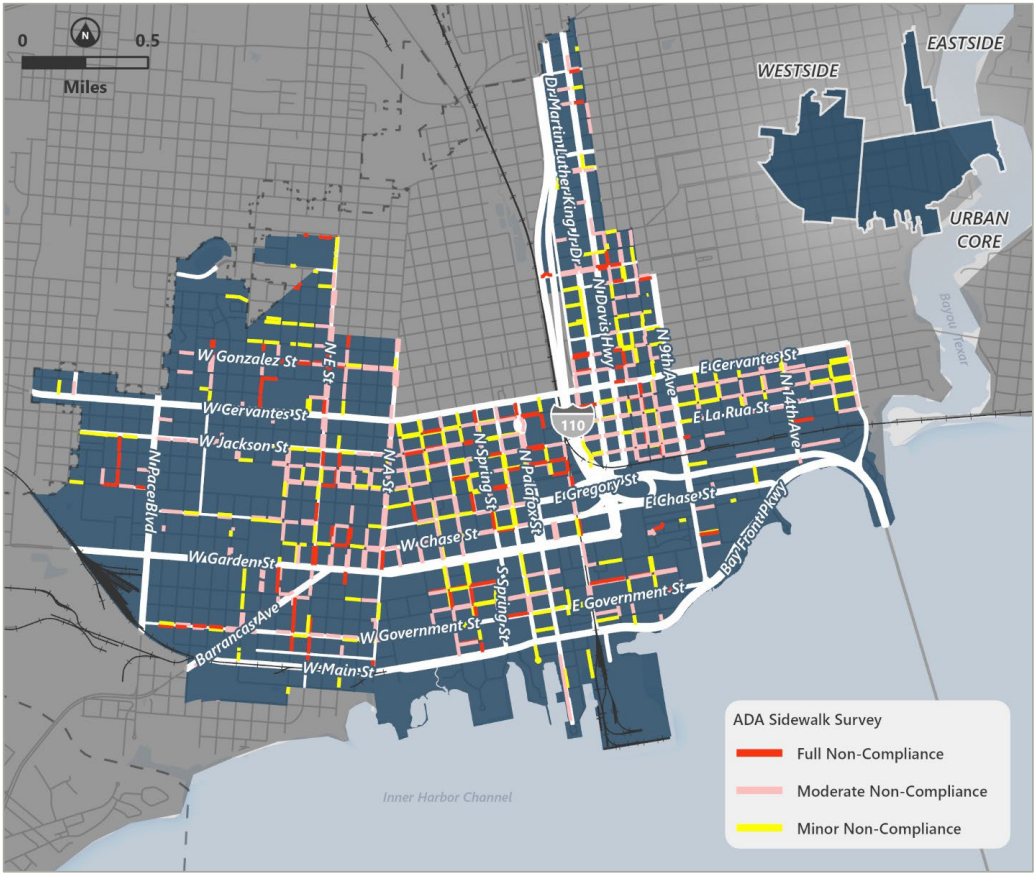
The ADA sidewalk assessment data from 2020 shows that only a fraction of the existing sidewalks are fully ADA compliant with most being moderately non-compliant. The assessment includes sidewalk repairs, ADA ramps, and “fill in the gaps” or small new segments of sidewalk that are missing causing an ADA concern. The city allocates \$200K annually and the CRA allocates \$300k annually in the Urban Core district as part of the complete streets efforts that go towards mitigating

⁷ Based on City of Pensacola data from 2018.



these barriers. It is worth noting this does not reflect any mitigation efforts the city has completed in the past four years.

Figure 42 ADA Sidewalk Assessment - Compliance



APPENDIX

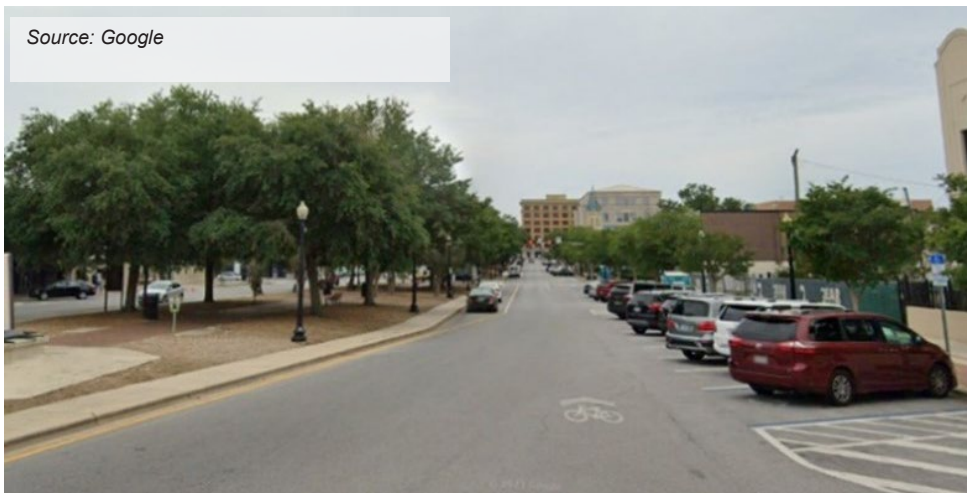
BIKE LANES

Bike lanes, where they exist may be confusing as at the intersection of N Palafox and Wright where the bike lane disappears across this major intersection and becomes a sharrow on the other side. The data received from the city is incomplete, showing only a few streets with bike lanes.

Figure 43 N Palafox Bike Lane



Figure 44 N Palafox Bike Sharrow



3.2 Level of Traffic Stress

A level of traffic stress (LTS) analysis was conducted as part of the Active Transportation Plan. The LTS assesses the overall comfort level that pedestrians and cyclists have on streets. The LTS looks at the number of vehicles driving on a street per day, the posted speed, and whether bicycle infrastructure is available on major roadways.

The CRA districts have a significant amount of high and moderate stress roads. While the Urban Core shows the highest concentration of these roads, the Westside district is more impacted by them from a disadvantaged community perspective.

Figure 45 Level of Stress (ATP)

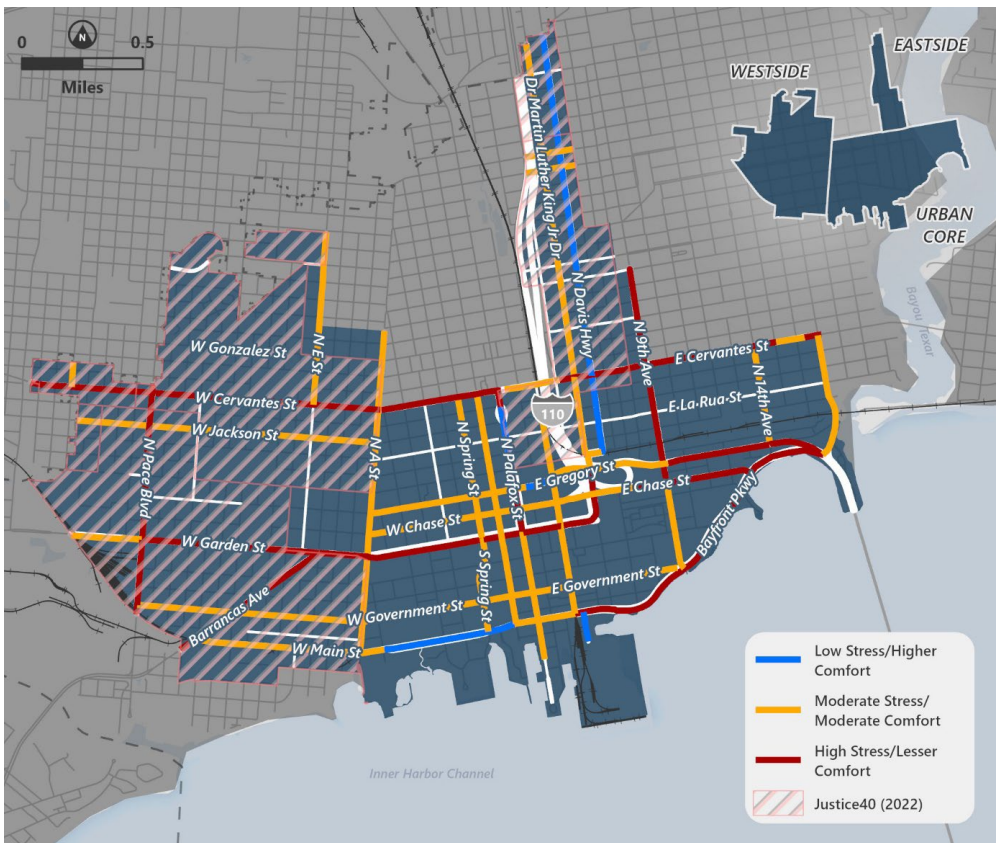
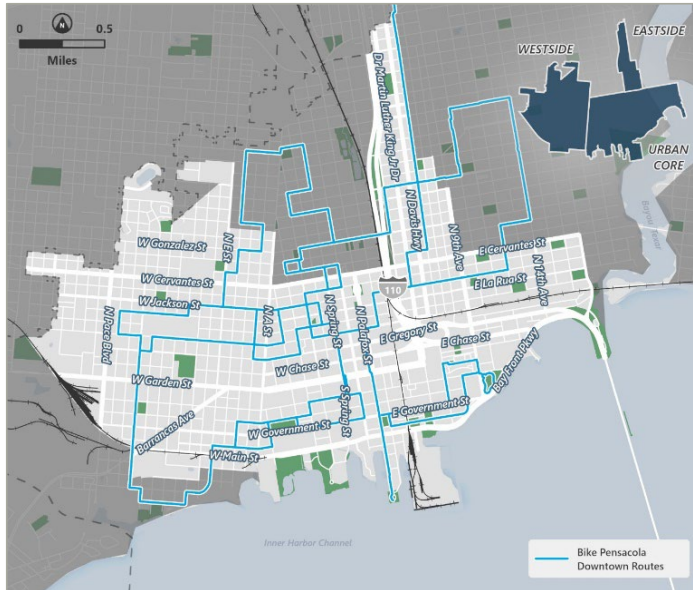


Figure 46 Bike Pensacola Bike Routes

Bike Pensacola, a local bike advocacy group has published a few safe riding routes.⁸ Routes are established as a way to draw attention to the need for safe, connected and reliable bike infrastructure.

These makeshift routes avoid the roadways that have a high to moderate stress/comfort level.

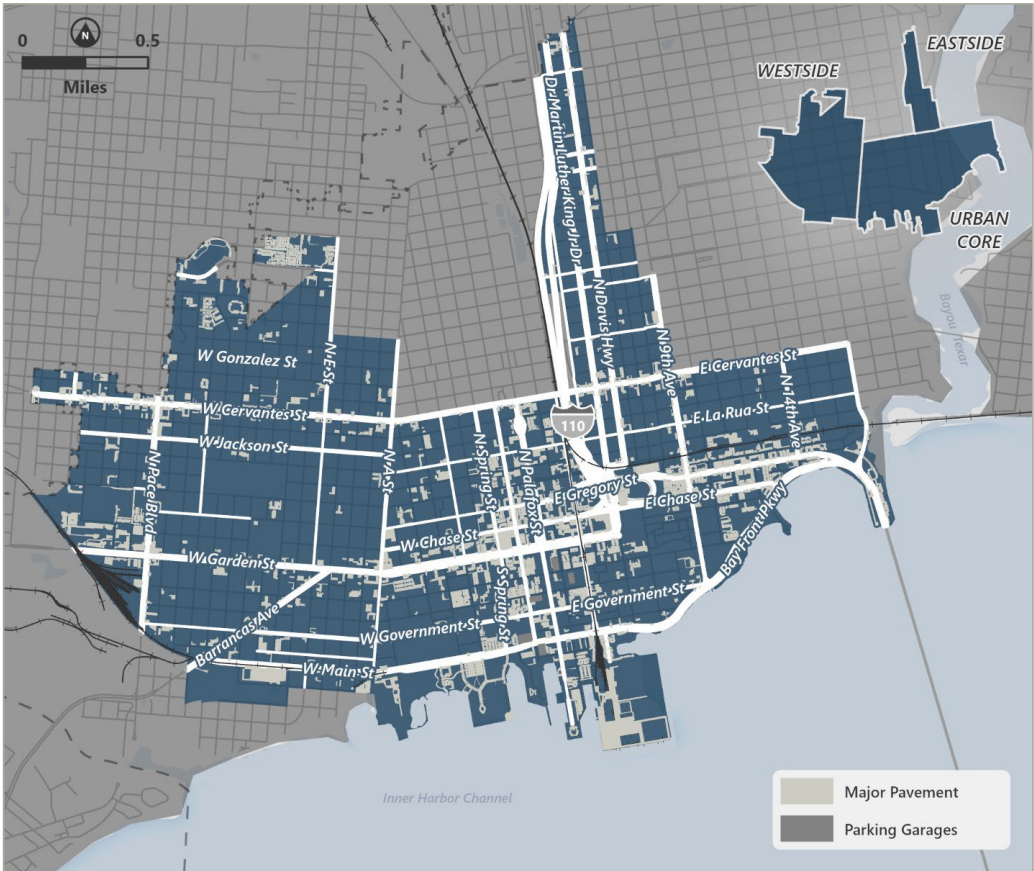
3.3 Parking

Parking plays a major role in an area's mobility. It can be an asset if thoughtfully located as part of supporting local businesses or as part of meeting the needs of residents. But parking can be a liability when ineffective policies place a premium on parking demands and as a result the pedestrian fabric of a community is eroded. Parking minimums and location along street frontages creates areas that are hostile to pedestrians due to heat island effects due to large areas of asphalt and lack of trees, underutilized parcels, lack of street definition.

⁸ [Routes | Bike Pensacola](#)



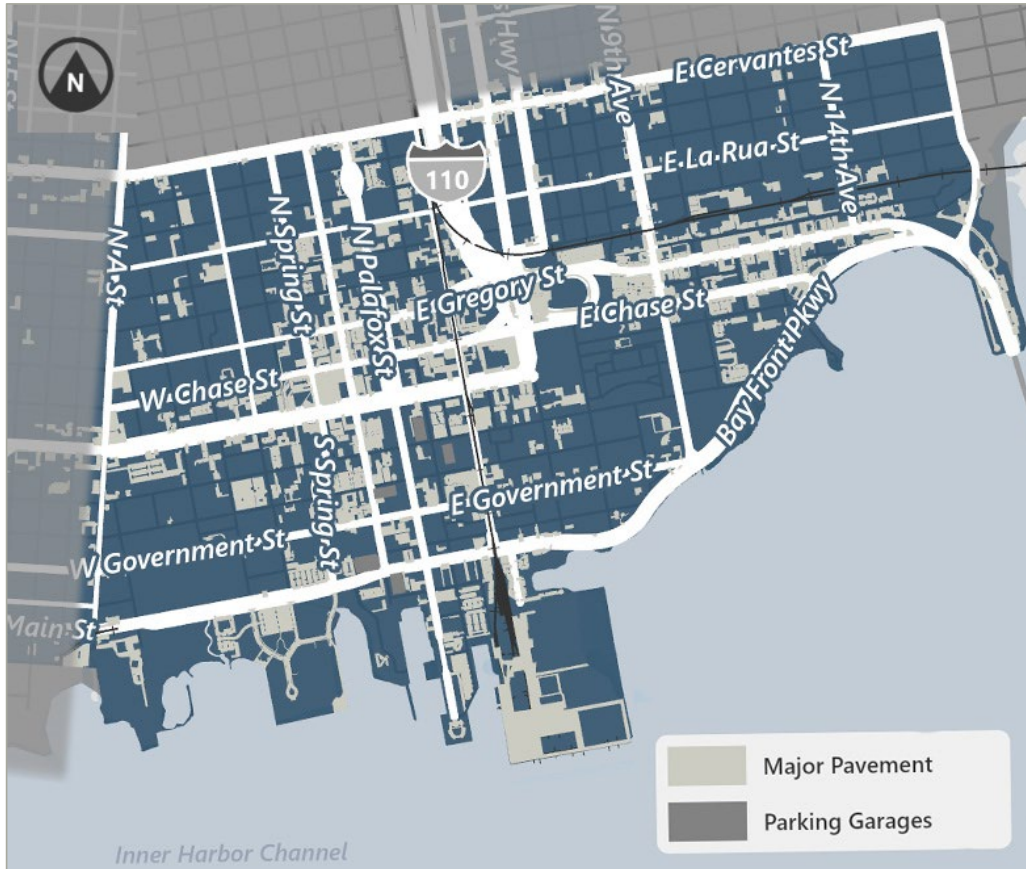
Figure 47 Major Paved Areas and Garages



The Urban Core has 208 acres of surface parking within its district in addition to four garages. In the city’s 2016 Parking study, it was calculated that the Urban Core had a total of 20,853 spaces of which 4,413 spaces (21%) are on-street parking-both marked and unmarked spaces.

APPENDIX

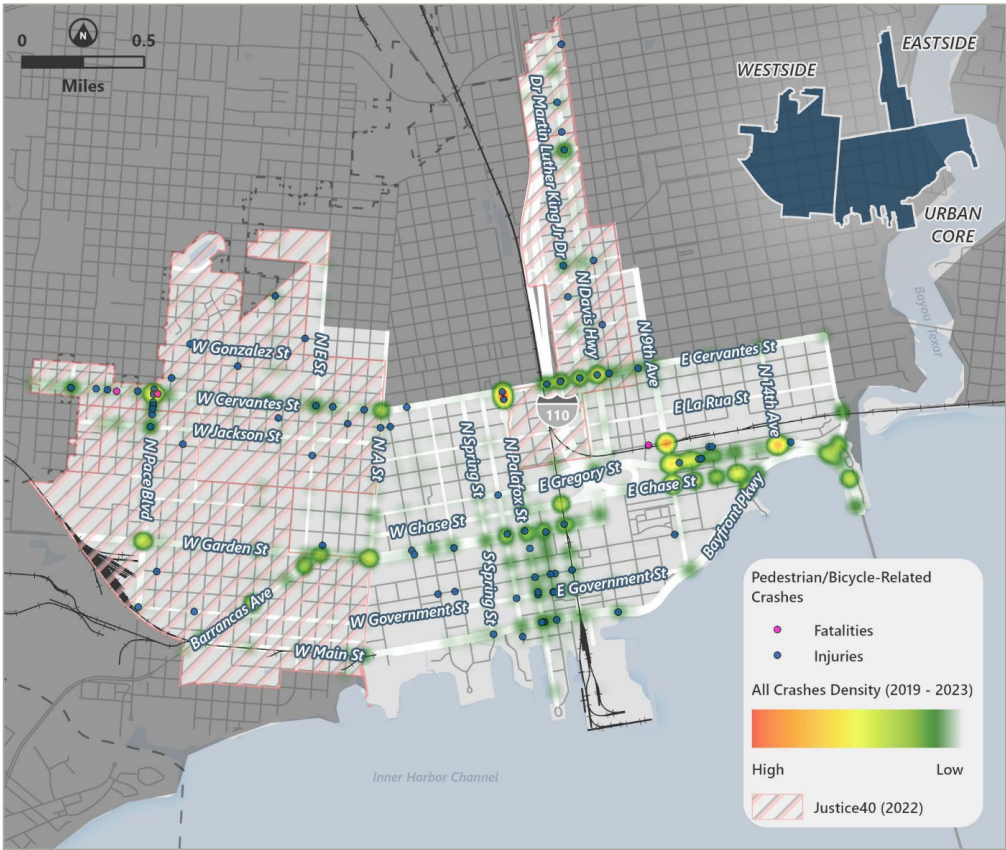
Figure 48 Major Paved Areas and Garages – Urban Core



3.4 Crashes

Crash data analyzed from 2019 - 2023 was provided by Signal 4 Analytics. The highest crash densities occur along the East/West corridors of W Cervantes St, portions of E Cervantes St, W Garden St, E Gregory St, and E Chase St. The highest numbers of fatalities and serious injuries occurring in disadvantaged communities.

Figure 49 Crash Density and Pedestrian/Bicycle Severity Map

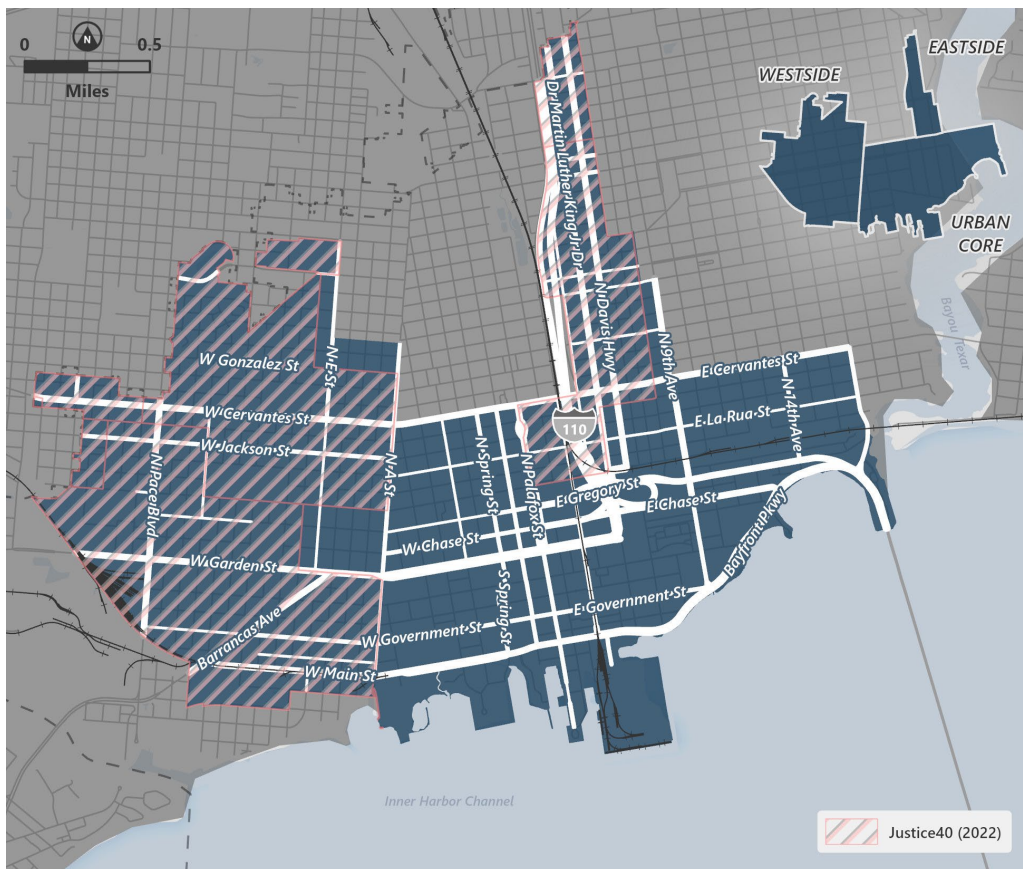


APPENDIX

4 Equity

The United States Department of Transportation, as part of the Justice40 initiative, defines Disadvantaged Communities as those that experience a cumulative burden or are underserved across eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. The Climate and Environmental Justice Screening Tool (CEJST) shows the composite scoring under these eight categories as shown on Figure 50.

Figure 50 Justice40 Disadvantaged Communities 2022



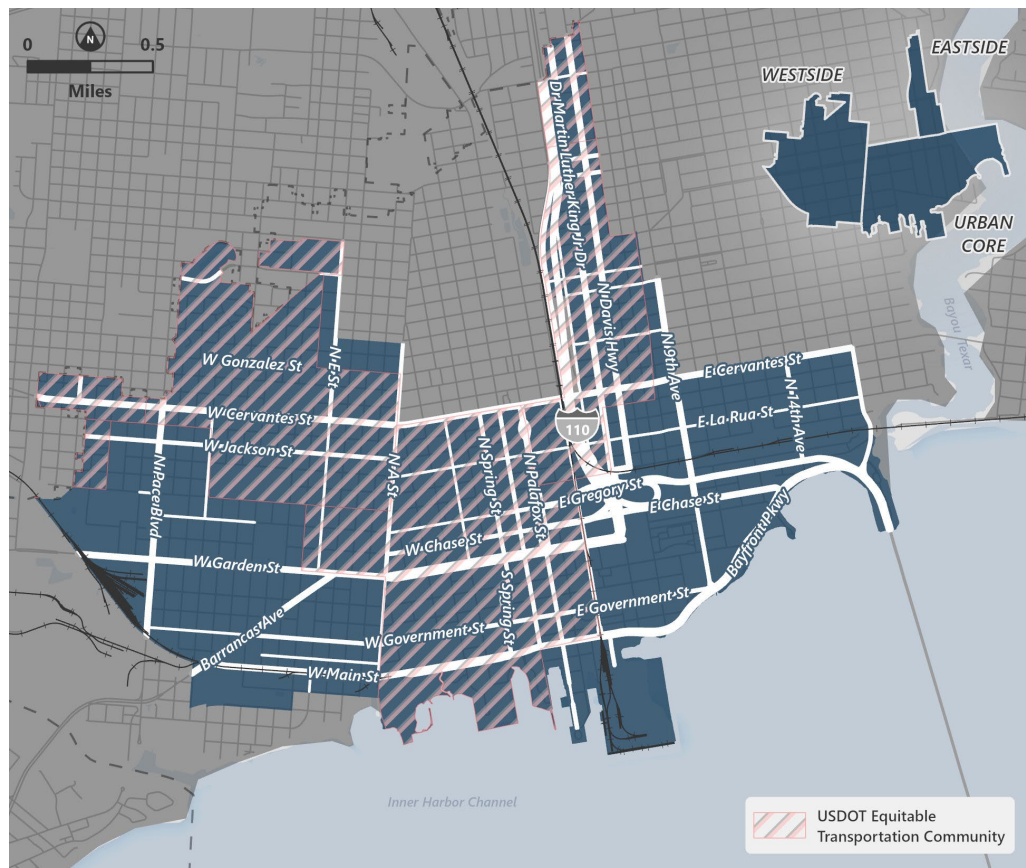


The USDOT Equitable Transportation Community (ETC) tool then filters out five of the eight categories for a more detailed understanding of the data as seen on **Figure 51** and listed below:

- Transportation Insecurity
- Health Vulnerability
- Environmental Burden
- Social Vulnerability
- Climate & Disaster Risk Burden

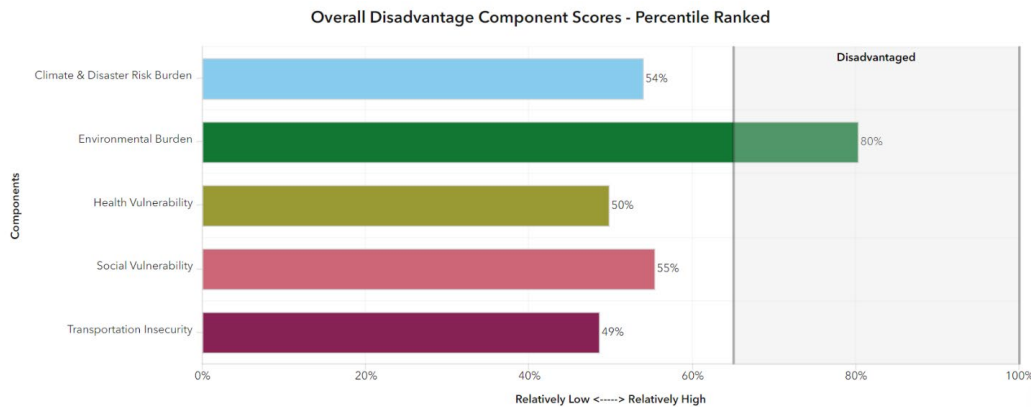
In this section, the disadvantage communities will be discussed in more specificity and will focus on the ETC data. It is worth noting, that for the purposes of applying for any USDOT Justice40 program the CEJST should be used as the primary tool to identify disadvantaged communities. The maps shown throughout the existing conditions analysis, where appropriate, are shown with the CEJST data as a layer.

Figure 51 ETC Disadvantaged Communities



The City of Pensacola's composite score ETC results based on State average shows the following breakdown across the five components:

Figure 52 City of Pensacola ETC Composite Scores State Percentile



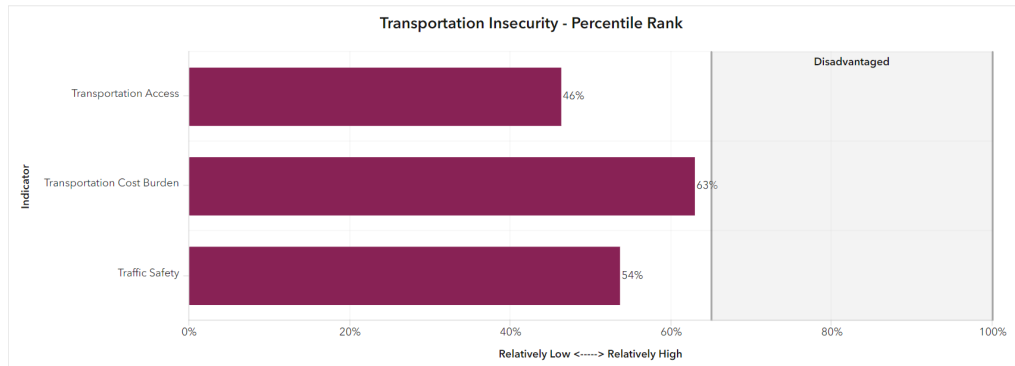
Source: USDOT ETC

The City of Pensacola has 54% of census tracts considered to be disadvantaged communities based on composite scores across the five components.

4.1 Transportation Insecurity

Under transportation insecurity there are three measures that determine a composite score for each indicator: Transportation Cost Burden, Transportation Access and Transportation Safety. USDOT states that "Transportation insecurity occurs when people are unable to get to where they need to go to meet the needs of their daily life regularly, reliably, and safely. Nationally, there are well-established policies and programs that aim to address food insecurity and housing insecurity, but not transportation insecurity. A growing body of research indicates that transportation insecurity is a significant factor in persistent poverty."⁹

⁹ [Three Major Components of DOT's Justice40 Initiative | US Department of Transportation](#)

**Figure 53 City of Pensacola ETC Transportation Insecurity Percentile Rank**

Source: USDOT ETC

For Transportation Insecurity while the city under this category does not reach the level of being disadvantaged, there are pockets of census tracts with high percentile rank indicators of transportation cost burden followed by traffic safety. Further breakdown shows tracts that include the Eastside District rank in the 99th percentile for transportation cost burden as compared to the 63% city percentile rank. Some of the Urban Core census tracts under overall disadvantage show 79th percentile rank for transportation cost burden and 75th percentile rank for traffic safety as compared to the 46% city percentile rank. Census tracts in some of the Westside district show the highest percentile of 99th and 96th percentile rank for transportation cost burden and traffic safety respectively as compared to the 54% city percentile rank.

4.2 Environmental Characteristics

Flood prone areas are a major concern and problem for residents across the CRA districts. Flooding has significant impact on daily life and economic prosperity. Stormwater flood-prone areas are primarily along major roadways in Westside and Urban Core while on the Eastside, flooding occurs primarily under I-110 as shown in **Figure 54**. Section 4.3 further discusses the impact of impervious areas on equity. A map showing the overlap that exists between major paved areas (surface parking) and the location of these flood-prone areas is shown in **Figure 55**.

Typical flooding issues in the CRA districts are caused by a variety of factors such as:

- Lack of storm drain infrastructure
- Undersized storm drain infrastructure
- Infrastructure which is damaged or has exceeded service life
- Quantity of impervious surfaces which were mostly constructed before formal state stormwater rules were in effect
- Tailwater elevation in areas within a few blocks of the waterfront
- Recent flooding/natural disasters and more intense rainfall events over the last two decades.

[illegible]



4.3 Impervious Areas

One of the five components measured to understand equity in communities is Climate & Disaster Risk Burden. Under this component there are three indicators, one of which is impervious surfaces (from land cover). Per USDOT’s technical documentation for the Equitable Transportation Community (ETC), “impervious surfaces, such as roads and parking lots, can have a variety of negative consequences, especially in communities that are already disproportionately exposed to environmental burdens. These surfaces generate and amplify heat islands, resulting in poor air quality and an increased risk of heat-related illnesses and death.”

Based on the USDOT ETC data, census tracts that includes the Westside District show in the 77th percentile rank for impervious surfaces, Urban Core census tracts show it is in the 61st percentile rank, and Eastside census tracts show it is in 92nd percentile rank.

Parking being a major contributor to impervious areas, the breakdown of major paved areas (surface parking) is as follows:

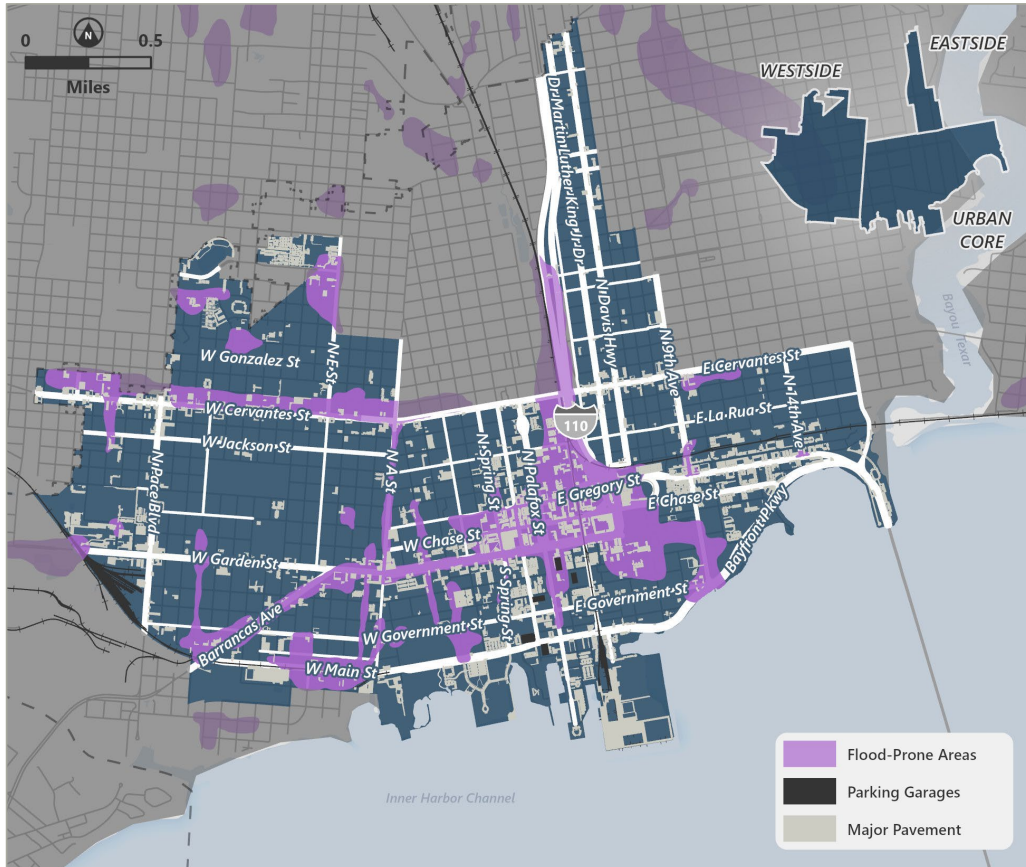
Across the three CRA districts, there are approximately 333 acres of major paved (surface parking) areas equivalent to approximately 711 areas, with an average size of .40 acres. Location of these areas are primarily along major commercial corridors and where flood-prone areas exist as seen in **Figure 55**.

Table 1. CRA District Major Paved Areas

CRA District	Number of Major Paved Areas	Acreage	Average size (acres)
Westside	254	110	.43
Eastside	57	15	.26
Urban Core	400	208	.52

APPENDIX

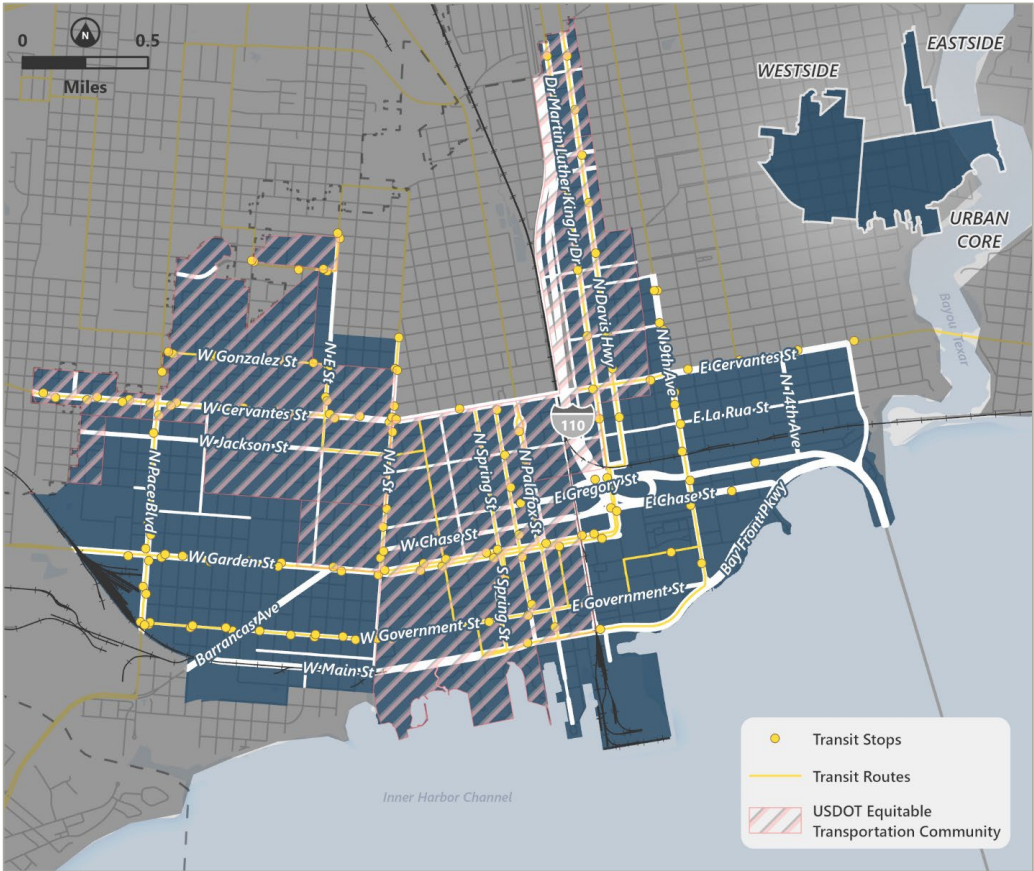
Figure 55 Flood-Prone Areas and Major Paved Areas



4.4 Transit

Escambia County runs the only transit service in the area. There are a total of six routes, most of which cover the urban core but provide less coverage in the Westside and Eastside.

Figure 56 USDOT Transportation Disadvantaged Communities and Transit



APPENDIX

5 Community Input

Below is a high-level summary of the input received from various public workshops. The community's experience regarding mobility and accessibility further supports the data analyzed and described in previous sections of this document.

Challenges

- Intersections are unsafe for bike/ped crossing
- Speeding vehicles
- Lack of maintenance on existing pedestrian flashing crosswalk lights
- Lack of pedestrian crosswalks
- Lack of maintenance on existing sidewalks
- Lack of sidewalks
- Lack of protected space or roadways that accommodate pedestrians and bicycles and connect them across all districts and neighborhoods
- Lack of places to walk to i.e., restaurants or stores (Westside)
- Flooding issues are a big challenge
- Many underutilized parking lots
- Vehicle dominated streets make pedestrians and bicyclist feel unsafe
- Roadways that are the most unsafe or are barriers in districts are State roads

Strengths

- New streetscape in South DeVillers
- Streetscape on Government Street
- Beach Trolley

Opportunities

- Pedestrian separated walkways/bridges to cross dangerous arterials
- Optimize the use of what has already been built
- Take inventory of unused or underutilized properties
- Expand Longhollow stormwater pond with under-utilized properties around it
- Create a Mobility Hub that better connects bus, micro transit, ferry, Historic District, Palafox, and commercial areas



6 Planned Transportation Improvements

Several roadways within the CRA districts were found to have improvements planned for the coming years or are currently undergoing improvements. The following section summarizes key documents listed in the Reference section.

6.1 City of Pensacola Capital Improvement Program

A capital improvement program (CIP) is the funding of construction, major repair, or purchase of capital items such as roadways, bridges, and buildings. This program is typically a five-year horizon of which the first year is the entity's capital budget. The capital budget is adopted and implemented. The CIP considers community needs, financial capability, and future needs in determining which projects are placed in the program. It is the most influential tool by which to shape the quality and types of projects a city undertakes. **Figure 57** is a map illustrating these improvements, as obtained from the city data at the time of this report. The projects shown are categorized by the current phase of the project. CRA projects are shown with an outline.

Figure 57 Capital Improvement Program

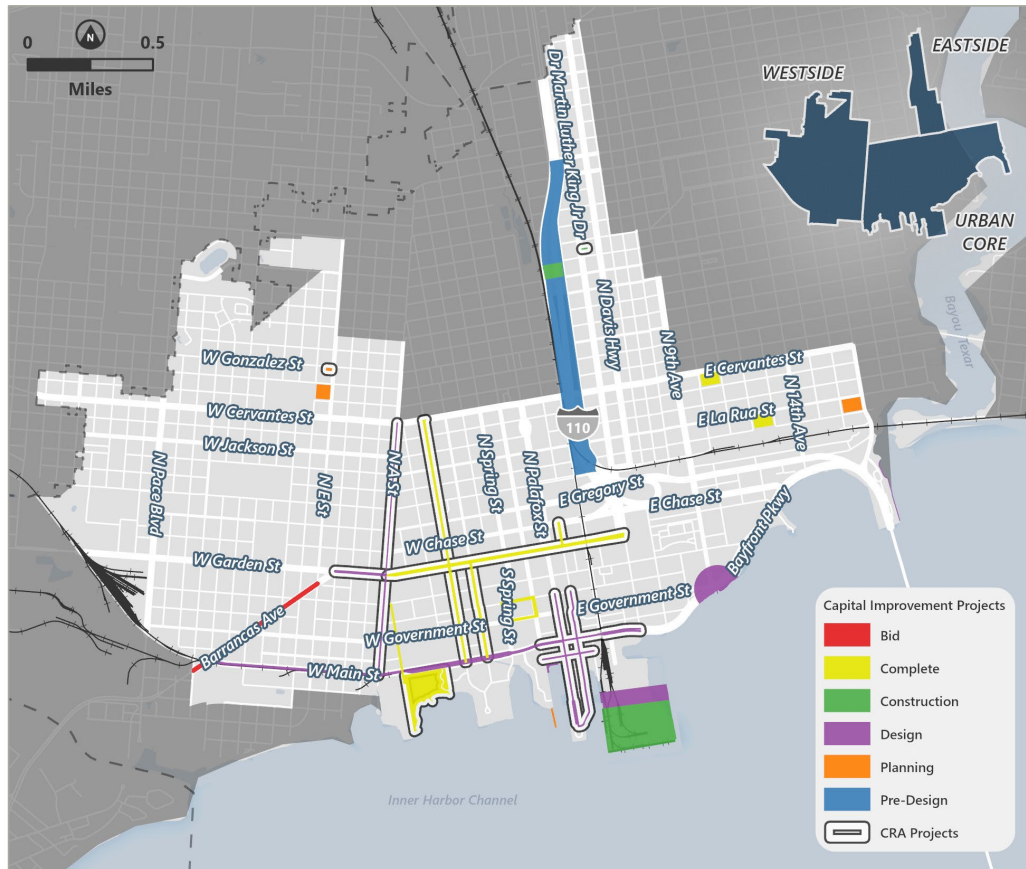


Table 2. Capital Improvement Projects – CRA Projects

City Division	Project Type	Project Phase	Schedule Term
CRA	Hashtag Roadway Revitalization Project	Design	TBD
CRA	Bruce Beach Park Improvements - Phase 1	Complete	Complete
CRA	A Street Revitalization Project	Design	TBD
CRA	General Daniel "Chappie" James, Jr. Museum and Flight Academy - Phase II	Construction	TBD
CRA	DeVilliers Streetscape Revitalization - Phase 1	Complete	Summer 2021



City Division	Project Type	Project Phase	Schedule Term
CRA	DeVilliers Streetscape Revitalization - Phase 2	Complete	Summer 2021
CRA	Bruce Beach Park Improvements - Phase 2	Construction	Fall 2024
CRA	West Garden Street Landscape Beautification Project: A to C	Design	TBD
CRA	Alice Williams Rehabilitation Project	Planning	TBD
CRA	East Garden District Streetscape	Complete	Summer 2022
CRA	Reus St Revitalization Project Phase 1	Complete	Summer 2021
CRA	East Garden Street Landscape Beautification Project: Alcaniz to A	Complete	Summer 2022

6.2 Florida/Alabama Transportation Planning Organization Long Range Transportation Plan

The 2045 Long Range Transportation Plan (LRTP) for the Florida-Alabama Transportation Planning Organization (FL-AL TPO) outlines the 25-year vision for transportation in the region, which includes Escambia and Santa Rosa Counties in Florida, and Baldwin County in Alabama. The LRTP establishes goals and allocated projected revenues to transportation programs and projects. The plan addresses both the region’s current and future transportation needs.

The transportation projects in the plan are grouped into five key categories:

- **Capacity Projects:** Adding lanes and improving road capacity.
- **Complete Streets/ Corridor Projects:** Enhancing streets for all users
- **Intersection Projects:** Improving intersections for better traffic flow and safety.
- **Transit Projects:** Enhancing bus services and expanding transit infrastructure.
- **Bicycle/Pedestrian Projects:** Expanding bike lanes, sidewalks, and multi-use paths.

0 0.5
Miles

WESTSIDE EASTSIDE
URBAN CORE

Boysen Canal

W Gonzalez St
W Cervantes St
W Jackson St
W Garden St
W Main St
W Chase St
W Government St
N Main St
N Spring St
N Pedlar St
N 9th Ave
E Cervantes St
E La Rua St
E Gregory St
E Chase St
E Government St
Boyfount Pkwy

110

Inner Harbor Channel

Cost Feasible - Funded
Capacity
Cost Feasible - Partially Funded
Corridor / Complete Street
Cost Feasible - Unfunded
Corridor / Complete Street
Truck / Freight Parking / Access
Bicycle / Pedestrian
Transit

Corridor	From	To	Project Description	Segment Length
Garden Street	W Street	Alcaniz Street	Corridor Management Plan/Complete Streets Study	2.45
14th Avenue	Cervantes Street	Bayfront Parkway	Corridor Management Plan/Complete Streets Study	0.47
Gregory Street	I-110	Bayfront Parkway	Corridor Management Plan/Complete Streets Study	0.81



Corridor	From	To	Project Description	Segment Length
Chase Street	I-110	Bayfront Parkway	Corridor Management Plan/Complete Streets Study	0.55
W. Lee St, N. G St, N. F St	E St, Blount, Blount	J St, Moreno, Moreno	West Moreno	1.72
West Cervantes	A St	Dominguez	Corridor Improvements	2.24
N. E Main St	Garden St	Cervantes St	Corridor Improvements	0.60
L St	West Cervantes	Legion Field Park	Corridor Improvements	0.42
W Gregory St	L St	Pace Blvd	Corridor Improvements	0.19
N. Spring St	Garden St	Main St (South Segment)	Corridor Improvements	0.97
N. Reus St	Cervantes St	Main St	Corridor Improvements	0.97
Palafox St	Fairfield, Cervantes, SB Hayne St, Maxwell, Guillemard St	Main, Yonge, Maxwell, Blunt, Wright St	Corridor Improvements	2.93
W Navy Blvd	Bayou Chico Bridge	SR 292/Barrancas Ave	Bike Lanes	1.74
Gregory St	L St	G St	Corridor Improvements	0.33
W. Main St	E St	Clubbs St	Corridor Improvements	0.36
N. E Main St	Main St	Garden St	Corridor Improvements	0.40
A St	Maxwell St	Main St	Corridor Improvements	1.94

6.3 Active Transportation Plan

The ATP was adopted by the City of Pensacola August 2023. The ATP prioritizes reducing traffic-related fatalities and injuries, endorsing a Vision Zero approach, which aims for zero fatalities.

The plan also emphasizes filling gaps in the transportation network, linking key destinations such as schools, parks, and commercial areas. The goal is to accommodate all community members, and encourage alternative transportation modes to car travel.

The ATP creates a Future Network framework that includes three categories of pedestrian and bicycle focused infrastructure:

- Neighborhood Greenways
- Bike Routes
- Trails

The future network design recommendations include using context-sensitive designs to make streets safer and more accessible based on their location (urban, suburban, etc.), using countermeasures to calm traffic and improve crossings and expand the bicycle network.

Table 4. ATP Future Network – CRA Districts

Project Name	Project Extents (TO)	Project Extents (FROM)	Project Type	CRA District
Dr Martin Luther King Jr Dr	E Jackson St	E Gonzalez St	Bicycle Route Tbd	Urban Core, Eastside
Dr Martin Luther King Jr Dr	E Gonzalez St	E Blount St	Bicycle Route Tbd	Eastside
N 17th Ave	E Maxwell St	Bayfront Pkwy	Bicycle Route Tbd	Urban Core
N Spring St	W Garden St	W Cervantes St	Neighborhood Greenway	Urban Core
W Gregory St	N A St	N Palafox St	Neighborhood Greenway	Urban Core, Westside
E Cross St	E Cross St	N 14th St	Neighborhood Greenway	Eastside
E Government St	S A St	S 9th Ave	Neighborhood Greenway	Urban Core, Westside
W Main St	S Glubbs St	S De Villiers St	Trail	Urban Core, Westside
S Spring St	W Main St	W Government St	Trail	Urban Core
E Blount St	N Guillemard St	N 9th Ave	Trail	Eastside
Burlington Northern Rail/Bill Gregory Park	N W St	Barrancas Ave	Trail	Westside

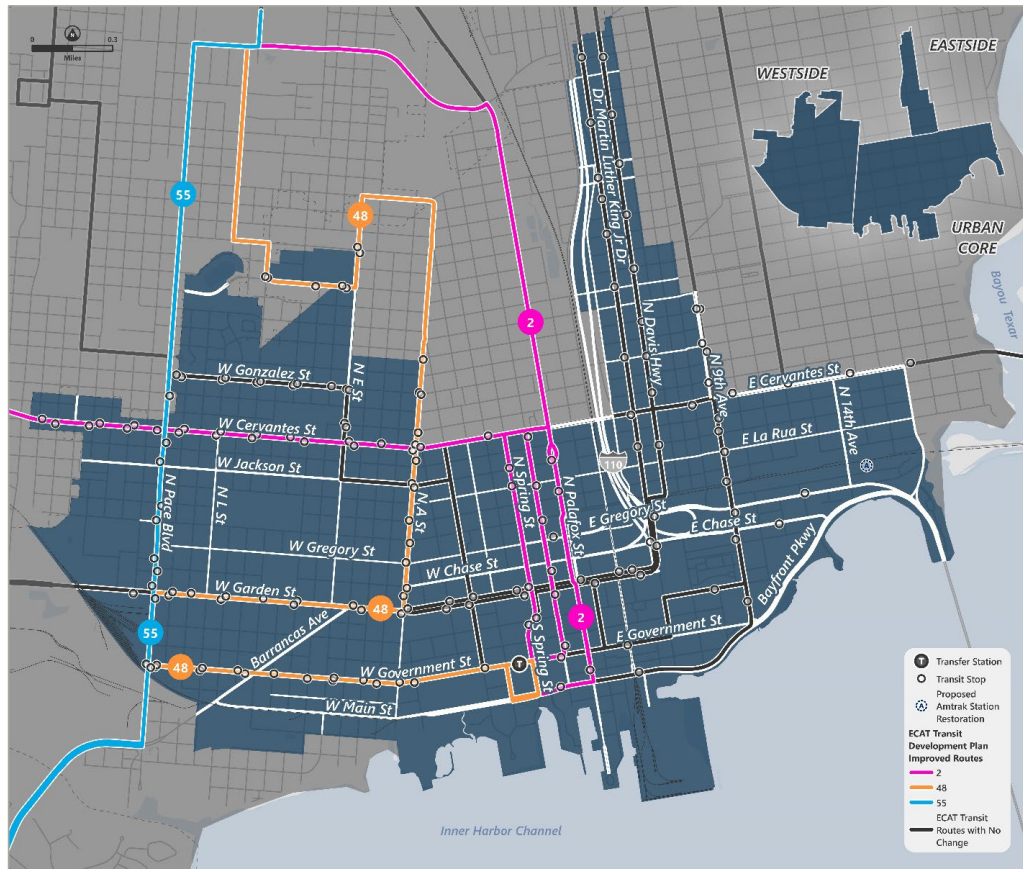


6.4 Escambia County Area Transit -Transit Development Plan (TDP), 2022 - 2031

The TDP is a 10-year planning document required by the Florida Department of Transportation (FDOT) to guide the development of transit systems. It covers the period from 2022 to 2031 and includes short-term and long-term strategies and goals for transit in Escambia County. ECAT serves an area of approximately 189 square miles, primarily within Escambia County, and includes connections to Santa Rosa County. The system operates over 1,000 stops with 285 miles of routes and serves more than 1.5 million annual passenger trips.

As part of the TDP, the Comprehensive Operations Analysis (COA) concluded that major changes to the system was needed to improve overall performance given that the population is expected to grow by 9.7% by 2030, with significant transit needs in urban areas. Major improvements include:

- Extended weekend services and extended hours
- Increased frequency on high demand routes, among them within the CRA boundaries are Routes 52 and 55 as shown in **Figure 60**
- Late night service
- Bus stop upgrades in high need areas
- Service to new areas with improved connectivity through enhanced first and last mile services or mobility on demand services which are nimbler and more flexible and provide greater coverage within districts

Figure 60 ECAT Proposed Improved Routes in CRA Districts

6.5 MLK and Davis Conversion Feasibility Study

The feasibility study analyzed the ability to convert MLK Drive/Alcaniz Street and Davis Highway from their current one-way pair configuration to two-way traffic. The purpose is to improve general safety and restore the neighborhood roadway network grid in the Eastside Community Redevelopment Area. Currently, SR 291 (Davis Highway northbound, MLK Drive/Alcaniz Street southbound) is configured as two one-way pairs over a 2.2-mile stretch between Fairfield Drive and E. Wright Street. Recommendations are summarized as follows:

- Southern Tie-in at Wright Street: Intersection improvements, including potential signalization and pedestrian enhancements, are recommended to address safety concerns.
- Cervantes Street and Texar Drive: Additional turn lanes and traffic management measures are proposed to improve traffic flow.



- Magee Field: Several pedestrian safety improvements, including raised crosswalks and speed advisories, are recommended around Magee Field.
- Speed Limit: A 30 mph speed limit is recommended throughout the corridor.
- Lighting and Sidewalks: Enhanced LED lighting and the completion of sidewalk gaps are suggested to improve safety, especially for pedestrians.
- Signal Modifications: Adjustments to traffic signals to accommodate two-way traffic are necessary, along with additional signage to discourage wrong-way travel if the conversion is not implemented.

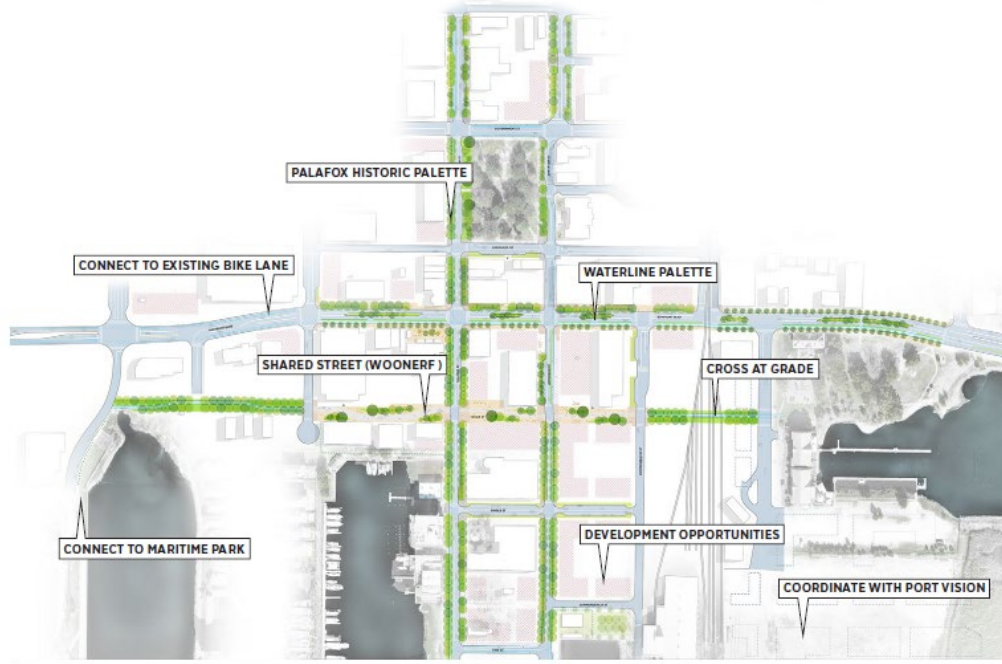
The study concluded that converting the corridors to two-way traffic with the proposed improvements would enhance safety and restore the neighborhood's roadway network.

6.6 Pensacola Waterfront Framework Plan

The framework plan focuses on creating Pensacola's downtown waterfront as a more inclusive, connected, and resilient space. The Plan identifies two key catalytic projects, Bruce Beach and the Hashtag Connector (**Figure 61**): The Hashtag Connector is focused linking four major streets—Palafox, Jefferson, Main, and Cedar. The goal is to focus on mobility and connectivity that will enhance the downtown and waterfront area by supporting a complete bike and pedestrian network and streetscape improvements. It is projected to be a three phase process with:

- Initial phase (0-3 years): Immediate projects focus on creating pop-up parks, minor streetscape improvements, and temporary installations that activate public spaces and draw people to the waterfront
- Intermediate Phase (3-8 years): More permanent infrastructure upgrades will be implemented, such as protected bike lanes, shared streets, and expanded public spaces
- Long-Term (8+ years): Major infrastructure and development projects

Figure 61 Waterfront Framework Plan - Hashtag Connector



Source: SCAPE



References

A review was completed to map any planned or programmed roadway improvements in the three districts. Sources consulted, but not an exhaustive list, includes the following:

- FL-AL Transportation Planning Organization (FL-AL TPO) 2045 Long-Range Transportation Plan [2045 LRTP](#)
 - FI-AL TPO Priorities DRAFT Transportation Project Priorities. [TPO Transportation Priorities FY2026-2030](#)
 - FL-AL TPO Bike Ped Plan [FL-AL TPO Bike/Ped Plan](#)
- FDOT Work Program FDOT OWPB - WP Reports; 5 Year Work Program (state.fl.us); Work Program - Current (arcgis.com)
- Cervantes Street Traffic Feasibility Study [West Cervantes Street Lane Reduction Traffic Feasibility Study 20190913.pdf \(ecrc.org\)](#)
- Davis / MLK / Alcaniz Two-Way Conversion Traffic Feasibility Study [MLK-Davis final report 06 19 20.pdf \(ecrc.org\)](#)
- W. Cervantes Corridor Plan [West Cervantes CMP FINAL.indd \(ecrc.org\)](#)
- E. Cervantes Corridor Plan [East Cervantes Corridor Management Plan Final.pdf \(ecrc.org\)](#)
- Main Street Corridor Plan [Main St Report_portrait_07172014.indd \(ecrc.org\)](#)
- N. Palafox Street Corridor Plan [North Palafox Street Corridor Management Plan Final Adopted.pdf \(ecrc.org\)](#)
- ECAT Transit Development Plan [Escambia County Area Transit \(ecrc.org\)](#)
- City of Pensacola Active Transportation Plan Active Transportation Plan | City of Pensacola. [Active Transportation Plan | City of Pensacola, Florida Official Website](#)
 - Gonzalez Street Shareway (as referenced in city's Active Transportation Plan)
- Reimagine Jackson Reimagine Jackson Street | City of Pensacola. [Reimagine Jackson Street | City of Pensacola, Florida Official Website](#)
- CRA projects| City of Pensacola. [CRA Projects | City of Pensacola, Florida Official Website](#)
- Transportation Alternative (TA) Projects:
 - E. Maxwell Street sidewalks [Pensacola - E Maxwell St Sidewalk TA Application.pdf \(ecrc.org\)](#)
 - N. J Street sidewalks [Pensacola - North J St Sidewalk TA Application.pdf \(ecrc.org\)](#)
 - Hollice T Williams Multi Use Path [Pensacola - TA Hollice T Williams MUP Phase 2 Application.pdf \(ecrc.org\)](#)



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 25-343

Westside Redevelopment Board

3/25/2025

DISCUSSION

SPONSOR:

SUBJECT:

WESTSIDE PROJECT PRIORITIES AND UPDATES

SUMMARY:

On August 28, 2014, City Council approved Resolution No. 29-14, which established the Westside Redevelopment Board (WRB) to provide for the ongoing involvement of stakeholder groups in the Westside community redevelopment area. The principal duties of the WRB are to provide recommendations regarding an annual project list and a 5-year implementation plan for projects authorized by the Westside Community Redevelopment Plan and to monitor the implementation of such projects. On October 27, 2020, the WRB recommended a project list and a 5-year implementation plan for the Westside Redevelopment Area, which was subsequently amended on December 14, 2021.

The update to the redevelopment plan may present new opportunities for the identification of project priorities. Also, since budget preparation for the upcoming fiscal year (2026) has begun, it is appropriate for the WRB to define its project priorities for the upcoming year. Project priorities will be considered for incorporation into any applicable/appropriate budget. Updates will be provided for the board's current project list and implementation plan during this discussion item.

PRIOR ACTION:

N/A

FUNDING:

N/A

FINANCIAL IMPACT:

N/A

STAFF CONTACT:

Victoria D'Angelo, CRA Division Manager
Hilary Halford, Assistant CRA Division Manager

ATTACHMENTS:

1. WRB Project List and 5-Year Implementation Plan - FY2025-30
2. Westside CRA Program Manager Report-March
3. Residential Property Improvement Guidelines
4. Residential Resiliency Program Guideline re. 9.9.2024
5. Connectivity to Legion Field/Global Learning 90% Design Plans

PRESENTATION: No

WESTSIDE REDEVELOPMENT BOARD PROJECT LIST AND IMPLEMENTATION PLAN (FY2025-30)

3/25/2025

PROJECT NAME	CRA DISTRICT	DESCRIPTION	EST. IMPLEMENTATION PERIOD	PROJECT STATUS	PROJECT UPDATES	MANAGER
West Main Street Corridor Management	Urban Core / Westside	Corridor management of West Main Street from Clubbs to Barrancas.	Thru FY2030	Design	60% plans have been received. 90% plans expected June 2025. More information here: https://www.cityofpensacola.com/3567/West-Main-Street-Stormwater-and-Multi-Mo	Brad Hinote, City Engineer; Caitlin Cerame, Transportation Planner
Jackson Street Transportation Improvements	Westside	Transportation improvements along Jackson Street to the City limit line to A Street. Improvements to be determined based on transportation master plan recommendations. Project to be performed in partnership with Escambia County.	Thru FY2030	Planning	The final Reimagine Jackson Street Transportation Plan was accepted by the CRA on August 14, 2023. Funding is being sought to support implementation of the project.	Brad Hinote, City Engineer; Caitlin Cerame, Transportation Planner
Connectivity to Legion Field / Global Learning: L Street (Priority 1)	Westside	L Street from Cervantes to Gregory St. Construction of streetscape and corridor improvements, which may include buffered sidewalk, lighting, bicycle wayfinding signage, street trees/landscape, crosswalks and on-street parking (one side) from Cervantes Street to Gregory Street.	Thru FY2027	Design	Staff is currently reviewing 90% design plans from the consultant. The plans are scheduled to go to the CRA for authorization to bid at their April 2025 meeting. Draft 90% plans attached.	Brad Hinote, City Engineer; Caitlin Cerame, Transportation Planner
Connectivity to Legion Field / Global Learning: Gregory Street (Priority 2)	Westside	Gregory Street from Pace Blvd to I St. Construction of streetscape and corridor improvements, which may include buffered wide sidewalk, lighting, bicycle wayfinding signage, crosswalks and street trees/landscape.	Thru FY2027	Design	See above	Brad Hinote, City Engineer; Caitlin Cerame, Transportation Planner
Connectivity to Legion Field / Global Learning: Wright Street (Priority 3)	Westside	Wright Street from Pace Blvd to P St. Construction of streetscape and corridor improvements, which may include buffered sidewalk, lighting, crosswalks and street trees/landscape.	Thru FY2027	Design	See above	Brad Hinote, City Engineer; Caitlin Cerame, Transportation Planner
Pace Boulevard Corridor Improvements	Westside	Corridor management of Pace Boulevard from U.S. 29 to the waterfront. Interim need to provide safety improvements along Pace Boulevard, particularly at Jackson and Wright Streets, to complete Connectivity to Legion Field / Global Learning project. Project to be managed by the Florida- Alabama Transportation Planning Organization and the Florida Department of Transportation.	Thru FY2030	Planning	The TPO is preparing a scope for the Pace Blvd Corridor Management Plan. The boundaries of the project will be defined in the scope and may vary from the recommended project boundaries. This CMP will build upon the CRA redevelopment plan.	Victoria D'Angelo, CRA Division Manager; Caitlin Cerame, Transportation Planner
Cervantes Street Road Diet and Short Term Safety Improvements	Westside	Corridor improvements, including safety improvements and potential lane reduction, to West Cervantes from A Street to Dominquez St. Project managed by the Florida Department of Transportation.	Thru FY2030	ST Improvements: Complete; LT Improvements: Planning	The City received a RAISE grant from USDOT to redesign Cervantes Street. The City is awaiting a contract from USDOT to review and begin negotiations.	Brad Hinote, City Engineer; Caitlin Cerame, Transportation Planner
Garden Street Landscape Beautification Improvements	Westside	Landscape improvements within the Garden Street corridor. Targeted from "A" Street to "C" Street with actual boundaries determined based on cost.	-	Discontinued	-	Brad Hinote; City Engineer

"A" Streetscape Revitalization	Urban Core/Westside	Streetscape and corridor improvements along "A" Street from Cervantes to Main.	-	Discontinued	The Westside Board recommended that striping be removed from A Street due to concerns about vehicles blocking driveways. The recommendation has been referred to the City's Public Works Department for further consideration.	Brad Hinote; City Engineer
CRA Commercial Property Improvement Program	Urban Core/Westside	Improvements for commercial projects and cemeteries under CRA Commercial Property Improvement Program within target areas of the Westside and Urban Core CRAs. Eligible improvements include exterior repair and enhancements necessary to restore or improve building appearance, integrity and character, and other improvements necessary to enable reuse.	Thru FY2030	On-going	See attached report.	Shirley Baylis, CRA Program Manager
Residential Property Improvement Program	Urban Core/Eastside/Westside	Improvements for residential properties under CRA Residential Property Improvement Program within the Westside, Eastside and Urban Core CRAs.	Thru FY2030	On-going	See attached report.	Shirley Baylis, CRA Program Manager
Residential Resiliency Program	Urban Core/Eastside/Westside	Improvements to residential property under CRA Residential Resiliency Program within the City's designated Urban Core, Westside and Eastside community redevelopment areas. Eligible improvements include repair to storm- damaged structures and improvements that secure at-risk property against future hazards caused by natural disasters. Typical improvements include emergency roof repair and replacement, hazardous tree removal and trimming, emergency electrical, plumbing or structural repairs, and mechanical equipment (i.e.) HVAC repairs and, in high flood hazard zones, elevation.	Thru FY2030	On-going	See attached report.	Shirley Baylis, CRA Program Manager
Affordable Housing Initiatives	Urban Core/Eastside/Westside	Affordable housing initiatives within the Urban Core, Westside and Eastside areas as identified in the redevelopment plans and in support of the City's overarching 500 homes in 5 Years Initiative. Projects may include rehabilitation programs and affordable, workforce, mixed use, and mixed income projects and strategies.	Thru FY2030	On-going	Agreement for ARPA funding with CLT was approved by Council on 12/12/24 for the redevelopment of 2300 W Jackson St, A, 113 N Spring St, and 1491 North E Street (formerly 901 W Blount St). Site preparation has begun on the Spring and Jackson Street sites. Developer unsuccessful in first RFA attempts. Staff working with developer on future options for potential funding.	Victoria D'Angelo, CRA Manager; Erica Grancagnolo, Economic Development Director; Meredith Reeves, Housing Administrator
Alice Williams Rehabilitation	Westside	Rehabilitation of the former Alice Williams library.	Thru FY2027	Pre-Solicitation	Design substantially completed and submitted to grantor for approval. Solicitation for construction services (RFP) expected to be issued in Spring 2025.	Deana Stallworth, Property Lease Manager

American Creosote Works (ACW) Site Acquisition and Park Redevelopment	Westside	Acquisition of former American Creosote Works (ACW) Superfund site parcels for future park redevelopment.	Thru FY2030	Planning	Remediation activities are anticipated to start Spring/Summer 2025. Remediation is expected to be completed by the end of 2028.	Katherine Kuhn, Environmental Coordinator
---	----------	---	-------------	----------	---	---

City Of Pensacola Community Redevelopment Agency
Westside
Programs Status Report
March 2025

RESIDENTIAL PRE-ELIGIBILITY APPS IN QUEUE:

In Review: 13
Pending Review:12
On hold:2

TOTAL IN QUEUE: 27

RESIDENTIAL PROPERTY IMPROVEMENT PROGRAM (RPIP)

The Residential Property Improvement Program (RPIP) is designed to support the preservation and creation of affordable housing, preservation and enhancement of traditional neighborhood character, blight elimination and prevention, and preservation and enhancement of the tax base in accordance with the public purposes authorized under Chapter 163, Part III of the Florida Statutes.

Projects invited for full application:.....5
Projects pending inspections:.....5
Projects pending bidding:3
Projects under contract:1

TOTAL PROJECTS IN PROGRESS: 14

TOTAL PROJECTS COMPLETED SINCE 2019: 9

RESILIENCY PROGRAM

The Residential Resiliency Program is designed to support blight removal and prevention by repairing storm-damaged structures or securing at-risk property against future damage caused by natural hazards such as hurricanes and flooding.

Projects invited for full application: -
Projects pending bidding: -
Projects under contract: -

TOTAL PROJECTS IN PROGRESS: -

TOTAL PROJECTS COMPLETED SINCE 2019: 6

COMMERCIAL PROPERTY IMPROVEMENT PROGRAM

The Commercial Property Improvement Program is designed to support preservation and enhancement of commercial and non-residential buildings, increased building occupancy and reuse, elimination and prevention of blight and preservation and enhancement of the tax base in accordance with the public purposes authorized under Chapter 163, Part III of the Florida Statutes. (For full details please see attached program guidelines).

PRE-ELIGIBILITY APPLICATIONS IN QUEUE

In Review:-
Approved with inspections pending:-
On hold:.....-
Projects pending bidding:1
Projects under contract:1

TOTAL PROJECTS IN PROGRESS: 2

TOTAL PROJECTS COMPLETED SINCE 2019: 2



RESIDENTIAL PROPERTY IMPROVEMENT PROGRAM GUIDELINES

PROGRAM PURPOSE

The Residential Property Improvement Program ("RPIP") is designed to support the preservation and creation of affordable housing, preservation and enhancement of traditional neighborhood character, blight elimination and prevention, and preservation and enhancement of the tax base in accordance with the public purposes authorized under Chapter 163, Part III of the Florida Statutes.

PROPERTY ELIGIBILITY

- Must be located within an eligible target area within a City of Pensacola community redevelopment district, if applicable. Visit www.cityofpensacola.com/CRAPrograms to verify eligible areas.
- Must be used primarily for residential purposes.
- Eligible building types include:
 - Buildings that appear from the street to be an individual single family, a duplex or a single family attached home (such as a townhome) and accessory dwelling units, regardless of number of units.
 - Live-work or mixed-use buildings where the principal use of the building is residential. (ex. home occupation)
- May be occupied by the property owner ("owner-occupied"), long-term rental (12 months or more) or vacant (subject to occupancy terms).

HOUSEHOLD INCOME REQUIREMENTS

Homes assisted through this program support households within an annual income of **120% Area Median Income ("AMI") or less**, adjusted for family size, based on the Florida Housing Finance Corporation's (FHFC) annual income limits for Escambia County, Florida.

Owner Occupied: Households with annual income of 120% AMI or less are eligible.

Rental Property: Long-term rental property (12 months or more) is eligible under this program. Where the household income of the landlord exceeds 120% AMI, he or she shall be responsible to provide a match equal to 30% of the project costs. Rental property must be occupied by a household at or below 120% AMI at the time of application or within 90 days of project completion. Referral to Section 8 can be provided. Rents may not increase more than 3% each year and monthly rent amounts may not exceed the affordability rent limits published annually by the Florida Housing Finance Corporation. The lease must be provided to establish eligibility.

Vacant Property: Vacant property must be occupied within 90 days of project completion or immediately listed for sale upon project closeout and conveyed in accordance with the terms of the affordability period covenants described below.

In instances where property will be sold immediately upon improvement, requirements shall be the same as rental property.

ELIGIBLE IMPROVEMENTS

Eligible improvements include the following:

- Exterior repair and enhancements necessary to restore building appearance, integrity, and character.
- Fencing, lighting and limited landscape and pavement.
- Other improvements necessary to enhance the street face of the property and provide for safe and decent living conditions.

Priority will be given to exterior features that are visible from the public realm.

PROJECT TYPE

Terms for this program are based on the degree of improvement needed, as determined by a program inspector in coordination with the owner, and actual project costs. The project type shall correlate with the affordability period requirements described under “Affordability Period Covenants” below.

- **Moderate Rehabilitation**
Cost Range: Up to \$28,000 Affordability Period: 5 years
Cost Range: \$28,001 - \$40,000 Affordability Period: 7 years
- **Major Rehabilitation**
Cost Range: \$40,001 - \$70,000 Affordability Period: 10 years
- **Substantial Reconstruction**
Cost Range: \$70,001 - \$105,000 Affordability Period: 15 years

* Should an owner wish to remove the affordability period covenants after 5 years of good and faithful compliance with the program, he or she may repay the amount of the program assistance minus a forgiveness benefit of 70% of the actual project costs paid by the program, up to \$28,000. Forgiveness is calculated daily of the 5-year period.

AFFORDABILITY PERIOD COVENANTS

To meet the CRA's goal of increasing and preserving affordable housing within the redevelopment districts, this program will apply covenants, secured by a lien agreement, upon the property during the "affordability period" described under "Rehabilitation Needs" above. The covenants will not require repayment of the assistance amount if the property is retained for affordable housing or transferred to an eligible relative, as defined in the program policy, and the home is not intentionally demolished and/or rebuilt.

If the property is not transferred to an eligible relative during the Affordability Period, and the owner decides to sell the property, the property must either be

- a. Sold to an owner-occupant whose household income is at or below 120% AMI or
- b. Sold to a landlord who will rent the home to a household at or below 120% AMI within 90 days of acquisition.

**City of Pensacola
Community Redevelopment
Agency**
222 W. Main Street, Pensacola FL
32502
www.cityofpensacola.com/cra

Administered By:
Community Redevelopment
Agency
Hilary Halford, Program Manager
(850) 436-5654
hhalford@cityofpensacola.com

Program subject to funding availability and full terms described in the program policy and affiliated agreements.



Residential Resiliency Program Guidelines

The Residential Resiliency Program is designed to support blight removal and prevention by repairing storm-damaged structures or securing at-risk property against future damage caused by natural hazards such as hurricanes and flooding.

The public purposes addressed by the Program are consistent with those authorized by the Community Redevelopment Act Chapter 163 of the Florida Statutes, including the elimination and prevention of blight, revitalization of neighborhoods, the elimination or improvement of the shortage of affordable housing for low or moderate income residents and the preservation or enhancement of the tax base.

ELIGIBLE PROPERTY

Eligible property includes residential owner-occupied property, and residential long-term lease property (12 months or more) rented to tenants with a household income at or below 80% Area Median Income (AMI) for Escambia County, Florida, and located within the City of Pensacola's designated Urban Core, Westside or Eastside community redevelopment area.

FUNDING LIMITS

- **Owner-Occupied Property:** \$15,000(80% AMI or less) / \$7,500 (+80% AMI)
- **Long-Term Lease Property:** \$7,500 (Tenant household income 80% AMI or less)

All awards subject to funding availability.

ELIGIBLE IMPROVEMENTS Typical eligible improvements include (but not limited to):

- Emergency roof repair/replacement/tarpping
- Hazardous tree removal/trimming
- Electrical, plumbing and structural repairs
- At-risk mechanical equipment (i.e. HVAC systems) repair/replacement and/or elevation

Other improvements that remedy storm damage or secure at-risk property against future damage caused by natural hazards may be considered on a case-by-case basis. Subject to inspection by a licensed and insured Contractor or CRA-appointed inspector.

Roofing: Roofing repairs/replacement must be warranted pursuant to inspection by a licensed and insured Contractor or a CRA-appointed inspector.

Hazardous Trees: Trees must have already fallen or be deemed hazardous pursuant to inspection by a licensed and insured Contractor or a CRA-appointed inspector.

Electrical, Plumbing, Structural: Must present a hazard to health and/or property if not repaired, such as a risk for fire, exposure of home to outside elements, or potential for major damage to the home.

At-Risk Mechanical Equipment: Equipment must be at-risk for storm damage or damaged by a recent storm event and attributed to the safety and integrity of the home. Elevation limited to properties located in high flood hazard areas (Zones A and V) as defined by the most recent FEMA flood maps. Visit the Northwest Florida Water Management District website for more information on flood hazard areas: <http://portal.nwfwmdfloodmaps.com/>.

TYPE OF ASSISTANCE:

Assistance is provided as a zero-interest forgivable deferred loan secured by a sub-ordinate lien agreement. The lien period is 1 year for owner-occupied property and 3 years for long-term lease property. The lien is forgiven on a daily basis over the course of the lien period. At expiration of the lien period, the loan is forgiven in full with program compliance.

Eligible program participants shall be eligible to apply for assistance under other residential CRA programs after a period of one (1) year, commencing on the beginning date of the lien period and terminating one (1) year thereafter. However, improvements made under this program shall not be eligible for modification or reconstruction.

Leased Property: Limited to landlords renting to households at or below 80% AMI. Rents must not be increased more than 3% per year during the lien period, and must be certified annually to the Community Redevelopment Agency (CRA).

Transfer of Property: During the lien period, transfer of property shall only be permissible to an eligible heir, as defined by Florida law. In the event of the transfer of property to an heir, such heir shall assume all responsibilities for compliance under the program.

Duplication of Benefits: This program shall not be used to duplicate or supplant benefits received or available from insurance policy payouts, and FEMA assistance programs.

CONTRACTING PROCEDURES:

The property owner shall be responsible for contracting licensed and insured contractors to conduct the improvements according to the following procedures:

Bids shall be solicited on behalf of the property owner, from three (3) or more licensed and insured contractors who are qualified to conduct the improvements. Contractors to be bid shall be selected by the property owner. The project shall be awarded to the lowest and most responsive bidder. **Owner shall not cause work to commence**

until a program agreement has been executed and the Contactor has been issued a Purchase Order.

EMERGENCY RESPONSE AND RECOVERY: In the event of an emergency response or recovery situation, such as a state of emergency related to a natural disaster or an instance where an immediate threat is presented to the building, funding may be approved via an abbreviated process (“emergency approval”).

Eligible Improvements: Emergency approvals shall be limited to the minimum amount of work necessary to stabilize the building and prevent further degradation. Examples of work include, but are not limited to, tarping, boarding windows and removing fallen trees. In instances when a CRA-appointed inspector cannot be provided, the owner (or their licensed and insured contractor), shall provide, at minimum pictures and written documentation of the conditions warranting improvement.

Contracting & Payment: Work authorized under emergency approval shall be provided as a grant and exempt from lien requirements. Contracting procedures may be waived at the discretion of the CRA Manager, only in accordance with emergency procurement laws pertaining to City procurement. Administration and contracting may also be facilitated and/or secured by a Partnering Agency or City Department under these events on a case-by-case basis. Contractors shall be licensed and insured. Payment shall be made by the CRA directly to the Contractor. In the event a homeowner or their representative undertakes the stabilization work themselves only cost of materials will be reimbursed upon submission of paid receipts. Payment shall be made upon 100% completion of the work, and passed inspection if applicable. Completion shall be verified by, at minimum, date stamped photo documentation to include both before photos of damages and after photos of work and materials provided. Work shall comply with all local, state and federal requirements. Applicants shall fully cooperate with the CRA Office in providing the documentation necessary to verify the completion of the work performed and compliance with law.

Income Verification: During emergency response and recovery, household income may be verified by self-certification.

Once the emergency response period has ended, the program shall be re-opened under normal operational procedures. However, grant recipients with remaining improvements necessary to be performed (such as requiring a new roof or windows, for example) shall be given priority over new applicants and funded based on the order in which their grant application was approved during the emergency approval process.

PRIORITIZATION: In instances of high program demand and limited funding, program approvals may be prioritized based on the extent of damage and degree of threat to the building and its inhabitants (e.g. a tree that has fallen on or near a structure will receive higher priority than a tree that poses a threat to a property), as well as, household income (households at or below 80% AMI will receive higher priority than households over 80% AMI) and direct impacts caused by major storm events such as hurricanes and floods.

PROCEDURES:

1. Upon submittal of a complete application, including all supporting documentation, the Program Coordinator will determine initial eligibility for program participation.
2. Upon a finding of initial eligibility, or in conjunction with the application, the project shall be placed out to bid. Upon receipt of the bids, the project shall then be considered for approval.
3. Upon approval, the Owner shall enter into a work contract with his/her Contractor and execute the Lien Agreement. A Notice to Proceed (NTP) establishing the start date for construction will be issued to the selected Contractor.

Completion must be achieved within 90 days from the established start date unless otherwise authorized by the CRA Manager or his or her representative.

4. The lien will be forgiven in full at the conclusion of the lien period with program compliance.

City of Pensacola Community Redevelopment Agency

222 W. Main Street, Pensacola FL 32502

Phone: (850) 436-5675 (Programs Line)

Email: cradivision@cityofpensacola.com

Web: www.cityofpensacola.com/cra

Program subject to funding availability and full terms described in the program documents.

COMPONENTS OF CONTRACT PLAN SET

SIDEWALK IMPROVEMENT PLANS

INDEX OF SIDEWALK IMPROVEMENT PLANS

SHEET NO.	DESCRIPTION
1	KEY SHEET
2	SIGNATURE SHEET
3	SUMMARY OF PAY ITEMS
4	TYPICAL SECTIONS
5	PROJECT LAYOUT
6 to 7	GENERAL NOTES
8 to 9	STORMWATER POLLUTION PREVENTION NOTES
10 to 17	PLAN AND PROFILES - W. GREGORY ST.
18 to 25	PLAN AND PROFILES - N. L ST.
26 to 27	PLAN AND PROFILES - W. WRIGHT ST.
28	GENERAL DETAIL SHEET
29	GRAVITY WALL DETAIL SHEET
30 to 38	CROSS SECTIONS
S-1	SIGNING & PAVEMENT MARKING PLAN NOTES
S-2 to S10	SIGNING & PAVEMENT MARKING PLANS
TCP-1	TEMPORARY TRAFFIC CONTROL PLAN NOTES

LIST OF REVISED DRAWINGS

REV	DATE	COMP. SET	SHEETS
-----	------	-----------	--------

GOVERNING DESIGN STANDARDS:

FLORIDA DEPARTMENT OF TRANSPORTATION, FY2025-26 STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION AND APPLICABLE INTERIM REVISIONS (IRS).

STANDARD PLANS FOR ROAD CONSTRUCTION AND ASSOCIATED IRS ARE AVAILABLE AT THE FOLLOWING WEBSITE:

<http://www.fdot.gov/design/standardplans>

APPLICABLE IRS: NONE

GOVERNING STANDARD SPECIFICATIONS:

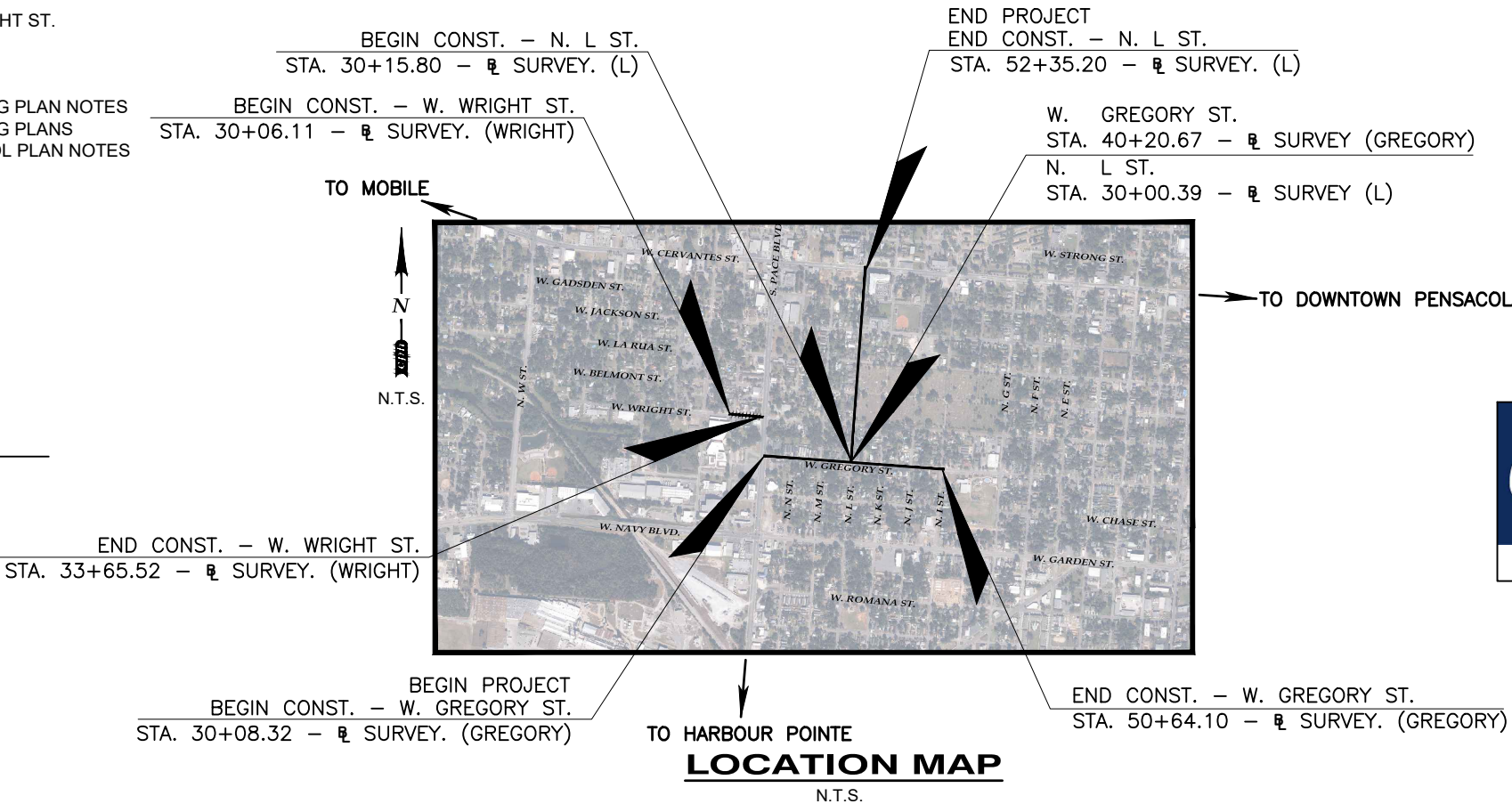
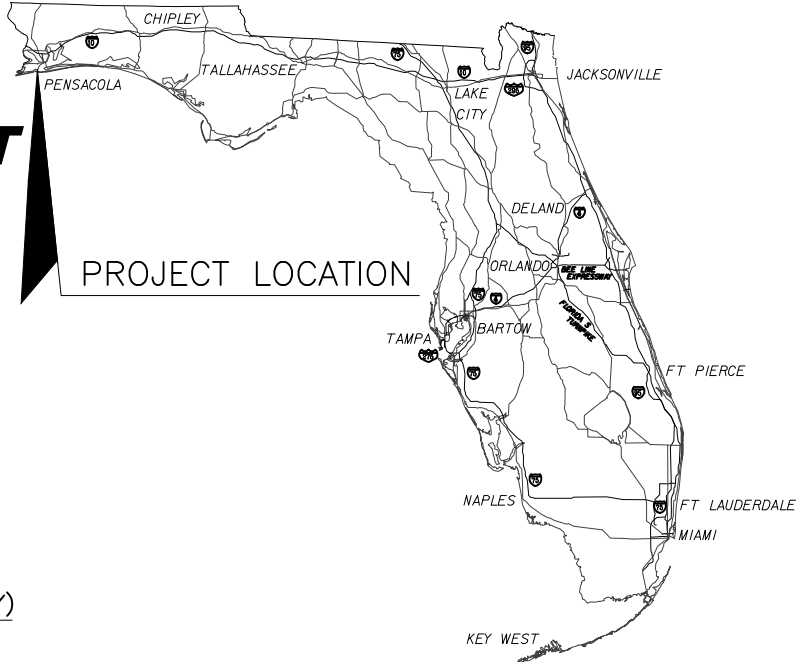
FLORIDA DEPARTMENT OF TRANSPORTATION, JULY 2025-26 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AT THE FOLLOWING WEBSITE:

<http://www.fdot.gov/programmanagement/Implemented/SpecBooks>

ATTENTION IS DIRECTED TO THE FACT THAT THESE PLANS MAY HAVE BEEN REDUCED IN SIZE BY REPRODUCTION. THIS MUST BE CONSIDERED WHEN OBTAINING SCALED DATA.

ALL CONSTRUCTION ACTIVITIES SHALL COMPLY WITH LATEST AMERICANS WITH DISABILITIES ACT (A.D.A.) STANDARDS FOR ACCESSIBLE DESIGN.

SIDEWALK IMPROVEMENT PLANS
FOR
**LEGION FIELD TO GLOBAL LEARNING CENTER
ACADEMY MULTIMODAL IMPROVEMENTS PROJECT**
PENSACOLA, FL.
CPH PROJECT No. P22801
FM #449917-1-58-01
FEDERAL FUNDS



LOCATION MAP

LENGTH OF PROJECT		
	LINEAR FEET	MILES
PROJECT LENGTH	4634.59	0.8777
NET LENGTH OF PROJECT	4634.59	0.8777
GROSS LENGTH OF PROJECT	4634.59	0.8777

REVISIONS		
No.	DATE	DESCRIPTION

SHOP DRAWINGS (FOR THIS COMPONENT SET) TO BE SUBMITTED TO:

CPH, INC.
500 W. FULTON STREET
SANFORD, FLORIDA 32771
PHONE 407 322-6841
FAX 407 330-0639

PLANS PREPARED BY:



**Building Better
Communities Together**

500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841

www.cphcorp.com

© 2025

PLANS PREPARED FOR:



PENSACOLA
FLORIDA'S FIRST & FUTURE

CITY OF PENSACOLA
222 WEST MAIN STREET
PENSACOLA, FL 32502
PHONE: 850.435.1817

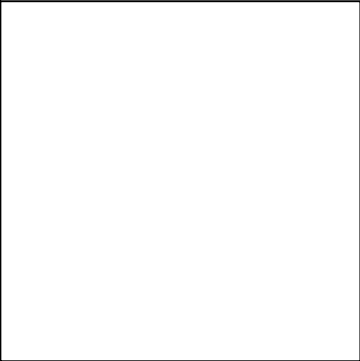
ROADWAY PLANS
ENGINEER OF RECORD:

ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836



90% Plan Submittal
February 7, 2025

SHEET NO.
1



ALEJANDRO MEJIA, P.E., STATE OF FLORIDA,
PROFESSIONAL ENGINEER, LICENSE No. 99836
THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY
ALEJANDRO MEJIA, P.E. ON THE DATE INDICATED HERE.

PRINTED COPIES OF THIS DOCUMENT ARE NOT
CONSIDERED SIGNED AND SEALED AND THE SIGNATURE
MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

CPH CONSULTING, LLC
500 W. FULTON ST.
SANFORD, FL 32771

THE ABOVE NAMED PROFESSIONAL ENGINEER IS RESPONSIBLE FOR THE FOLLOWING
SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
1	KEY SHEET
2	SIGNATURE SHEET
3	SUMMARY OF PAY ITEMS
4	TYPICAL SECTIONS
5	PROJECT LAYOUT
6 to 7	GENERAL NOTES
8 to 9	STORMWATER POLLUTION PREVENTION NOTES
10 to 17	PLAN AND PROFILES - W. GREGORY ST.
18 to 25	PLAN AND PROFILES - N. L ST.
26 to 27	PLAN AND PROFILES - W. WRIGHT ST.
28	GENERAL DETAIL SHEET
29	GRAVITY WALL DETAIL SHEET
30 to 38	CROSS SECTIONS
S-1	SIGNING & PAVEMENT MARKING PLAN NOTES
S-2 to S-10	SIGNING & PAVEMENT MARKING PLANS
TCP-1	TEMPORARY TRAFFIC CONTROL PLAN NOTES

No.	Date	Revision	By	No.	Date	Revision	By
△				△			
△				△			
△				△			
△				△			



**Building Better
Communities Together**

500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841

© 2025

Plans Prepared By:
CPH, LLC
A Full Service A &
E Firm

ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836

Designed by:	C. Todd
Drawn by:	N. Dills
Checked by:	A. Mejia
Date:	February 7, 2025
Job No.	P22801

LEGION FIELD TO GLOBAL LEARNING
CENTER ACADEMY MULTIMODAL
IMPROVEMENTS PROJECT
PENSACOLA, ESCAMBIA, FLORIDA

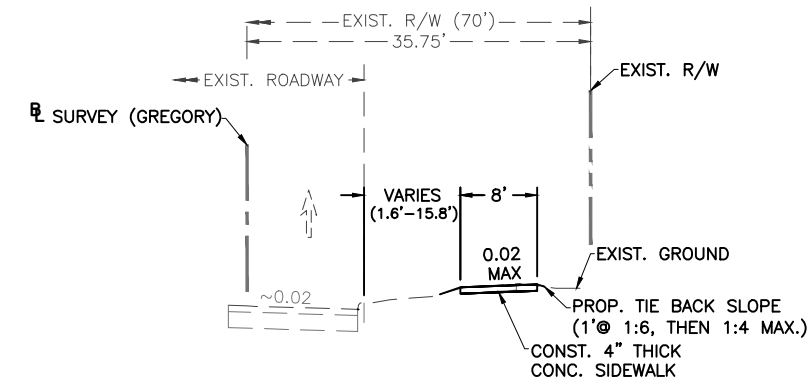
Signature Sheet

Sheet No.
2

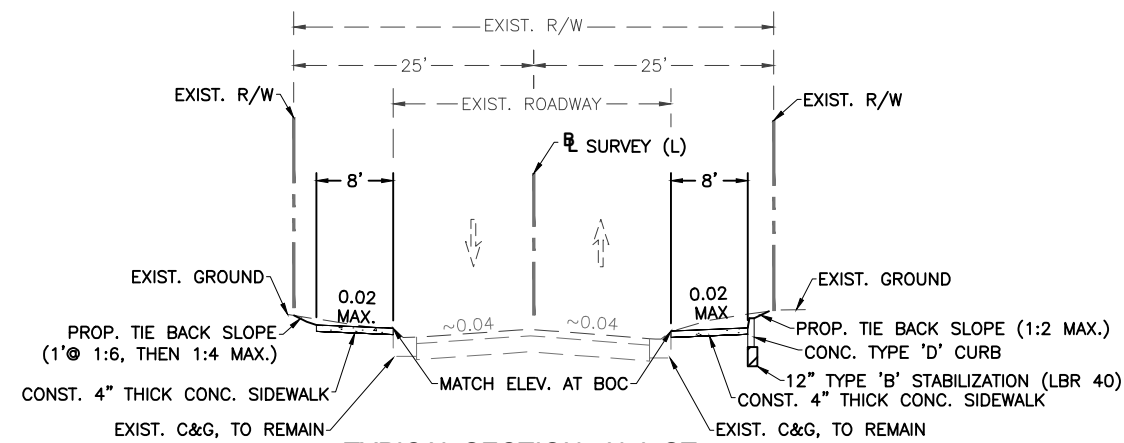
[illegible]

710-90: FOR ALL TEMPORARY PAVEMENT PAINTED MARKINGS USED DURING CURING PERIOD PRIOR TO APPLICATION OF THERMOPLASTIC MARKINGS

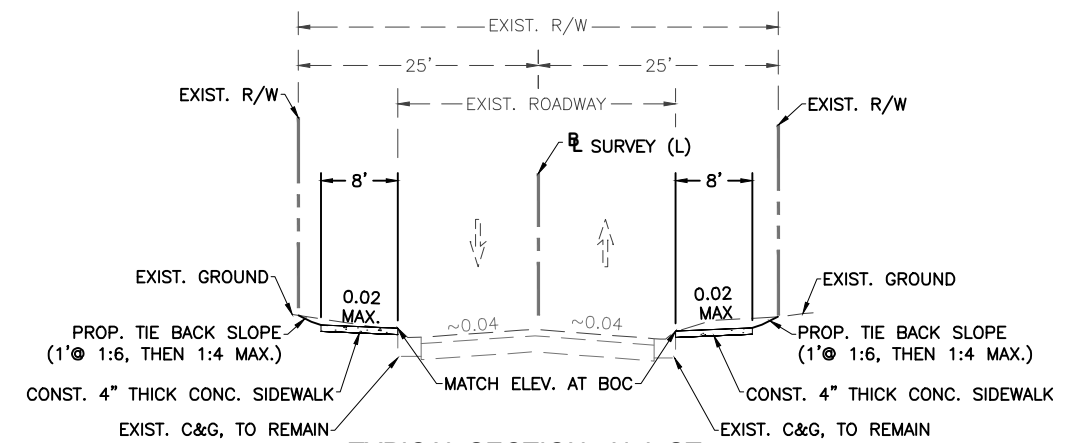
No.	Date	Revision	By	No.	Date	Revision	By	 Building Better Communities Together 500 West Fulton Street Sanford, FL 32771 Ph: 407.322.6841 www.cphcorp.com	Plans Prepared By: CPH, LLC A Full Service A & E Firm	ALEJANDRO MEJIA, P.E. FL P.E. No. 99836		Designed by:	C. Todd	LEGION FIELD TO GLOBAL LEARNING CENTER ACADEMY MULTIMODAL IMPROVEMENTS PROJECT PENSACOLA, ESCAMBIA, FLORIDA	Summary of Pay Items	Sheet No. 3
												Drawn by:	N. Dills			
												Checked by:	A. Mejia			
												Date:	February 7, 2025			
												Job No.	P22801			



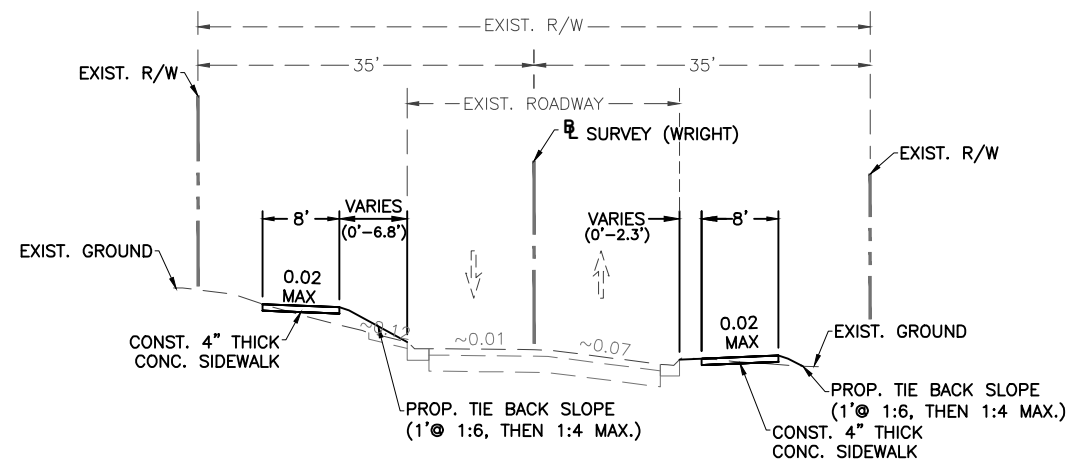
TYPICAL SECTION - W. GREGORY ST.
Sta. 30+08.32 to 50+64.10



TYPICAL SECTION - N. L ST.
Sta. 30+15.80 to 42+00.00



TYPICAL SECTION - N. L ST.
Sta. 42+00.00 to 52+35.20



TYPICAL SECTION - W. WRIGHT ST.
Sta. 30+06.11 to 33+65.52

NOTE:
THESE TYPICAL SECTIONS PROVIDE BASIC GEOMETRY FOR RANGES OF THE PROPOSED WORK. CROSS SLOPES SHOWN ARE RELATIVE TO THE DEPICTED LINE WORK ON THIS SHEET AND WILL VARY BY STATION. CONTRACTOR IS TO CONST. PROP. IMPROVEMENTS IN ACCORDANCE WITH/TO ALL PROVIDED PLANS & PROFILES, CROSS SECTIONS, DETAIL SHEETS, ETC.

No.	Date	Revision	By	No.	Date	Revision	By
1				1			
2				2			
3				3			
4				4			



Building Better Communities Together
500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841
© 2025

Plans Prepared By:
CPH, LLC
A Full Service A & E Firm

ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836

Designed by: C. Todd
Drawn by: N. Dills
Checked by: A. Mejia
Date: February 7, 2025
Job No. P22801

**LEGION FIELD TO GLOBAL LEARNING
CENTER ACADEMY MULTIMODAL
IMPROVEMENTS PROJECT
PENSACOLA, ESCAMBIA, FLORIDA**

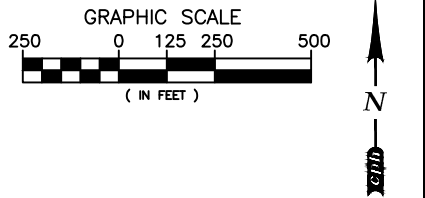
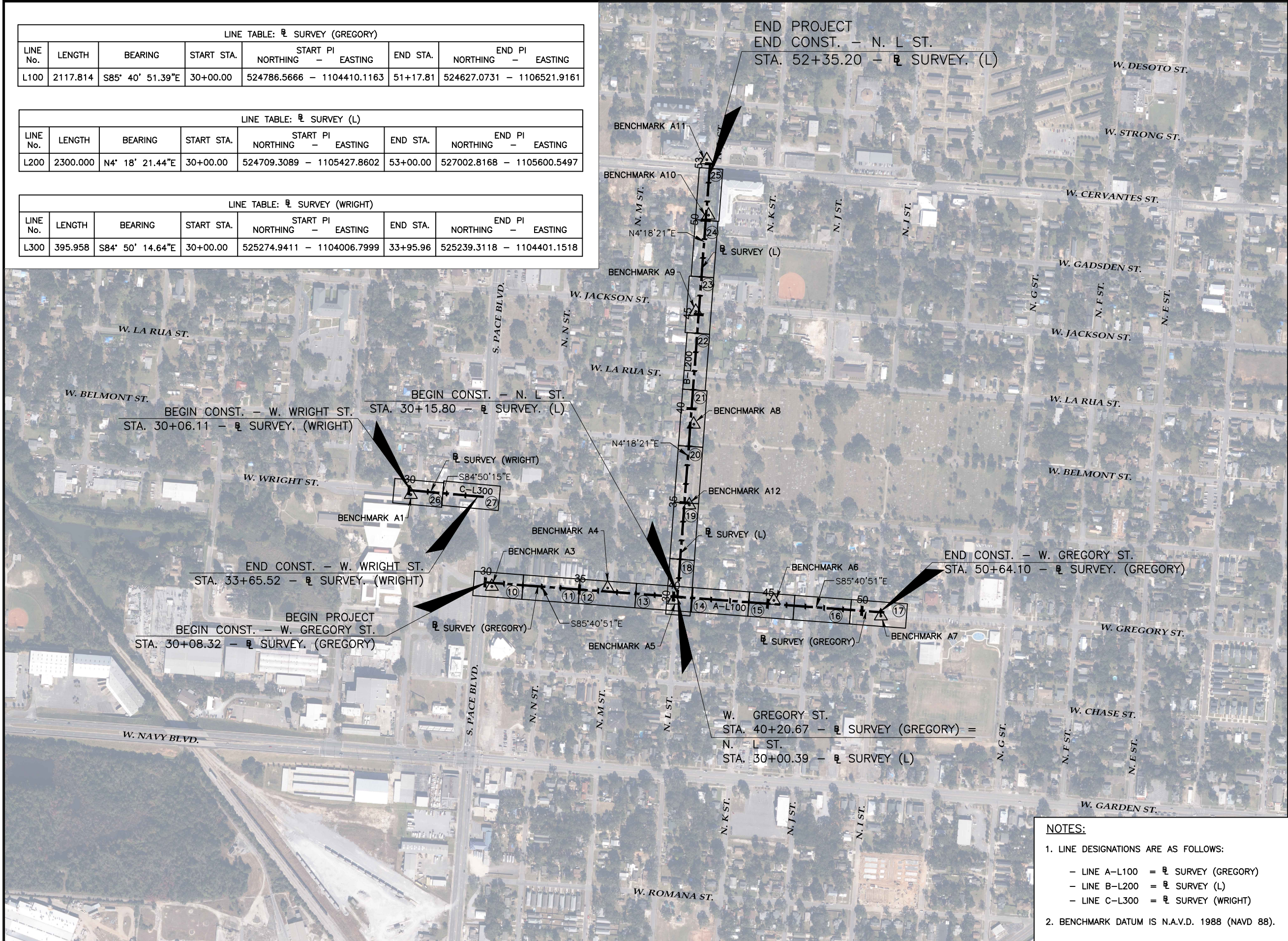
Typical Sections

Sheet No.
4

LINE TABLE: ̢ SURVEY (GREGORY)						
LINE No.	LENGTH	BEARING	START STA.	START PI NORTHING — EASTING	END STA.	END PI NORTHING — EASTING
L100	2117.814	S85° 40' 51.39"E	30+00.00	524786.5666 — 1104410.1163	51+17.81	524627.0731 — 1106521.9161

LINE TABLE: ̢ SURVEY (L)						
LINE No.	LENGTH	BEARING	START STA.	START PI NORTHING — EASTING	END STA.	END PI NORTHING — EASTING
L200	2300.000	N4° 18' 21.44"E	30+00.00	524709.3089 — 1105427.8602	53+00.00	527002.8168 — 1105600.5497

LINE TABLE: ̢ SURVEY (WRIGHT)						
LINE No.	LENGTH	BEARING	START STA.	START PI NORTHING — EASTING	END STA.	END PI NORTHING — EASTING
L300	395.958	S84° 50' 14.64"E	30+00.00	525274.9411 — 1104006.7999	33+95.96	525239.3118 — 1104401.1518



SITE BENCH MARKS	
A1	SET MAG NL&D DRMP CONTROL N:525251.27 E:1104016.28 ELEV:32.23 STA: 30+11.58 (BL SURVEY (WRIGHT)) OFFSET: 22.73' RT
A3	SET MAG NL&D DRMP CONTROL N:524764.27 E:1104445.23 ELEV:20.89 STA: 30+36.70 (BL SURVEY (GREGORY)) OFFSET: 19.59' RT
A4	SET MAG NL&D DRMP CONTROL N:524756.48 E:1105058.79 ELEV:25.87 STA: 36+49.09 (BL SURVEY (GREGORY)) OFFSET: 18.85' LT
A5	SET MAG NL&D DRMP CONTROL N:524692.19 E:1105409.88 ELEV:27.02 STA: 40+04.04 (BL SURVEY (GREGORY)) OFFSET: 18.82' RT
A6	SET MAG NL&D DRMP CONTROL N:524690.02 E:1105938.72 ELEV:25.68 STA: 45+31.54 (BL SURVEY (GREGORY)) OFFSET: 18.85' LT
A7	SET MAG NL&D DRMP CONTROL N:524607.42 E:1106505.34 ELEV:27.70 STA: 51+02.76 (BL SURVEY (GREGORY)) OFFSET: 20.85' RT
A8	SET MAG NL&D DRMP CONTROL N:525623.46 E:1105514.36 ELEV:53.22 39+18.07 (BL SURVEY (L)) OFFSET: 17.62' RT
A9	SET MAG NL&D DRMP CONTROL N:526220.81 E:1105525.41 ELEV:67.79 45+14.56 (BL SURVEY (L)) OFFSET: 16.22' RT
A10	SET MAG NL&D DRMP CONTROL N:526730.58 E:1105592.45 ELEV:52.12 50+27.93 (BL SURVEY (L)) OFFSET: 12.36' RT
A11	SET MAG NL&D DRMP CONTROL N:527024.10 E:1105583.76 ELEV:48.47 STA: 40+01.80 OFFSET: 2319.56' LT (BL SURVEY (GREGORY))
A12	5/8" IRC SET DRMP CONTROL N:525195.92 E:1105490.60 ELEV:42.77 STA: 34+89.95 (BL SURVEY (L)) OFFSET: 26.03' RT

- NOTES:
- LINE DESIGNATIONS ARE AS FOLLOWS:
 - LINE A-L100 = ̢ SURVEY (GREGORY)
 - LINE B-L200 = ̢ SURVEY (L)
 - LINE C-L300 = ̢ SURVEY (WRIGHT)
 - BENCHMARK DATUM IS N.A.V.D. 1988 (NAVD 88).

DEFINITION OF ENTITIES:

1. FOR THE PURPOSE OF THESE PLANS, THE FOLLOWING ENTITIES SHALL BE DEFINED AS:
- MAINTAINING AGENCY – THE CITY OF PENSACOLA OR ANY OF THE CITY’S ASSIGNEES OR AUTHORIZED REPRESENTATIVES. E.G. CITY DEPARTMENTS, INSPECTORS, ENGINEERS OR OTHER INDIVIDUALS AS THE CITY MAY DESIGNATE AS REPRESENTING THE CITY’S INTERESTS.
 - ENGINEER OF RECORD –ALEJANDRO MEJIA, P.E.
 - WATER MANAGEMENT DISTRICT – NORTHWEST WATER MANAGEMENT DISTRICT
 - CONTRACTOR – THE INDIVIDUAL, FIRM, JOINT VENTURE, OR COMPANY PERFORMING THE WORK.

GOVERNING DOCUMENTS:

1. THE CONTRACTOR SHALL REVIEW ALL PERMITS, PERMIT EXEMPTIONS, AND REPORT LOGS LOCATED IN THE CONTRACT DOCUMENTS PRIOR TO BIDDING ON THE PROJECT AND BECOME FAMILIAR WITH ALL OF THE CONDITIONS OF THESE DOCUMENTS. THE CONTRACTOR SHALL INSURE THAT THE CONSTRUCTION ACTIVITIES ARE IN COMPLIANCE WITH THESE PERMITS.
2. ALL REFERENCED GOVERNING DOCUMENTS SHALL BE UNDERSTOOD TO REFER TO THE LATEST EDITION AND/OR REVISION UNLESS OTHERWISE NOTED IN THE CONTRACT DOCUMENTS OR AS IDENTIFIED ON THE COVER SHEET OF THIS PLAN SET. THE “CURRENT” EDITION OR REVISION OF THE REFERENCED GOVERNING DOCUMENTS ON THE DATE OF BID SOLICITATION/ADVERTISEMENT SHALL BE THE DEFAULT/EARLIEST REFERENCED GOVERNING DOCUMENT UNLESS OTHERWISE NOTED.
3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS AS DEFINED WITHIN THE CONTRACT DOCUMENTS. CONSTRUCTION WORK SHALL CONFORM TO THE CONSTRUCTION SPECIFICATIONS OF THE MAINTAINING AGENCY (IF ANY), THE FDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND UTILITY CONSTRUCTION, AND THE FDOT STANDARD PLANS (EDITIONS AND REVISIONS CURRENT AT THE TIME OF PROJECT ADVERTISEMENT FOR BID) AT A MINIMUM.
4. THE OWNER SHALL FURNISH THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP), U.S ARMY CORP OF ENGINEERS (U.S.A.C.O.E.) AND THE WATER MANAGEMENT DISTRICT PERMITS (IF APPLICABLE). THE CONTRACTOR SHALL OBTAIN A RIGHT OF WAY UTILIZATION PERMIT AND A DEWATERING PERMIT, IF REQUIRED. THE CONTRACTOR SHALL BECOME FAMILIAR WITH AND ABIDE BY ALL PERMIT CONDITIONS, INSPECTION SCHEDULES, AND OTHER RELEVANT REGULATORY AGENCY RULES AND SPECIAL CONDITIONS.
5. THE EROSION CONTROL MEASURES PER “STATE OF FLORIDA EROSION AND SEDIMENT CONTROL MANUAL” AND FDOT STANDARD SPECIFICATION SECTION 104 ARE THE MINIMUM REQUIRED. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED DUE TO FIELD CONDITIONS AS DETERMINED BY THE MAINTAINING AGENCY OR OTHER GOVERNING REGULATORY AGENCIES.
6. TRAFFIC & PEDESTRIAN CONTROL SHALL BE MAINTAINED IN ACCORDANCE WITH FDOT STANDARD PLANS INDEX SERIES 102 AT A MINIMUM.
7. FOR STABILIZING AT INTERSECTIONS, TURNOUTS AND GRADED CONNECTIONS, SEE F.D.O.T. STANDARD PLAN NO. 330–001.

NOTIFICATION REQUIREMENTS:

1. THE CONTRACTOR SHALL NOTIFY THE MAINTAINING AGENCY A MINIMUM OF ONE (1) WEEK PRIOR TO COMMENCING ANY CONSTRUCTION RELATED ACTIVITY.
2. CONSTRUCTION ACTIVITIES SPECIFICALLY REQUIRING INSPECTIONS/TESTING BY THE MAINTAINING AGENCY, ENGINEER OF RECORD, OR ANY OTHER REGULATORY AGENCY SHALL BE CLEARLY IDENTIFIED DURING THE PRECEDING CONSTRUCTION PROGRESS MEETING NO LESS THAN 72 HOURS PRIOR TO THE ASSOCIATED CONSTRUCTION ACTIVITY. FOR ON-GOING/PERIODIC CONSTRUCTION ACTIVITY WHICH SPECIFICALLY REQUIRES INSPECTION AND/OR TESTING (AS IDENTIFIED BY THE MAINTAINING AGENCY DURING THE PRE-CONSTRUCTION MEETING OR THEREAFTER, IN THE REGULAR/DUE COURSE OF THE PROJECT), THE CONTRACTOR SHALL PROVIDE A MINIMUM 48 HOUR NOTICE TO THE MAINTAINING AGENCY AND/OR RESPONSIBLE ENTITY. ANY WORK SPECIFICALLY IDENTIFIED AS REQUIRING INSPECTION BY THE MAINTAINING AGENCY, REGULATORY/GOVERNING AGENCY, OR THE ENGINEER OF RECORD MAY BE REQUIRED TO BE REMOVED AND REPLACED AT NO COST TO THE OWNER/PROJECT. CONTRACTORS FAILURE TO ADHERE TO MINIMUM NOTIFICATION PERIODS SHALL NOT BE CONSIDERED AS CAUSE FOR DELAY.
3. ANY APPARENT PLAN DISCREPANCIES SHALL BE BROUGHT (IN WRITING) TO THE ATTENTION OF THE MAINTAINING AGENCY AND ENGINEER OF RECORD IMMEDIATELY UPON IDENTIFICATION SUCH THAT CORRECTIVE ACTION OR CLARIFICATION OF INTENT MAY BE PROVIDED PRIOR TO THE COMMENCEMENT/CONTINUATION OF CONSTRUCTION FOR ANY POTENTIALLY AFFECTED IMPROVEMENT.
4. ANY PROPOSED CONSTRUCTED FACILITY WHICH DOES NOT APPEAR TO BE CONSTRUCTIBLE ACCORDING TO THE LATEST AMERICANS WITH DISABILITIES ACT (A.D.A.) OR OTHER GOVERNING STANDARD SHALL BE BROUGHT TO THE ATTENTION (IN WRITING) OF THE MAINTAINING AGENCY & ENGINEER OF RECORD IMMEDIATELY UPON IDENTIFICATION SUCH THAT CORRECTIVE ACTION OR CLARIFICATION OF INTENT MAY BE PROVIDED PRIOR TO THE COMMENCEMENT/CONTINUATION OF CONSTRUCTION FOR ANY POTENTIALLY AFFECTED IMPROVEMENT.
5. THE CONTRACTOR SHALL NOTIFY ALL UTILITY OWNERS A MINIMUM OF SEVEN (7) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION. RECORDS OF ALL NOTICES SHALL BE SUBMITTED TO THE MAINTAINING AGENCY UPON REQUEST.
6. CONTRACTOR SHALL NOTIFY THE MAINTAINING AGENCY UPON COMPLETION OF CONSTRUCTION STAKING. CONTRACTOR AND MAINTAINING AGENCY SHALL REVIEW THE PROJECT AREA TO IDENTIFY ANY/ALL TREES, IN ADDITION TO THOSE IDENTIFIED WITHIN THE PLANS, WHICH MAY REQUIRE REMOVAL.
7. ALL PERSONAL PROPERTY WITHIN THE RIGHT-OF-WAY SHALL BE RELOCATED BY THE PROPERTY OWNER. THE CONTRACTOR SHALL COORDINATE WITH THE PROPERTY OWNERS TO PROVIDE NOTIFICATION AND A REASONABLE TIME FRAME TO RELOCATE ITEMS. THE CONTRACTOR SHALL NOTIFY THE MAINTAINING AGENCY PRIOR TO REMOVING THE ITEMS NECESSARY TO CONSTRUCT THE PROJECT IN ACCORDANCE WITH THE PLANS UNLESS OTHERWISE STATED IN THE PLANS.

8. UPON COMPLETION OF THE CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT DRAFT “AS–BUILTS” FOR REVIEW TO THE MAINTAINING AGENCY & ENGINEER OF RECORD AND REQUEST A SUBSTANTIAL COMPLETION INSPECTION. THE INTENT OF THE SUBSTANTIAL COMPLETION INSPECTION IS TO PROVIDE THE CONTRACTOR WITH A PUNCH LIST OF INCOMPLETE OR SUBSTANDARD WORK THAT MUST BE CORRECTED. ONCE CORRECTIONS ARE MADE THE CONTRACTOR SHALL SCHEDULE A FINAL INSPECTION WITH THE MAINTAINING AGENCY & ENGINEER OF RECORD.

PRE-CONSTRUCTION REQUIREMENTS:

1. THE CONTRACTOR SHALL PLAN AND SCHEDULE THE SEQUENCE OF WORK IN ORDER TO PREVENT UNNECESSARY DELAYS OR COSTS ASSOCIATED WITH CRITICAL PATH ITEMS OF THE WORK.
2. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL MAKE A PRE-CONSTRUCTION VIDEO (DVD FORMAT) ALONG THE PROPOSED ROUTE IN ACCORDANCE WITH THE SPECIFICATIONS. IN PARTICULAR, THE VIDEO SHALL DOCUMENT THE CONDITION OF EXISTING VISIBLE CONTROL MONUMENTATION, DRIVEWAYS, BUILDINGS, STRUCTURES, MAILBOXES, SIGNS, FENCES, AND LANDSCAPING ALONG PROPOSED CONSTRUCTION AREAS.
3. ANY DRAINAGE PROBLEMS EXISTING BEFORE CONSTRUCTION COMMENCES SHALL BE BROUGHT TO THE ATTENTION OF THE MAINTAINING AGENCY AND ENGINEER OF RECORD PRIOR TO THE BEGINNING OF CONSTRUCTION.
4. THE CONTRACTOR IS RESPONSIBLE TO FIND AND MAINTAIN THEIR OWN EQUIPMENT AND MATERIAL STORAGE YARD.
5. ALL EXISTING VALVE, PULL BOX, & MANHOLE TOPS SHALL BE MARKED PRIOR TO CONSTRUCTION OPERATIONS. ALL SUCH TOPS SHALL BE ADJUSTED TO MATCH PROPOSED GRADE PRIOR TO SUBSTANTIAL COMPLETION OF WORK.

GENERAL NOTES:

1. CONTRACTOR’S USE OF THE PREMISES SHALL BE CONFINED TO THE LIMITS OF THE EXISTING RIGHT-OF-WAY AND/OR EASEMENTS. ALL PUBLIC AND PRIVATE PROPERTY AFFECTED BY THE CONSTRUCTION SHALL BE PROTECTED WHERE POSSIBLE. ALL AREAS DISTURBED AS PART OF THIS WORK SHALL BE RESTORED TO ORIGINAL OR PRE-CONSTRUCTION CONDITION. (REFER TO PRE-CONSTRUCTION REQUIREMENTS FOR PROJECT VIDEO REQUIREMENT) AT NO ADDITIONAL COST TO THE OWNER. ALL EXISTING SODDED AREAS DISTURBED DURING THE CONSTRUCTION SHALL BE REPLACED WITH THE SAME TYPE OF SOD IN CONFORMANCE WITH THE STANDARD SPECIFICATIONS. THE MAINTAINING AGENCY SHALL APPROVE THE REMOVAL AND REPLACEMENT OF EXISTING IRRIGATION SYSTEMS, AS REQUIRED, AT NO ADDITIONAL COST TO THE MAINTAINING AGENCY OR PROPERTY OWNER. PROPER TEMPORARY ADJUSTMENTS SHALL BE DONE AT SUCH TIME TO MAINTAIN IRRIGATION SYSTEMS FROM BEING INTERRUPTED FOR EXTENDED PERIODS DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL NEWLY PLANTED GRASS OR VEGETATION UNTIL WELL ESTABLISHED AND ACCEPTED BY THE MAINTAINING AGENCY.
2. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF THE PAVEMENT SURFACE. ALL DEFICIENCIES WILL BE REPAIRED AT THE CONTRACTOR’S EXPENSE. NO EDGE PATCHES, POTHOLE AND GOUGE PATCHES OR PARTIAL SURFACE WIDTH PATCHES SHALL BE PERMITTED IN THE FINISHED ASPHALT OR CONCRETE SURFACE. ALL PATCHING OF THE FINISHED SURFACE SHALL BE FULL WIDTH OF THE SURFACE BEING REPAIRED AND EXTEND AT A MINIMUM ONE (1’) FOOT IN LENGTH BEYOND THE IRREGULARITY EDGES. THE COST FOR ALL WORK AND MATERIALS NECESSARY TO REPAIR THE PAVEMENT SURFACE TO ITS REQUIRED SURFACE PROFILE SHALL BE INCIDENTAL TO THE OTHER CONTRACT PAY ITEM BID COSTS WITH NO ADDITIONAL CHARGE TO THE OWNER.
3. THE MAXIMUM ALLOWABLE LONGITUDINAL GRADE ON PEDESTRIAN FACILITIES IS 5% UNLESS OTHERWISE INDICATED IN THE PLANS. THE MAXIMUM ALLOWABLE CROSS-SLOPE ON ALL PEDESTRIAN FACILITIES IS 2% (PLAN INTENT IS 1.5% UNLESS SPECIFICALLY NOTED OTHERWISE). ALL GRADES AND CROSS SLOPES SHALL COMPLY WITH THE LATEST AMERICANS WITH DISABILITIES ACT (A.D.A.) STANDARDS FOR ACCESSIBLE DESIGN. ALL NON-COMPLIANT FACILITIES, PROPOSED OR CONSTRUCTED, SHALL BE IMMEDIATELY IDENTIFIED (REFER TO NOTIFICATION REQUIREMENTS SECTION).
4. ALL PEDESTRIAN FACILITIES PROPOSED WITHIN THIS PLAN SET ARE GRAPHICAL IN NATURE UNLESS SPECIFICALLY NOTED IN THE PLANS. LINE WORK FOR PEDESTRIAN FACILITIES ARE TYPICALLY REPRESENTATIVE OF EXTERIOR LIMITS OF THE PEDESTRIAN FACILITY, PAVEMENT DIFFERENTIATION, SURFACE TREATMENT DETAILS AND/OR GRADE BREAKS. NEITHER CONCRETE EXPANSION JOINTS, COLD JOINTS, NOR SAW CUTS SHALL BE INFERRED FROM THESE PLANS UNLESS SPECIFICALLY NOTED. PEDESTRIAN FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL GOVERNING CRITERIA (A.D.A AND FDOT STANDARD PLANS/SPECIFICATIONS AT A MINIMUM) AS NECESSARY TO PROVIDE AN A.D.A. COMPLIANT FACILITY.
5. ALL EXCAVATIONS SHALL CONFORM TO THE REQUIREMENTS OF THE TRENCH SAFETY ACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER STORAGE AND/OR DISPOSAL OF ALL EXCESS OR UNSUITABLE EXCAVATED MATERIAL. TRENCH PROTECTION WILL BE NEEDED FOR ALL EXCAVATION IN EXCESS OF FIVE (5’) IN DEPTH.
6. UNSUITABLE MATERIALS ENCOUNTERED DURING EXCAVATION (MUCK, PEAT, ETC.) SHALL BE REMOVED FROM THE CONSTRUCTION AREAS AND BACKFILLED WITH SUITABLE MATERIALS.
7. ALL CONCRETE TO BE REMOVED SHALL BE SAW CUT AT THE NEAREST GOOD JOINT. GUTTERS SHALL BE SAW CUT BETWEEN ASPHALT AND GUTTER PRIOR TO REMOVAL. ALL SAW CUTTING SHALL BE WET CUT TO CONTROL DUST.
8. THE CONTRACTOR SHALL SET THE MANHOLE RIMS AT THE FINISHED GRADE ELEVATIONS. THIS MAY REQUIRE FIELD ADJUSTMENT IF THE FINISHED GRADE IS DIFFERENT THAN THE PROPOSED RIM ELEVATIONS.
9. PROPOSED MANHOLE RING AND COVERS SHALL CONFORM TO MAINTAINING AGENCY REQUIREMENTS (IF ANY). ANY EXISTING MANHOLE RINGS AND COVERS SHALL BE RETURNED TO THE MAINTAINING AGENCY.

10. THE CONTRACTOR SHALL PROVIDE THE SERVICES OF A TESTING LABORATORY TO DETERMINE WHETHER THE REQUIREMENTS FOR MATERIALS SPECIFICATIONS ARE MET. THE CONTRACTOR SHALL GIVE THE MAINTAINING AGENCY A MINIMUM OF 48 HOURS NOTICE WHEN REQUESTING FIELD TESTS. THE CONTRACTOR SHALL NOTIFY THE MAINTAINING AGENCY 48 HOURS BEFORE STARTING ANY ACTIVITY THAT REQUIRES TESTING.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY TEMPORARY CONTROLS AND/OR STRUCTURES REQUIRED TO MAINTAIN SUITABLE AND SAFE WORKING CONDITIONS AT ALL TIMES. SUCH ITEMS SHALL BE REMOVED ONCE THE ASSOCIATED COMPONENT OF WORK HAS BEEN COMPLETED.
12. ALL GRASSED AREAS DISTURBED AS A RESULT OF CONSTRUCTION SHALL BE SODDED, “IN KIND” UNLESS OTHERWISE MENTIONED IN THE PLANS. RE-SODDING SHALL BE A MINIMUM OF 30” WIDE FOR THE LENGTH OF THE DISTURBED AREA.
13. CONSTRUCTION SHALL INCLUDE REPLACING, WITH MATCHING MATERIALS: ANY DRIVEWAYS, WALKS, CURBS, SOD, ETC. THAT ARE DAMAGED OR REMOVED DUE TO CONSTRUCTION. THIS WORK SHALL BE COORDINATED WITH THE PROPERTY OWNERS. PAYMENT FOR THIS WORK SHALL BE INCIDENTAL TO THE OTHER CONTRACT ITEMS.

SURVEY NOTES:

1. SURVEYING SERVICES USED IN PREPARING THESE PLANS HAVE BEEN PROVIDED BY DRMP, INC. IN THE CASE OF ANY APPARENT DISCREPANCIES BETWEEN THE SURVEY DATA, AS INCLUDED WITHIN THESE PLANS, AFOREMENTIONED SURVEY DATA SHALL SUPERSEDE. ANY APPARENT DISCREPANCIES SHALL BE IMMEDIATELY IDENTIFIED (REFER TO NOTIFICATION REQUIREMENTS SECTION).
2. ANY HORIZONTAL/VERTICAL CONTROL MONUMENT WITHIN THE LIMITS OF CONSTRUCTION IS TO BE PROTECTED. IF IN DANGER OF DAMAGE, THE CONSTRUCTION MANAGER SHALL NOTIFY THE MAINTAINING AGENCY, COUNTY SURVEYOR AND THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION, BUREAU OF SURVEY AND MAPPING, 3900 COMMONWEALTH BOULEVARD, M.S. 100, TALLAHASSEE, FLORIDA 32399 (TEL. (850) 245–2555) IMMEDIATELY.
3. ANY PUBLIC LAND CORNER, GPS, F.D.O.T., COUNTY, OR CITY MONUMENT WITHIN THE LIMITS OF CONSTRUCTION IS TO BE PROTECTED. IF A CORNER OR MONUMENT IS IN DANGER OF BEING DESTROYED AND HAS NOT BEEN PROPERLY REFERENCED, THE CONTRACTOR’S CONSTRUCTION MANAGER SHALL NOTIFY THE PROPER JURISDICTION(S) IN RESPONSIBLE OVERSIGHT OF THE IMPACTED MONUMENTATION WITHOUT DELAY BY TELEPHONE AND IN WRITING.
4. ALL SURVEY CORNERS INDICATED ON THE PLANS SHALL BE REFERENCED BY A STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER PRIOR TO COMMENCEMENT OF CONSTRUCTION. ANY MONUMENTATION DESTROYED OR OBLITERATED BY CONSTRUCTION SHALL BE RESET AND SO CERTIFIED BY SAID SURVEYOR AS TO BEING AN ACCURATE PERPETUATION OF THE DEPICTED CONTROL MONUMENTATION PRIOR TO THE COMPLETION OF THE PROJECT.
5. ALL STATIONING AND OFFSETS ARE FROM, AND PERPENDICULAR OR RADIAL TO THE REFERENCED BASELINE OF CONSTRUCTION AS IDENTIFIED WITHIN THE PLANS (E.G. CL OF CONST., BL OF SURVEY, CL OF ROADWAY, CL OF TRAIL).
6. VERTICAL DATUM IS NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88). ANY BENCHMARK WITHIN THE LIMITS OF CONSTRUCTION IS TO BE PROTECTED. IF IN DANGER OF DAMAGE, THE CONSTRUCTION MANAGER SHALL NOTIFY:
THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION
BUREAU OF SURVEYAND MAPPING
3900 COMMONWEALTH BOULEVARD, M.S. 100
TALLAHASSEE, FLORIDA 32399
PHONE (850) 245–2555
7. THE CONTRACTOR SHALL ENSURE THAT ALL SURVEY CONTROL POINTS SHOWN ON THE PLANS AND ANY PROPERTY CORNERS ALONG THE ROUTE OF THE PROJECT ARE PROTECTED AND SHALL BE REFERENCED AND MAINTAINED PRIOR TO BEING DISTURBED. THIS WORK MUST BE PERFORMED UNDER THE DIRECT SUPERVISION OF A FLORIDA LICENSED SURVEYOR AND MAPPER WHO SHALL PROVIDE SIGNED AND SEALED COPIES OF THE WORK AT THE REQUEST OF THE MAINTAINING AGENCY. ALL REFERENCING WORK IS SUBJECT TO REVIEW AND APPROVAL BY THE MAINTAINING AGENCY, AS REQUIRED BY SECTION 01050 OF THE CONTRACT DOCUMENTS. ALL SURVEY CORNERS INDICATED ON THE PLANS SHALL BE REFERENCED AND CERTIFIED BY A PROFESSIONAL SURVEYOR AND MAPPER PRIOR TO COMMENCEMENT OF CONSTRUCTION. ALL CORNERS DESTROYED OR OBLITERATED BY CONSTRUCTION ACTIVITIES SHALL BE RESET AND SO CERTIFIED BY THE LAND SURVEYOR PRIOR TO COMPLETION OF THE PROJECT.
8. THE CONTRACTOR SHALL FURNISH THE CITY WITH AN “AS–BUILT SURVEY” PREPARED BY A FLORIDA LICENSED SURVEYOR AND MAPPER ACCORDING TO SECTION 01050. THE AS–BUILT SURVEY WILL INCLUDE HORIZONTAL AND VERTICAL DIMENSIONS OF ALL CONSTRUCTED IMPROVEMENTS (INCLUDING MULTI–USE TRAIL, FENCING, PEDESTRIAN BRIDGES, OVERLOOKS, ADJUSTED SANITARY AND STORM SEWERS AND STRUCTURES, CLEAN–OUTS, WATER MAINS, VALVES, ETC.) WHICH MUST BE CLEARLY SHOWN BY SYMBOLS, NOTATIONS AND DELINEATION, AND SHALL BE LOCATED IN STATE PLANE COORDINATES. THE CONTRACTOR SHALL SUBMIT THE AS–BUILT SURVEY WITH EACH PAY REQUEST FOR PARTIAL APPROVAL, AS SPECIFIED IN SECTION 01050. FAILURE TO MEET THIS REQUIREMENT WILL BE REASON TO REJECT FUTURE PAY REQUESTS UNTIL APPROVAL IS OBTAINED. ALL AS–BUILT SURVEYS WILL BE REVIEWED AND APPROVED FOR CONFORMITY WITH FLORIDA ADMINISTRATIVE CODE 5J–17.052 BY THE MAINTAINING AGENCY, AS REQUIRED BY SECTION 01050 OF THE CONTRACT DOCUMENTS.

9. ALL PROPOSED GRADES ARE FINISHED GRADES.

SURVEY NOTES CONTINUED ON NEXT PAGE

No.	Date	Revision	By	No.	Date	Revision	By	 Building Better Communities Together 500 West Fulton Street Sanford, FL 32771 Ph: 407.322.6841 © 2025 www.cphcorp.com	Plans Prepared By: CPH, LLC A Full Service A & E Firm	ALEJANDRO MEJIA, P.E. FL P.E. No. 99836	Designed by:	C. Todd	LEGION FIELD TO GLOBAL LEARNING CENTER ACADEMY MULTIMODAL IMPROVEMENTS PROJECT PENSACOLA, ESCAMBIA, FLORIDA	General Notes	Sheet No. 6
							Drawn by:				N. Dills				
							Checked by:				A. Mejia				
							Date:				February 7, 2025				
							Job No.				P22801				

SURVEY NOTES (CONTINUED):

10. ANY NATIONAL GEODETIC SURVEY (N.G.S.) MONUMENT WITHIN LIMITS OF CONSTRUCTION IS TO BE PROTECTED. IF IN DANGER OF DAMAGE, THE CONTRACTOR SHALL NOTIFY:
DIRECTOR, NATIONAL GEODETIC SURVEY
1315 EAST WEST HIGHWAY
SILVER SPRING, MARYLAND 20910-2382
PHONE: (301) 713-3242

TREES:

1. ALL TREES WITHIN LIMITS OF CONSTRUCTION SHALL REMAIN UNLESS OTHERWISE NOTED.
2. REMOVE AND DISPOSE OF ALL TREES IDENTIFIED IN THE PLANS TO BE REMOVED, OR AS IDENTIFIED FOR REMOVAL BY THE MAINTAINING AGENCY (REFER TO NOTIFICATION REQUIREMENTS), WITHIN THE PROJECT LIMITS. TREE REMOVAL SHALL INCLUDE STUMPS, ROOTS AND OTHER SUCH PROTRUDING OBJECTS (UNLESS OTHERWISE SPECIFIED IN THE PLANS) OR PER FDOT SPECIFICATION 110-2 AT A MINIMUM. REMOVE AND DISPOSE OF ALL PRODUCT AND DEBRIS NOT REQUIRED TO BE SALVAGED OR NOT REQUIRED TO COMPLETE THE CONSTRUCTION.
3. FOR TREES THAT REMAIN, THE CONTRACTOR SHALL PROTECT TREES INCLUDING MAINTAINING MINIMUM UNDISTURBED AREAS. WHEN NECESSARY TO CUT ROOTS OVER 1-1/2" DIA., THE CUT MUST BE CLEAN. TEMPORARILY COVER EXPOSED ROOTS WITH WET BURLAP TO PREVENT DRYING AND COVER WITH EARTH AS SOON AS POSSIBLE. INTERFERING BRANCHES MAY BE REMOVED AT THE DIRECTION OF MAINTAINING AGENCY BY A QUALIFIED TREE SURGEON. REPAIR OR REPLACE TREES DAMAGED DURING CONSTRUCTION AT THE DIRECTION OF THE MAINTAINING AGENCY AND OBTAIN PRIOR APPROVAL OF TREE REMOVAL, WHERE NECESSARY. EMPLOY A QUALIFIED TREE SURGEON TO REPAIR MAJOR DAMAGE TO TREES PROMPTLY TO PREVENT PROGRESSIVE DETERIORATION CAUSED BY THE DAMAGE. CONTRACTOR SHALL BE RESPONSIBLE, IN ADDITION TO ANY FINES, FOR THE REPLACEMENT OF ANY REMOVED OR DAMAGED TREE WITH NEW TREE(S) OF SIMILAR QUALITY AND SPECIES SIZED AT THE DIRECTION OF THE MAINTAINING AGENCY. IF TREES ARE HARMED THROUGH LACK OF PROTECTION OR THROUGH NEGLIGENCE OF THE CONTRACTOR OR HIS SUBCONTRACTORS, THE CONTRACTOR SHALL BEAR COST OF REPAIR AND REPLACEMENT. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE MAINTAINING AGENCY PRIOR TO ANY TRIMMING OR REMOVAL. FDOT SPEC 110-2 SHALL BE MINIMUM CRITERIA FOR TREE (TO REMAIN) PROTECTION.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR LITTER REMOVAL (TRASH, TREE LIMBS, BRUSH PILES, AND OTHER MAN MADE DEBRIS) ALONG ENTIRE RIGHT-OF-WAY, TO PROVIDE A LITTER FREE CORRIDOR AT COMPLETION OF CONSTRUCTION. TREE LIMBS AND OTHER PLANT DEBRIS MAY BE FINELY MULCHED AND SPREAD IN BARE SOIL AREAS OF THE PROJECT CORRIDOR AS DIRECTED BY THE MAINTAINING AGENCY.

TRAFFIC CONTROL:

1. REFER TO ROADWAY PLANS - TRAFFIC CONTROL PLANS

STORMWATER / EROSION CONTROL:

REFER TO ROADWAY PLANS

UTILITIES:

1. UNDER NO CIRCUMSTANCE SHALL THE ACTIVITIES OF THE CONTRACTOR OR HIS SUBCONTRACTORS CAUSE ANY INTERRUPTIONS TO THE SERVICE OR OPERATION OF EXISTING UTILITIES WITHOUT WRITTEN AUTHORIZATION FROM AN AUTHORIZED REPRESENTATIVE OF THE UTILITY COMPANY OR OWNER. ANY PIPING OR OTHER UTILITIES WHICH CAN BE REMOVED DURING CONSTRUCTION WITHOUT UNDUE INTERRUPTION OF SERVICE MAY BE REMOVED AND REPLACED BY THE CONTRACTOR WITH THE PERMISSION OF THE MAINTAINING AGENCY AND THE UTILITY OWNER. CONTRACTOR SHALL COPY THE MAINTAINING AGENCY OF ALL CORRESPONDENCE WITH UTILITY OWNER.
2. ALL EXISTING UTILITIES ARE TO BE ADJUSTED BY THE UTILITY OWNER UNLESS OTHERWISE NOTED IN THE PLANS. CONTRACTOR IS TO COORDINATE WITH THE UTILITY OWNER FOR SCHEDULING OF UTILITY ADJUSTMENTS SUCH THAT THEY WILL NOT INTERFERE WITH THE CONTRACTORS CONSTRUCTION SCHEDULE. FAILURE OF CONTRACTOR TO PROPERLY NOTIFY AND/OR SCHEDULE WORK BY THE UTILITY OWNER WILL NOT BE CONSIDERED AS CAUSE FOR DELAY.

3. EXISTING IRRIGATION LINES/SYSTEMS IN CONFLICT WITH PROPOSED IMPROVEMENTS SHALL BE ADJUSTED AS NECESSARY TO BE RELOCATED OUTSIDE OF THE PROPOSED PAVEMENT. THE COST FOR THESE ADJUSTMENTS SHALL BE INCIDENTAL TO THE PAYMENT OF ASSOCIATED PAVING UNLESS OTHERWISE NOTED IN THE PLANS.
4. LOCATIONS, ELEVATIONS AND DIMENSIONS OF EXISTING UTILITIES AND STRUCTURES ARE APPROXIMATE. WHILE CONSIDERABLE EFFORT HAS BEEN MADE BY THE MAINTAINING AGENCY, THE SURVEYOR, THE VARIOUS UTILITY COMPANIES AND THE ENGINEER TO ACCURATELY LOCATE EXISTING LINES AND APPURTENANCES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITY LOCATIONS, ELEVATIONS AND DIMENSIONS BY UTILIZING EXPLORATORY EXCAVATION, WHICH SHALL BE MADE 7 DAYS OR 1000 FEET IN ADVANCE OF THE WORK, WHICHEVER IS GREATER. IF THERE IS A POTENTIAL CONFLICT, THE CONTRACTOR IS TO NOTIFY THE MAINTAINING AGENCY AND ENGINEER OF RECORD IMMEDIATELY. NO CLAIMS FOR DELAYS WILL BE PAID UNLESS THIS PROCEDURE HAS BEEN FULLY FOLLOWED. ANY DAMAGE TO UTILITIES, STRUCTURES AND/OR SERVICES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE, IN A MANNER APPROVED BY AND COORDINATED WITH THE UTILITY OWNER. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE UTILITY OWNER REGARDING ANY UNINTENDED INTERRUPTION TO SERVICE OR DAMAGE TO EXISTING STRUCTURES OR UTILITIES.
5. CHAPTER 17-153 OF THE FLORIDA STATUTES REQUIRES THAT THE COMPANY PERFORMING THE EXCAVATION WORK SHALL NOTIFY ALL GAS UTILITIES A MINIMUM OF THREE (3) WORKING DAYS PRIOR TO EXCAVATING. DRAWINGS SHOW ONLY THE APPROXIMATE LOCATION OF GAS MAINS (IF ANY ARE PRESENT), AND DO NOT SHOW SERVICE LINES. THE ONLY SAFE AND PROPER WAY TO LOCATE EITHER MAINS OR SERVICE LINES IS BY AN ON-SITE INSPECTION BY GAS SYSTEM PERSONNEL. THEREFORE, THE COMPANY PERFORMING THE EXCAVATION WORK IS INSTRUCTED TO TELEPHONE SUNSHINE STATE ONE CALL AT 1-800-432-4770 AT LEAST THREE (3) WORKING DAYS BEFORE DIGGING IN THE CONSTRUCTION AREA. NO MACHINE EXCAVATION SHALL BE PERFORMED WITHIN FIVE (5) FEET OF A GAS MAIN WITHOUT THE UTILITY OWNERS PRESENCE.
6. ALL EXISTING UTILITIES ARE TO REMAIN IN PLACE UNLESS OTHERWISE NOTED.
7. THE CONTRACTOR IS TO CONTACT THE SUNSHINE STATE ONE CALL OF FLORIDA, INC. CENTER (1-800-432-4770) AT LEAST TWO (2) DAYS (48 HOURS) PRIOR TO THE START OF CONSTRUCTION (PER CHAPTER. 556 OF THE F.S.).
8. KNOWN UTILITY OWNERS WITHIN THE PROJECT LIMITS INCLUDE BUT MAY NOT BE LIMITED TO:

COX COMMUNICATIONS
7401 FLORIDA BLVD
BATON ROUGE, LA 70806
TODD ARDOIN
337-281-9889

ACCELERATED COMMUNICATIONS AND CONSTRUCTION
3326 N W ST
PENSACOLA, FL 32505
ANDREW MORRIS
850-432-2082
FAX 850-470-9362

EMERALD COAST UTILITY AUTHORITY
9255 STURDEVANT ST
PENSACOLA, FL 32514
BRANDON KNIGHT, P.E.
850-969-6650
FAX 850-969-6511

PENSACOLA ENERGY
1625 ATWOOD DR
PENSACOLA, FL 32514
ANDREW BRISKE
850-324-1852

FLORIDA POWER & LIGHT
8933 WESTERN WAY, SUITE 16
JACKSONVILLE, FL 32256
800-778-9140

CENTURYLINK / LUMEN
1025 ELDORADO BLVD
BROOMFIELD, CO 80021
877-366-8344 Ext: 2

MCI
400 INTERNATIONAL PKWY
RICHARDSON, TX 75081
800-624-9675 Ext: 2

CITY OF PENSACOLA - PUBLIC WORKS DEPARTMENT
2757 N PALAFOX ST
PENSACOLA, FL 32501
MATHEW EDGE
850-324-9747
FAX 850-595-1012

A T & T/ DISTRIBUTION
6628 LAKESIDE RD
WEST PALM BEACH, FL 33411
DINO FARRUGGIO
610-200-3365

UNITI FIBER LLC
107 ST FRANCIS ST, SUITE 1800
MOBILE, AL 36602
CHARLIE CROFT
251-214-7059

No.	Date	Revision	By	No.	Date	Revision	By
Δ				Δ			
Δ				Δ			
Δ				Δ			
Δ				Δ			
Δ				Δ			



**Building Better
Communities Together**
500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841
© 2025

Plans Prepared By:
CPH, LLC
A Full Service A &
E Firm

ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836

Designed by:	C. Todd
Drawn by:	N. Dills
Checked by:	A. Mejia
Date:	February 7, 2025
Job No.	P22801

LEGION FIELD TO GLOBAL LEARNING
CENTER ACADEMY MULTIMODAL
IMPROVEMENTS PROJECT
PENSACOLA, ESCAMBIA, FLORIDA

General Notes

Sheet No.

7



THE FOLLOWING NARRATIVE OF THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) CONTAINS REFERENCES TO THE FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE FDOT DESIGN STANDARDS, AND OTHER SHEETS OF THESE CONSTRUCTION PLANS. THE FIRST SHEET OF THE CONSTRUCTION PLANS (CALLED THE KEY SHEET) CONTAINS AN INDEX TO THE OTHER SHEETS. THE COMPLETE STORMWATER POLLUTION PREVENTION PLAN INCLUDES SEVERAL ITEMS: THIS NARRATIVE DESCRIPTION, THE DOCUMENTS REFERENCED IN THE NARRATIVE, THE CONTRACTOR’S APPROVED EROSION CONTROL PLAN REQUIRED BY FDOT EROSION AND SEDIMENT CONTROL MANUAL, FDOT SPECIFICATION SECTION 104, AND REPORTS OF INSPECTION MADE DURING CONSTRUCTION.

I. SITE DESCRIPTION

THE LEGION FIELDS TO GLOBAL LEARNING CENTER ACADEMY MULITMODAL IMPROVEMENT PROJECT IS APPROXIMATELY 0.8746 MILES IN LENGTH AND IS LOCATED FROM THE INTERSECTION OF N. PACE BLVD. AND GREGORY ST. EAST TO THE INTERSECTION OF GREGORY ST. AND I ST. THEN COMMENCING NORTH FROM THE INTERSECTION OF GREGORY ST. AND L ST. NORTH TO THE INTERSECTION OF L ST. AND W. CERVANTES ST. FINALLY, COMMENCING WEST FROM THE INTERSECTION OF W. WRIGHT ST. AND P ST. EAST TO THE INTERSECTION OF W. WRIGHT ST. AND N. PACE BLVD. IN THE CITY OF PENSACOLA, ESCAMBIA COUNTY, FLORIDA IN SECTIONS 25 AND 41, TOWNSHIP 2 SOUTH, RANGE 30 WEST.

CPH, LLC. HAS PREPARED CONSTRUCTION PLANS FOR LEGION FIELDS TO GLOBAL LEARNING CENTER ACADEMY MULITMODAL IMPROVEMENT PROJECT IN THE CITY OF PENSACOLA, FLORIDA THAT INCLUDES, BUT IS NOT LIMITED TO: SIDEWALK IMPROVEMENTS AND EROSION CONTROL.

A. NATURE OF CONSTRUCTION ACTIVITY

THIS PROJECT CONSISTS OF ROADWAY RECONSTRUCTION AND SHRINKING THAT IS 0.8777 MILES IN LENGTH.

B. MAJOR SOIL DISTURBING ACTIVITIES

- THE MAJOR SOIL DISTURBING ACTIVITIES INCLUDE THE FOLLOWING:
1. INSTALLATION OF EROSION AND SEDIMENTATION PERIMETER CONTROLS AS SPECIFIED IN THE PLANS.
 2. CLEARING & GRUBBING AND MILLING & RESURFACING WITHIN LIMITS OF CONSTRUCTION.
 3. CONSTRUCTION ROADWAY, SIDEWALKS, PARKING PULL–OUTS, AND MEDIAN ISLANDS.
 4. PROVIDE FINAL GRADING FOR CONSTRUCTION AREAS.
 5. INSTALL FINAL SODDING AND LANDSCAPING.
 6. REMOVE ALL EROSION AND SEDIMENT CONTROLS.

C. PROJECT AREA

TOTAL PROJECT AREA = 1.345 ACRES
DISTURBED AREA = 1.345 ACRES

D. RUNOFF DATA

(I) EXISTING SOIL OR WATER QUALITY DISCHARGE DATA

THE U.S.D.A. SOIL SURVEY OF ESCAMBIA COUNTY, FLORIDA IDENTIFIES THREE (3) SOIL TYPES AS OCCURRING ON THE SUBJECT PROPERTY. A SUMMARY OF THE CHARACTERISTICS OF THESE SOIL TYPES, AS DESCRIBED BY THE NATURAL RESOURCE CONSERVATION SERVICE (NRCS), FORMERLY SOIL CONSERVATION SERVICE (SCS) SOIL SURVEY GEOGRAPHIC (SSURGO) DATABASE FOR FLORIDA ARE AS FOLLOWS:

- LAKELAND SAND
- TROUP SAND
- BONIFAY LOAMY SAND

(I) EXISTING SOIL OR WATER QUALITY DISCHARGE DATA (CONT.)

THE EXISTING LAND USES AROUND THE PROJECT ARE RESIDENTAL.

(II) DRAINAGE AREA FOR EACH OUTFALL

ON–SITE RUNOFF THROUGHOUT THE PROJECT IS CONVEYED BY A COMBINATION OF INLETS, STORM SEWER PIPES, AND OVERLAND SHEET FLOW.

E. SITE MAP

THE CONSTRUCTION PLANS ARE BEING USED AS THE SITE MAPS.

F. RECEIVING WATERS

A: RUNOFF FROM DRAINAGE BASINS WITHIN THE PROJECT AREA DISCHARGE TO EXISTING STORM WATER SYSTEM.

II. CONTROLS

SEQUENCE OF SOIL DISTURBING ACTIVITIES AND IMPLEMENTATION OF CONTROLS:

1. INSTALLATION OF EROSION AND SEDIMENTATION PERIMETER CONTROLS AS SPECIFIED IN THE PLANS.
2. CLEARING & GRUBBING AND MILLING & RESURFACING WITHIN LIMITS OF CONSTRUCTION.
4. CONSTRUCTION ROADWAY, SIDEWALKS, PARKING PULL–OUTS, AND MEDIAN ISLANDS.
5. PROVIDE FINAL GRADING FOR CONSTRUCTION AREAS.
6. INSTALL FINAL SODDING AND LANDSCAPING.
7. REMOVE ALL EROSION AND SEDIMENT CONTROLS.

THE CONTRACTOR, WITH THE ENGINEER’S APPROVAL, MAY MODIFY THE SEQUENCE OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR DOCUMENTING THIS PORTION OF THE SWPPP IN THE SECTION 104 EROSION CONTROL PLAN.

ALL CONTROLS SHALL BE CONSISTENT WITH THE PERFORMANCE STANDARDS FOR EROSION AND SEDIMENT CONTROL AND STORMWATER TREATMENT AS SET FORTH IN RULE 62–40.432, F.A.C., THE APPLICABLE ENVIRONMENTAL RESOURCE PERMITTING REQUIREMENTS OF THE FDEP AND/OR THE ST. JOHNS RIVER WATER MANAGEMENT DISTRICT, AND THE GUIDELINES CONTAINED IN THE FLORIDA DEVELOPMENT MANUAL: A GUIDE TO SOUND LAND AND WATER MANAGEMENT (FDEP, 1988) AND ANY SUBSEQUENT AMENDMENTS.

TEMPORARY STABILIZATION:

DISTURBED PORTIONS OF THE SITE (E.G., EMBANKMENTS, DITCHES, AND SWALES) SHALL BE STABILIZED WITH TEMPORARY GRASSING AS SOON AS PRACTICABLE, BUT IN NO CASE MORE THAN SEVEN (7) DAYS, IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED.

PERMANENT STABILIZATION:

DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY PERMANENTLY CEASES SHALL BE STABILIZED WITH SOD AS SPECIFIED IN THE TYPICAL SECTION AS SOON AS PRACTICABLE, BUT IN NO CASE MORE THAN SEVEN (7) DAYS AFTER THE LAST CONSTRUCTION ACTIVITY.

A. EROSION AND SEDIMENT CONTROLS:

(I) STABILIZATION PRACTICES

- TEMPORARY SODDING
TEMPORARY GRASSING
X PERMANENT PLANTING, SODDING, OR SEEDING
TEMPORARY MULCHING
ARTIFICIAL COVERING
BUFFER ZONES
X PRESERVATION OF NATURAL RESOURCES
OTHER

(II) STRUCTURAL PRACTICES:

- X SAND BAGGING
X SILT FENCES
X SYNTHETIC BALES
BERMS
DIVERSION INTERCEPTOR, OR PERIMETER DITCHES
PIPE SLOPE DRAINS
FLUMES
X ROCK BEDDING AT CONSTRUCTION EXIT
TIMBER BEDDING AT CONSTRUCTION EXIT
DITCH LINER

(II) STRUCTURAL PRACTICES (CONT.):

- SEDIMENT TRAPS
SEDIMENT BASINS
X STORM INLET SEDIMENT TRAP
STONE OUTLET STRUCTURES
X CURB AND GUTTERS
X STORM SEWERS
VELOCITY CONTROL DEVICES
TURBIDITY BARRIER
RIP RAP
DITCH BLOCK
X OTHER

No.	Date	Revision	By	No.	Date	Revision	By



**Building Better
Communities Together**
500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841
© 2025

Plans Prepared By:
CPH, LLC
A Full Service A &
E Firm

ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836

Designed by:	C. Todd
Drawn by:	N. Dills
Checked by:	A. Mejia
Date:	February 7, 2025
Job No.	P22801

**LEGION FIELD TO GLOBAL LEARNING
CENTER ACADEMY MULTIMODAL
IMPROVEMENTS PROJECT
PENSACOLA, ESCAMBIA, FLORIDA**

**Stormwater Pollution
Prevention Plan Notes**

Sheet No.

8

WHEN A SEDIMENTATION TRAP OR BASIN IS NOT ATTAINABLE, THE ROADSIDE SWALE AND VEGETATED SWALE RETENTION AREAS MAY BE USED AS A TEMPORARY SEDIMENTATION BASIN DURING CONSTRUCTION IF THE ORIGINAL DESIGN FUNCTION AND CAPACITY OF THE SWALES ARE NOT COMPROMISED. BEFORE COMPLETION OF CONSTRUCTION, THE SEDIMENTS IN THE ROADSIDE SWALES SHALL BE REMOVED AND PERMANENT EROSION CONTROL SHALL BE IN PLACE SUCH AS SODDING OR SEED AND MULCH.

(III) NON-STORMWATER DISCHARGE (INCLUDING SPILL REPORTING)

NO NON-STORMWATER DISCHARGES ARE ANTICIPATED. WHEN THE CONTRACTOR ENCOUNTERS A SPILL, CONSTRUCTION WILL STOP AND WORK WILL NOT RESUME UNTIL DIRECTED BY THE CITY ENGINEER. DISPOSITION OF HAZARDOUS WASTE WILL BE MADE IN ACCORDANCE WITH ANY REQUIREMENTS AND REGULATIONS OF ANY LOCAL, STATE, OR FEDERAL AGENCY HAVING JURISDICTION. THE CONTRACTOR IS RESPONSIBLE FOR DOCUMENTING THIS PORTION OF THE SWPPP IN THE SECTION 104 EROSION CONTROL PLANS.

(IV) CONCRETE TRUCKS

CONCRETE TRUCKS WILL NOT BE ALLOWED TO WASH OUT OR DISCHARGE SURPLUS CONCRETE OR DRUM WASH INTO SWALES OR STORMWATER INLETS. CONTRACTOR SHALL COORDINATE WITH THE CITY ENGINEER OR AUTHORIZED REPRESENTATIVE TO DETERMINE APPROPRIATE WASH OUT AREA ON CITY PROPERTY. CONTRACTOR TO REMOVE WASHED OUT CONCRETE AND REPAIR AREA TO PRE-CONSTRUCTION CONDITION OR BETTER.

III. MAINTENANCE

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL POLLUTION PREVENTION CONTROLS. DAILY INSPECTIONS SHALL BE MADE BY THE CONTRACTOR TO DETERMINE THE EFFECTIVENESS OF EROSION, SEDIMENTATION, TURBIDITY, AND POLLUTION CONTROL MEASURES. REMEDIAL ACTION SHALL BE PERFORMED IMMEDIATELY.

IV. INSPECTION

ALL CONTROLS SHALL BE INSPECTED ONCE EVERY SEVEN CALENDAR DAYS THROUGHOUT THE CONSTRUCTION PERIOD BY THE CONTRACTOR, AS WELL AS WITHIN 24 HOURS OF ONE HALF INCH (0.5 INCHES) OR MORE RAIN, UNTIL THE NOTICE OF TERMINATION IS FILED WITH THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP). THE CONTRACTOR WILL USE FDOT FORM 650-O40-O3 TO REPORT ALL INSPECTION FINDINGS AND CORRECTIVE ACTIONS TAKEN AS A RESULT OF THE INSPECTION. THE CONTRACTOR WILL SIGN EACH INSPECTION REPORT AND SUBMIT IT WEEKLY TO THE ENGINEER. THE CONTRACTOR WILL MAKE AN INSPECTION, MAINTENANCE, AND REPAIRS REPORT PER EACH INSPECTION. BASED ON INSPECTION RESULTS, THE CONTROLS SHALL BE REVISED PER THE INSPECTION REPORTS. THE CONTRACTOR SHALL PROVIDE A PERSON TO INSPECT THE DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN STABILIZED, THE AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION, THE STRUCTURAL CONTROL MEASURES, AND THE LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE. A REPORT SHALL BE ATTACHED TO THE DAILY QUALITY CONTROL REPORT. INCLUDED IN THE REPORT WILL BE A WRITTEN SUMMARY OF THE SCOPE OF THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THE SWPPP, THE NAME OF THE INSPECTOR, THE DATE, AND THE ACTIONS AND MODIFICATIONS TAKEN TO CORRECT ANY INSUFFICIENCIES IDENTIFIED DURING THE INSPECTION. THE REPORT SHALL IDENTIFY ANY INCIDENT OF NON-COMPLIANCE. IF NO INCIDENTS OF NON-COMPLIANCE ARE OBSERVED DURING THE INSPECTION, THE REPORT SHALL CONTAIN A CERTIFICATION THAT THE FACILITY IS IN COMPLIANCE WITH THE SWPPP AND ALL ENVIRONMENTAL PERMITS.

STORMWATER / EROSION CONTROL GENERAL NOTES:

1. MAINTAIN UTILITY SERVICES AT ALL TIMES. IF BY-PASS OR WELL POINT PUMPING IS NECESSARY, USE DIESEL ENGINES WITH QUIET PACK SYSTEM OR ELECTRIC MOTORS, TO KEEP NOISE TO AN ABSOLUTE MINIMUM ENCLOSED IN A SHELTER. BY-PASS PUMPS SHALL HAVE AT LEAST ONE (1) BACKUP UNIT IN PLACE, AND SHALL BE ATTENDED BY A COMPETENT OPERATOR AT ALL TIMES WHEN IN USE. ALL DISCHARGE ACCESSORIES SHALL BE PVC, HARD RUBBER OR OTHER SUITABLE MATERIAL WITH NO LEAKING JOINTS. SOFT HOSE IS NOT ACCEPTABLE. SUBMITTALS FOR WELL POINT LAYOUT AND EQUIPMENT ARE REQUIRED PRIOR TO START OF WORK. THE CONTRACTOR SHALL PROVIDE WOOD, METAL OR EARTHEN RAMPS OVER WELL POINTS AND/OR HEADER PIPE AT EACH DRIVEWAY TO PERMIT ACCESS AT ALL TIMES. DEWATERING SYSTEM SHALL BE UTILIZED IN ACCORDANCE WITH GOOD STANDARD PRACTICES AND MUST BE EFFICIENT ENOUGH TO LOWER THE WATER LEVEL IN ADVANCE OF EXCAVATION TO KEEP THE TRENCH BOTTOM AND SIDES FIRM AND DRY. NO POLLUTED WATERS SHALL BE DISCHARGED INTO STORM SYSTEM OR BODIES OF WATER. BEFORE DISCHARGE OF PRODUCED GROUND WATER TO ANY SURFACE WATER OF THE STATE FROM A NON-CONTAMINATED SITE, ANALYTICAL TESTS ON SAMPLES OF DISCHARGE WATER SHALL BE PERFORMED TO DETERMINE CONTAMINATION. TEST RESULTS MUST MEET MINIMUM REQUIREMENTS SET BY FDEP DOCUMENT 62-621.300(2) GENERIC PERMIT FOR THE DISCHARGE OF PRODUCED GROUNDWATER FROM NON-CONTAMINATED SITE ACTIVITY. ANY DEWATERING DRAINAGE DISCHARGED INTO SANITARY SEWERS MUST BE APPROVED BY THE WATER MANAGEMENT DISTRICT PRIOR TO DISCHARGING.
2. SPECIAL ATTENTION IS DIRECTED TO THE FACT THAT PORTIONS OF SOME DRAINAGE STRUCTURES MAY EXTEND INTO THE STABILIZED PORTION OF THE PAVED FACILITIES TRAIL AND EXTREME CAUTION WILL BE NECESSARY IN STABILIZATION OPERATIONS AT THESE LOCATIONS.
3. TEMPORARY DRAINAGE SHALL BE PROVIDED DURING CONSTRUCTION TO PREVENT ANY FLOODING OF PRIVATE PROPERTY.
4. THE CONTRACTOR SHALL INCLUDE DEWATERING COSTS WITH THE UNIT PRICE FOR ASSOCIATED BID ITEMS. NO SEPARATE DEWATERING COSTS OR EXPENSES WILL BE APPROVED.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF EMBANKMENTS AND SHALL REPLACE ANY PORTION WHICH, IN THE OPINION OF THE MAINTAINING AGENCY, HAS BECOME DISPLACED DUE TO EROSION OR DUE TO CARELESSNESS OR NEGLIGENCE ON THE PART OF THE CONTRACTOR.
6. ALL EXISTING DRAINAGE STRUCTURES WITHIN THE LIMITS OF CONSTRUCTION SHALL REMAIN IN PLACE UNLESS OTHERWISE NOTED. ALL DRAINAGE FACILITIES THAT ARE CROSSED AND/OR DISTURBED DURING CONSTRUCTION SHALL REMAIN FUNCTIONAL AT ALL TIMES OR THE CONTRACTOR SHALL INSTALL FACILITIES TO MAINTAIN THE FLOW, AT NO ADDITIONAL COST TO THE OWNER.
7. INLETS AND CATCH BASINS SHALL BE PROTECTED FROM SEDIMENT UNTIL THE COMPLETION OF ALL CONSTRUCTION OPERATIONS. EXISTING AND CONSTRUCTED DRAINAGE FACILITIES WITHIN THE PROJECT LIMITS SHALL BE CLEANED OF DEBRIS AND ERODED MATERIALS AT THE LAST STAGE OF CONSTRUCTION AND PRIOR TO CONTRACTOR REQUEST FOR SUBSTANTIAL COMPLETION INSPECTION.
8. LOCATION OF SILT FENCE AND STAKED OR FLOATING TURBIDITY BARRIERS SHOWN ON CONSTRUCTION PLANS ARE FOR GRAPHIC PURPOSES IDENTIFYING THAT EROSION CONTROL FEATURES WILL BE PRESENT. LOCATIONS OF SILT FENCE ARE APPROXIMATE AND ARE TO BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS OR AS DIRECTED BY THE MAINTAINING AGENCY.
9. IN ADDITION TO THE TURBIDITY AND EROSION CONTROL MEASURES SPECIFIED ON THE PLANS, BEST MANAGEMENT PRACTICES FOR EROSION AND TURBIDITY CONTROL SHALL BE UTILIZED AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS, INCLUDING REGULATIONS OF THE WATER MANAGEMENT DISTRICT, U.S. ARMY CORPS OF ENGINEERS (USACOE), FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP) AND ANY NPDES PERMIT REQUIREMENTS. THESE PRACTICES SHALL INCLUDE THE USE AND MAINTENANCE OF STAKED SILT FENCE FILTER CLOTH AND/OR OTHER SUITABLE MEANS SURROUNDING ALL CONSTRUCTION AREAS TO PREVENT EROSION AND SEDIMENTATION, AS WELL AS THE USE OF FLOATING AND/OR STAKED TURBIDITY BARRIERS WHERE APPROPRIATE TO ISOLATE CONSTRUCTION AREAS FROM ADJACENT SURFACE WATERS. THESE TURBIDITY CONTROL DEVICES SHALL BE INSPECTED AND MAINTAINED ON A DAILY BASIS TO ENSURE THAT CONSTRUCTION GENERATED TURBIDITY IS CONTAINED WITHIN THE WORK AREAS AND THAT THE TURBIDITY CONTROL DEVICES REMAIN IN PLACE UNTIL ALL CONSTRUCTION IS COMPLETE, AND ALL WORK AREAS HAVE BEEN STABILIZED.

BEGIN PROJECT
BEGIN CONST. - W. GREGORY ST.
STA. 30+08.32 - SURVEY. (GREGORY)

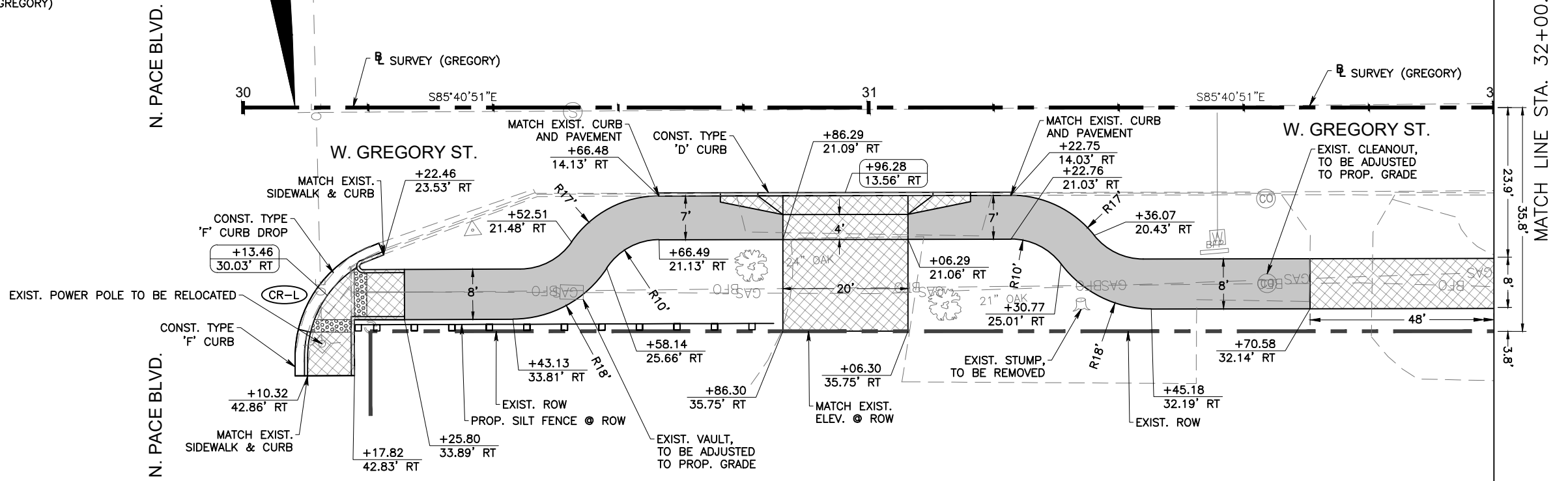
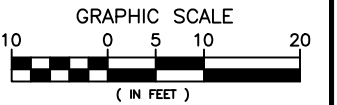
+XX.XX STATION/OFFSET TO
XX.XX' XX SURVEY (GREGORY)

+XX.XX CURB RETURN & DRIVEWAY
XX.XX' XX REF. POINT TO SURVEY (GREGORY)

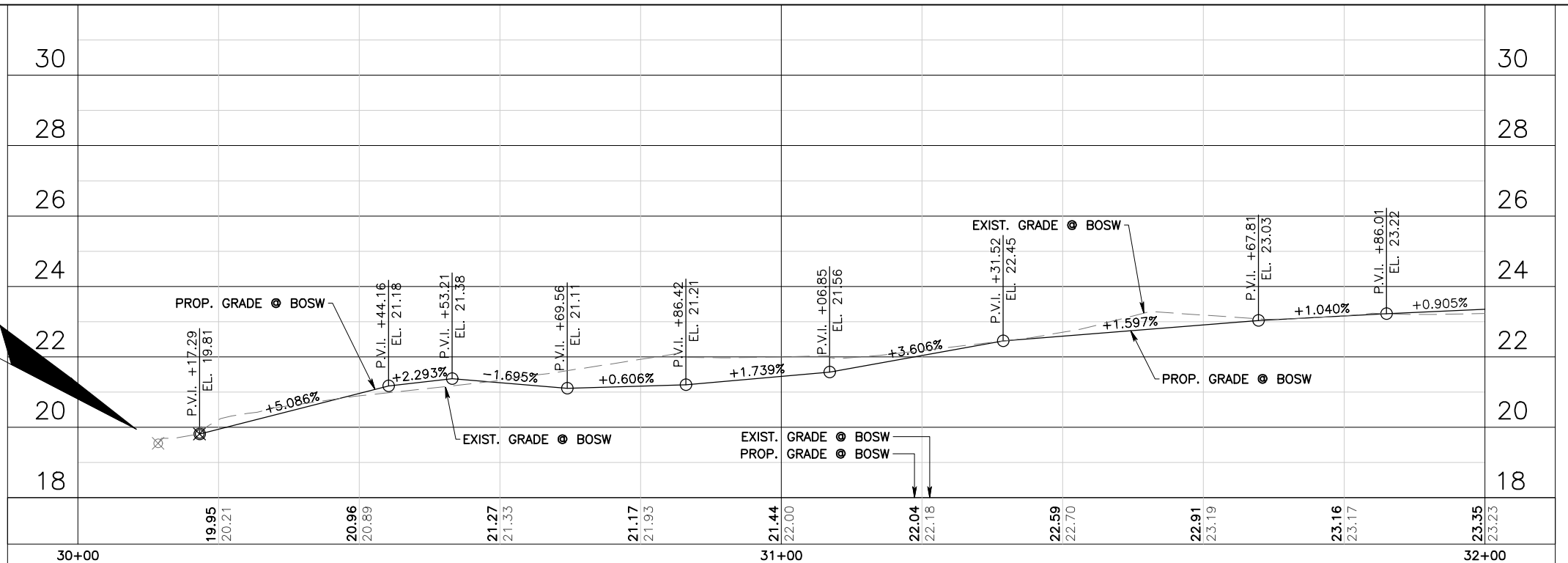
CONST. 4" THICK
CONC. SIDEWALK

CONST. 6" THICK
CONC. SIDEWALK

DETECTABLE WARNING



BEGIN PROJECT
BEGIN CONST. - W. GREGORY ST.
STA. 30+08.32 - SURVEY. (GREGORY)



No.	Date	Revision	By	No.	Date	Revision	By
1				1			
2				2			
3				3			
4				4			



Building Better
Communities Together
500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841
© 2025

Plans Prepared By:
CPH, LLC
A Full Service A &
E Firm

ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836

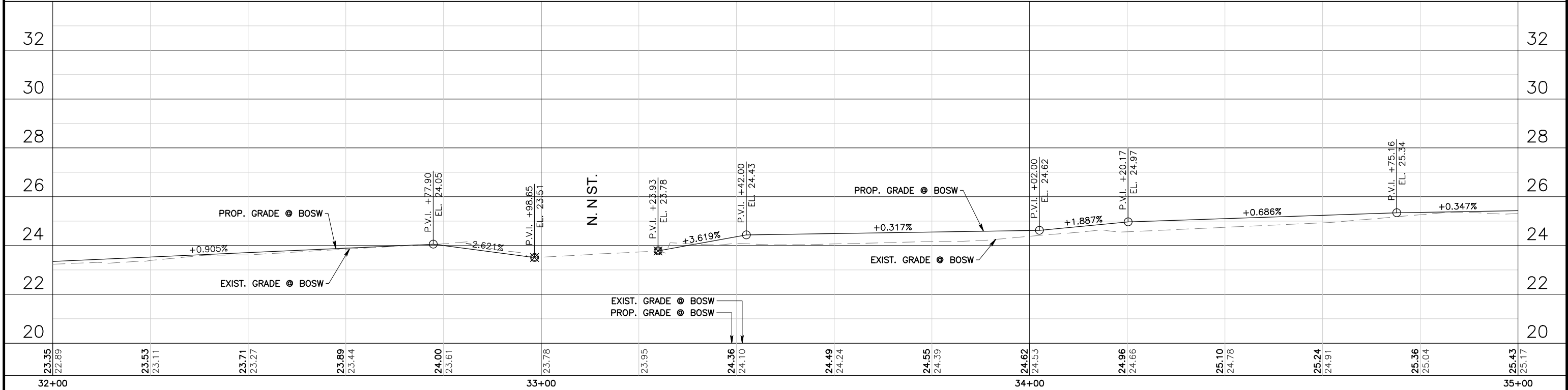
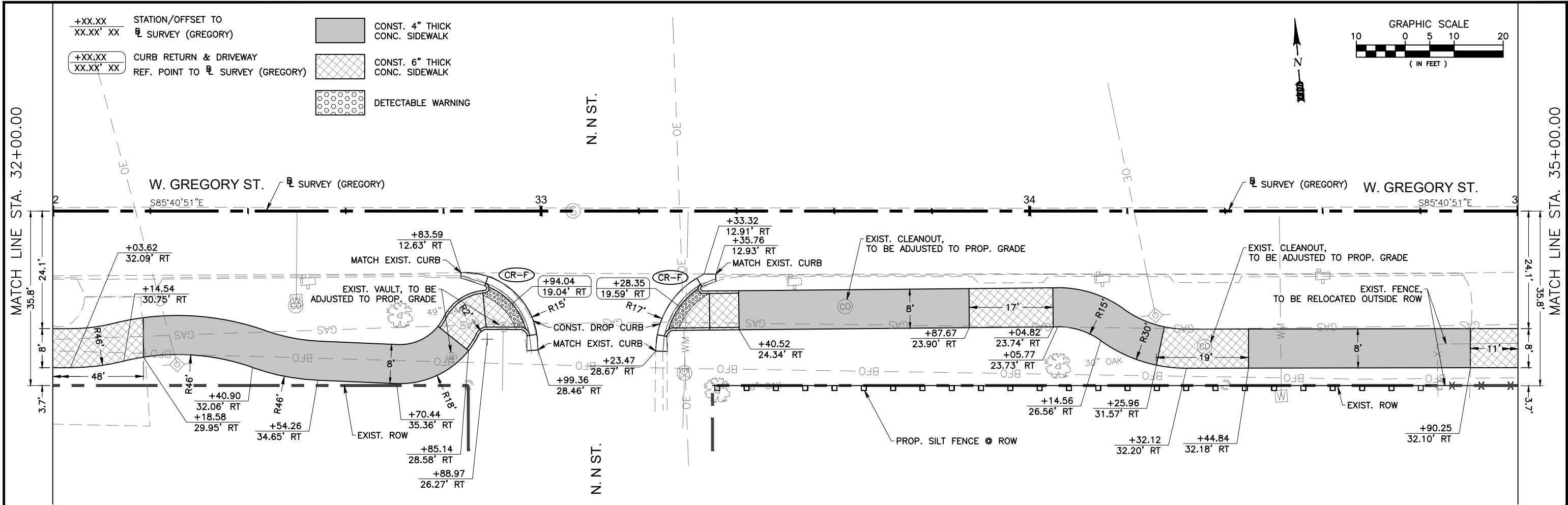
Designed by: C. Todd
Drawn by: N. Dills
Checked by: A. Mejia
Date: February 7, 2025
Job No. P22801

LEGION FIELD TO GLOBAL LEARNING
CENTER ACADEMY MULTIMODAL
IMPROVEMENTS PROJECT
PENSACOLA, ESCAMBIA, FLORIDA

Plan & Profiles -
W. Gregory St.

Sheet No.

10

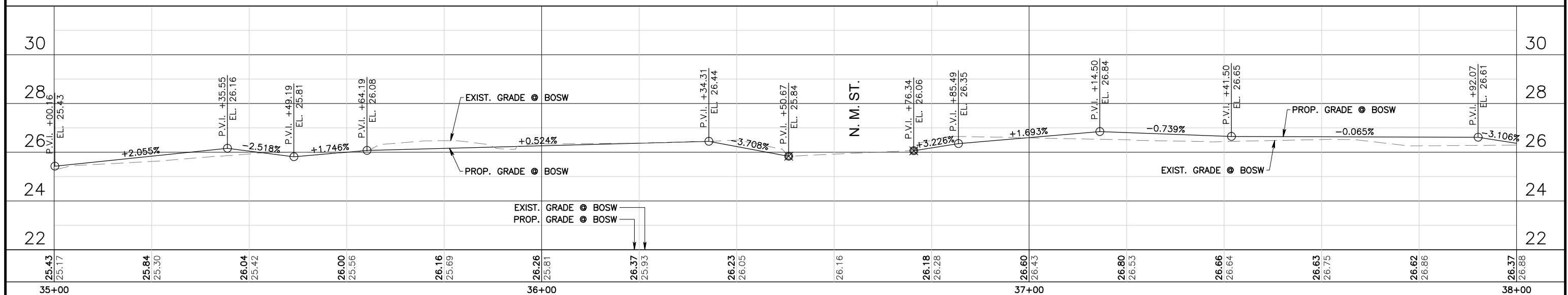
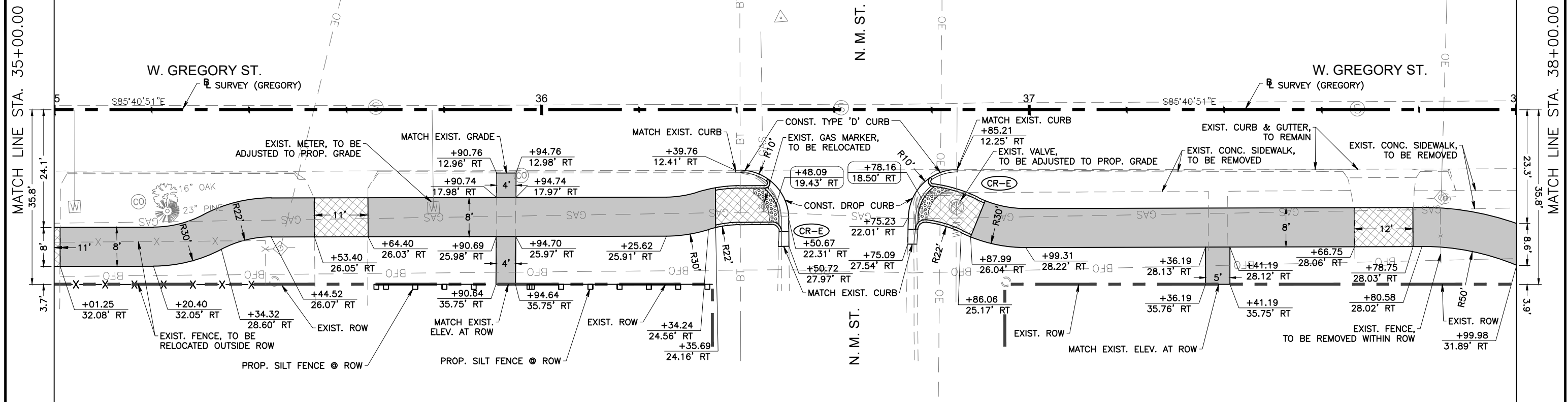


No.	Date	Revision	By	No.	Date	Revision	By
1				2			
3				4			
5				6			
7				8			

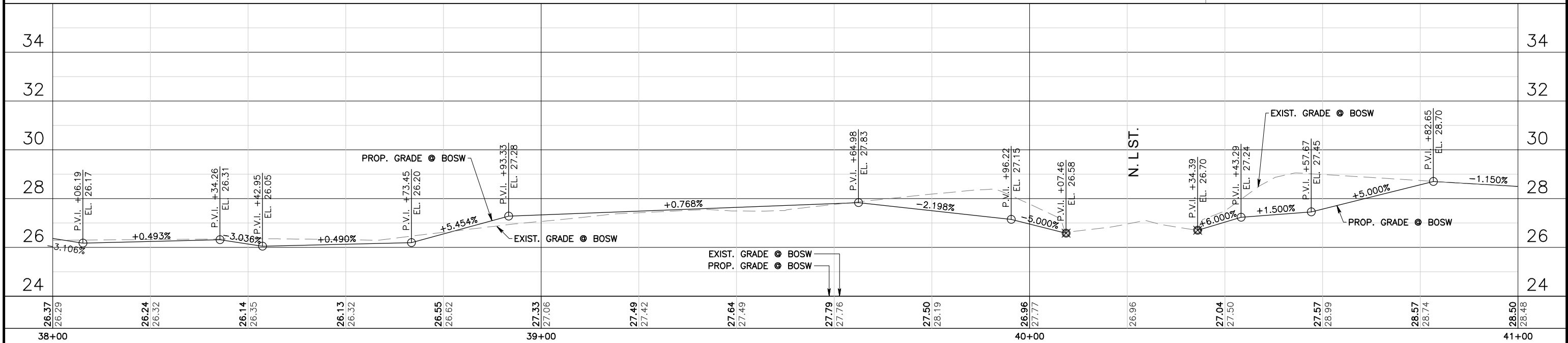
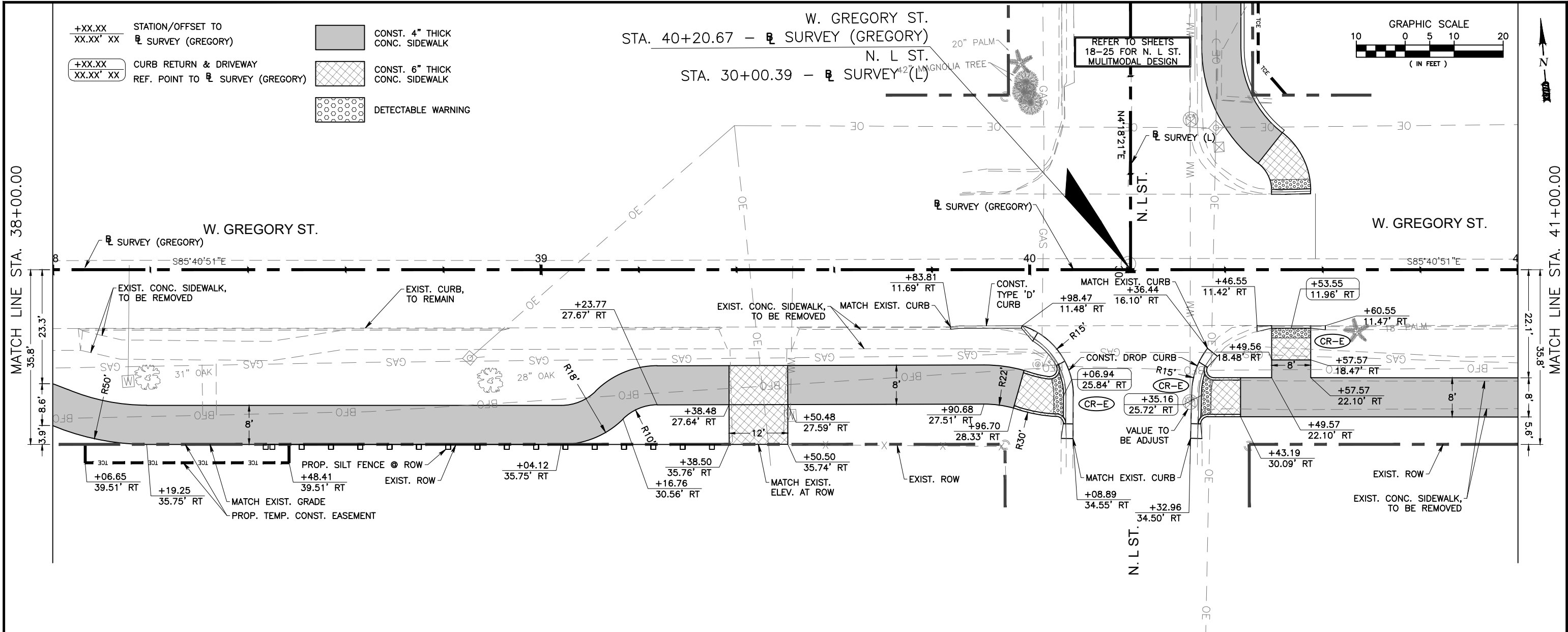
32+00	33+00	34+00	35+00
-------	-------	-------	-------

Designed by: C. Todd	LEGION FIELD TO GLOBAL LEARNING CENTER ACADEMY MULTIMODAL IMPROVEMENTS PROJECT PENSACOLA, ESCAMBIA, FLORIDA
Drawn by: N. Dills	
Checked by: A. Mejia	
Date: February 7, 2025	

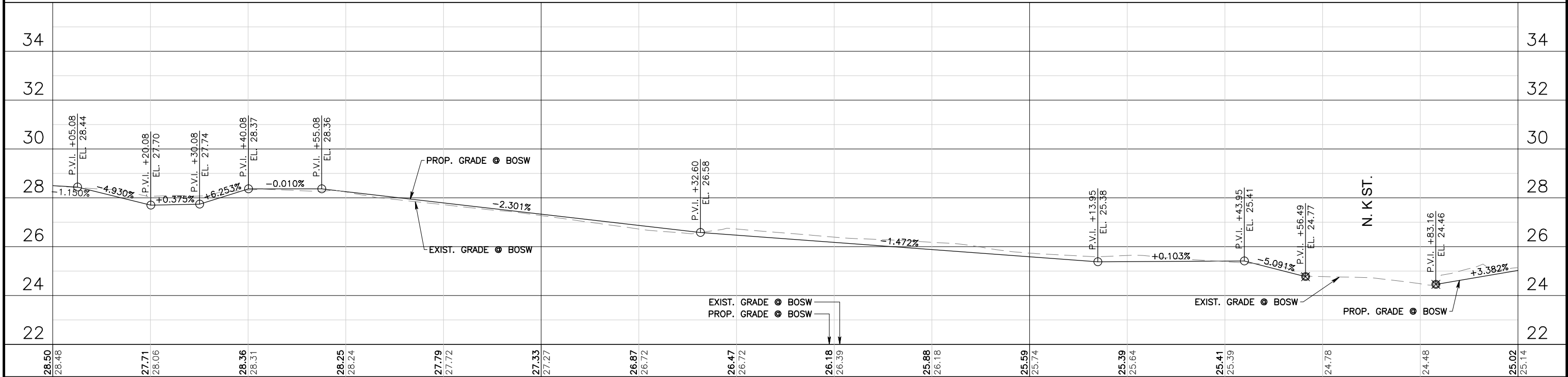
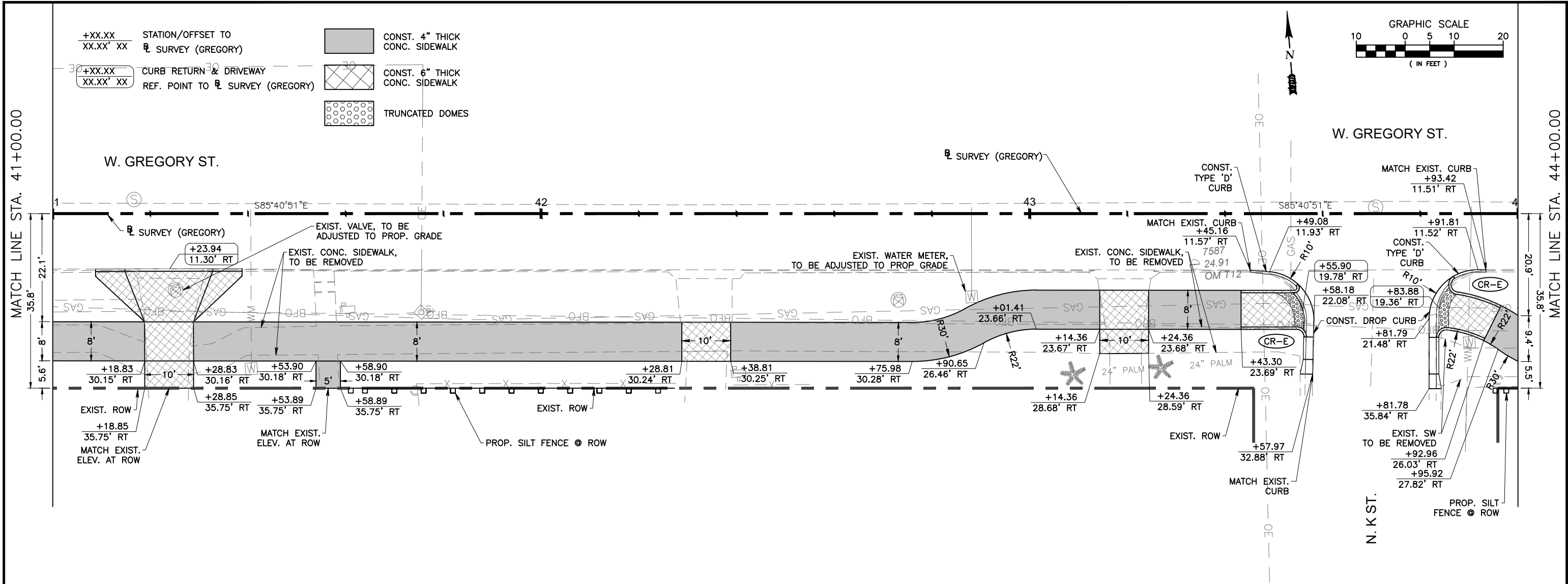
Plans Prepared By: CPH, LLC A Full Service A & E Firm	ALEJANDRO MEJIA, P.E. FL P.E. No. 99836	Plan & Profiles - W. Gregory St.	Sheet No. 11
Building Better Communities Together 500 West Fulton Street Sanford, FL 32771 Ph: 407.322.6841 © 2025			



No.	Date	Revision	By	No.	Date	Revision	By	 Building Better Communities Together 500 West Fulton Street Sanford, FL 32771 Ph: 407.322.6841 © 2025 www.cphcorp.com	Plans Prepared By: CPH, LLC A Full Service A & E Firm	_____ ALEJANDRO MEJIA, P.E. FL P.E. No. 99836			Designed by:	C. Todd	LEGION FIELD TO GLOBAL LEARNING CENTER ACADEMY MULTIMODAL IMPROVEMENTS PROJECT PENSACOLA, ESCAMBIA, FLORIDA	Plan & Profiles - W. Gregory St.	Sheet No. 12
△				△									Drawn by:	N. Dills			
△				△									Checked by:	A. Mejia			
△				△									Date:	February 7, 2025			
△				△									Job No.	P22801			



No.		Date		Revision		By		No.		Date		Revision		By				Building Better Communities Together		500 West Fulton Street Sanford, FL 32771 Ph: 407.322.6841		Plans Prepared By: CPH, LLC A Full Service A & E Firm		ALEJANDRO MEJIA, P.E. FL P.E. No. 99836				Designed by: C. Todd Drawn by: N. Dills Checked by: A. Mejia Date: February 7, 2025 Job No. P22801		LEGION FIELD TO GLOBAL LEARNING CENTER ACADEMY MULTIMODAL IMPROVEMENTS PROJECT PENSACOLA, ESCAMBIA, FLORIDA		Plan & Profiles - W. Gregory St.		Sheet No. 13			
																																					
																																					
																																					
																																					



No.	Date	Revision	By	No.	Date	Revision	By
1				2			
2				3			
3				4			
4				5			
5				6			

Building Better Communities Together

500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841

© 2025

Plans Prepared By:

CPH, LLC
A Full Service A & E Firm

Designed by: C. Todd

Drawn by: N. Dills

Checked by: A. Mejia

Date: February 7, 2025

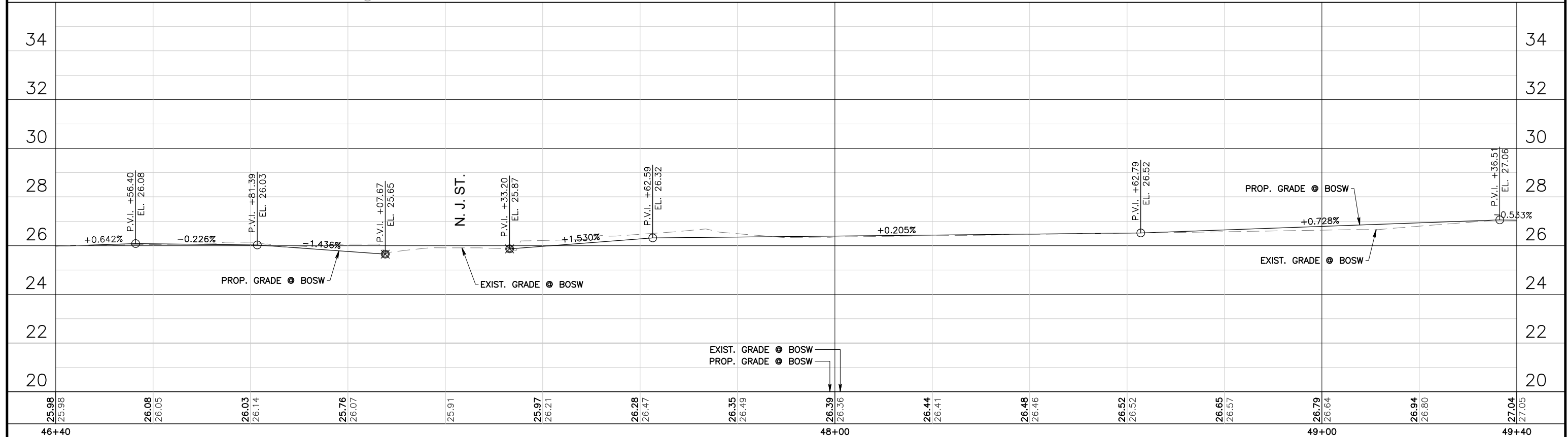
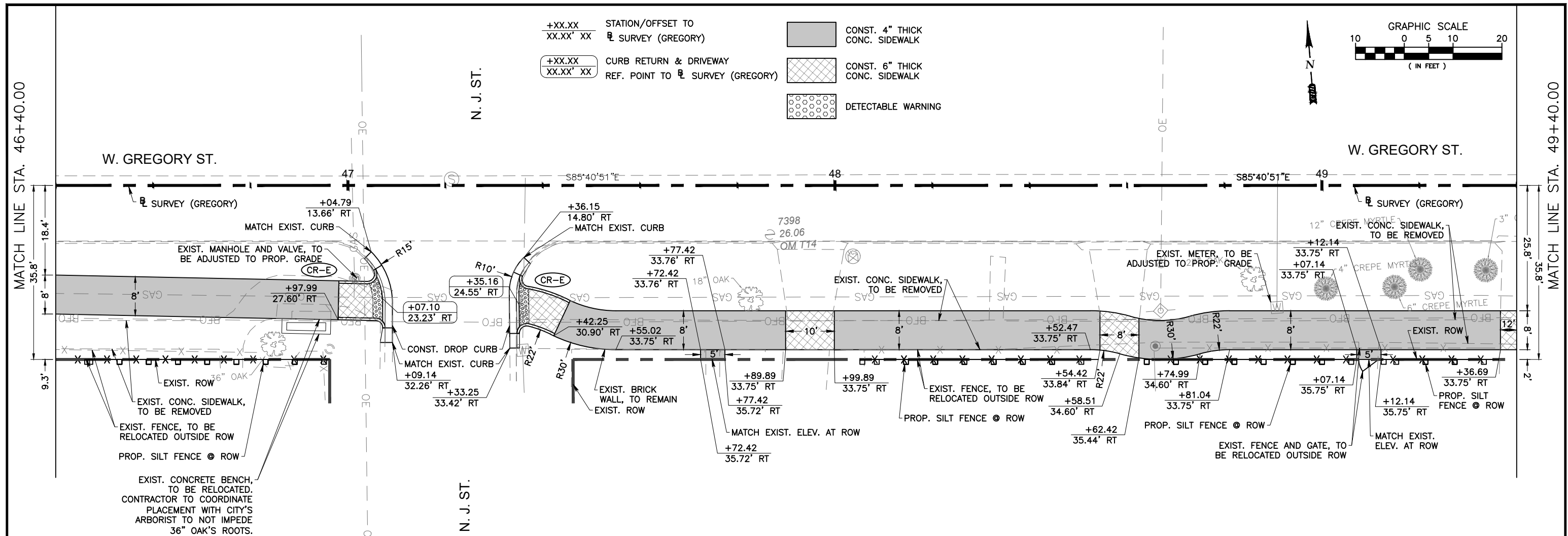
Job No. P22801

LEGION FIELD TO GLOBAL LEARNING CENTER ACADEMY MULTIMODAL IMPROVEMENTS PROJECT

PENSACOLA, ESCAMBIA, FLORIDA

Plan & Profiles - W. Gregory St.

Sheet No. **14**



No.	Date	Revision	By	No.	Date	Revision	By
△				△			
△				△			
△				△			
△				△			



***Building Better
Communities Together***
500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841
© 2025

Plans Prepared By:
CPH, LLC
A Full Service A &
E Firm

ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836

Designed by:	C. Todd
Drawn by:	N. Dills
Checked by:	A. Mejia
Date:	February 7, 2025
Job No.	P22801

**LEGION FIELD TO GLOBAL LEARNING
CENTER ACADEMY MULTIMODAL
IMPROVEMENTS PROJECT
PENSACOLA, ESCAMBIA, FLORIDA**

Plan & Profiles - W. Gregory St.

Sheet No.
16

- +XX.XX
XX.XX' XX

STATION/OFFSET TO
SURVEY (GREGORY)

+XX.XX
XX.XX' XX

CURB RETURN & DRIVEWAY
REF. POINT TO SURVEY (GREGORY)

CONST. 4" THICK
CONC. SIDEWALK

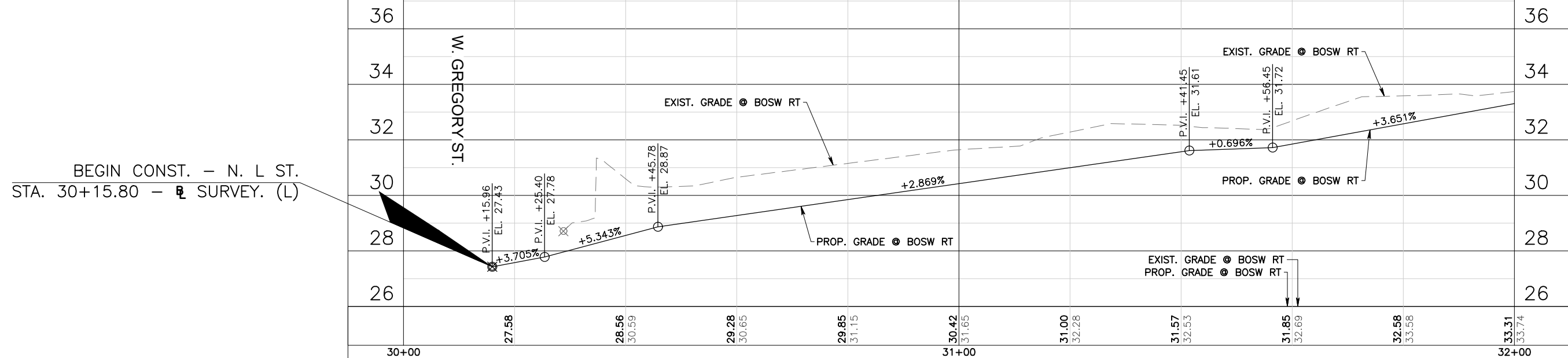
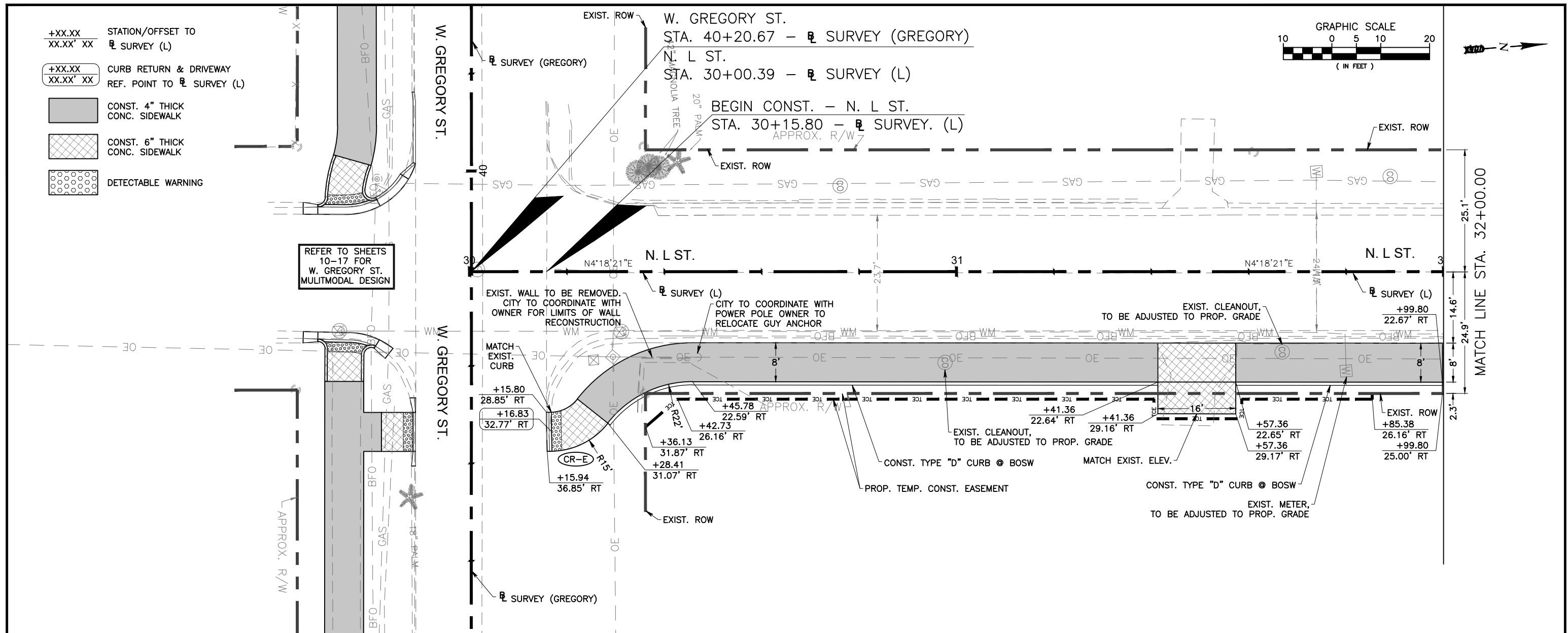
CONST. 6" THICK
CONC. SIDEWALK

DETECTABLE WARNING
- GRAPHIC SCALE

(IN FEET)
-
- MATCH LINE STA. 49+40.00
-
-
- END CONST. — W. GREGORY ST.
STA. 50+64.10 — SURVEY. (GREGORY)
- | | | | | | | | | | | | | | | | |
|-----|------|----------|----|-----|------|----------|----|--|--|--|--|--|--|-------------------------------------|------------------------|
| No. | Date | Revision | By | No. | Date | Revision | By | | Building Better
Communities Together
500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841
© 2025 | Plans Prepared By:
CPH, LLC
A Full Service A &
E Firm | ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836 | Designed by: C. Todd
Drawn by: N. Dills
Checked by: A. Mejia
Date: February 7, 2025
Job No. P22801 | LEGION FIELD TO GLOBAL LEARNING
CENTER ACADEMY MULTIMODAL
IMPROVEMENTS PROJECT
PENSACOLA, ESCAMBIA, FLORIDA | Plan & Profiles -
W. Gregory St. | Sheet No.
17 |
|-----|------|----------|----|-----|------|----------|----|--|--|--|--|--|--|-------------------------------------|------------------------|

J:\P22801\Roadway\Roadway\PLANR001.dwg, 2/7/2025 4:19:43 PM, Alejandro Mejia,

Page 273 of 307



No.	Date	Revision	By	No.	Date	Revision	By
△				△			
△				△			
△				△			
△				△			



***Building Better
Communities Together***
500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841
© 2025

Plans Prepared By:
CPH, LLC
A Full Service A &
E Firm

ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836

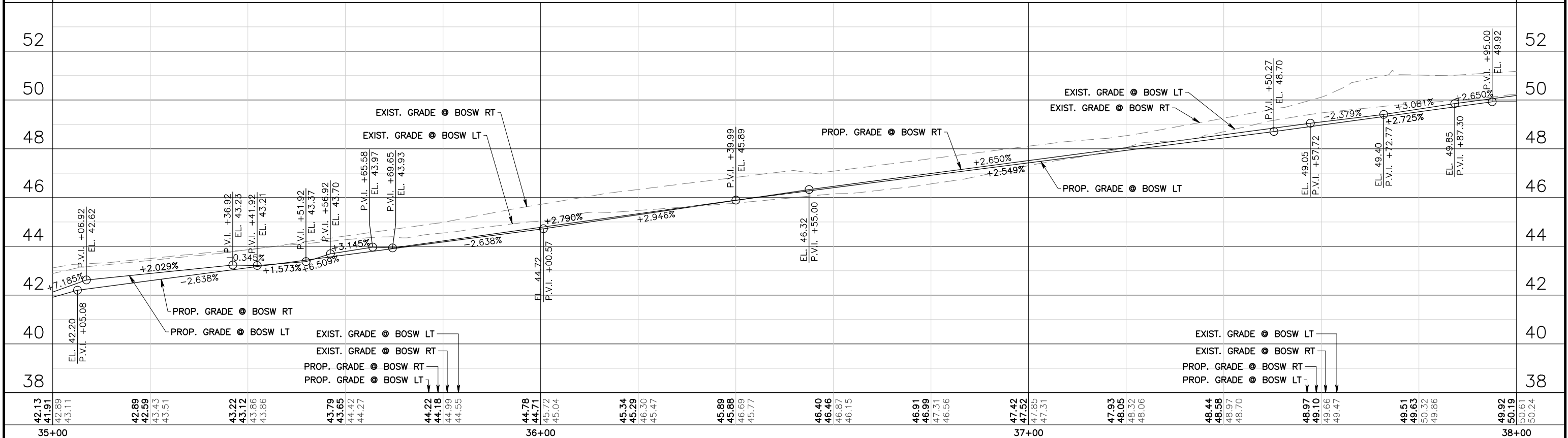
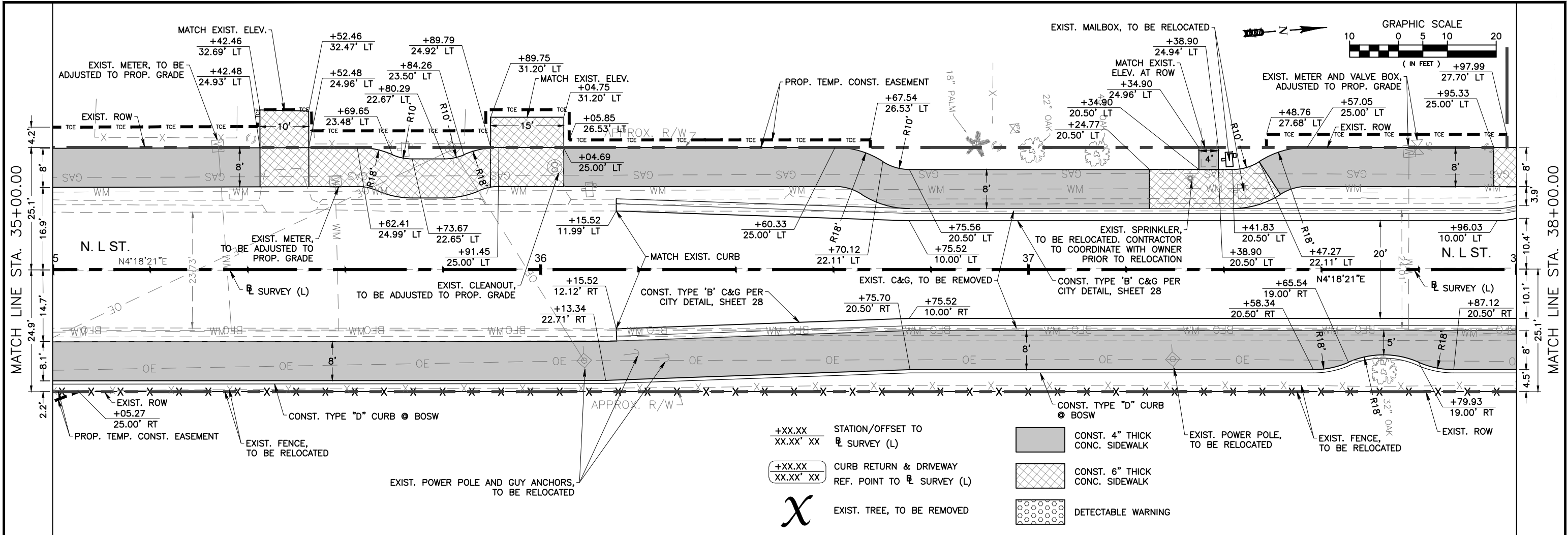
--	--

Designed by:	C. Todd
Drawn by:	N. Dills
Checked by:	A. Mejia
Date:	February 7, 2025
Job No.	P22801

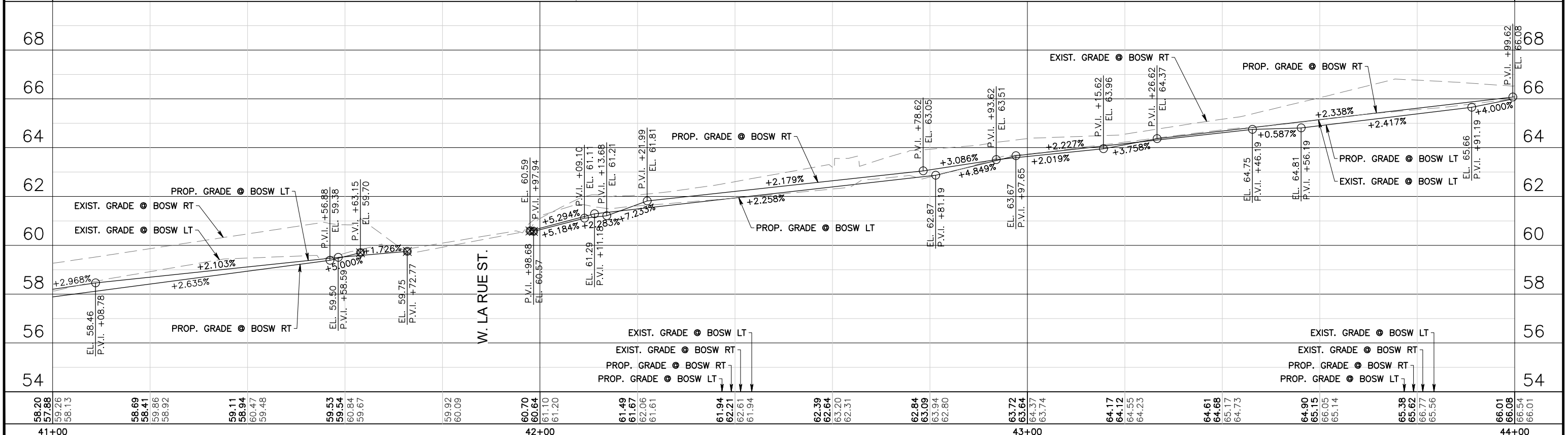
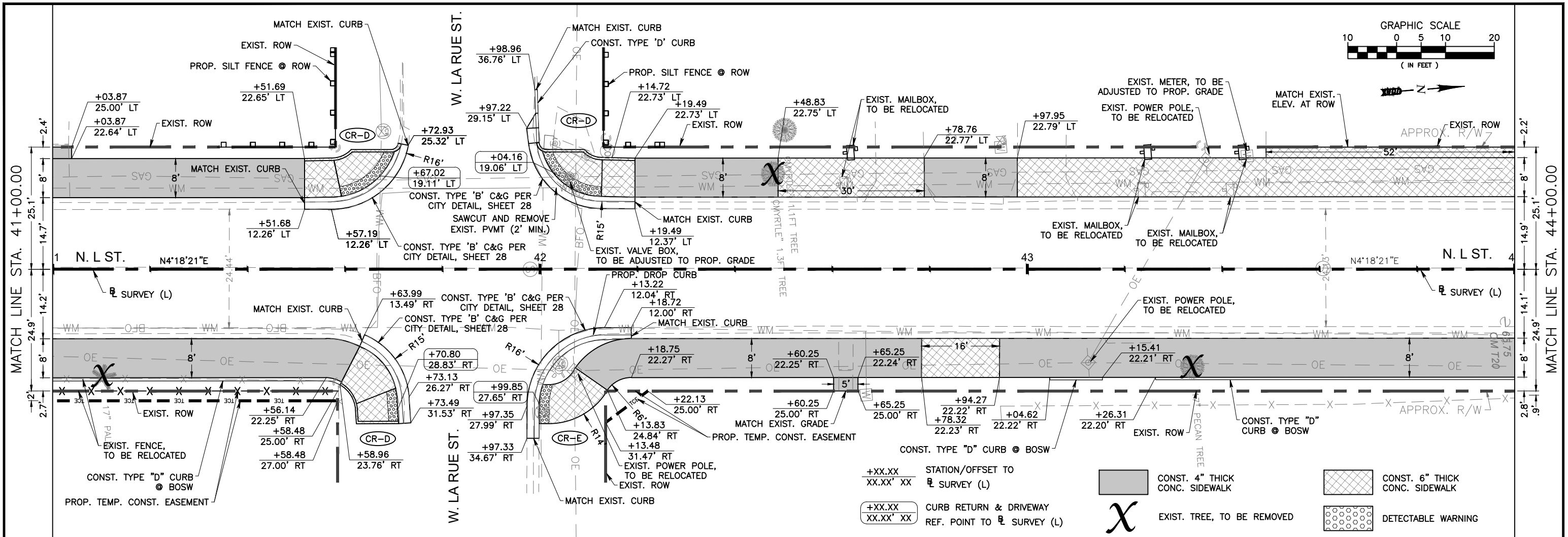
**LEGION FIELD TO GLOBAL LEARNING
CENTER ACADEMY MULTIMODAL
IMPROVEMENTS PROJECT
PENSACOLA, ESCAMBIA, FLORIDA**

Plan & Profiles - N. L St.

Sheet No.
18



35+00			36+00			37+00			38+00		
No.	Date	Revision	By	No.	Date	Revision	By	No.	Date	Revision	By
1				1				1			
2				2				2			
3				3				3			
4				4				4			
5				5				5			
6				6				6			
7				7				7			
8				8				8			
9				9				9			
10				10				10			
11				11				11			
12				12				12			
13				13				13			
14				14				14			
15				15				15			
16				16				16			
17				17				17			
18				18				18			
19				19				19			
20				20				20			
21				21				21			
22				22				22			
23				23				23			
24				24				24			
25				25				25			
26				26				26			
27				27				27			
28				28				28			
29				29				29			
30				30				30			
31				31				31			
32				32				32			
33				33				33			
34				34				34			
35				35				35			
36				36				36			
37				37				37			
38				38				38			
39				39				39			
40				40				40			
41				41				41			
42				42				42			
43				43				43			
44				44				44			
45				45				45			
46				46				46			
47				47				47			
48				48				48			
49				49				49			
50				50				50			
51				51				51			
52				52				52			
53				53				53			
54				54				54			
55				55				55			
56				56				56			
57				57				57			
58				58				58			
59				59				59			
60				60				60			
61				61				61			
62				62				62			
63				63				63			
64				64				64			
65				65				65			
66				66				66			
67				67				67			
68				68				68			
69				69				69			
70				70				70			
71				71				71			
72				72				72			
73				73				73			
74				74				74			
75				75				75			
76				76				76			
77				77				77			
78				78				78			
79				79				79			
80				80				80			
81				81				81			
82				82				82			
83				83				83			
84				84				84			
85				85				85			
86				86				86			
87				87				87			
88				88				88			
89				89				89			
90				90				90			
91				91				91			
92				92				92			
93				93				93			
94				94				94			
95				95				95			
96				96				96			
97				97				97			
98				98				98			
99				99				99			
100				100				100			



Revisions No. Date Revision By				Revisions No. Date Revision By			
1. 41+00 to 42+00 2. 42+00 to 43+00 3. 43+00 to 44+00				4. 44+00 to 45+00 5. 45+00 to 46+00 6. 46+00 to 47+00			

Building Better Communities Together
 500 West Fulton Street
 Sanford, FL 32771
 Ph: 407.322.8841
 © 2025

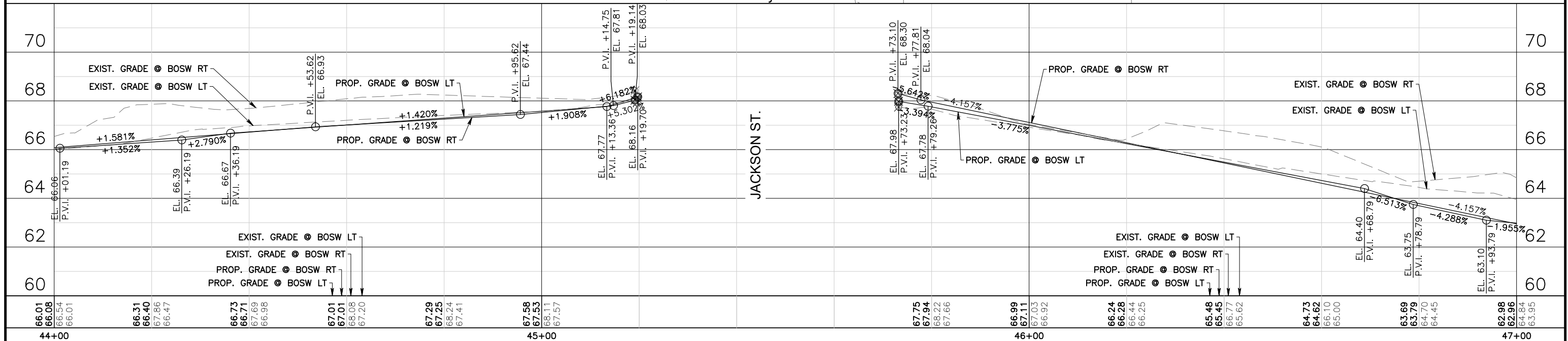
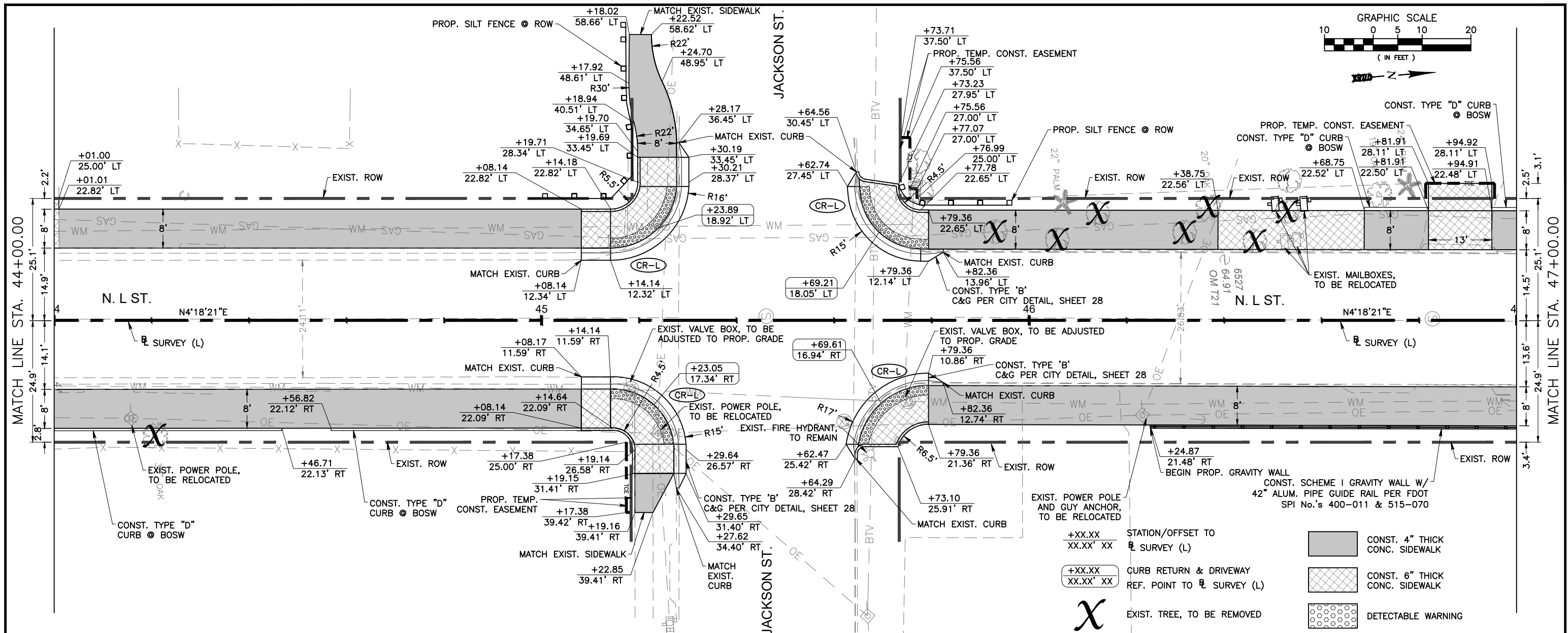
Plans Prepared By:
 CPH, LLC
 A Full Service A & E Firm

Designed by: C. Todd
 Drawn by: N. Dills
 Checked by: A. Mejia
 Date: February 7, 2025
 Job No. P22801

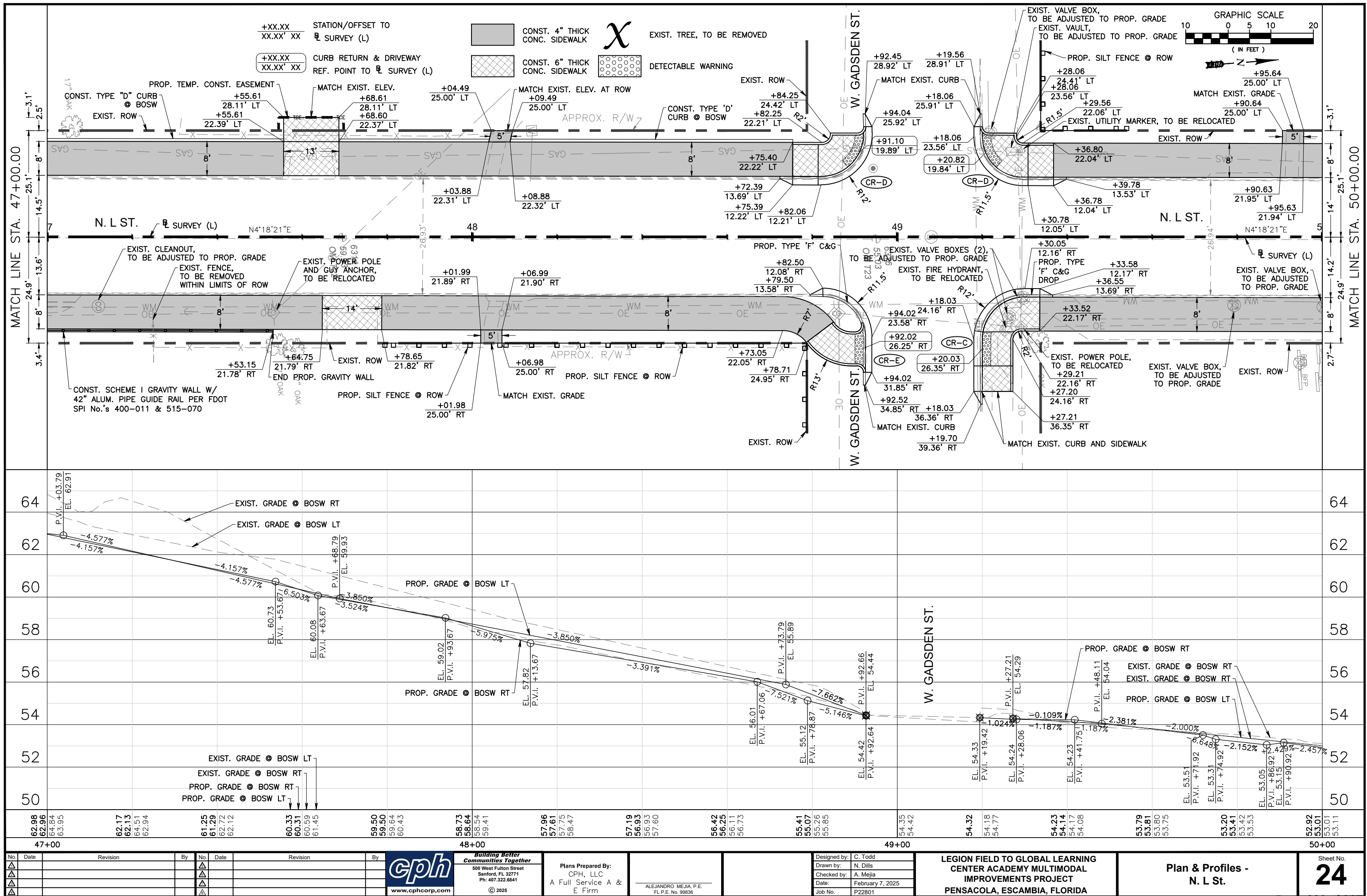
**LEGION FIELD TO GLOBAL LEARNING
 CENTER ACADEMY MULTIMODAL
 IMPROVEMENTS PROJECT
 PENSACOLA, ESCAMBIA, FLORIDA**

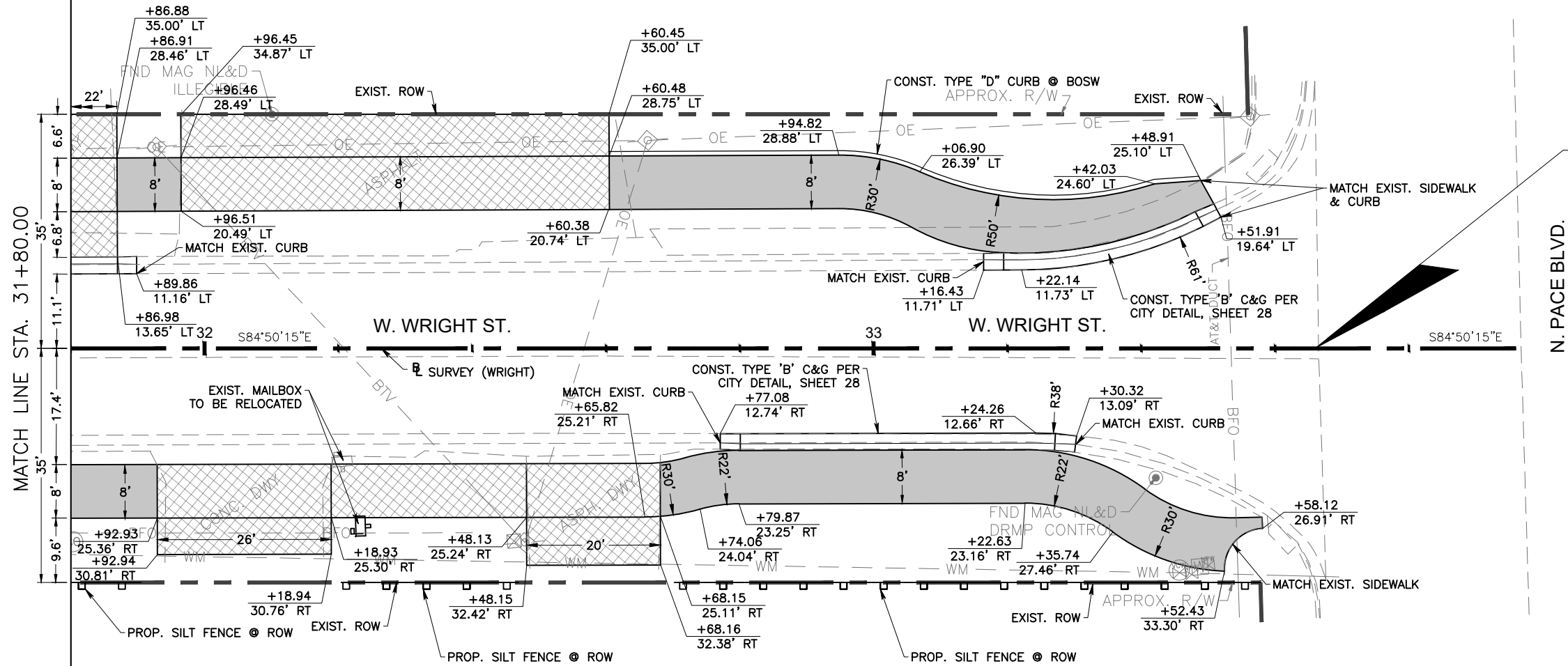
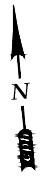
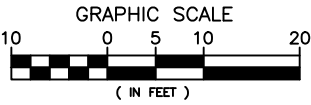
**Plan & Profiles -
 N. L. St.**

Sheet No.
22



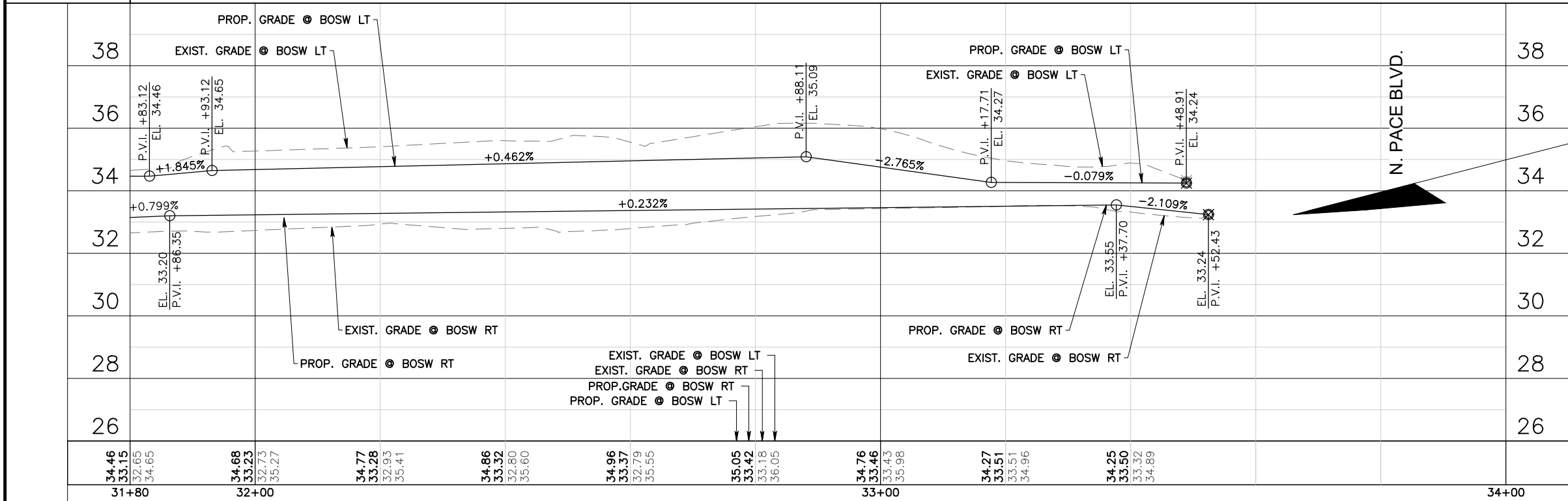
No.	Date	Revision	By	No.	Date	Revision	By	 Building Better Communities Together 500 West Fulton Street Sanford, FL 32771 Ph: 407.322.6841 © 2025 www.cphcorp.com	Plans Prepared By: CPH, LLC A Full Service A & E Firm	_____ ALEJANDRO MEJIA, P.E. FL P.E. No. 99836			Designed by:	C. Todd	LEGION FIELD TO GLOBAL LEARNING CENTER ACADEMY MULTIMODAL IMPROVEMENTS PROJECT PENSACOLA, ESCAMBIA, FLORIDA	Plan & Profiles - N. L St.	Sheet No. 23
△				△									Drawn by:	N. Dills			
△				△									Checked by:	A. Mejia			
△				△									Date:	February 7, 2025			
△				△									Job No.	P22801			



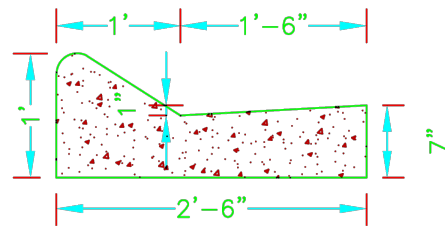


END CONST. — W. WRIGHT ST.
STA. 33+65.52 — SURVEY. (WRIGHT)

- +XX.XX
XX.XX' XX STATION/OFFSET TO
 SURVEY (WRIGHT)
- +XX.XX
XX.XX' XX CURB RETURN & DRIVEWAY
REF. POINT TO SURVEY (WRIGHT)
- EXIST. TREE, TO BE REMOVED
- CONST. 4" THICK
CONC. SIDEWALK
- CONST. 6" THICK
CONC. SIDEWALK
- DETECTABLE WARNING



END CONST. — W. WRIGHT ST.
STA. 33+65.52 — SURVEY. (WRIGHT)



TYPE "B" CURB & GUTTER
(FOR CURB MACHINE)

NOTE:

1. ALL CURB TO HAVE DUMMY JOINT AT 10' ON CENTER.
MIN. DEPTH OF JOINT TO BE 2".
2. EXPANSION JOINTS ARE TO BE 60' ON CENTER. TYPICAL
FOR ALL CURB.
3. MIN 3,000 PSI @ 28 DAYS W/FIBER MESH
REINFORCEMENT.

CITY OF PENSACOLA, FLORIDA
DEPARTMENT OF PUBLIC WORKS AND FACILITIES
ENGINEERING AND CONSTRUCTION SERVICES DIVISION
222 W. MAIN STREET, PENSACOLA, FL. 32502-0052
CITY HALL
(850)435-1645



TYPE "B"
CURB & GUTTER

Not to Scale

REV: 5-20

No.	Date	Revision	By	No.	Date	Revision	By
1				1			
2				2			
3				3			
4				4			



**Building Better
Communities Together**
500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841
© 2025

Plans Prepared By:
CPH, LLC
A Full Service A &
E Firm

ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836

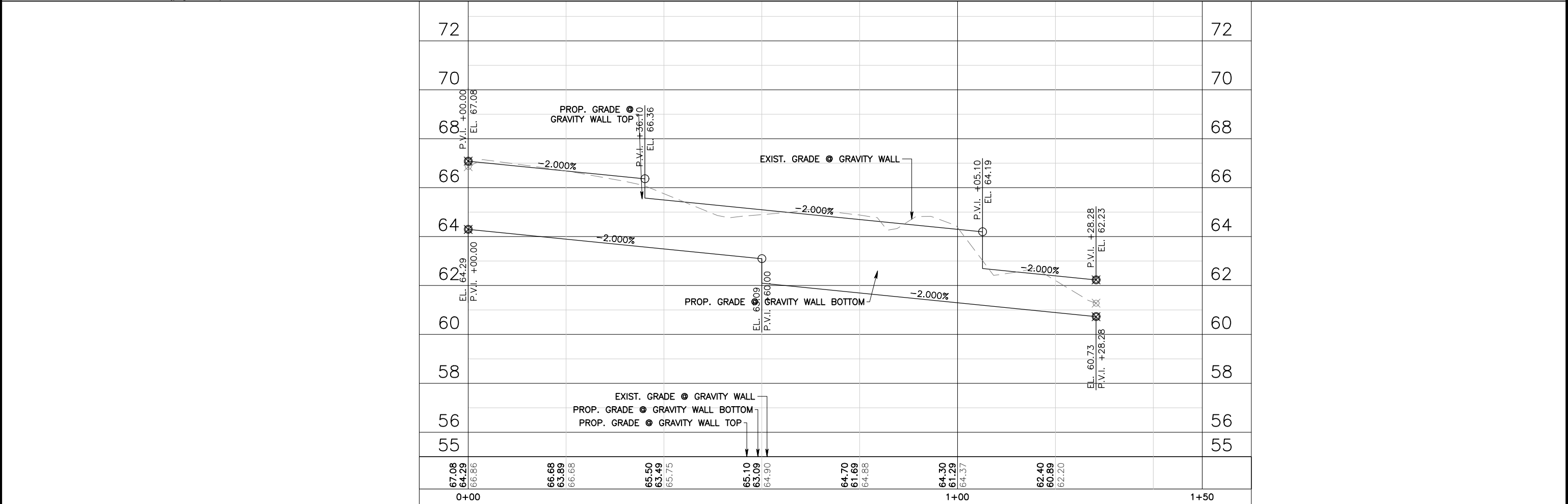
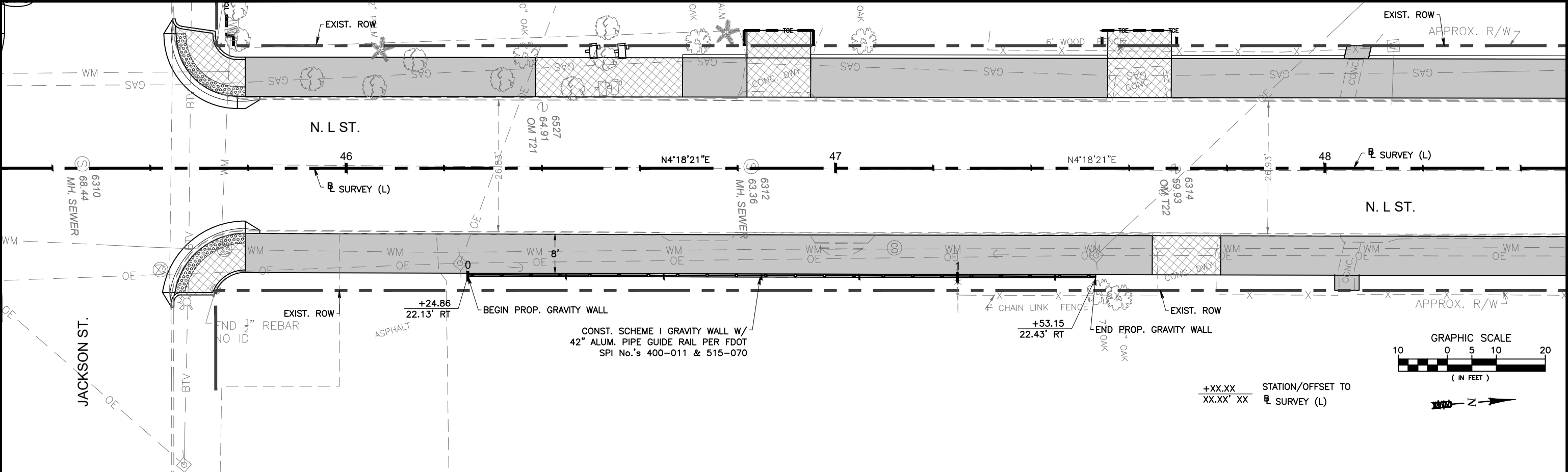
Designed by:	C. Todd
Drawn by:	N. Dills
Checked by:	A. Mejia
Date:	February 7, 2025
Job No.	P22801

**LEGION FIELD TO GLOBAL LEARNING
CENTER ACADEMY MULTIMODAL
IMPROVEMENTS PROJECT
PENSACOLA, ESCAMBIA, FLORIDA**

General Detail Sheet

Sheet No.

28



No.	Date	Revision	By	No.	Date	Revision	By
1				2			
3				4			
5				6			
7				8			

Building Better Communities Together
500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.8841
© 2025

Plans Prepared By:
CPH, LLC
A Full Service A & E Firm

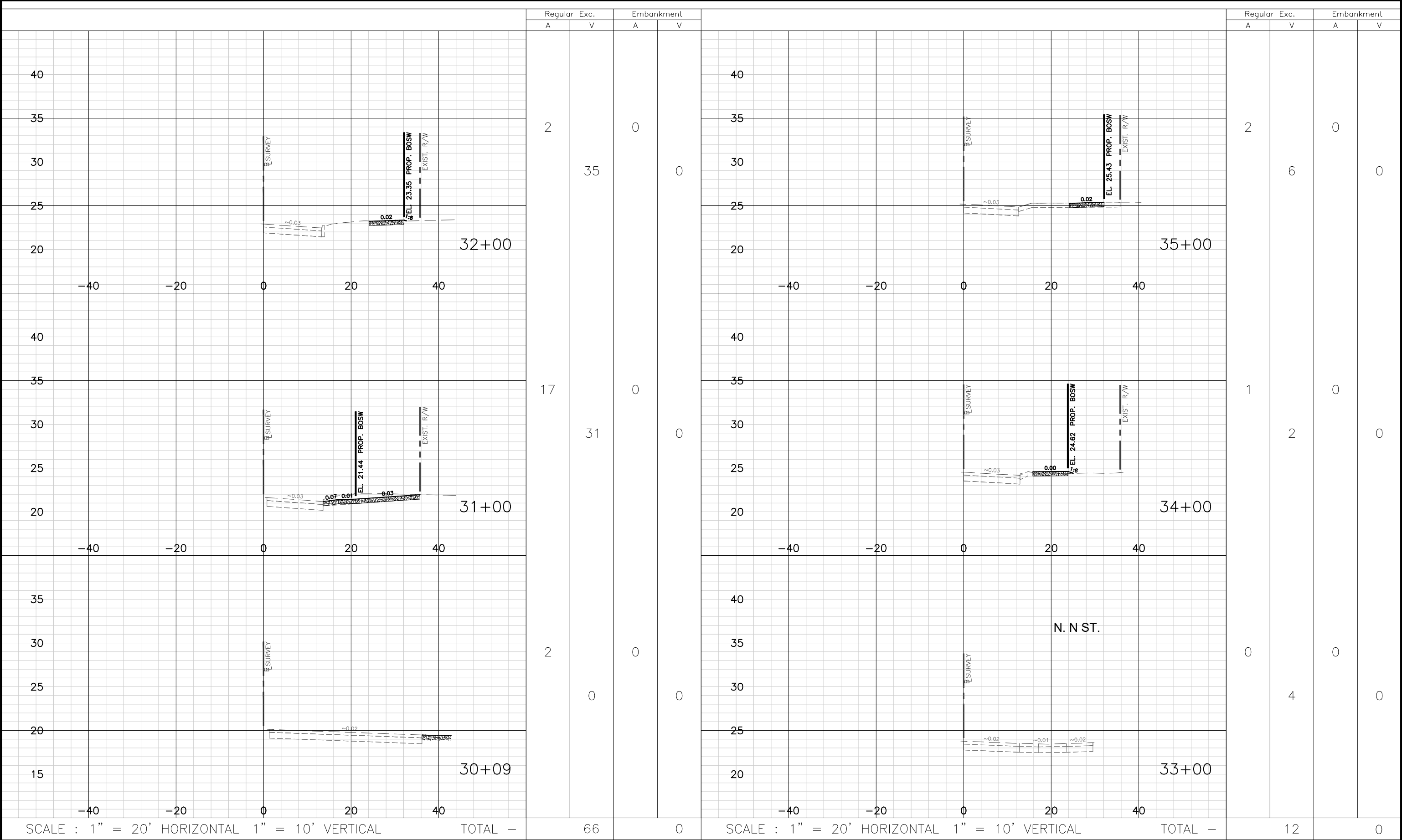
ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836

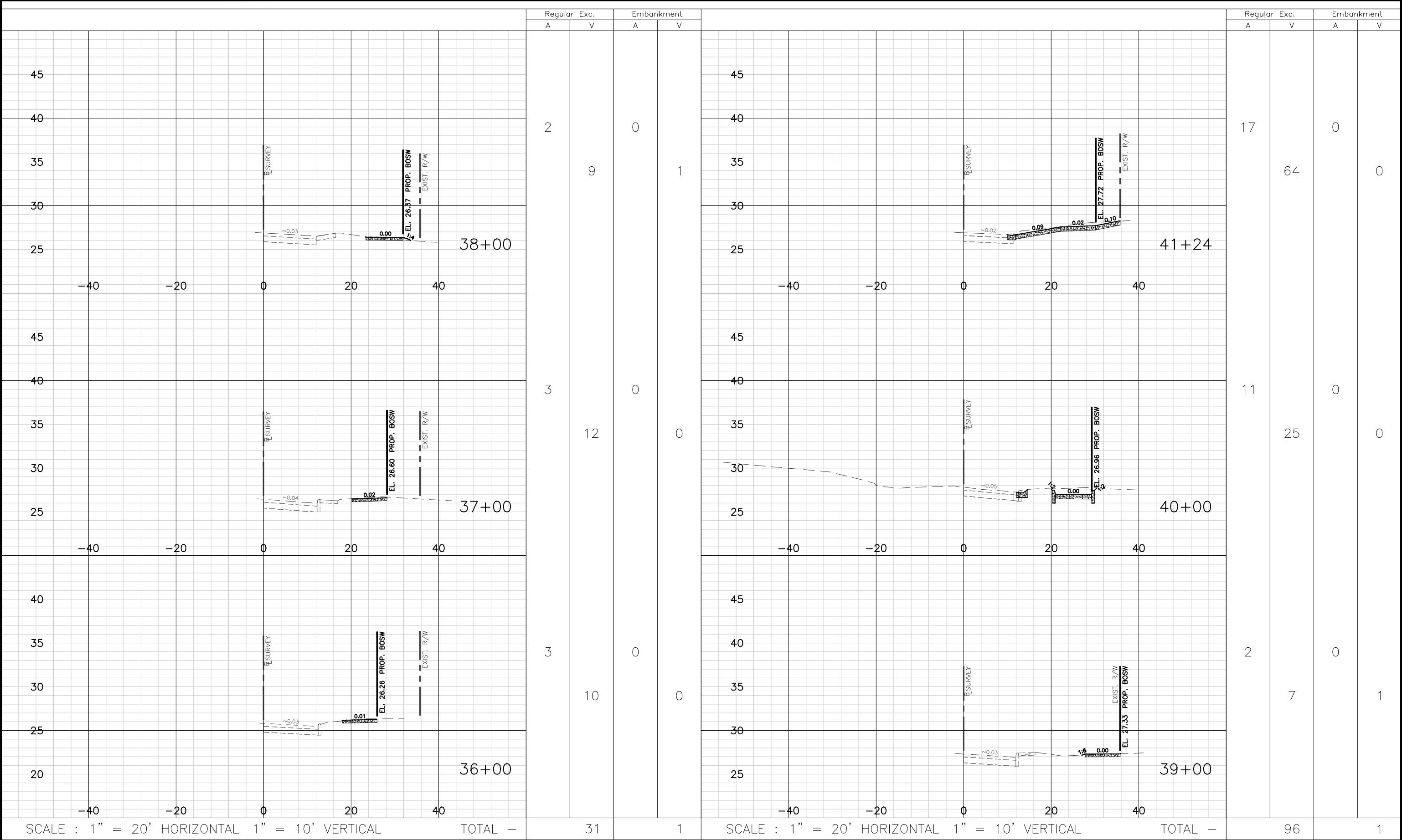
Designed by: C. Todd
Drawn by: N. Dills
Checked by: A. Mejia
Date: February 7, 2025
Job No. P22801

LEGION FIELD TO GLOBAL LEARNING
CENTER ACADEMY MULTIMODAL
IMPROVEMENTS PROJECT
PENSACOLA, ESCAMBIA, FLORIDA

Gravity Wall Detail Sheet

Sheet No.
29





No.	Date	Revision	By	No.	Date	Revision	By
1				1			
2				2			
3				3			
4				4			
5				5			



Building Better
Communities Together
500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841
© 2025

Plans Prepared By:
CPH, LLC
A Full Service A &
E Firm

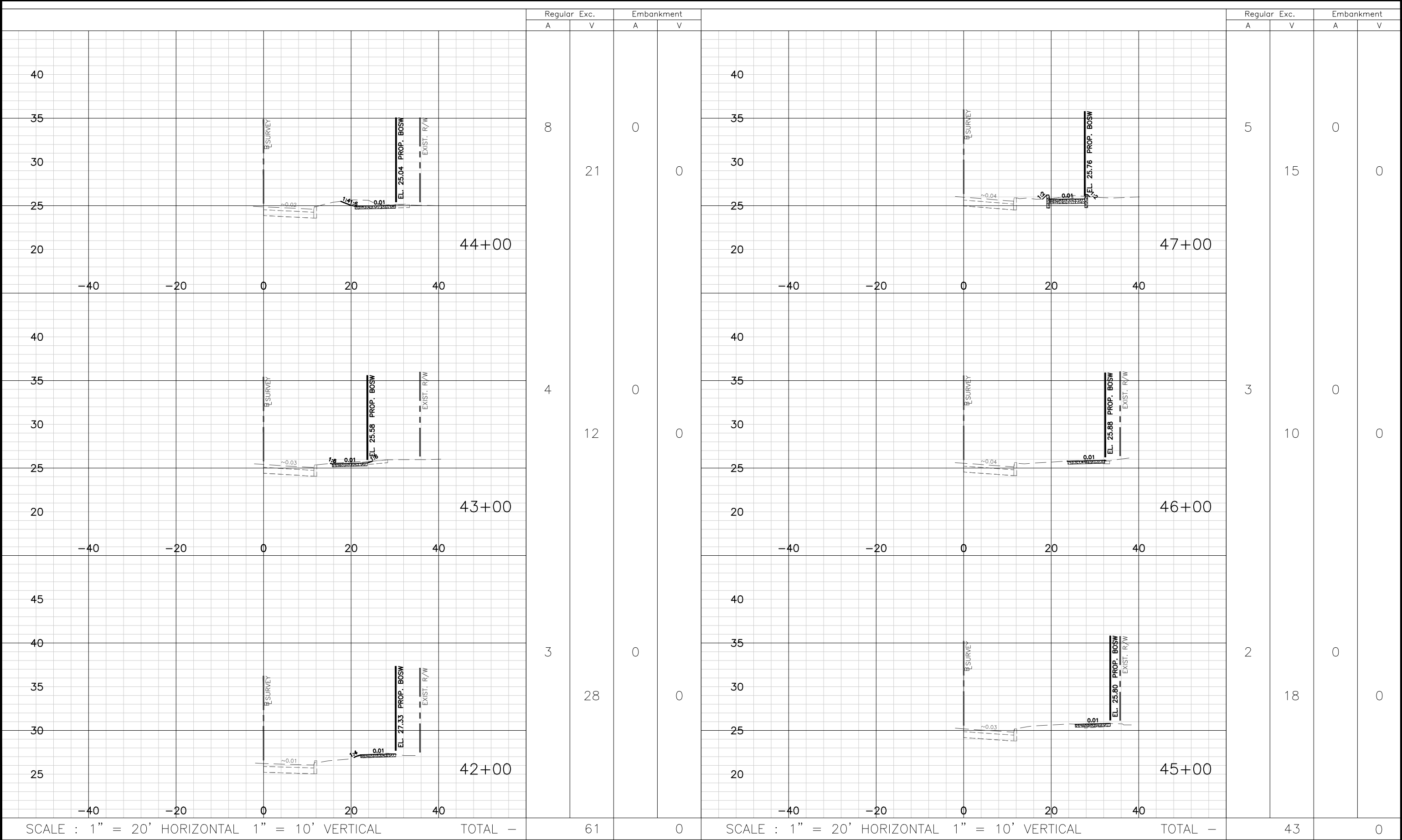
ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836

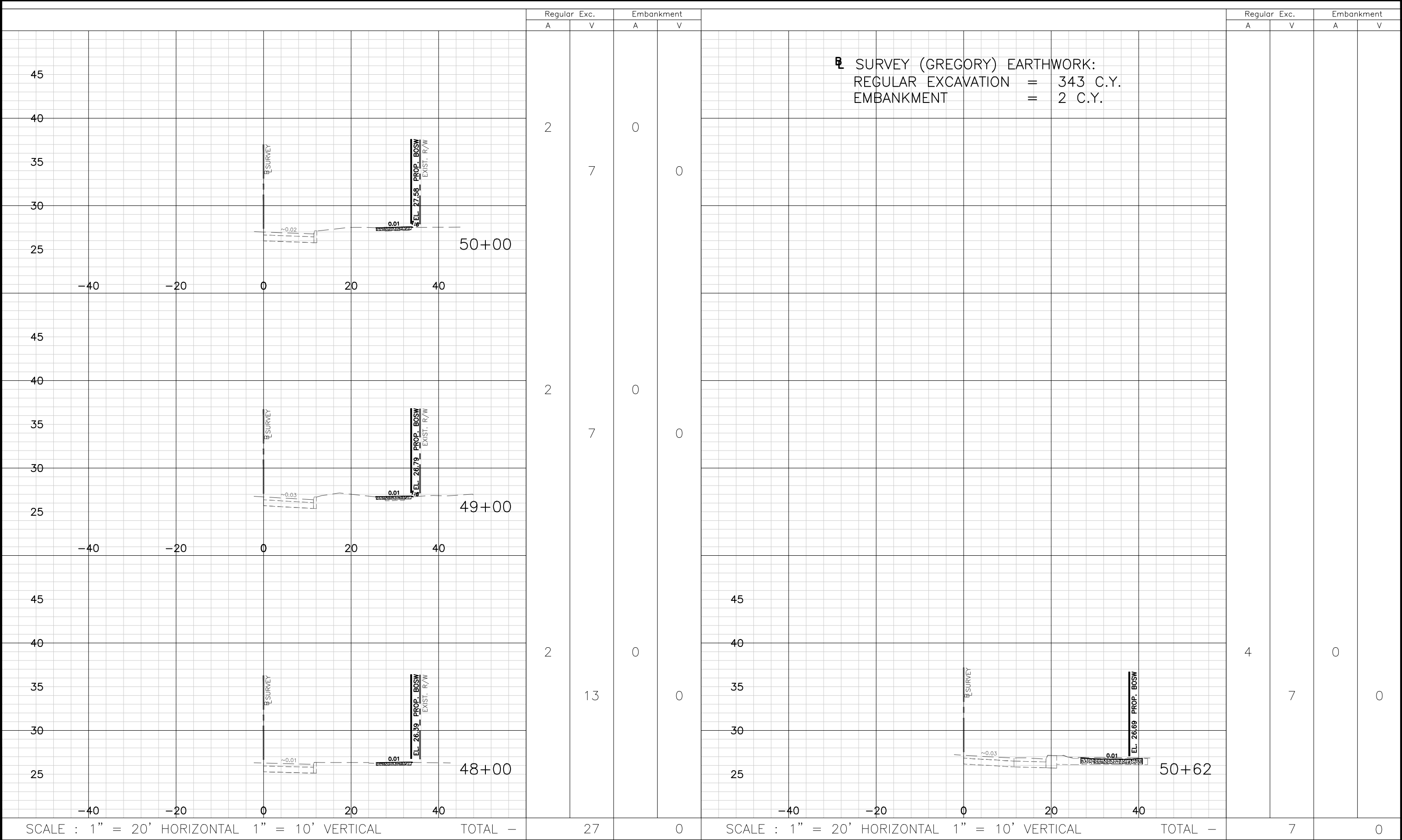
Designed by: C. Todd
Drawn by: N. Dills
Checked by: A. Mejia
Date: February 7, 2025
Job No. P22801

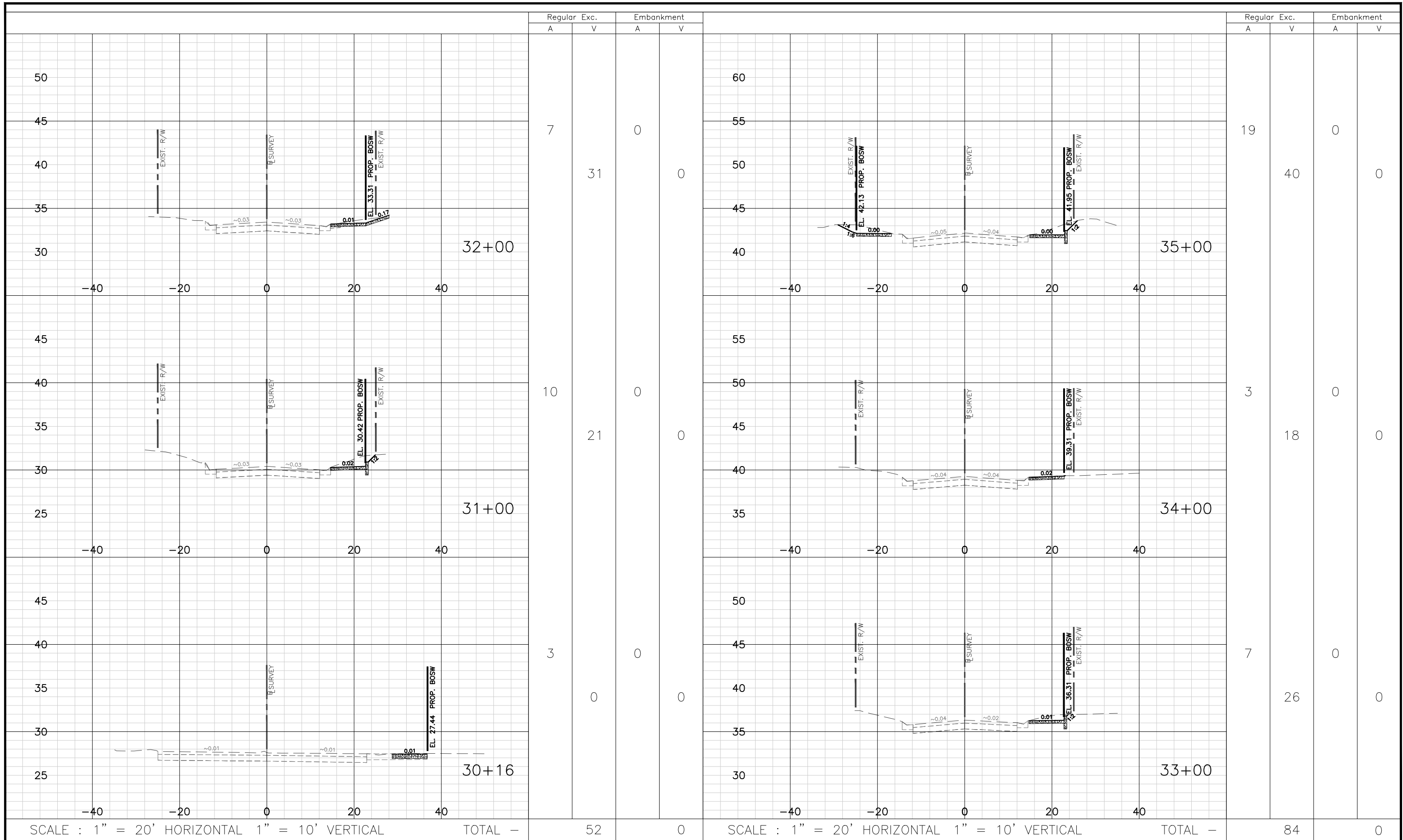
LEGION FIELD TO GLOBAL LEARNING
CENTER ACADEMY MULTIMODAL
IMPROVEMENTS PROJECT
PENSACOLA, ESCAMBIA, FLORIDA

Cross Sections -
W. Gregory St.

Sheet No.
31







No.	Date	Revision	By	No.	Date	Revision	By
Δ				Δ			
Δ				Δ			
Δ				Δ			
Δ				Δ			



***Building Better
Communities Together***
500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841
© 2025

Plans Prepared By:
CPH, LLC
A Full Service A &
E Firm

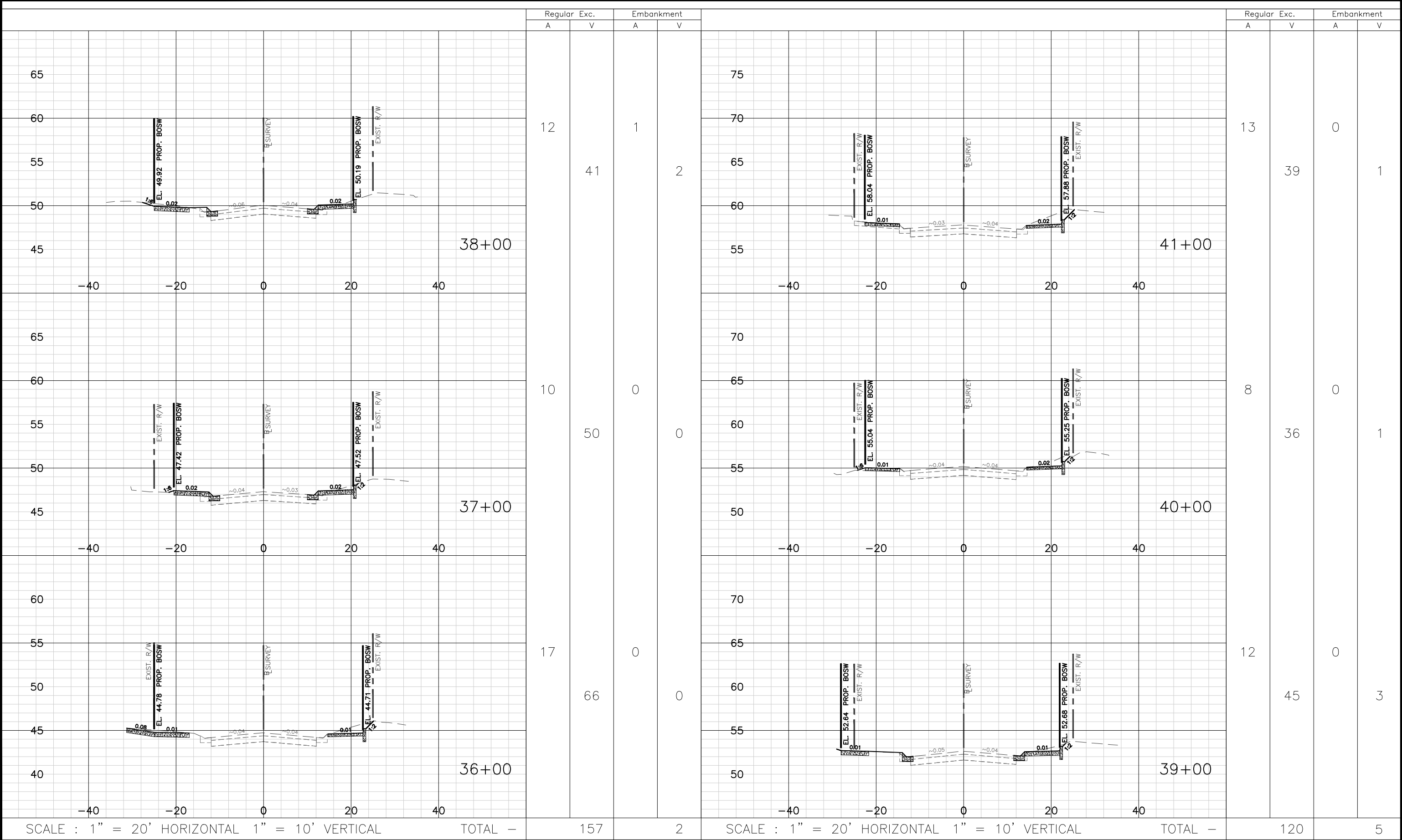
ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836

Designed by:	C. Todd
Drawn by:	N. Dills
Checked by:	A. Mejia
Date:	February 7, 2025
Job No.	P22801

**LEGION FIELD TO GLOBAL LEARNING
CENTER ACADEMY MULTIMODAL
IMPROVEMENTS PROJECT
PENSACOLA, ESCAMBIA, FLORIDA**

**Cross Sections -
N. L St.**

Sheet No.
34



No.	Date	Revision	By	No.	Date	Revision	By
△				△			
△				△			
△				△			
△				△			



Building Better
Communities Together
500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841
© 2025

Plans Prepared By:
CPH, LLC
A Full Service A &
E Firm

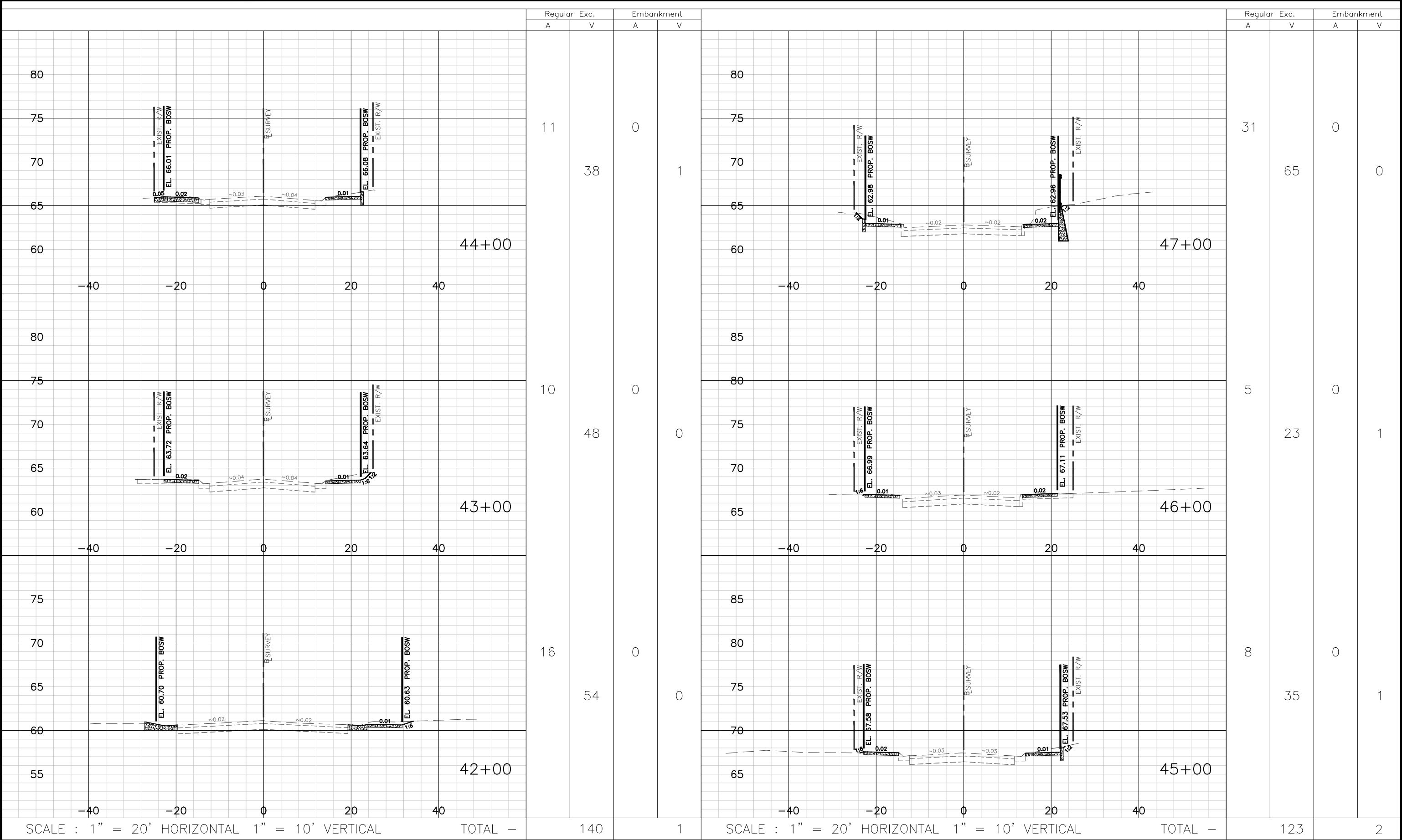
ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836

Designed by: C. Todd
Drawn by: N. Dills
Checked by: A. Mejia
Date: February 7, 2025
Job No. P22801

LEGION FIELD TO GLOBAL LEARNING
CENTER ACADEMY MULTIMODAL
IMPROVEMENTS PROJECT
PENSACOLA, ESCAMBIA, FLORIDA

Cross Sections -
N. L St.

Sheet No.
35



No.	Date	Revision	By	No.	Date	Revision	By
△				△			
△				△			
△				△			
△				△			



Building Better Communities Together
500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841
© 2025

Plans Prepared By:
CPH, LLC
A Full Service A & E Firm

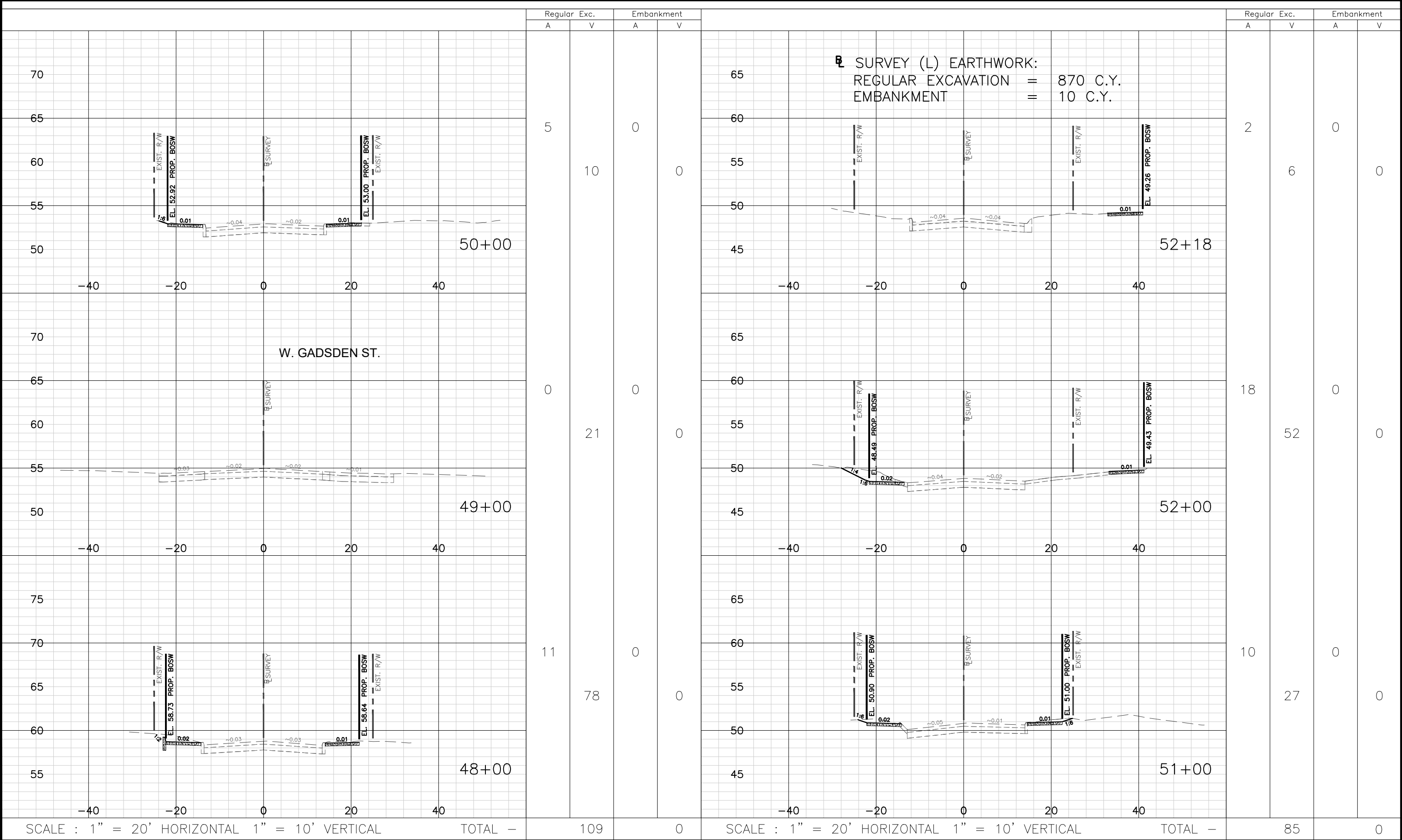
ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836

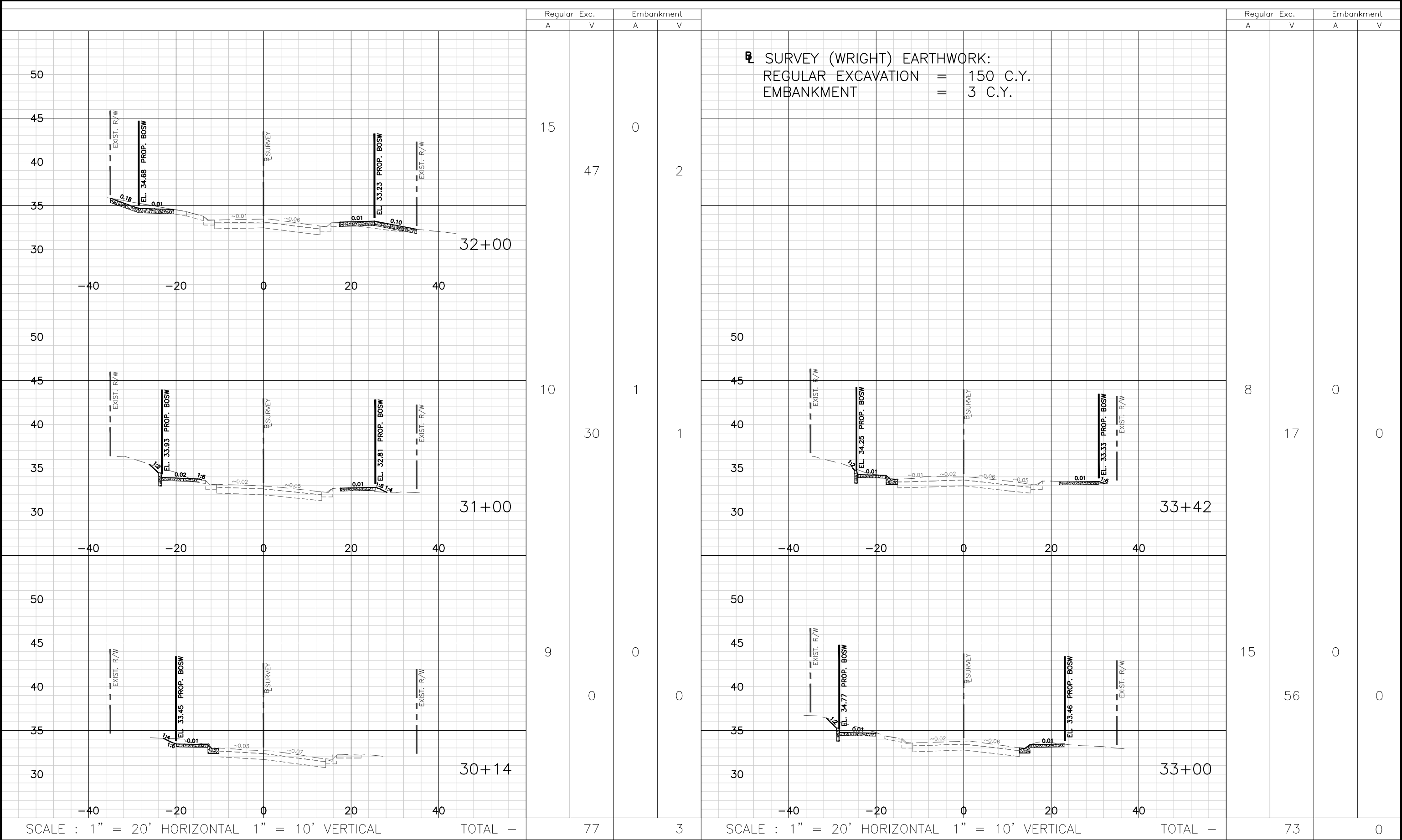
Designed by: C. Todd
Drawn by: N. Dills
Checked by: A. Mejia
Date: February 7, 2025
Job No. P22801

LEGION FIELD TO GLOBAL LEARNING
CENTER ACADEMY MULTIMODAL
IMPROVEMENTS PROJECT
PENSACOLA, ESCAMBIA, FLORIDA

Cross Sections -
N. L St.

Sheet No.
36





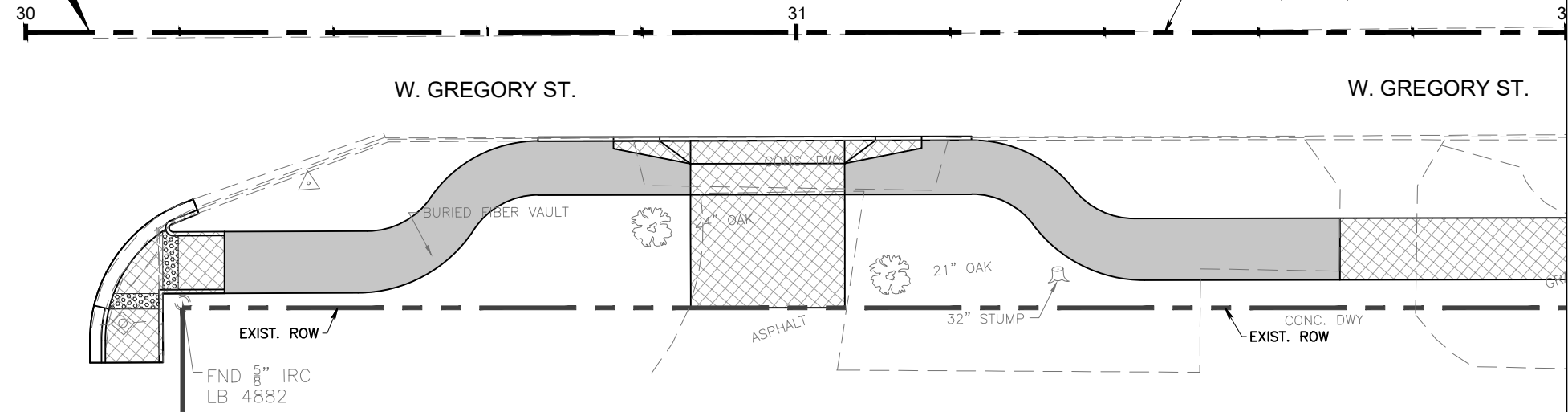
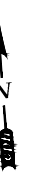
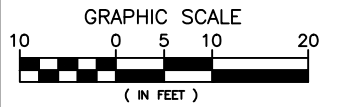
SIGNING AND PAVEMENT MARKING PLANS – GENERAL NOTES

1. ALL SIGNS AND PAVEMENT MARKINGS ARE TO BE FABRICATED AND INSTALLED IN ACCORDANCE WITH THE FHWA "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", THE FHWA "MANUAL ON STANDARD HIGHWAY SIGNS", AND THE FDOT "STANDARD PLANS", LATEST PUBLISHED EDITION.
2. THE FACING OF ALL PROPOSED SIGNS SHALL BE TYPE IV HIGH INTENSITY PRISMATIC SHEETING
3. THE BACK OF ALL FINISHED SIGN PANELS SHALL BE STENCILED WITH THE DATE OF FABRICATION. THE FABRICATOR’S INITIALS, AND THE NAME OF THE SHEETING AT THE LOWER RIGHT– HAND CORNER OF THE SIGN IN THREE INCH LETTERS.
4. THE CONTRACTOR SHALL VERIFY THE LENGTH OF SIGN COLUMN SUPPORTS IN THE FIELD PRIOR TO FABRICATION.
5. ALL SIGNS TO BE REMOVED ARE THE PROPERTY OF CITY OF PENSACOLA. DISASSEMBLE SIGNS FROM THE POST AND DELIVER TO THE CITY ENGINEER.
6. ALL SIGNS SHALL BE NEW INSTALLATION.
7. ALL SURFACES SHALL BE CLEANED PRIOR TO START OF INSTALLATION OF ALL PAVEMENT MARKINGS.
8. ALL SIGNS INCLUDING STOP SIGNS ON SIDE STREETS SHALL BE UNOBSTRUCTED.
9. FABRICATION OF ALL SIGNS SHALL BE INCORPORATED WITH TITLE 23, US CODE, SECTION 109B, 109D, AND 402A AND HIGHWAY SAFETY PROGRAM STANDARD 13, TRAFFIC ENGINEERING SERVICES.
10. ALL HARDWARE WILL BE 5/16” THREAD.
11. ALL SIGNS TO BE MOUNTED ON 12 GAUGE 12’X2”X2” W/HOLES 1” ON CENTER ALL FOUR SIDES. INSTALL 3’ BELOW SURFACE. ALL SIGNAGE INSTALLED IN CONCRETE/CEMENT/ASPHALT, TO BE INSIDE A 6” PVC USING DIRT AS FILLER. USING TWIST BRACKETS INSIDE MOUNT TO ATTACHED STREET I.D.’S WHICH WILL BE 9” METRO SIDE STREET, 9” MAIN STREET, WITH ANCHOR BRACKET.
12. ALL PAVEMENT MARKINGS ON ROADWAYS SHALL BE THERMOPLASTIC WITH GLASS BEADS UNLESS OTHERWISE SPECIFIED.
13. ALL PAVEMENT MARKINGS ON BRICK PAVERS SHALL BE PAINT.
14. THE PAVEMENT MARKINGS AT ALL EXISTING/PROPOSED INTERFACE LOCATIONS ARE TO MATCH IN TERMS OF ALIGNMENT.
15. DUE TO DESTRUCTION AND TRACKING BY CONSTRUCTION VEHICLES, ADDITIONAL PAVEMENT MARKINGS AT THE BEGINNING AND END OF PROJECT MAY BE REQUIRED AS DETERMINED BY THE INSPECTOR AND/OR CITY ENGINEER.
16. THE CONTRACTOR SHALL REMOVE ANY EXISTING OR TEMPORARY PAVEMENT MARKINGS THAT CONFLICT WITH THE SIGNING & PAVEMENT MARKING PLANS. THE CONTRACTOR SHALL UTILIZE A NON–DESTRUCTIVE FDOT APPROVED METHOD FOR STRIPING REMOVAL. EXCESSIVE DAMAGE TO EXISTING ASPHALT AS DETERMINED BY THE CITY ENGINEER SHALL BE REPAIRED AT THE CONTRACTOR’S EXPENSE.
17. SOME BROOMING MAY BE REQUIRED FOR INSTALLATION OF SIDE STREET STOPBARS.
18. REFLECTIVE PAVEMENT MARKERS ARE TO BE PLACED IN ACCORDANCE WITH THESE PLANS AND STANDARD PLANS INDEX NO. 706–001.
19. PRIOR TO THERMOPLASTIC PAVEMENT MARKINGS INSTALLATION, A 40–DAY "CURE TIME" ON ASPHALT IS REQUIRED.
20. ALL SPECIAL EMPHASIS CROSSWALKS SHALL CONSIST OF TWO 12 INCH PREFORMED STRIPES SPACED 10 FEET APART, WITH 24 INCH PREFORMED BARS SPACED AS SHOWN IN THE FDOT DESIGN MANUAL CHAPTER 230 AND PARALLEL TO THE LANE LINES.
21. PAVEMENT MESSAGES AND ARROWS SHALL BE PLACED IN ONE SEGMENT OR AS ONE LIFT.
22. IT IS THE CONTRACTOR’S RESPONSIBILITY TO REMOVE AND REPLACE ALL EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION OPERATIONS. IF SIGNS ARE DAMAGED BY THE CONTRACTOR, THE SIGNS SHALL BE REPLACED AT THE CONTRACTOR’S EXPENSE.

BEGIN PROJECT
BEGIN CONST. — W. GREGORY ST.
STA. 30+08.32 — SURVEY. (GREGORY)

N. PACE BLVD.

WATER MAIN LOCATED ON NORTH SIDE OF GREGORY STREET



MATCH LINE STA. 32+00.00

MATCH LINE STA. 32+00.00

W. GREGORY ST. SURVEY (GREGORY)

(TO BE RELOCATED)
700-1-500

N Gregory St.

STA. 32+82
GREGORY / N ST

N. N ST.

12\"/>

+29

4' MIN.

+11

24\"/>

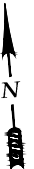
STOP

(TO REMAIN)

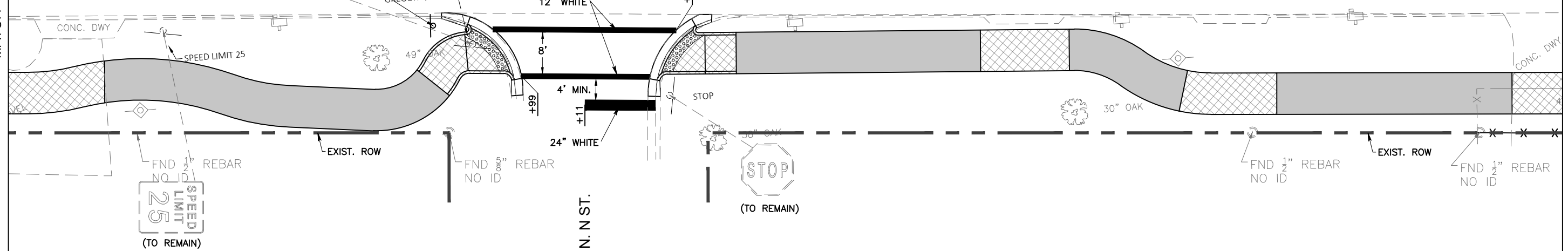
N. N ST.

34

W. GREGORY ST. SURVEY (GREGORY)



MATCH LINE STA. 35+00.00



No.	Date	Revision	By	No.	Date	Revision	By
1				1			
2				2			
3				3			
4				4			
5				5			



Building Better
Communities Together
500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841
© 2025

Plans Prepared By:
CPH, LLC
A Full Service A &
E Firm

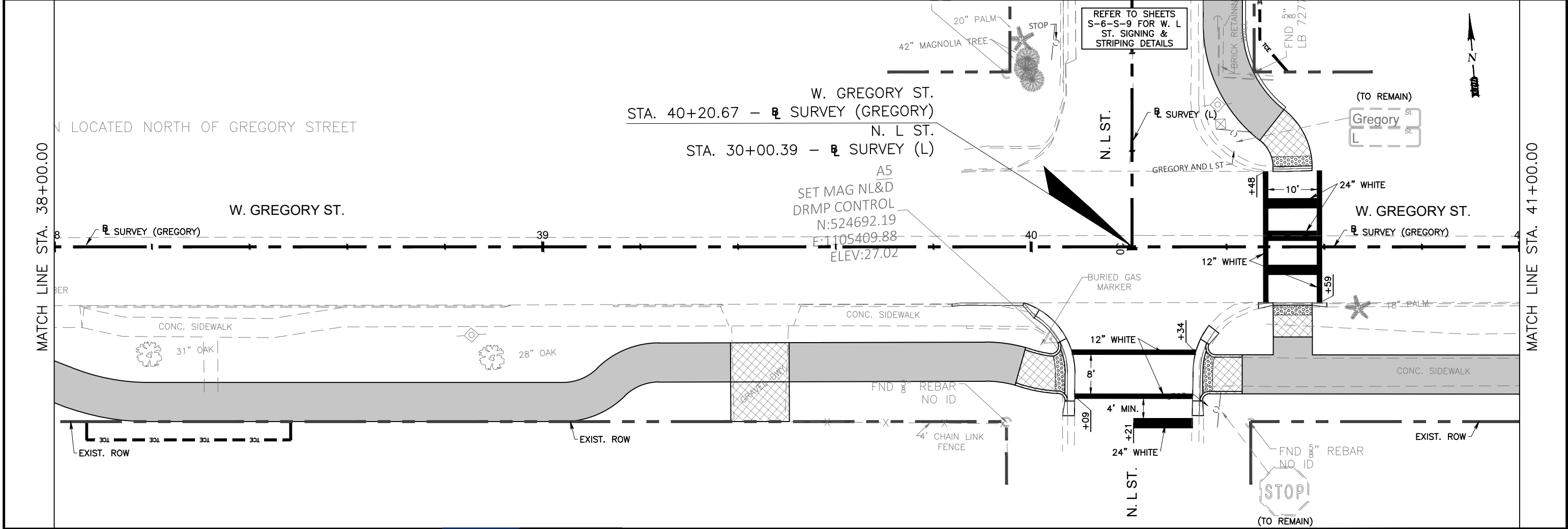
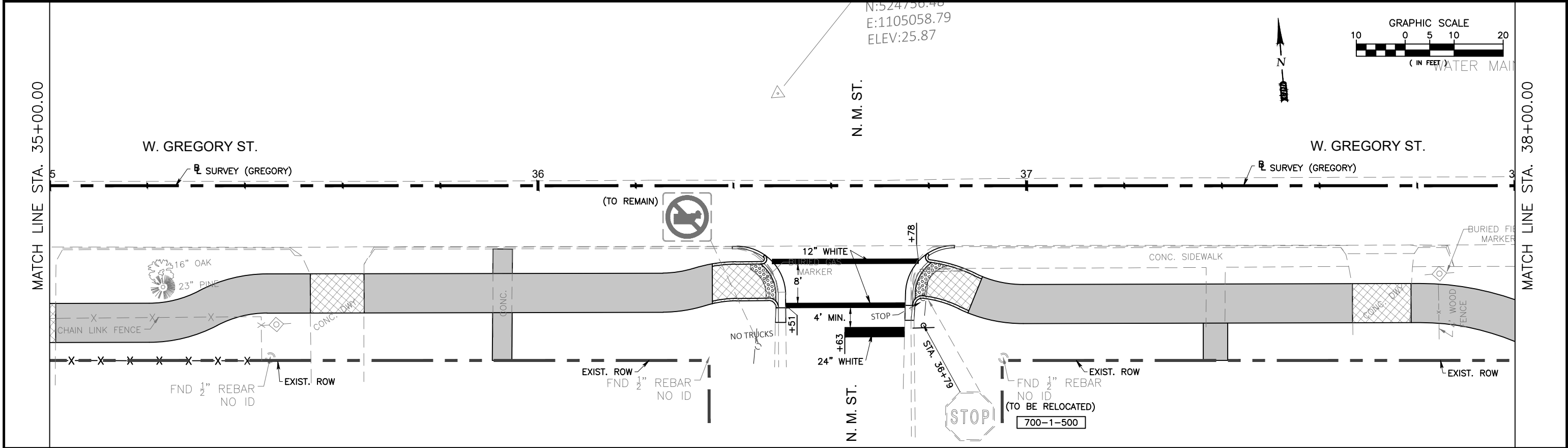
ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836

Designed by: C. Todd
Drawn by: N. Dills
Checked by: A. Mejia
Date: February 7, 2025
Job No. P22801

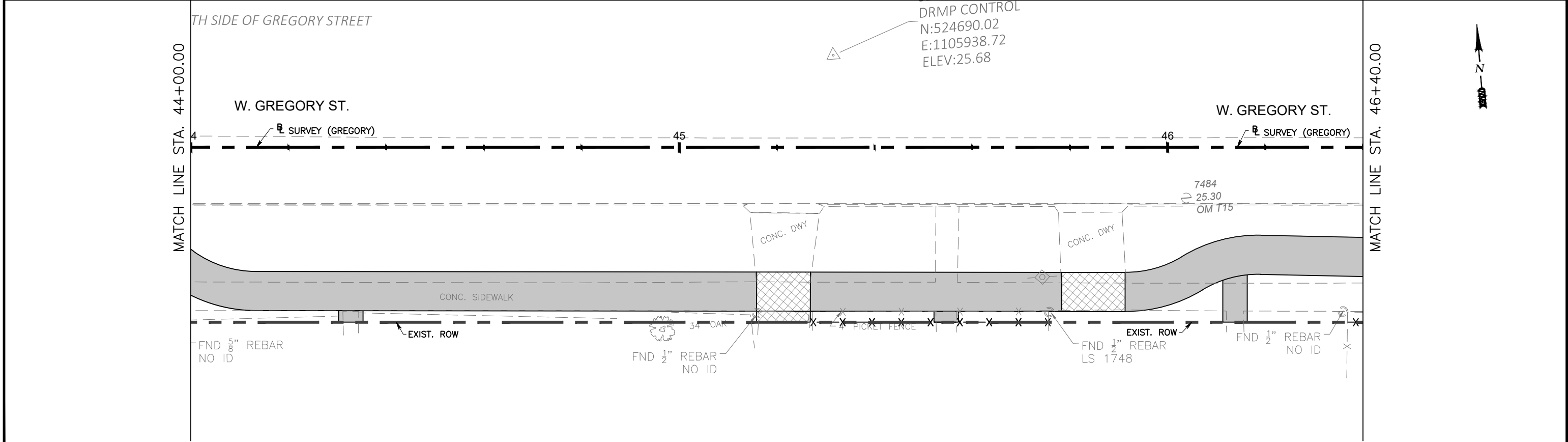
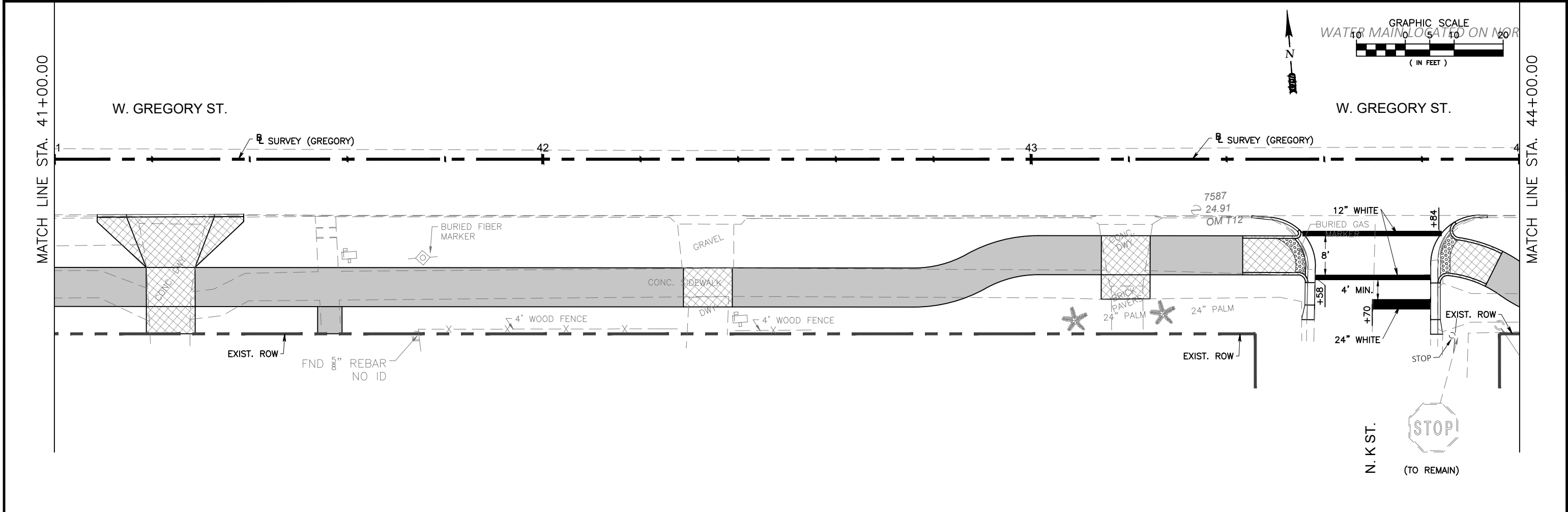
LEGION FIELD TO GLOBAL LEARNING
CENTER ACADEMY MULTIMODAL
IMPROVEMENTS PROJECT
PENSACOLA, ESCAMBIA, FLORIDA

Signing & Pavement
Marking Plans -
W. Gregory St.

Sheet No.
S-2



No.	Date	Revision	By	No.	Date	Revision	By	 Building Better Communities Together 500 West Fulton Street Sanford, FL 32771 Ph: 407.322.6841 © 2025 www.cphcorp.com	Plans Prepared By: CPH, LLC A Full Service A & E Firm	ALEJANDRO MEJIA, P.E. FL P.E. No. 99836		Designed by:	C. Todd	LEGION FIELD TO GLOBAL LEARNING CENTER ACADEMY MULTIMODAL IMPROVEMENTS PROJECT PENSACOLA, ESCAMBIA, FLORIDA	Signing & Pavement Marking Plans - W. Gregory St.	Sheet No. S-3
												Drawn by:	N. Dills			
												Checked by:	A. Mejia			
												Date:	February 7, 2025			
												Job No.	P22801			



No.	Date	Revision	By	No.	Date	Revision	By
1				1			
2				2			
3				3			
4				4			
5				5			



Building Better Communities Together
500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841
© 2025

Plans Prepared By:
CPH, LLC
A Full Service A & E Firm

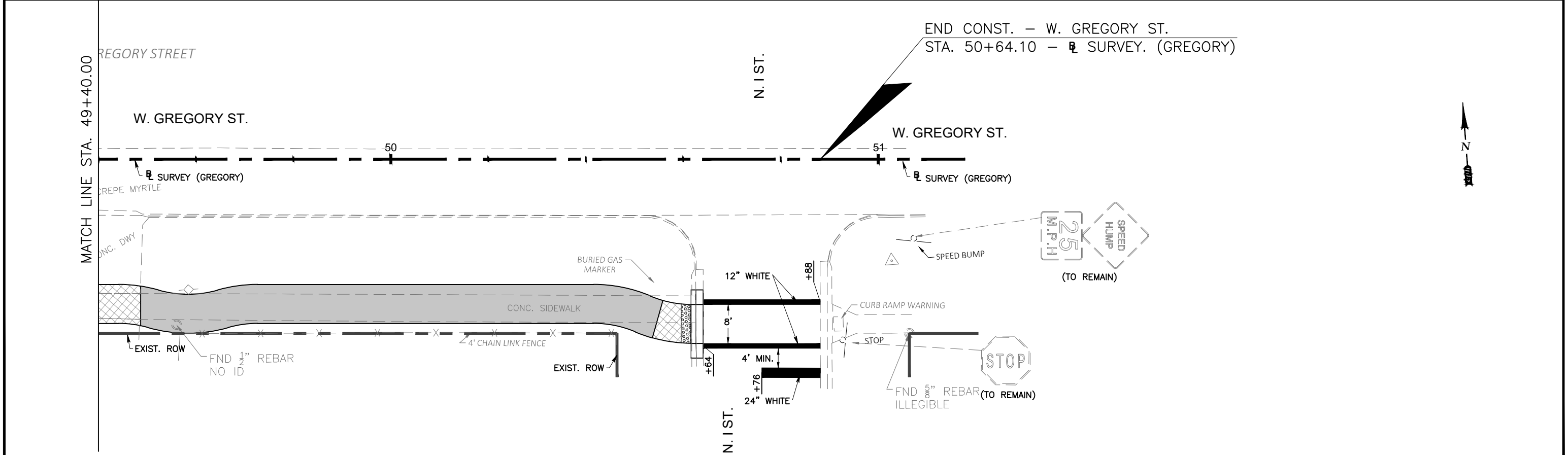
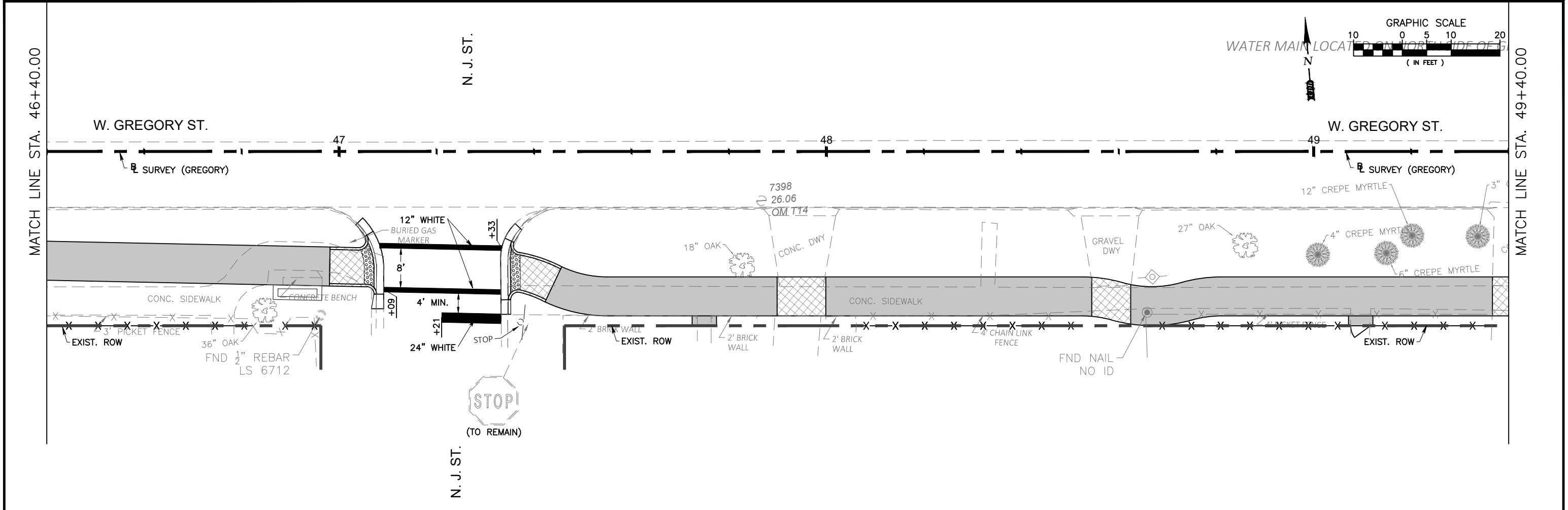
ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836

Designed by: C. Todd
Drawn by: N. Dills
Checked by: A. Mejia
Date: February 7, 2025
Job No. P22801

**LEGION FIELD TO GLOBAL LEARNING
CENTER ACADEMY MULTIMODAL
IMPROVEMENTS PROJECT
PENSACOLA, ESCAMBIA, FLORIDA**

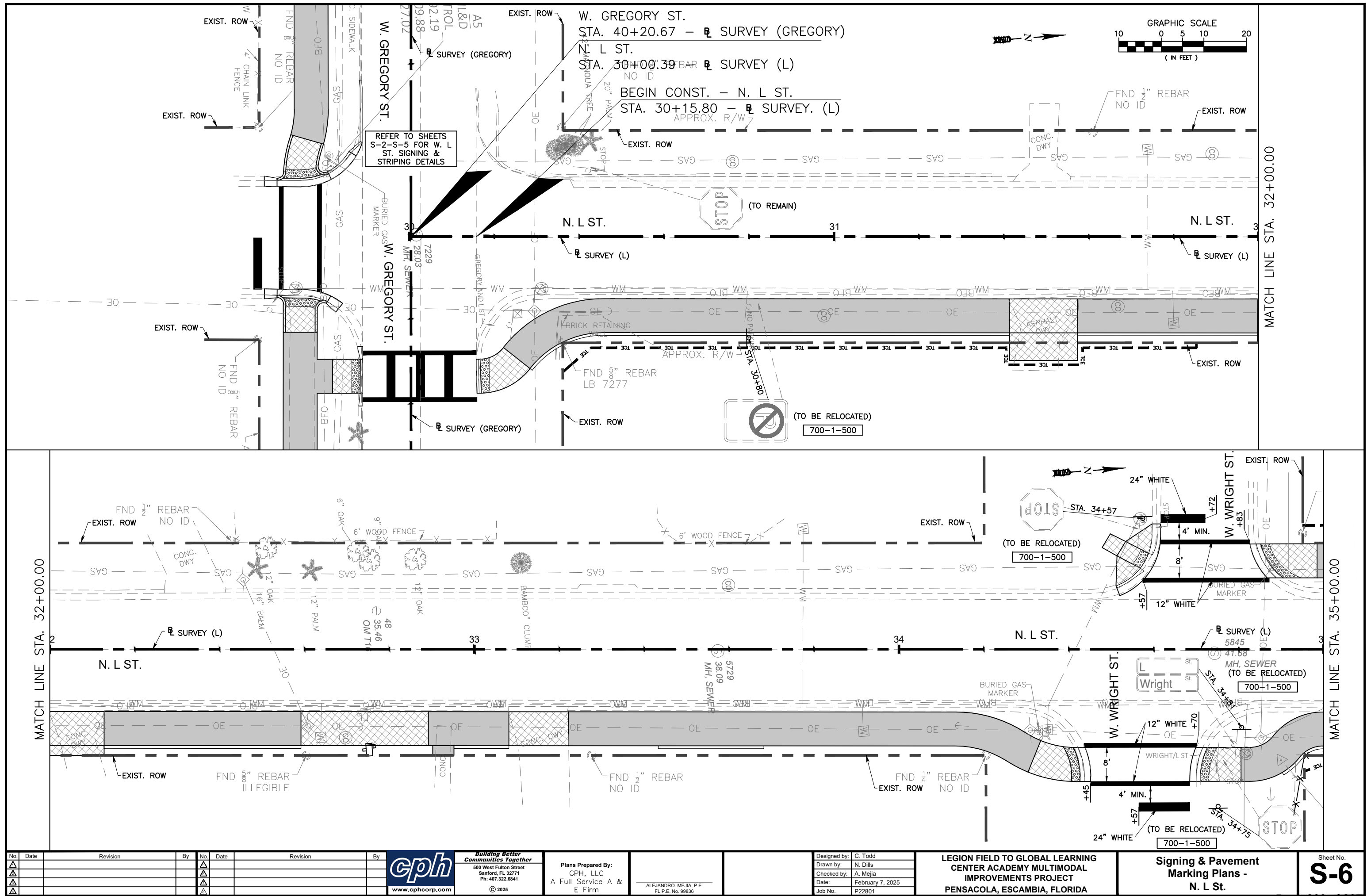
**Signing & Pavement
Marking Plans -
W. Gregory St.**

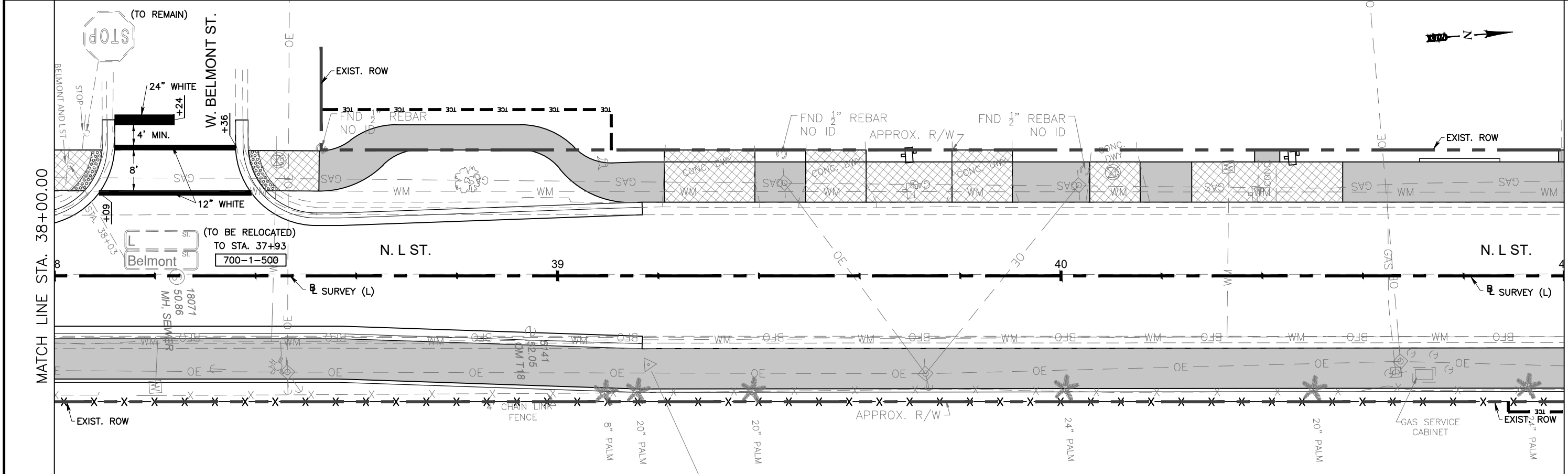
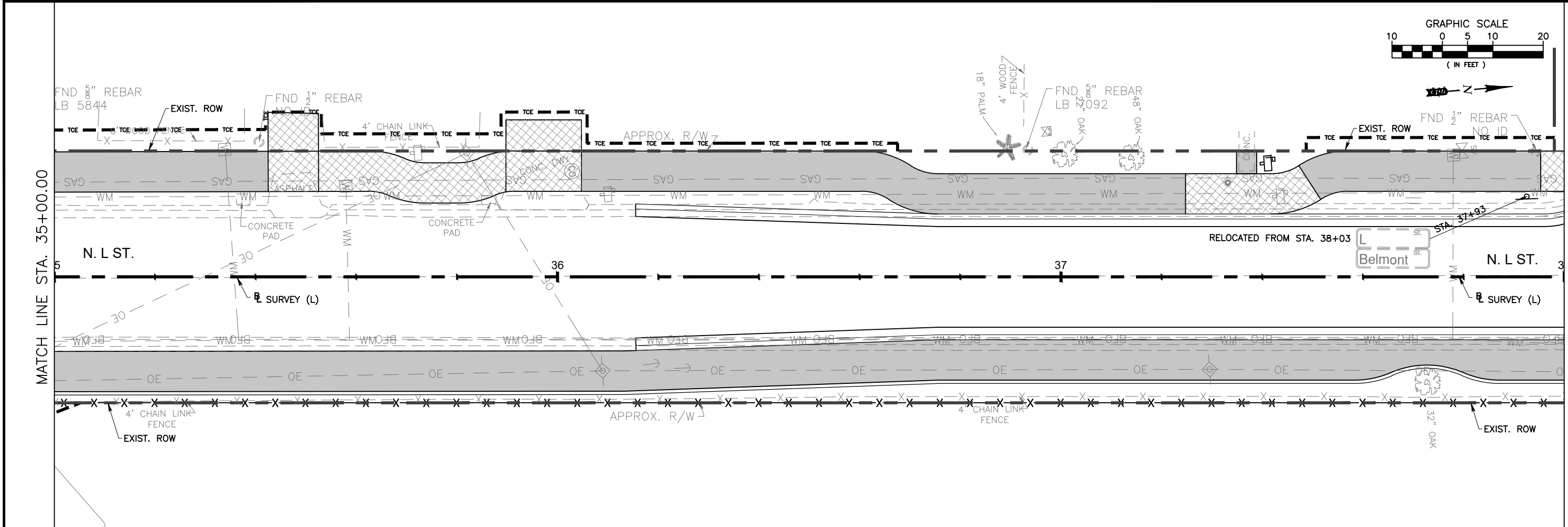
Sheet No.
S-4



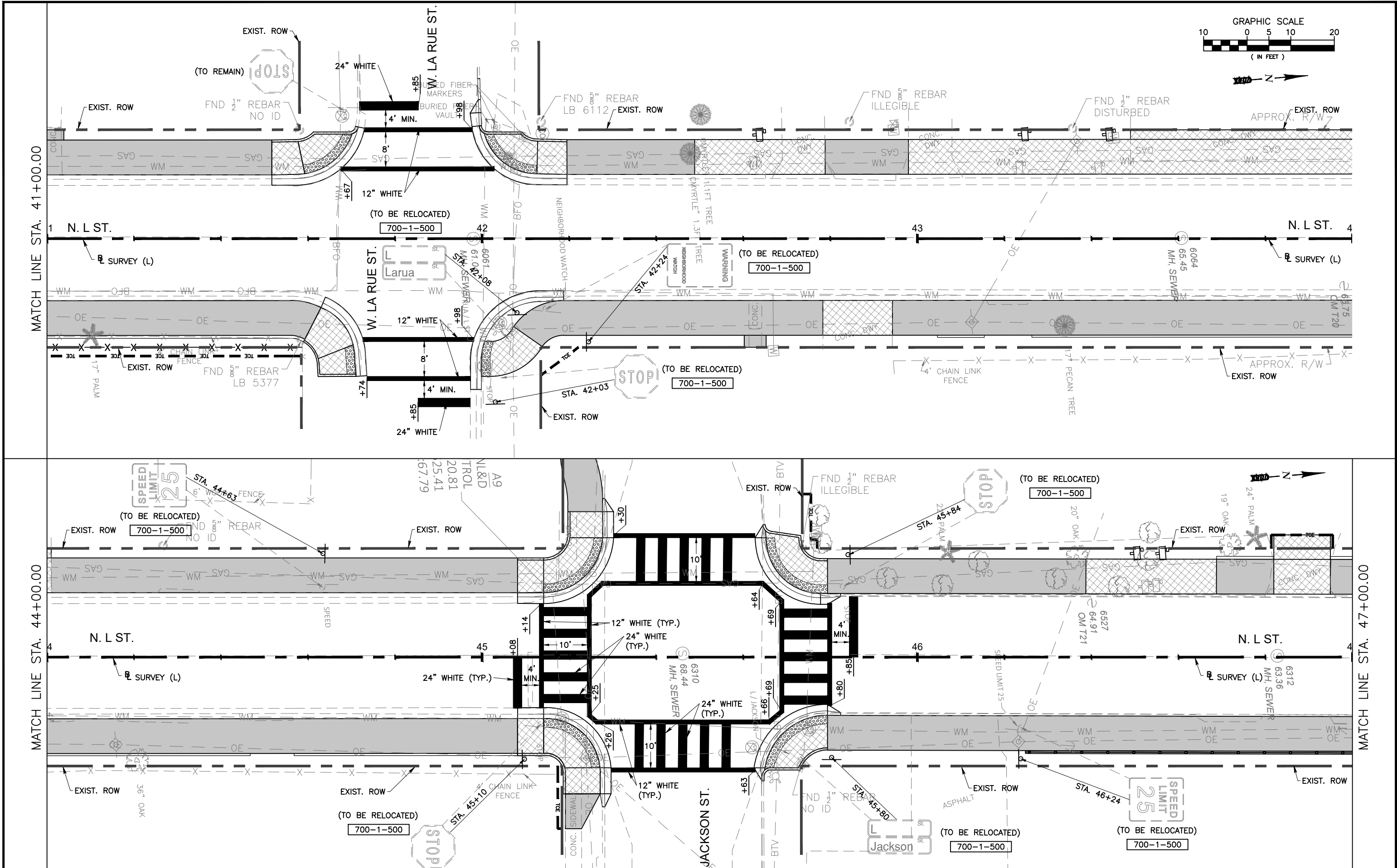
No.	Date	Revision	By	No.	Date	Revision	By
1				1			
2				2			
3				3			
4				4			
5				5			

	Building Better Communities Together 500 West Fulton Street Sanford, FL 32771 Ph: 407.322.6841 © 2025	Plans Prepared By: CPH, LLC A Full Service A & E Firm	Designed by: C. Todd Drawn by: N. Dills Checked by: A. Mejia Date: February 7, 2025 Job No: P22801	LEGION FIELD TO GLOBAL LEARNING CENTER ACADEMY MULTIMODAL IMPROVEMENTS PROJECT PENSACOLA, ESCAMBIA, FLORIDA	Signing & Pavement Marking Plans - W. Gregory St.	Sheet No. S-5
--	--	---	--	---	--	-------------------------





<table><tr><th>No.</th><th>Date</th><th>Revision</th><th>By</th></tr><tr><td>Δ</td><td></td><td></td><td></td></tr><tr><td>Δ</td><td></td><td></td><td></td></tr><tr><td>Δ</td><td></td><td></td><td></td></tr><tr><td>Δ</td><td></td><td></td><td></td></tr></table>				No.	Date	Revision	By	Δ				Δ				Δ				Δ				<table><tr><th>No.</th><th>Date</th><th>Revision</th><th>By</th></tr><tr><td>Δ</td><td></td><td></td><td></td></tr><tr><td>Δ</td><td></td><td></td><td></td></tr><tr><td>Δ</td><td></td><td></td><td></td></tr><tr><td>Δ</td><td></td><td></td><td></td></tr></table>				No.	Date	Revision	By	Δ				Δ				Δ				Δ			
No.	Date	Revision	By																																												
Δ																																															
Δ																																															
Δ																																															
Δ																																															
No.	Date	Revision	By																																												
Δ																																															
Δ																																															
Δ																																															
Δ																																															
				Building Better Communities Together 500 West Fulton Street Sanford, FL 32771 Ph: 407.322.6841 © 2025 www.cphcorp.com				Plans Prepared By: CPH, LLC A Full Service A & E Firm				_____ ALEJANDRO MEJIA, P.E. FL P.E. No. 99836				<table><tr><td>Designed by:</td><td>C. Todd</td></tr><tr><td>Drawn by:</td><td>N. Dills</td></tr><tr><td>Checked by:</td><td>A. Mejia</td></tr><tr><td>Date:</td><td>February 7, 2025</td></tr><tr><td>Job No.</td><td>P22801</td></tr></table>				Designed by:	C. Todd	Drawn by:	N. Dills	Checked by:	A. Mejia	Date:	February 7, 2025	Job No.	P22801	LEGION FIELD TO GLOBAL LEARNING CENTER ACADEMY MULTIMODAL IMPROVEMENTS PROJECT PENSACOLA, ESCAMBIA, FLORIDA				Signing & Pavement Marking Plans - N. L. St.				Sheet No. S-7									
Designed by:	C. Todd																																														
Drawn by:	N. Dills																																														
Checked by:	A. Mejia																																														
Date:	February 7, 2025																																														
Job No.	P22801																																														



No.	Date	Revision	By	No.	Date	Revision	By
1				1			
2				2			
3				3			
4				4			



Building Better Communities Together
500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841
© 2025

Plans Prepared By:
CPH, LLC
A Full Service A & E Firm

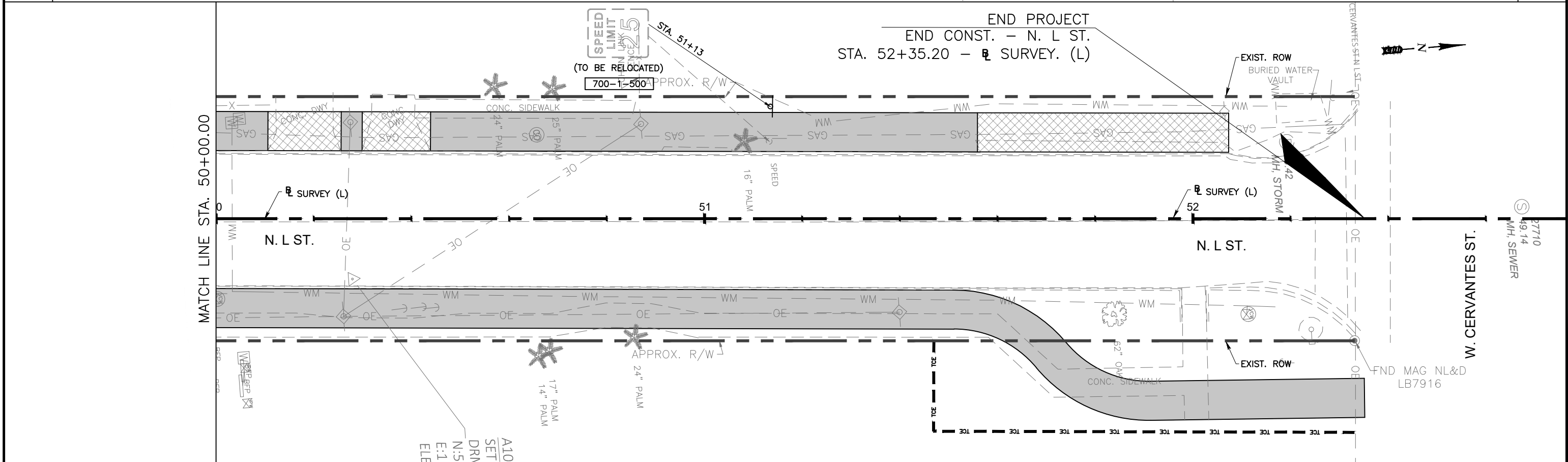
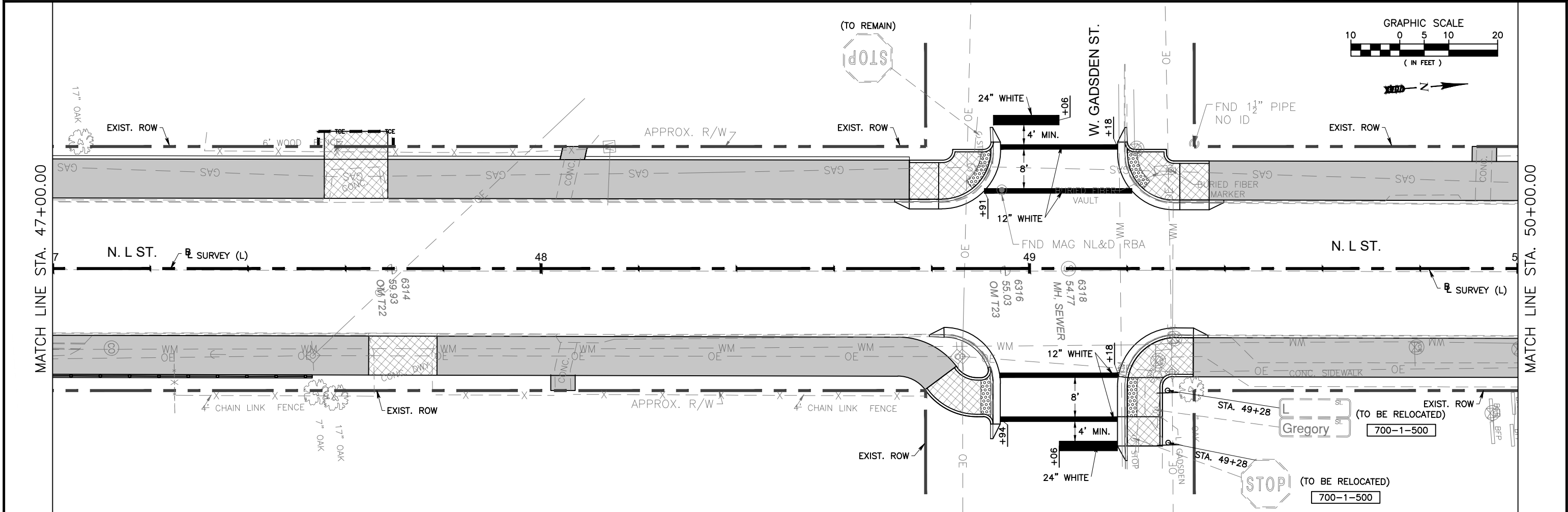
ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836

Designed by: C. Todd
Drawn by: N. Dills
Checked by: A. Mejia
Date: February 7, 2025
Job No.: P22801

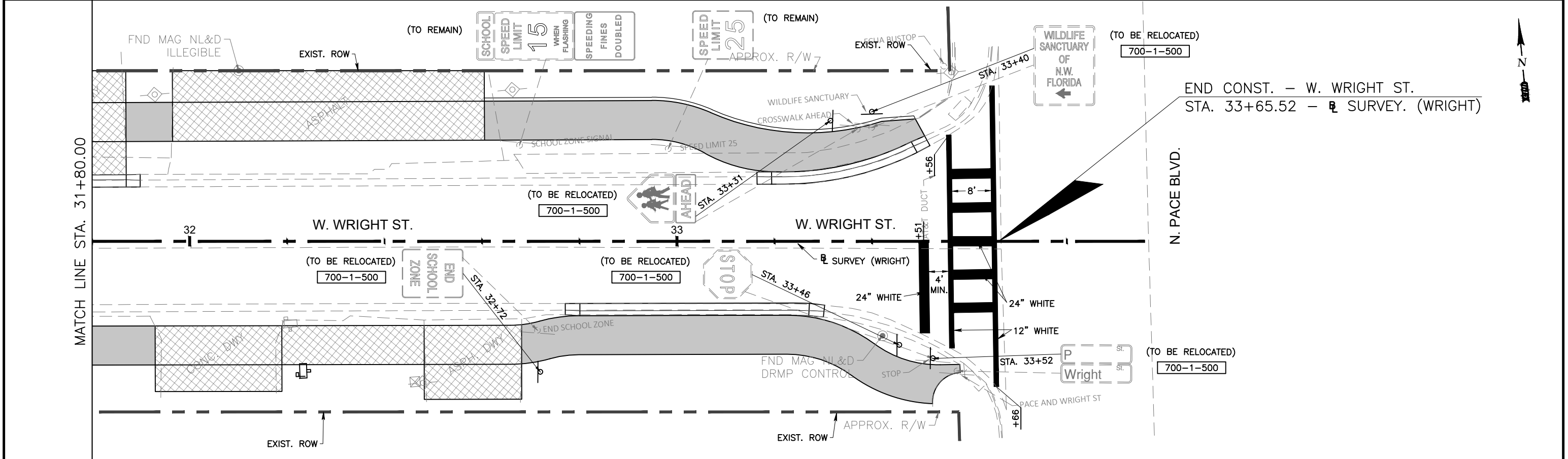
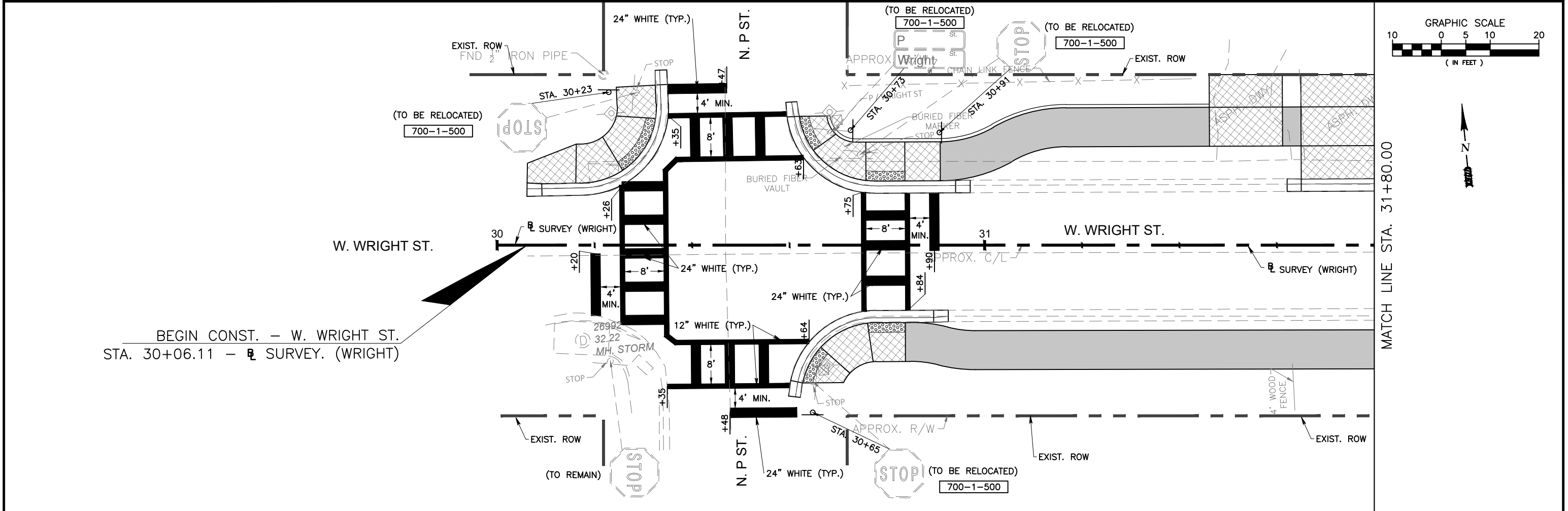
**LEGION FIELD TO GLOBAL LEARNING
CENTER ACADEMY MULTIMODAL
IMPROVEMENTS PROJECT
PENSACOLA, ESCAMBIA, FLORIDA**

**Signing & Pavement
Marking Plans -
N. L. St.**

Sheet No.
S-8



No.	Date	Revision	By	No.	Date	Revision	By	Building Better Communities Together 500 West Fulton Street Sanford, FL 32771 Ph: 407.322.6841 © 2025	Plans Prepared By: CPH, LLC A Full Service A & E Firm	ALEJANDRO MEJIA, P.E. FL P.E. No. 99836	Designed by:	C. Todd	LEGION FIELD TO GLOBAL LEARNING CENTER ACADEMY MULTIMODAL IMPROVEMENTS PROJECT PENSACOLA, ESCAMBIA, FLORIDA	Signing & Pavement Marking Plans - N. L. St.	Sheet No. S-9
△				△							Drawn by:	N. Dills			
△				△							Checked by:	A. Mejia			
△				△							Date:	February 7, 2025			
△				△							Job No.	P22801			



TRAFFIC CONTROL GENERAL NOTES:

1. IF THE TRAFFIC CONTROL PLAN USED IS DIFFERENT FROM THE TRAFFIC CONTROL PLAN SHOWN IN THESE PLANS, THE CONTRACTOR IS RESPONSIBLE FOR PREPARING FULLY DETAILED TRAFFIC CONTROL PLANS WHICH CONFORMS TO ALL THE REQUIREMENTS IDENTIFIED IN THE FDOT STANDARD PLANS INDEXES, 102–600 SERIES (LATEST EDITION) AND THE FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION). THESE PLANS MUST BE PRESENTED TO THE CITY OF PENSACOLA FOR THEIR REVIEW AND APPROVAL PRIOR TO IMPLEMENTATION OF THE TRAFFIC CONTROL PLAN.
2. THE CONTRACTOR IS TO NOTIFY THE CITY OF PENSACOLA A MINIMUM OF 14 DAYS PRIOR TO COMMENCING ANY CONSTRUCTION RELATED ACTIVITY. THE CONTRACTOR SHALL COORDINATE ALL LANE CLOSURE TIMES WITH THE CITY OF PENSACOLA A MINIMUM OF 14 DAYS IN ADVANCE OF THE LANE CLOSURE.
3. MAINTAIN TRAFFIC IN ACCORDANCE WITH THE FOLLOWING STANDARD PLANS INDICES:

USE STANDARD PLANS INDEX 102–600 FOR GENERAL INFORMATION FOR TRAFFIC CONTROL

USE STANDARD PLANS INDEX 102–660 FOR SIDEWALK CLOSURES

ALL WORK ZONES SHALL EXTEND THE LENGTH OF THE PROJECT FROM BEGIN STATION TO END STATION FOR EACH PHASE; LENGTH OF BUFFER SPACES AND TAPERS, AS WELL PLACEMENT OF ALL SIGNS AND DEVICES USED FOR TEMPORARY TRAFFIC CONTROL, SHALL BE ALL BE IN ACCORDANCE WITH THE AFOREMENTIONED INDICES.
4. TRAFFIC SHALL BE MAINTAINED ON PAVED SURFACES AT ALL TIMES. TEMPORARY THRU TRAVEL LANES SHALL BE A MINIMUM WIDTH OF 10 FT., TEMPORARY TURN LANES SHALL BE A MINIMUM WIDTH OF 10 FT.
5. TRAFFIC CONDITIONS (ACCIDENTS AND OTHER UNFORESEEN CONDITIONS) MAY REQUIRE THE CITY OF PENSACOLA TO RESTRICT OR REMOVE LANE CLOSURES OR CHANNELIZATIONS OR REVISE THE IMPLEMENTED MAINTENANCE OF TRAFFIC PLAN. THE CONTRACTOR SHALL RESPOND AND PROVIDE ADJUSTMENTS AS DIRECTED BY THE COUNTY OR THE FDOT WITHOUT DELAY UNDER THESE CONDITIONS. THE CONTRACTOR SHALL ALSO RESPOND WITHIN 30 MINUTES UPON NOTIFICATION BY THE PROJECT ENGINEER TO ANY REQUESTS FOR CORRECTION, IMPROVEMENT OR MODIFICATION TO THE TRAFFIC CONTROL PLAN AND/OR DEVICES.
6. UNLESS OTHERWISE SPECIFIED, THE CROSS SLOPE FOR ALL TEMPORARY PAVEMENT WHICH ABUTS EXISTING OR NEW PAVEMENT SHALL MATCH THE CROSS SLOPE OF THE ABUTTING PAVEMENT. CROSS SLOPE TRANSITIONS SHALL CONFORM TO STANDARD INDEX 511. THE CONTRACTOR SHALL INSURE ADEQUATE DRAINAGE OF ALL TEMPORARY PAVEMENT.
7. EXISTING DRAINAGE SYSTEMS/CONVEYANCE SHALL BE MAINTAINED AT ALL TIMES. IF CONSTRUCTION ACTIVITIES WILL IMPACT THE DRAINAGE, TEMPORARY SWALES, CULVERTS, PIPES, ETC., ARE TO BE CONSTRUCTED WITHIN THE RIGHT–OF–WAY AS REQUIRED.
8. ACCESS TO ALL PROPERTIES SHALL BE MAINTAINED AT ALL TIMES. DRIVEWAY CLOSURES SHALL BE COORDINATED WITH THE PROPERTY OWNER.
9. ALL EXISTING PAVEMENT MARKINGS OUTSIDE THE LIMITS OF CONSTRUCTION, THAT ARE ALTERED OR DAMAGED AS DETERMINED BY THE CITY OF ENSACOLA, SHALL BE REPLACED UPON COMPLETION OF THE PROJECT AT THE CONTRACTOR’S EXPENSE.
10. NO LANE CLOSURES OR TRAFFIC IMPEDANCES ARE PERMITTED UNTIL ALL LABORERS AND MATERIAL ARE AVAILABLE FOR WORK IN THAT LOCATION.
11. AS DETERMINED BY THE CONTRACTOR’S TRAFFIC CONTROL OFFICER, THE CONTRACTOR SHALL REMOVE WORK ZONE SIGNS AND DEVICES WHEN CONDITIONS NO LONGER WARRANT THEIR USE.
12. THE CONTRACTOR SHALL REMOVE, RELOCATE, OR COVER ANY EXISTING OR PROPOSED SIGN THAT CONFLICTS WITH THE TRAFFIC CONTROL PLANS. WHEN THE CONFLICT NO LONGER EXISTS, THE CONTRACTOR SHALL RESTORE THESE SIGNS TO THEIR ORIGINAL LOCATION. ANY SUCH SIGNS DAMAGED DURING REMOVAL, RELOCATION, COVERING, UNCOVERING, OR RESTORATION SHALL BE REPLACED AT THE CONTRACTOR’S EXPENSE.
13. COMPLETE PROPOSED WORK WITHIN DESIGNATED WORK ZONE. ENSURE THAT SIGHT DISTANCE REQUIREMENTS ARE MET AT ALL TIMES.
14. ALL EQUIPMENT USED AS PART OF THE TEMPORARY TRAFFIC CONTROL PLAN, INCLUDING CHANNELIZING DEVICES, ARROW BOARDS, BARRIERS, BARRICADES, PCMS SIGNS, ETC., SHALL BE STORED OUTSIDE THE RIGHT OF WAY WHEN NOT IN USE.
15. WORK ZONE SPEED AND POSTED SPEED FOR N. L STREET = 25 MPH
WORK ZONE SPEED AND POSTED SPEED FOR FOR W. GREGORY STREET = 25 MPH
WORK ZONE SPEED AND POSTED SPEED FOR FOR W. WRIGHT STREET = 25 MPH

No.	Date	Revision	By	No.	Date	Revision	By
△				△			
△				△			
△				△			
△				△			



**Building Better
Communities Together**
500 West Fulton Street
Sanford, FL 32771
Ph: 407.322.6841
© 2025
www.cphcorp.com

Plans Prepared By:
CPH, LLC
A Full Service A &
E Firm

ALEJANDRO MEJIA, P.E.
FL P.E. No. 99836

Designed by:	C. Todd
Drawn by:	N. Dills
Checked by:	A. Mejia
Date:	February 7, 2025
Job No.	P22801

LEGION FIELD TO GLOBAL LEARNING
CENTER ACADEMY MULTIMODAL
IMPROVEMENTS PROJECT
PENSACOLA, ESCAMBIA, FLORIDA

Traffic Control Plan General Notes

Sheet No.
TCP-1



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 25-344

Westside Redevelopment Board

3/25/2025

DISCUSSION

SPONSOR:

SUBJECT:

DISCUSSION ON WAYS THE BOARD CAN ENGAGE THE COMMUNITY

SUMMARY:

Chairman Gulley has requested that the Westside Redevelopment Board (WRB) discuss ways in which the board can engage the community.

The WRB has the following authority and duties:

- a) To prepare and recommend five-year implementation plans for the implementation of the Westside Community Redevelopment Plan
- b) To prepare and recommend an annual list of projects for funding from the Westside Community Redevelopment Trust Fund (Westside TIF).
- c) To monitor progress in the implementation of the Westside Community Redevelopment Plan and to make an annual report to the City Council on such progress.

The overarching purpose of the board is to provide for the ongoing involvement of stakeholder groups in the urban infill and redevelopment area, which includes the Westside TIF district, pursuant to Chapter 163.2517(2)(a) and (b). Although community engagement is not specifically an authority or duty defined in the board's establishment, the board may discuss its interest in this area to the extent that it applies to their duties and for potential referral and/or report to City Council for consideration.

PRIOR ACTION:

N/A

FUNDING:

N/A

FINANCIAL IMPACT:

N/A

STAFF CONTACT:

Victoria D'Angelo, CRA Division Manager
Hilary Halford, CRA Division Assistant Manager

ATTACHMENTS:

None

PRESENTATION: No