

# Master Plan



# Design Charrette

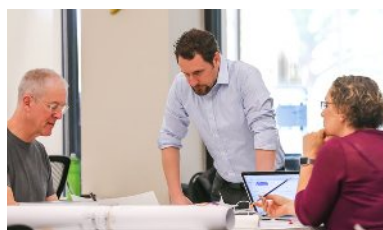
Over the course of 5 days, the Speck/DPZ Team conducted an intensive design Charrette in which the team walked the downtown, studied potential infill sites, and tested and refined a broad range of design proposals. This work was conducted in an open studio where the public could walk through and ask questions as the week progressed.

The charrette began on Sunday April 7, with a site tour and client briefing. The schedule below shows the many meetings and presentations that occurred over the course of the week. On Thursday night, a Final Presentation summarized the design work and analysis that had occurred up to that point.

This report illustrates the final recommendations by the team, based on the final charrette work and public comments provided. This document includes a recommended Master Plan, Urban Standards (in progress), and Design Guidelines (in progress).

The following pages show some images from the charrette week.

		SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
		APRIL 7	APRIL 8	APRIL 9	APRIL 10	APRIL 11	APRIL 12
<div>SPECK &amp; ASSOCIATES LLC</div> <div>DPZ CODESIGN</div> <div>STUDIO</div> <div>Studer Community Institute</div> <div>220 W Garden St</div> <div>Open Studio Times</div> <div>Mon. - Wed. 10am to 12:30pm Mon. 1:30pm to 5:00pm Wed. 1:30pm to 7pm</div>	9:00 AM	Team Travel	Local Engineer & Design Team Meeting	Design Team Meeting	Private Team Pin-Up 9:00am - 10:00am	Design Team Meeting	Client Debrief
	10:00 AM		City Planners & Park Staff & Permitting 10:00am - 11:00am	Developers, Investors & Market 10:00am - 11:00am	Neighborhoods 10:00am - 11:00am	Design (studio closed)	Team Travel
	11:00 AM		Design (studio open)	Design (studio open)	Design (studio open)		
	12:00 PM		City Engineers & Hardscape / Landscape 11:30pm - 12:30pm	Neighborhoods 11:30pm - 12:30pm			
	1:00 PM		Lunch	Lunch	Lunch	Lunch	
	2:00 PM	Studio Setup & Design (studio closed)	Design (studio open)	Design (studio closed)	Design (studio open)	Design (studio closed)	
	3:00 PM	Site and Precedents Tour & Lunch 3:00pm - 6:00pm					
	4:00 PM						
	5:00 PM						
	6:00 PM	Client Introduction & Project Brief 6:00pm - 7:00pm	Team Pin-Up 5:30pm - 7:00pm	Mid Presentation 6:00pm - 7:30pm	Dinner	Final Presentation 7:00pm - 8:30pm	
	7:00 PM	Dinner	Dinner				
	8:00 PM						

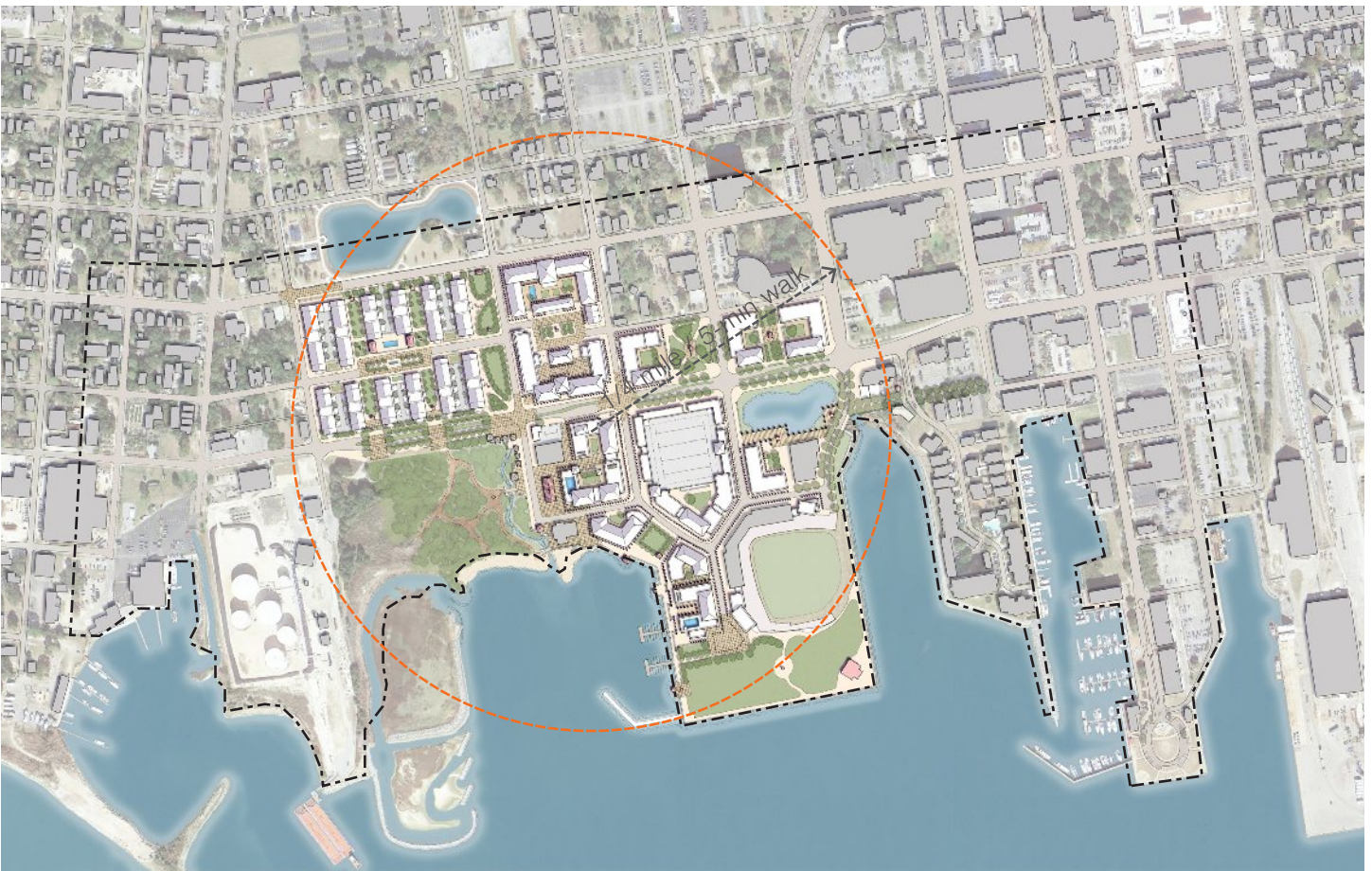


# Design Charrette





## Design Charrette



A final plan was presented at the charrette and further refined afterwards for this report. This revised version is explained in greater detail on the pages ahead.



# Overall Site Plan

## Illustrative Plan

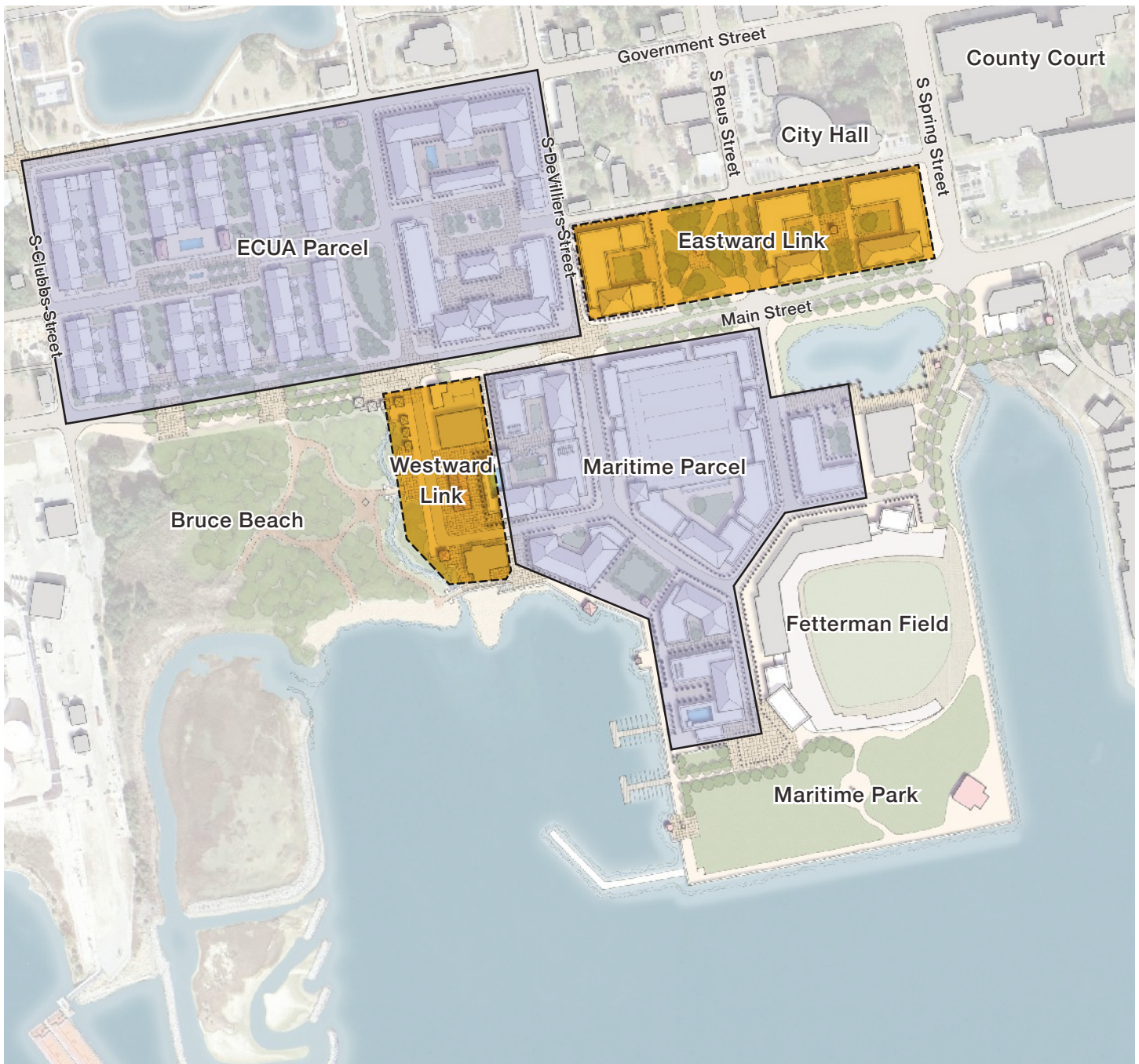


Illustrative plan of the key redevelopment parcels.



# Overall Site Plan

## Annotated Plan



Within the larger study area, two separate parcels, either owned or optioned by Studer Properties, were master planned (shown in purple).

Additionally, two other blocks immediately east of the ECUA site and west of the Maritime Park site were planned (shown in orange) in recognition of their important role in the successful redevelopment of the study area.

To the east, a largely undeveloped block and the large parking lot in front of City Hall provide an important

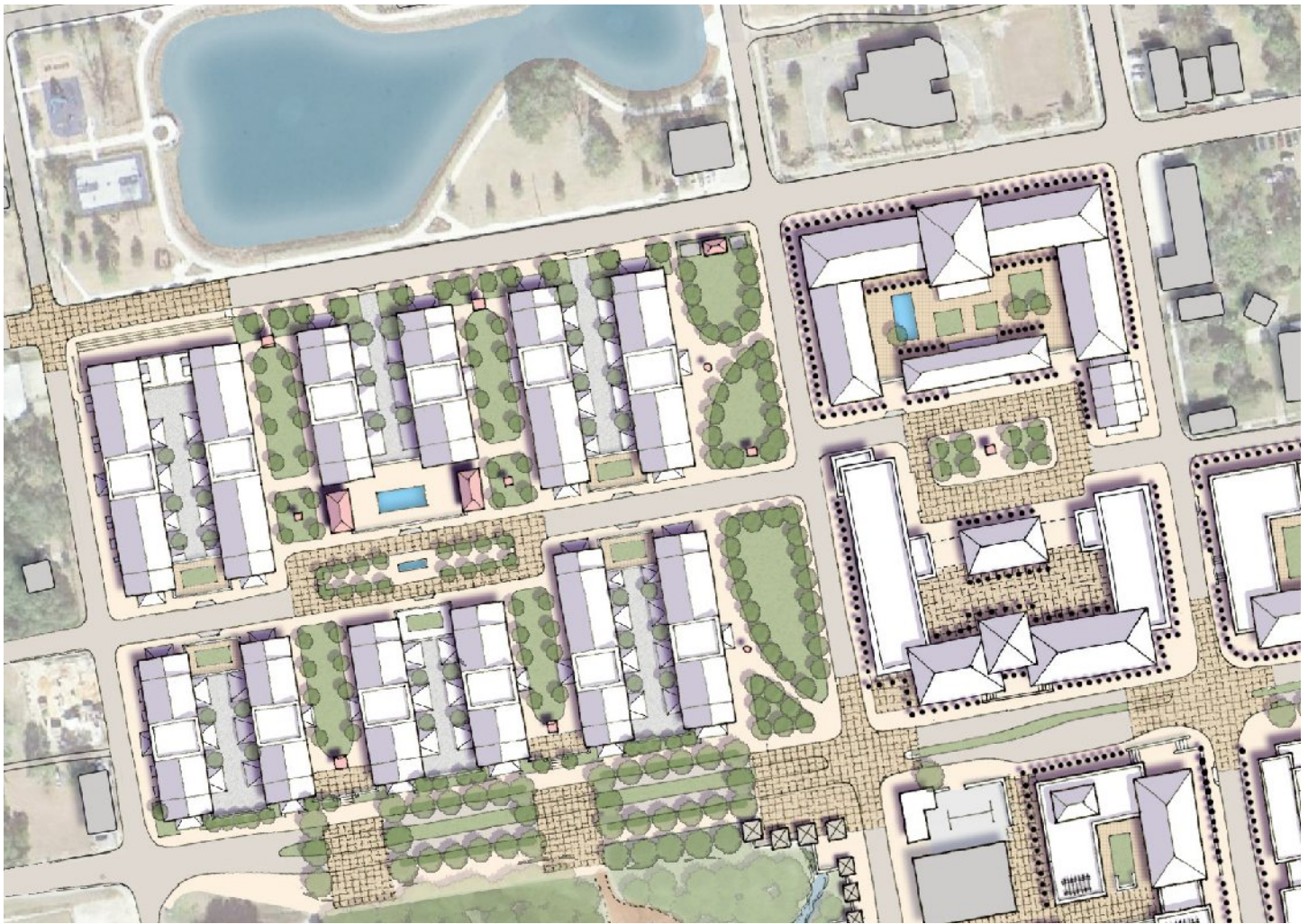
street edge connecting West Main to the heart of downtown. To the west, the parking lots in front of Nick's Boathouse offer a missing connection to the key amenity of Bruce Beach.

Although these parcels are under the control of either the City or private property owners, they have been included in this report with the hope that their owners, out of enlightened self-interest, will elect to embrace a layout designed with the goal of maximizing value.



# ECUA Parcel Detail

## Illustrative Plan



### Plan Strategies

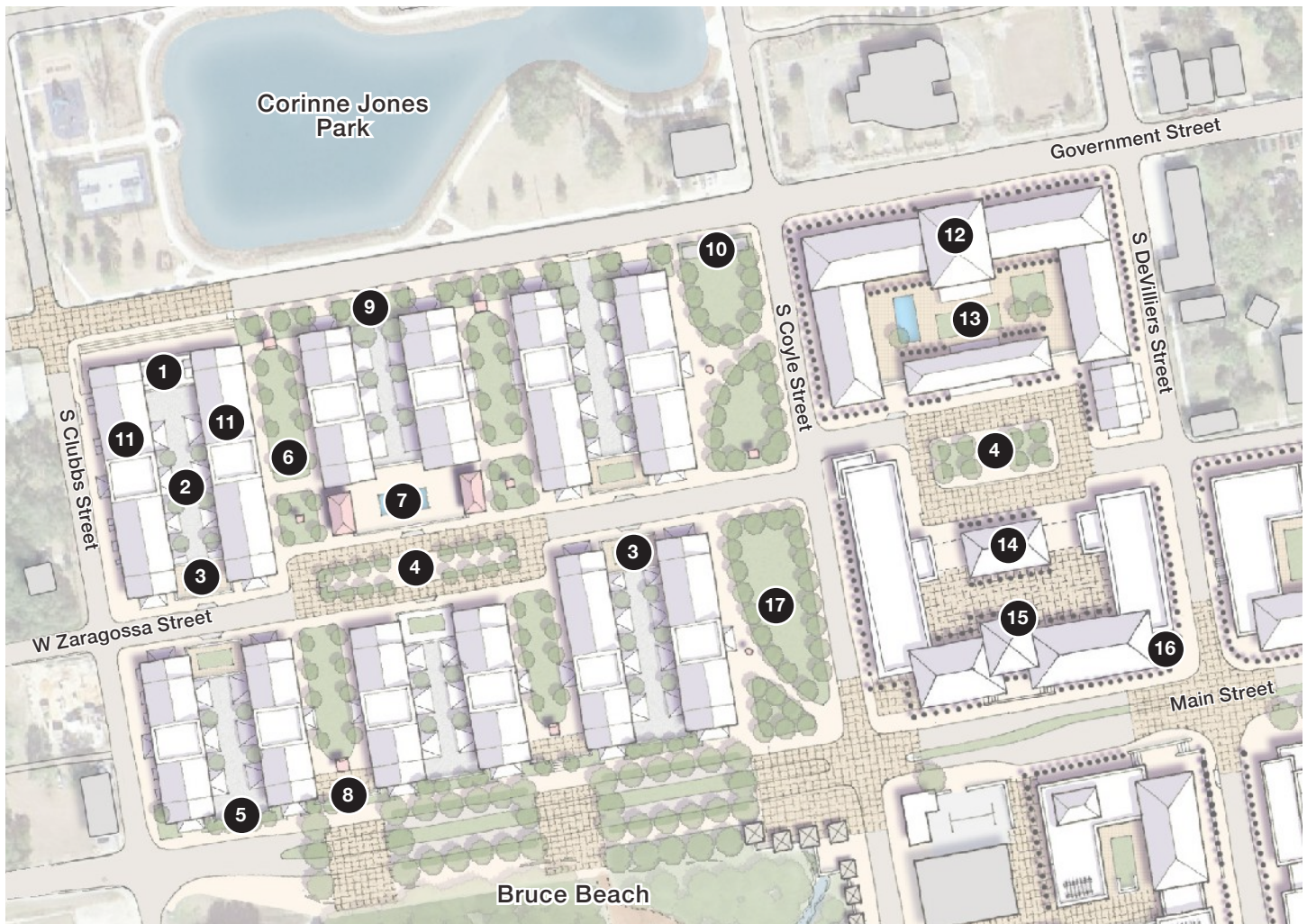
**1. Scale Mediation:** This ECUA site proposal imagines a streetscape of apartment buildings of 3-5 stories, designed to resemble rowhouses, to mediate between the low-rise scale of the surrounding neighborhood and the more intense waterfront district to the southeast. The walkable urban fabric of the area is restored with a return to smaller blocks that frame a pedestrian-friendly sequence of formal squares along the reconnected Zaragossa St.

**2. Greenway Connection:** This location offered an opportunity to create a central green/gathering point that celebrates the original trajectory of the historic, but subsequently filled-in, Washer Woman's Creek (Unfortunately, the existing drainage way is too deep to daylight). Also channeling views and breezes towards the waterfront, a pair of pedestrian greenways framed by the linear buildings connect Corinne Jones Park to Bruce Beach.

**3. FEMA Concession:** The more recent FEMA maps for this location posed a challenge, as they require any residential or commercial use to have its lowest habitable floor elevation between 7 and 9 feet above the existing grade. To address this issue, the housing is placed atop a story of parking that is screened at grade by stoops, lobby entries and landscaping.

**4. Mixed-Use Integration:** Sharing its arrival court with a larger apartment complex to the north, a hotel occupies the busy corner of West Main and De Villiers St., with a south-facing pool terrace (above the parking garage level). As an amenity to the Tanyard, a small row of neighborhood retail shops line the corner of W. Government and S. Clubbs Street, a few steps above the sidewalk and overlooking Corinne Jones Park.





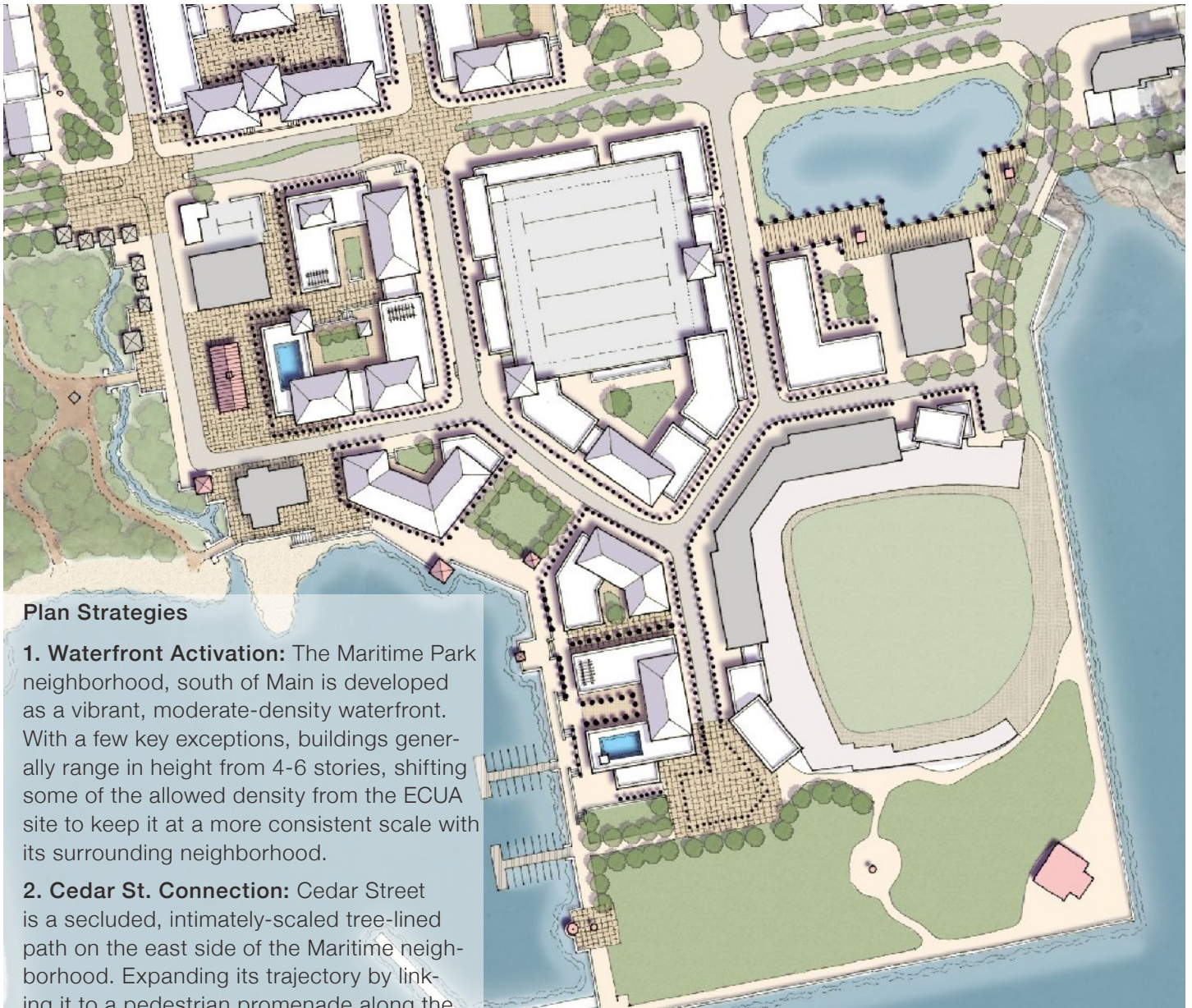
### Plan Elements

1. Neighborhood Shops
2. At-grade alley
3. Raised terrace over alley/parking access
4. Extension of Zaragossa Street, around two pinwheel squares
5. Street wall, screening the alley at the block end
6. Raised green finger extending to Bruce Beach
7. Raised pool deck flanked by two amenity buildings
8. Raised plaza stepping down to Main Street
9. Alley / parking access at grade
10. Civic building terminating the main green
11. Small multi-family 'bar' buildings - similarly scaled to townhouses
12. Large multi-family building
13. Terrace courtyard and pool
14. Hotel
15. Raised Terraced Courtyard
16. Formal staircase to Main Street
17. Central detention green over easement



# Maritime Parcel Detail

## Illustrative Plan



### Plan Strategies

**1. Waterfront Activation:** The Maritime Park neighborhood, south of Main is developed as a vibrant, moderate-density waterfront. With a few key exceptions, buildings generally range in height from 4-6 stories, shifting some of the allowed density from the ECUA site to keep it at a more consistent scale with its surrounding neighborhood.

**2. Cedar St. Connection:** Cedar Street is a secluded, intimately-scaled tree-lined path on the east side of the Maritime neighborhood. Expanding its trajectory by linking it to a pedestrian promenade along the pond provides a quiet and shaded walk from downtown. The boardwalk terminates at a stair tower.

**3. Flood Protection:** As per FEMA requirements, where the ground floor must be raised above grade (within about 100 feet of Main Street), a raised terrace is provided over parking.

**4. Mixed-Use Integration:** S. DeVilliers and Main Street is anchored by a second hotel on the SW corner, with dramatic views of Bruce Beach, and the Bay. The largest block, on the SE corner of S. DeVilliers, contains a

series of mixed-use buildings wholly enclosing a hidden parking structure that serves the entire neighborhood. The existing Mary's Square is newly landscaped and framed by mixed-use buildings with restaurants and retail shops on three sides. The waterfront promenade is extended to Bruce Beach.

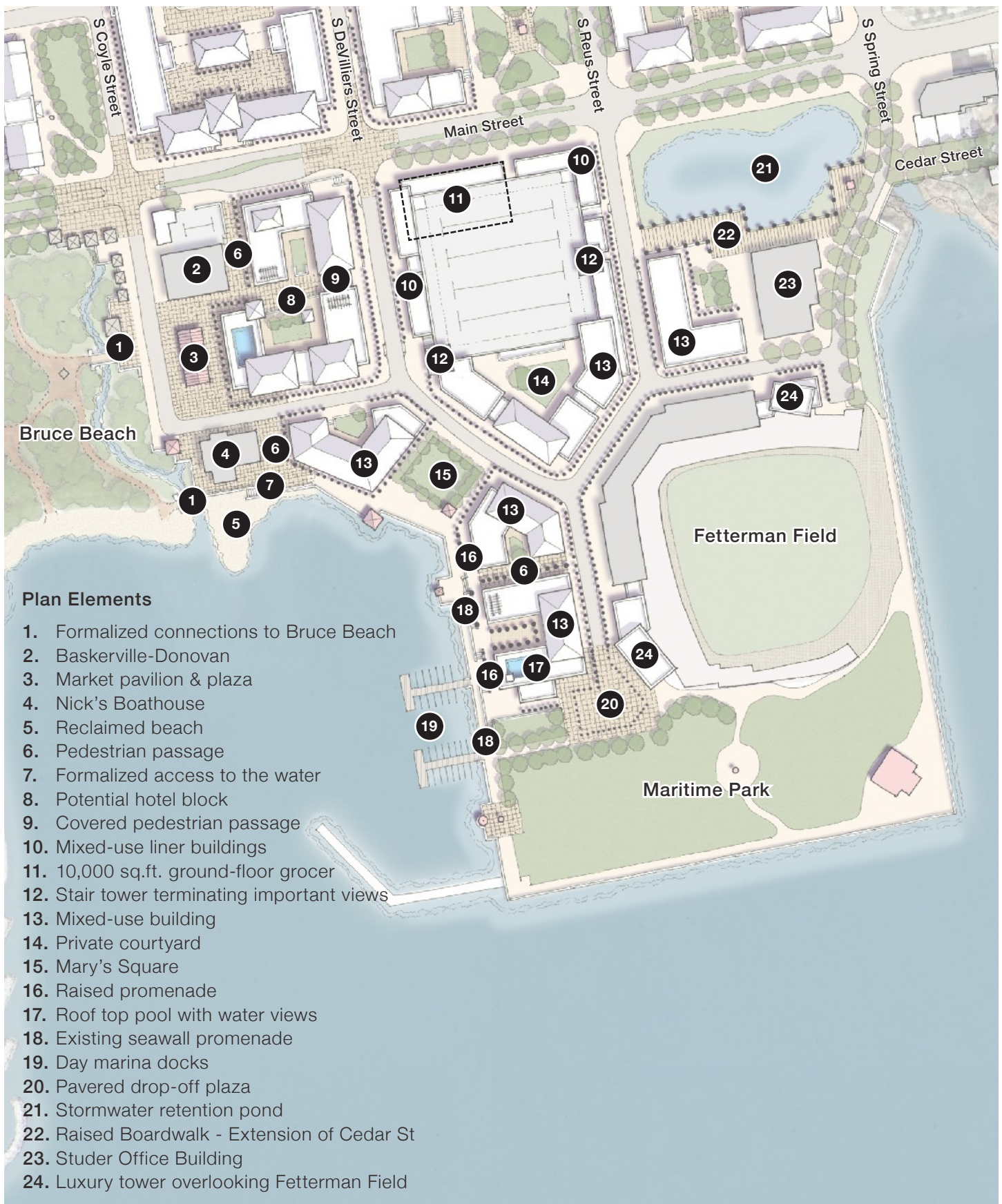
**5. Iconic Towers:** Two thin 10 to 12-story towers are dramatically located at either end of Fetterman Field, creating an exciting opportunity to live above the stadium. The towers are prominently located and sculpt a new waterfront skyline for Pensacola.

**6. Establishing Character:** A defining heritage element is the continuous galleries lining the ground floor of buildings along all streets, providing shaded sidewalks and echoing the historic architecture of Palafox Street.



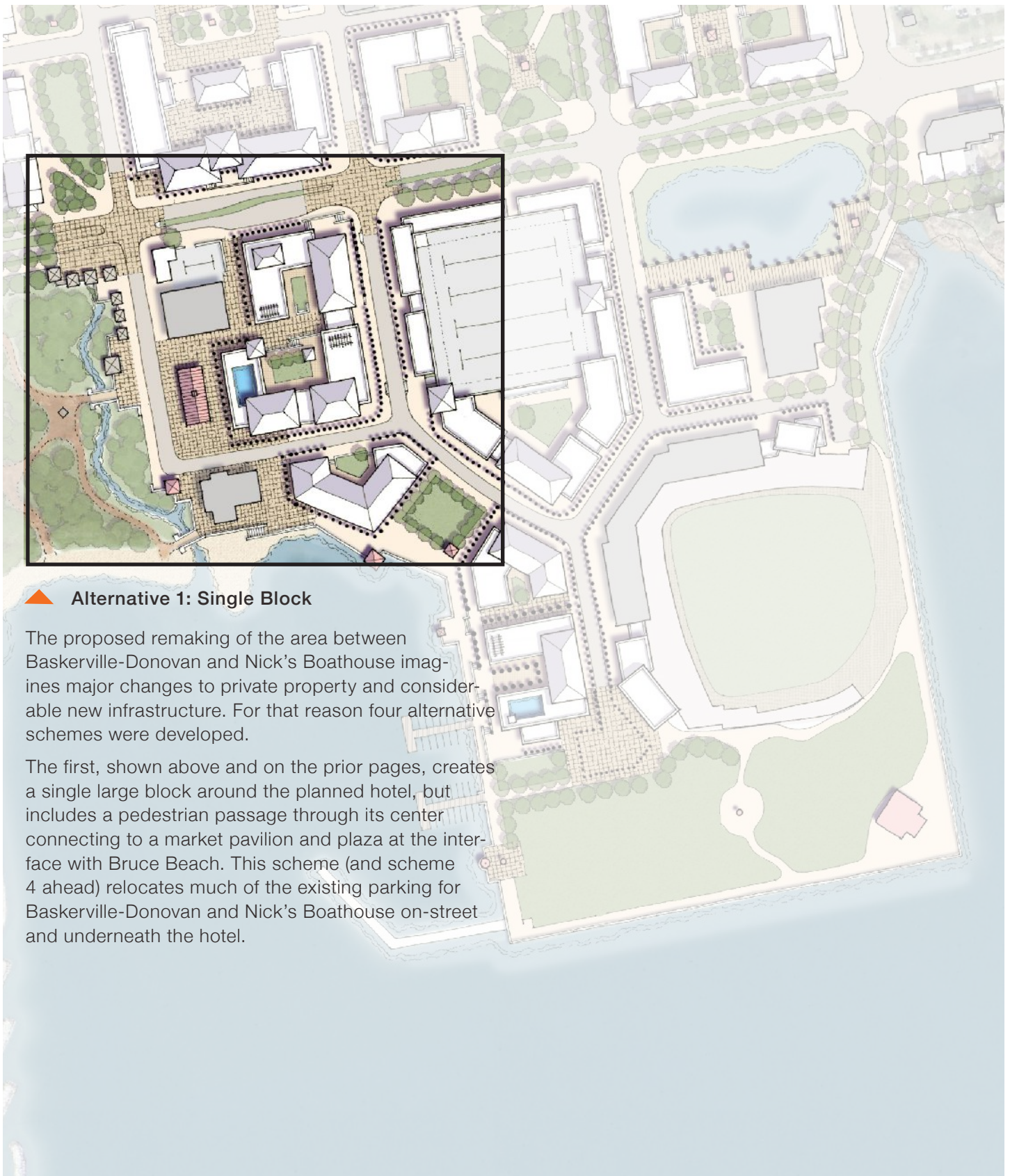
# Maritime Parcel Detail

## Annotated Plan





## Westward Link Detail



### ▲ Alternative 1: Single Block

The proposed remaking of the area between Baskerville-Donovan and Nick's Boathouse imagines major changes to private property and considerable new infrastructure. For that reason four alternative schemes were developed.

The first, shown above and on the prior pages, creates a single large block around the planned hotel, but includes a pedestrian passage through its center connecting to a market pavilion and plaza at the interface with Bruce Beach. This scheme (and scheme 4 ahead) relocates much of the existing parking for Baskerville-Donovan and Nick's Boathouse on-street and underneath the hotel.



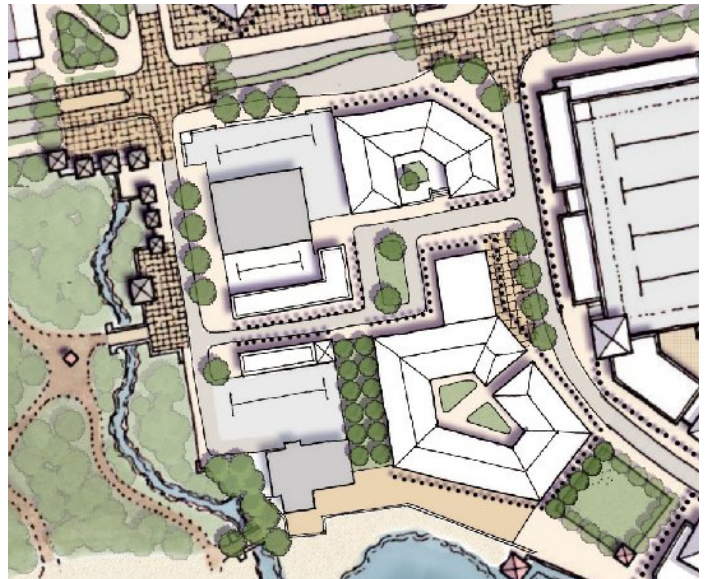
# Westward Link Detail

## Illustrative Plan Alternatives

### Alternative 2: Minor Intervention

This scheme retains existing property lines and suburban swooping street alignment. Two liner buildings frame the western edge of the street to hide the parking lots of Nick's Boat House restaurant and the Baskerville-Donovan office building.

This plan includes two courtyard buildings. The southern one is envisioned as a mixed use building with retail at grade along the waterfront promenade with residential above. The northern one is imagined as a boutique hotel, with a semi-public courtyard opened to the street.



### Alternative 3: Medium Intervention

Similar to Alternative 1, this plan maintains existing property lines, and also introduces parking liners along both sides of the street. However, a portion of the existing street alignment is modified and reconfigured as an urbanized street around a pinwheel square.

This plan also includes two courtyard buildings, similarly scaled to the ones above. An extension to the mixed-use building on the south helps to frame the pinwheel square. The hotel building becomes slightly smaller.



### Alternative 4: Major Intervention

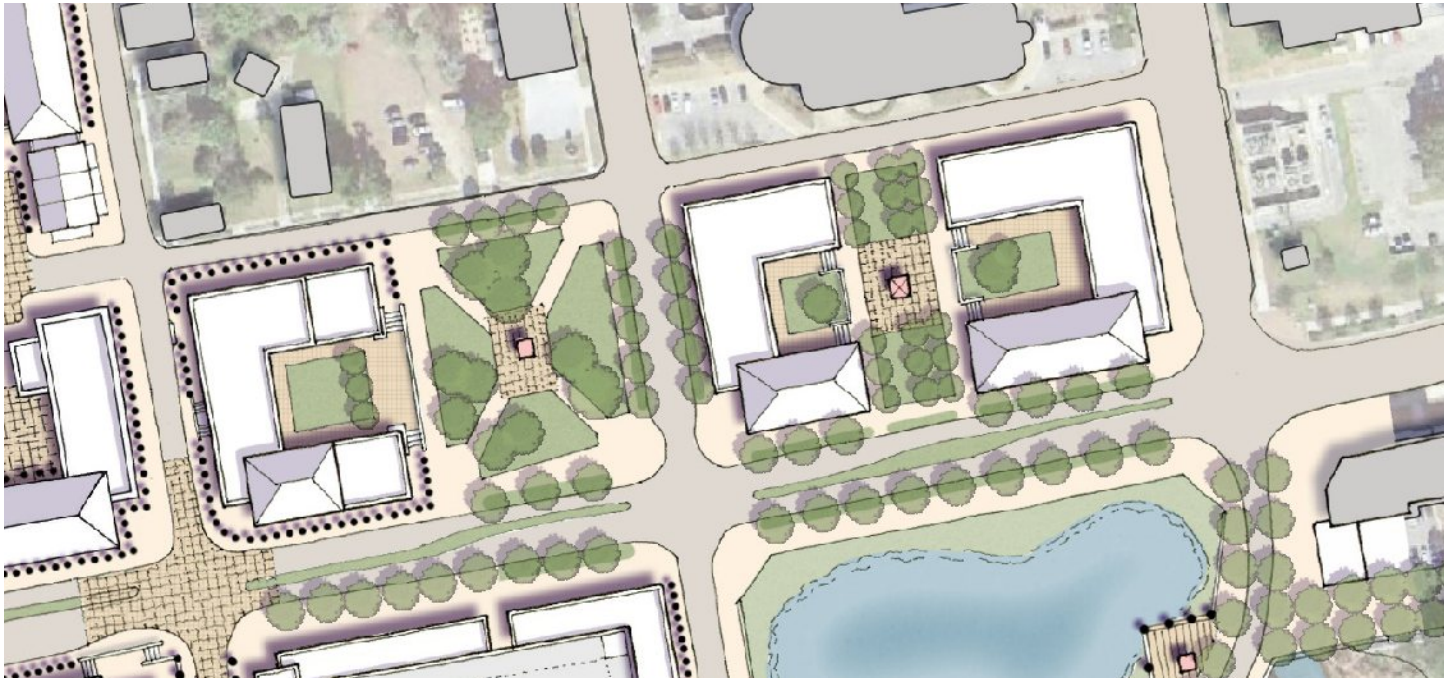
This plan is most similar to Alternative 1, imagining a more intense redevelopment of these parcels while maintaining existing property lines. The east-west street is straightened and urbanized. As in Alternative 1, existing parking in the two surface lots is relocated through a combination of on-street and underground parking, providing more gracious entrances to the two existing buildings. This alternative includes a square with a civic building at the southern edge of the Baskerville-Donovan property.

Two generously-scaled hotel and/or mixed-use courtyard buildings respectively anchor the NE and SE parcels.



# Eastward Link Detail

## Illustrative Plan Alternatives



### New Pensacola Square

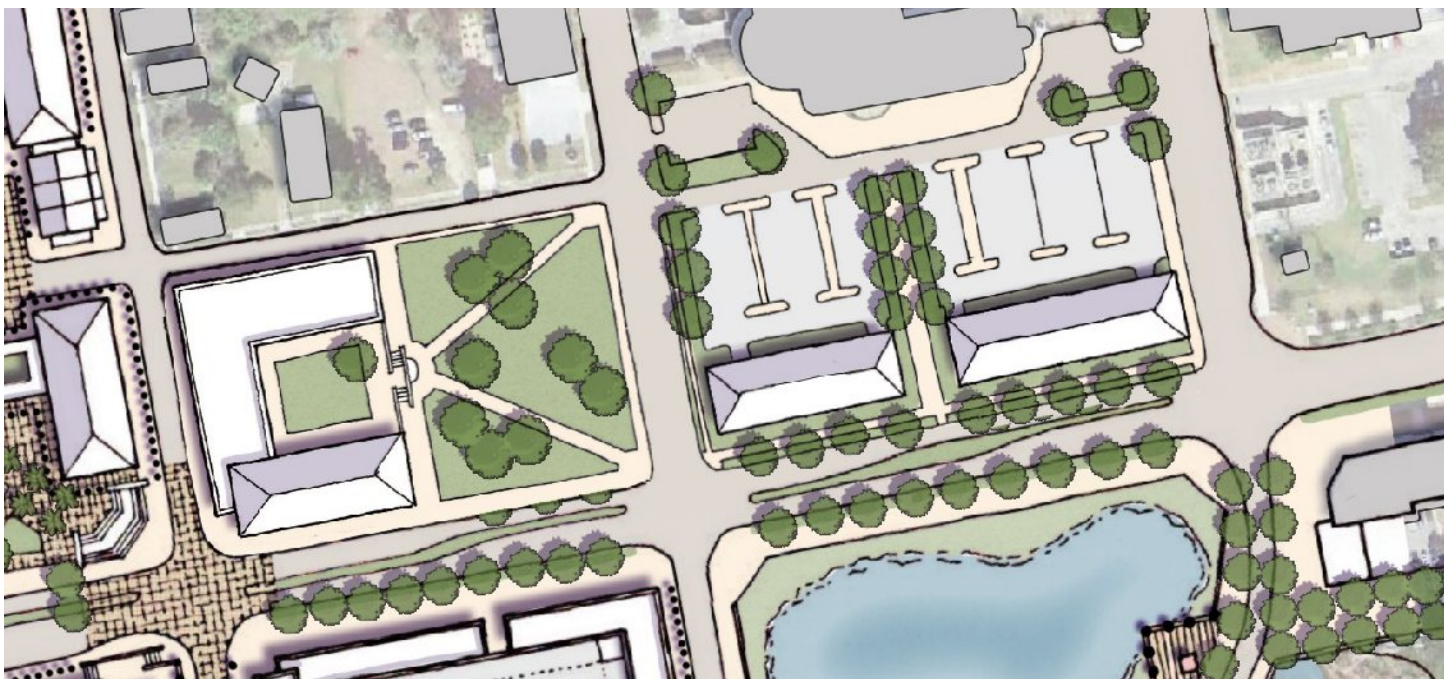
Two property owners control the left half of the block west of S. Rues Street. On the right half of the block is a cluster of beautiful trees worthy of preservation. A multi-family courtyard building over a parking podium anchors the west side of the now formalized square, combining the two individual properties to maximize their value.

### ▲ City Hall Parking Option 1

The block east of S. Rues Street currently contains City Hall's vast surface parking lot. This redevelopment proposal relocates the parking nearby and creates two podium buildings with parking at grade and residential above, lining Main Street, and framing a linear green providing a formal entry into City Hall.

This proposal retains the majority of City Hall's surface parking. Two rectangular buildings provide a friendly edge to Main Street, containing parking at grade and residential uses on upper floors. A wide walk provides an elegant path to City Hall.

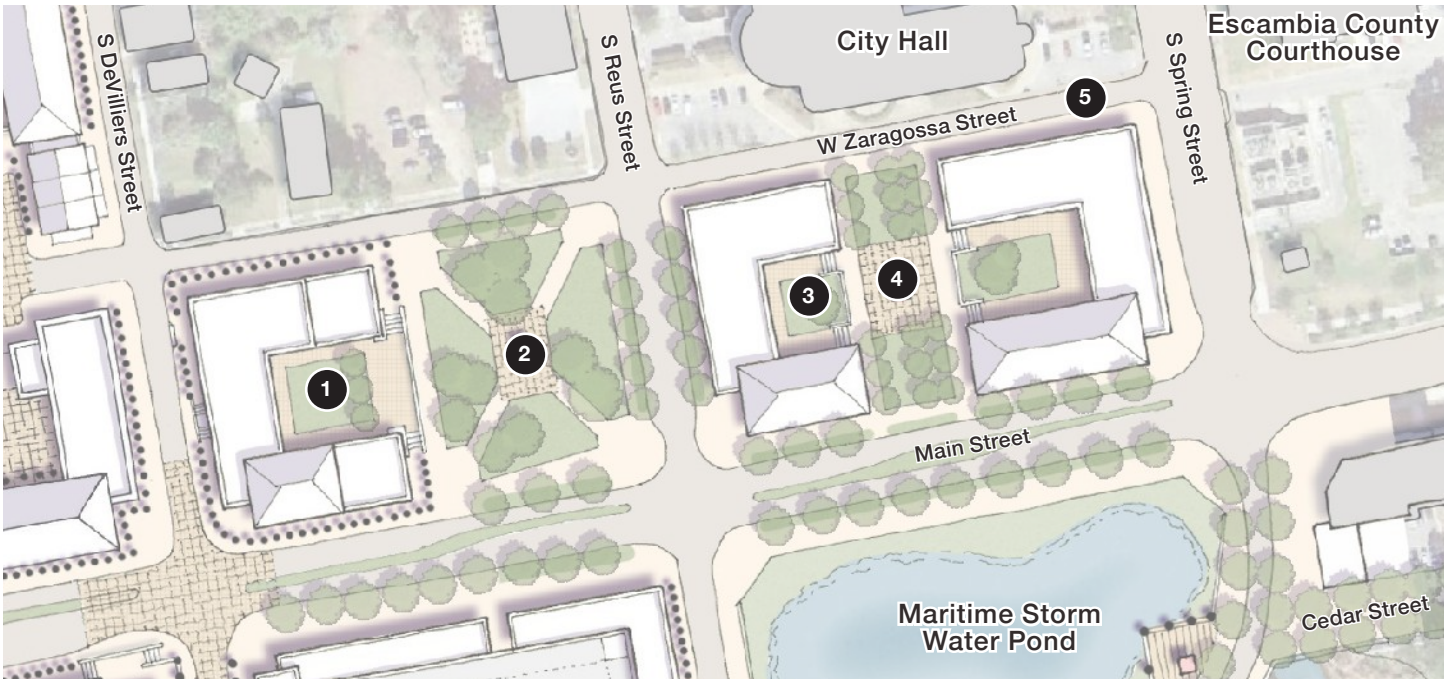
### City Hall Parking Option 2 ▼





# Eastward Link Detail

## Annotated Plan

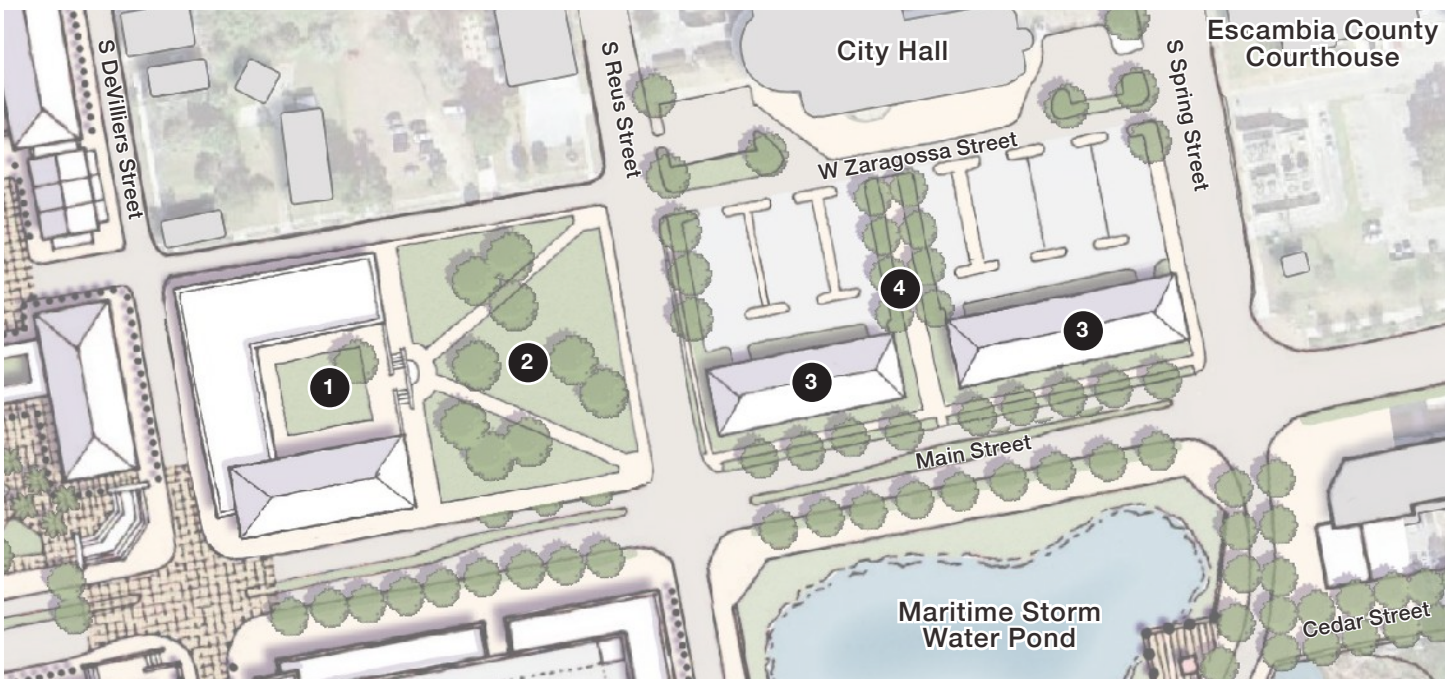


### ▲ Plan Elements

1. Multi-family Courtyard Building
2. Formal Park retains existing clusters of significant trees
3. Multi-family Courtyard Buildings with structured parking at grade, replacing the existing City Hall surface parking lot
4. Linear green provides elegant entry to City Hall
5. Zaragossa St. re-established along original trajectory

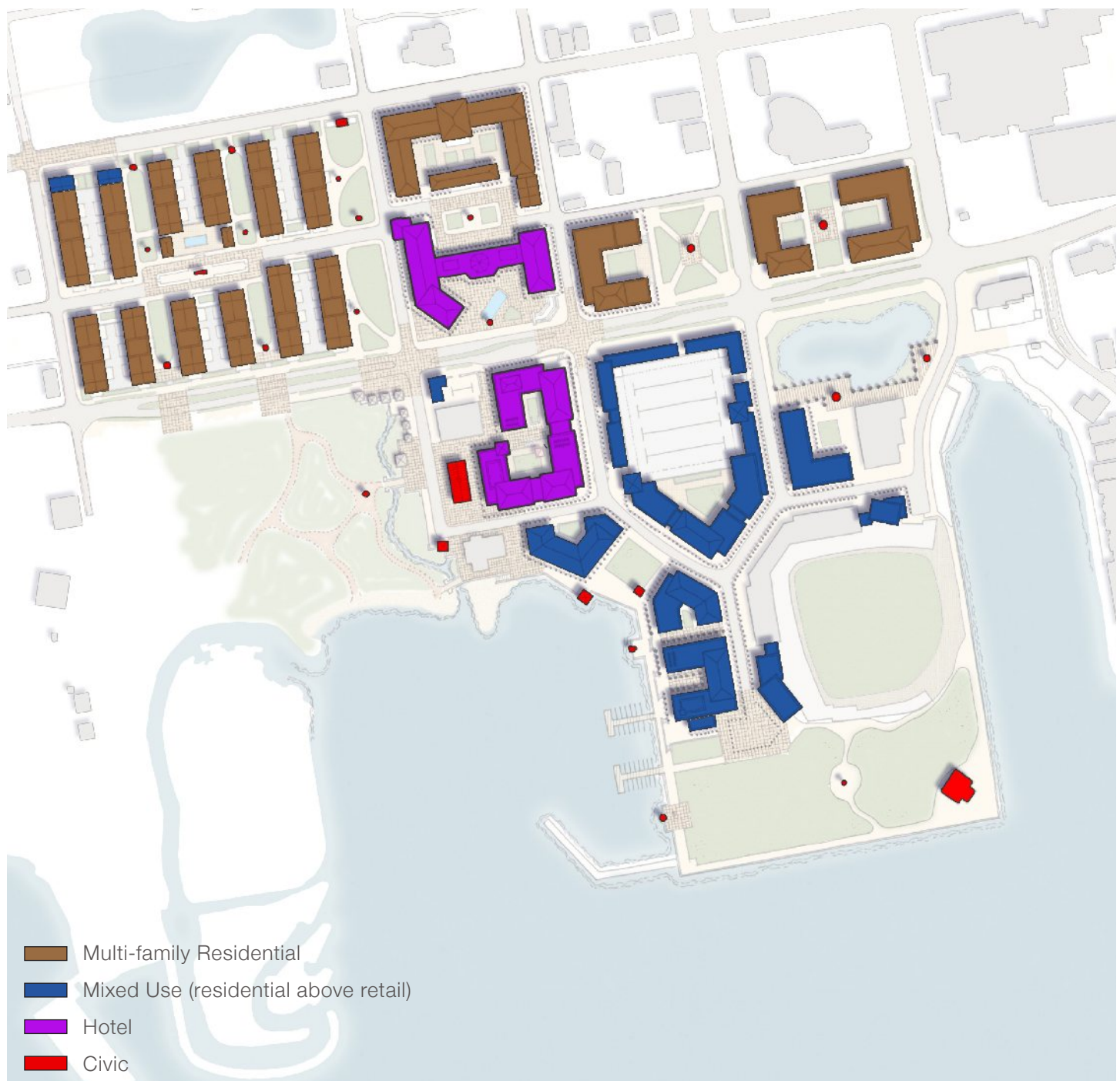
### Plan Elements

1. Multi-family Courtyard Building
2. Formal Park retains existing clusters of significant trees
3. Apartment buildings shield City Hall's parking lot from Main St.
4. Pedestrian connection aligned with entry into City Hall



# Plan Diagrams

## Building Uses



A variety of building types is proposed across the study area. Given the complexity of FEMA flood regulations, the majority of development north of Main Street must have its first habitable floor raised an average of 7 to 9 feet above the street. This limitation precludes any commercial uses at grade. Since raising streets is cost prohibitive, the proposed solution provides all required parking at grade and raises all residential units one story above grade. The relatively high cost of this configuration

makes the provision of less dense building types unlikely. Stairs and ramps provide access to the small group of shops proposed across the street from the Corinne Jones Park. Apart from existing uses and a hotel, the south side of Main Street is composed of mixed-use buildings, with retail and dining establishments at grade and a mix of residential units above.



# Plan Diagrams

## Public Open Space



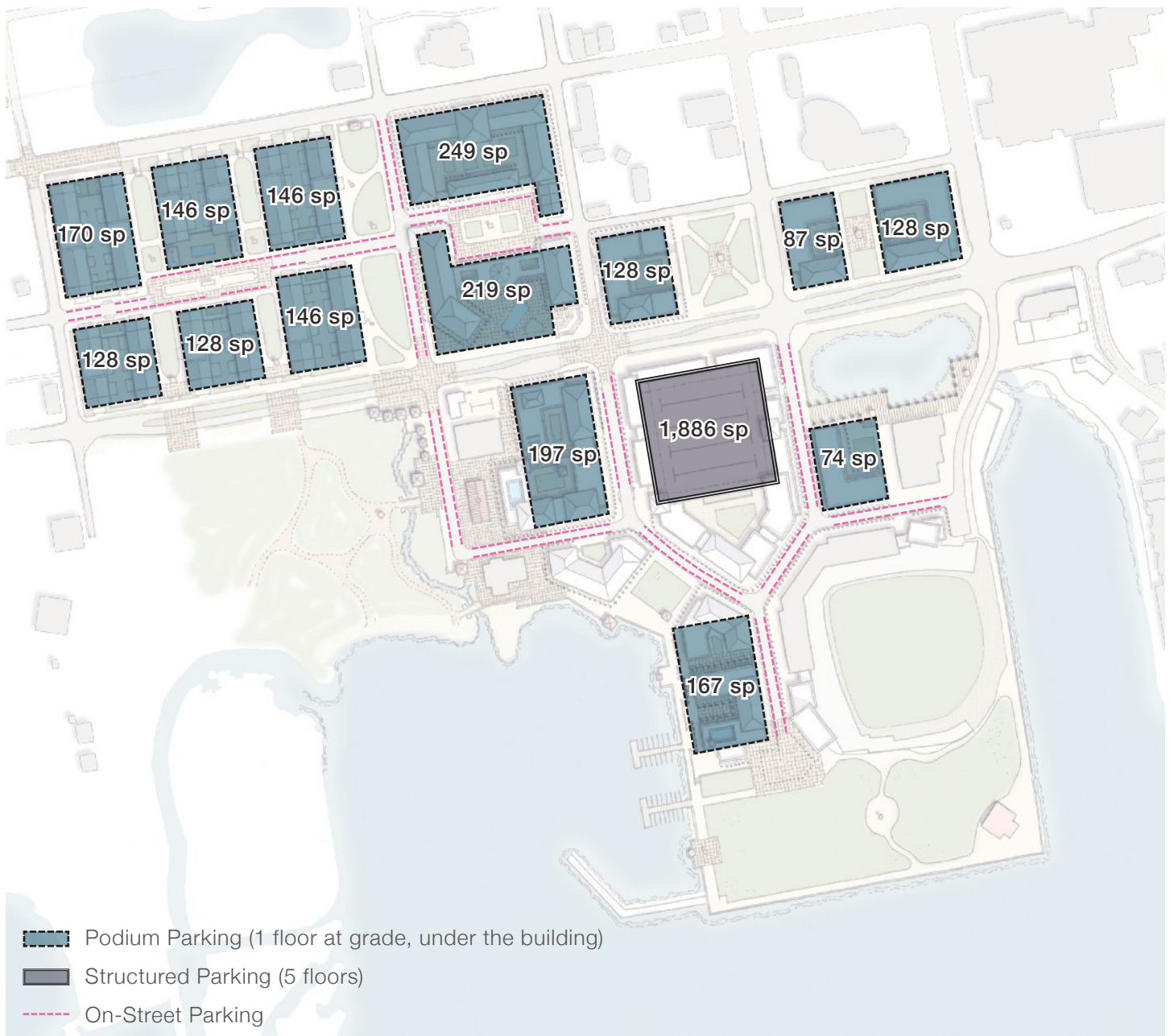
Providing adequate open space is important in any community, as is ensuring that it is well located, accessible, usable, inviting, and right-sized for its anticipated programs.

The study area is already rich in open spaces of different character, including historic Bruce Beach, the already active Maritime Park, and the newly created Corinne Jones Park. The ECUA Pocket Neighborhood provides three generously scaled greens reaching the

entire depth of the site. This strategy extends the existing grid, connects two existing parks, breaks up the site into walkable blocks, and provides the majority of residential units with direct access open space. The Maritime neighborhood retains and enhances all existing open spaces and provides a series of new squares and plazas, each activated by uses on at least two sides. These open spaces extend water views deep into the site.

# Plan Diagrams

## Parking



The most efficient ground floor use on the ECUA parcel is parking that occupies the vast majority of the site, since all habitable space must be raised to a elevation of 16 feet above sea level, 7 to 9 feet above existing grade. The visual impact of this parking is mitigated by controlling access points into garages and by lining the parking with pedestrian-friendly elements such as entry lobbies and stoops.

This site can also provide convenient staging for parking while development is under way on other blocks. Indeed if developed subsequent to the Maritime Parcel all 19 acres are available for parking.

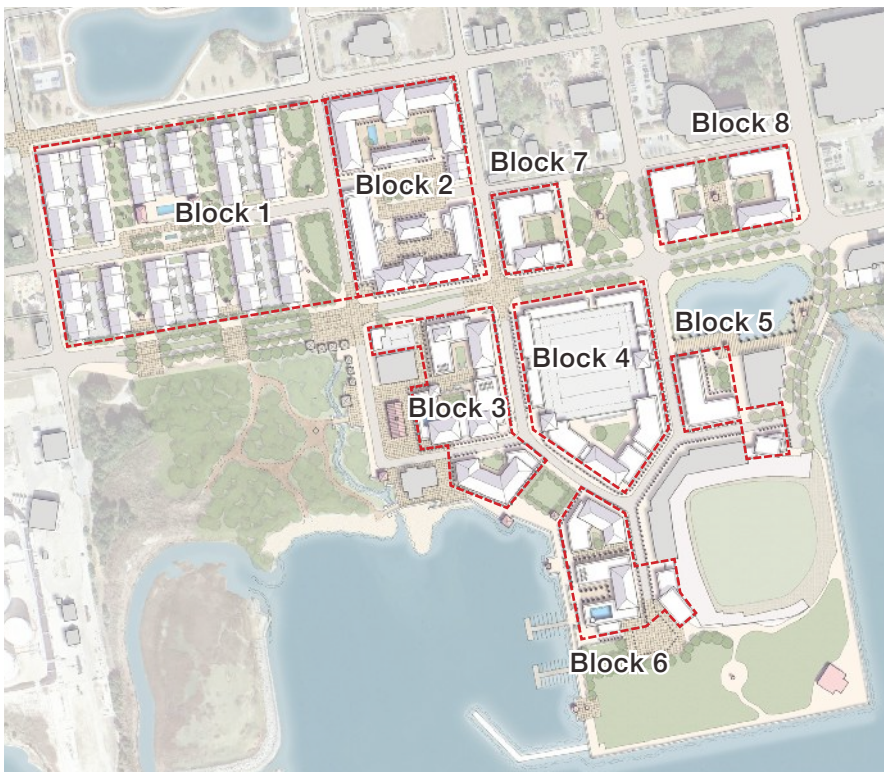
On the south side of Main Street, three one-story parking lots are buried into the grade by half a story or a full story, depending on the site's grade. The exception is the large, central, 5-story parking structure, entirely buried in the middle of its block, accessible to all parcels within an easy two-minute walk.

The following pages include a breakdown of the development program and the parking associated with each block.



## Overall Proposed Capacity

Block	Block Area	Total Parking Spaces	Total Parking Required	Ground Floor Commercial	Hotel	Conference Center	Multi-Family	Units	Total Area
Block 1	12.85 ac	864	745	12,024 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	545,640 ft <sup>2</sup>	546	557,664 ft <sup>2</sup>
Block 2	6.87 ac	468	521	0 ft <sup>2</sup>	120,000 ft <sup>2</sup>	24,000 ft <sup>2</sup>	191,108 ft <sup>2</sup>	191	335,108 ft <sup>2</sup>
Block 3	4.45 ac	197	488	33,711 ft <sup>2</sup>	174,192 ft <sup>2</sup>	34,143 ft <sup>2</sup>	87,720 ft <sup>2</sup>	88	329,766 ft <sup>2</sup>
Block 4	6.16 ac	1,880	526	71,430 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	239,605 ft <sup>2</sup>	240	311,035 ft <sup>2</sup>
Block 5	1.78 ac	74	225	28,791 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	106,255 ft <sup>2</sup>	106	135,046 ft <sup>2</sup>
Block 6	2.68 ac	167	498	35,999 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	299,667 ft <sup>2</sup>	300	335,665 ft <sup>2</sup>
<b>Subtotal</b>	<b>34.79 ac</b>	<b>3,650</b>	<b>3,003</b>	<b>181,955 ft<sup>2</sup></b>	<b>294,192 ft<sup>2</sup></b>	<b>58,143 ft<sup>2</sup></b>	<b>1,469,995 ft<sup>2</sup></b>	<b>1,470</b>	<b>2,004,284 ft<sup>2</sup></b>
Block 7	2.63 ac	128	124	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	95,252 ft <sup>2</sup>	95	95,252 ft <sup>2</sup>
Block 8	3.21 ac	215	184	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	141,501 ft <sup>2</sup>	142	141,501 ft <sup>2</sup>
<b>Subtotal</b>	<b>5.84 ac</b>	<b>343</b>	<b>308</b>	<b>0 ft<sup>2</sup></b>	<b>0 ft<sup>2</sup></b>	<b>0 ft<sup>2</sup></b>	<b>236,753 ft<sup>2</sup></b>	<b>237</b>	<b>236,753 ft<sup>2</sup></b>
<b>Total</b>	<b>40.63 ac</b>	<b>3,993</b>	<b>3,311</b>	<b>181,955 ft<sup>2</sup></b>	<b>294,192 ft<sup>2</sup></b>	<b>58,143 ft<sup>2</sup></b>	<b>1,706,748 ft<sup>2</sup></b>	<b>1,707</b>	<b>2,241,037 ft<sup>2</sup></b>



Assumptions	
MF Average Unit Size	1,000 ft <sup>2</sup>
Com Parking Req'd (per 1,000 sq.ft.)	3.33
Hotel Parking Req'd (per room)	0.7
Conference Parking Req'd (per 1,000 sq.ft.)	2
Res Parking Req'd Per Unit	1.3

Miscellaneous	
Land Area Subtotal	34.79 ac
Land Area Total	40.63 ac
Density Average	42 du/ac
Total Parking Req'd	3,311
Total Off-Street Parking Provided	3,993
Total On-Street Parking Provided	195

The areas outlined in this drawing are keyed to block-by-block calculations determining the resulting capacity of the proposed master plan.

The plan is further controlled by a Regulating Plan which provides development controls to ensure the desired character of the master plan while providing reasonable design flexibility in distribution of uses and building heights.

The resulting capacity shown above is likely to change based on specific plans by developers and market demand shifts over time. These calculations are further detailed ahead.

# Capacity

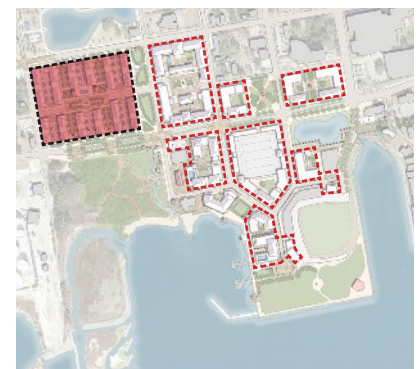
## Block 1 Site Capacity

Building	Footprint Area	Average Building Height	Ground Floor Commercial	Hotel	Conference Center	Multi-Family	Total Area	Residential Units
1	20,149 ft <sup>2</sup>	3 fl	7,962 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	52,485 ft <sup>2</sup>	60,447 ft <sup>2</sup>	52
2	18,849 ft <sup>2</sup>	3 fl	4,062 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	52,485 ft <sup>2</sup>	56,547 ft <sup>2</sup>	52
3	12,349 ft <sup>2</sup>	3 fl	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	37,047 ft <sup>2</sup>	37,047 ft <sup>2</sup>	37
4	12,349 ft <sup>2</sup>	3 fl	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	37,047 ft <sup>2</sup>	37,047 ft <sup>2</sup>	37
5	16,249 ft <sup>2</sup>	3 fl	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	48,747 ft <sup>2</sup>	48,747 ft <sup>2</sup>	49
6	16,249 ft <sup>2</sup>	3 fl	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	48,747 ft <sup>2</sup>	48,747 ft <sup>2</sup>	49
7	14,299 ft <sup>2</sup>	3 fl	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	42,897 ft <sup>2</sup>	42,897 ft <sup>2</sup>	43
8	14,299 ft <sup>2</sup>	3 fl	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	42,897 ft <sup>2</sup>	42,897 ft <sup>2</sup>	43
9	14,299 ft <sup>2</sup>	3 fl	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	42,897 ft <sup>2</sup>	42,897 ft <sup>2</sup>	43
10	14,299 ft <sup>2</sup>	3 fl	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	42,897 ft <sup>2</sup>	42,897 ft <sup>2</sup>	43
11	16,249 ft <sup>2</sup>	3 fl	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	48,747 ft <sup>2</sup>	48,747 ft <sup>2</sup>	49
12	16,249 ft <sup>2</sup>	3 fl	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	48,747 ft <sup>2</sup>	48,747 ft <sup>2</sup>	49
<b>Total</b>	<b>185,888 ft<sup>2</sup></b>	<b>3 fl</b>	<b>12,024 ft<sup>2</sup></b>	<b>0 ft<sup>2</sup></b>	<b>0 ft<sup>2</sup></b>	<b>545,640 ft<sup>2</sup></b>	<b>557,664 ft<sup>2</sup></b>	<b>546</b>



Assumptions	
MF Average Unit Size	1,000 ft <sup>2</sup>
Com Parking Req'd (per 1,000 sq.ft.)	3.33
Res Parking Req'd Per Unit	1.3

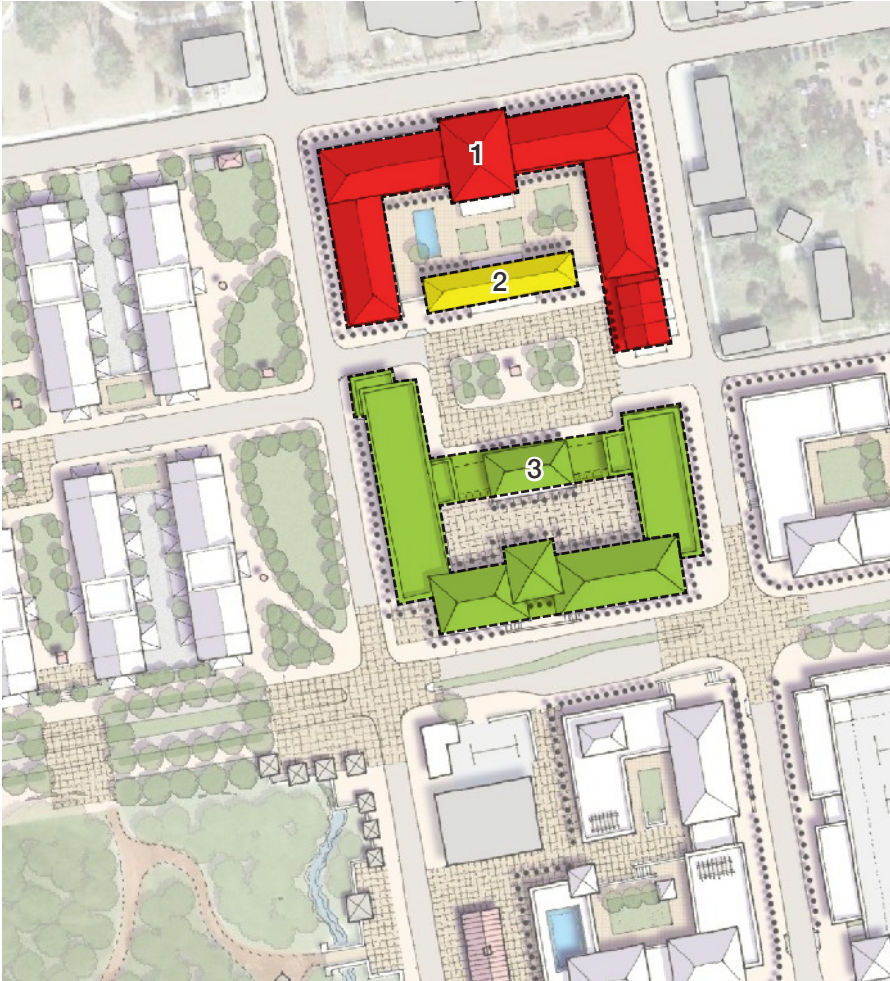
Miscellaneous	
Land Area	12.85 ac
<b>Density</b>	<b>42 du/ac</b>
On Street Parking	see summary
Com Parking Req'd	36
Res Parking Req'd	709
<b>Total Parking Req'd</b>	<b>745</b>
<b>Total Parking Provided</b>	<b>864</b>





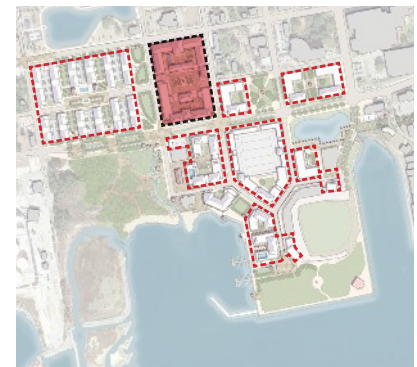
## Block 2 Site Capacity

Building	Footprint Area	Average Building Height	Ground Floor Commercial	Hotel	Conference Center	Multi-Family	Total Area	Residential Units
1	44,627 ft <sup>2</sup>	4 fl	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	178,508 ft <sup>2</sup>	178,508 ft <sup>2</sup>	179
2	6,300 ft <sup>2</sup>	2 fl	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	12,600 ft <sup>2</sup>	12,600 ft <sup>2</sup>	13
3	48,000 ft <sup>2</sup>	3 fl	0 ft <sup>2</sup>	120,000 ft <sup>2</sup>	24,000 ft <sup>2</sup>	0 ft <sup>2</sup>	144,000 ft <sup>2</sup>	0
<b>Total</b>	<b>98,927 ft<sup>2</sup></b>	<b>3 fl</b>	<b>0 ft<sup>2</sup></b>	<b>120,000 ft<sup>2</sup></b>	<b>24,000 ft<sup>2</sup></b>	<b>191,108 ft<sup>2</sup></b>	<b>335,108 ft<sup>2</sup></b>	<b>191</b>



Assumptions	
MF Average Unit Size	1,000 ft <sup>2</sup>
Com Parking Req'd (per 1,000 sq.ft.)	3.33
Res Parking Req'd Per Unit	1.3
Conference Parking Req'd (per 1,000 sq.ft.)	2
Hotel Room Size	550 ft <sup>2</sup>
Hotel Parking Req'd (per room)	0.7

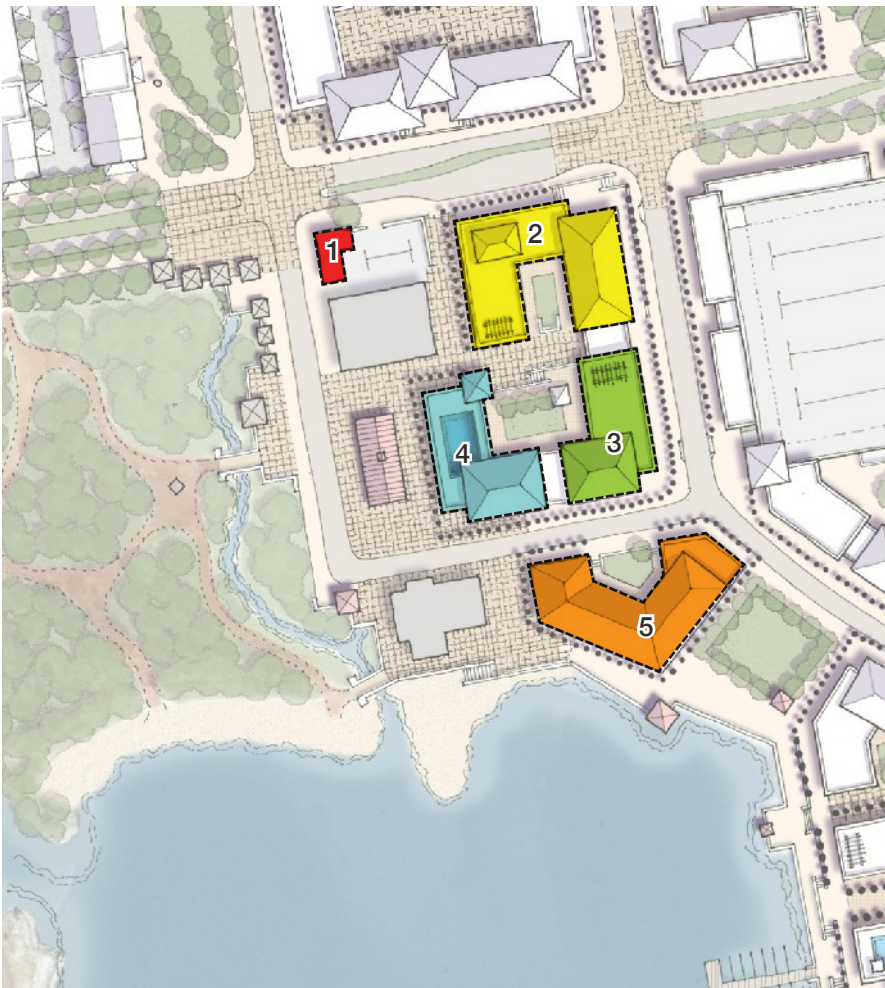
Miscellaneous	
Land Area	6.87 ac
<b>Density</b>	<b>28 du/ac</b>
On Street Parking	see summary
Com Parking Req'd	0
Res Parking Req'd	248
Hotel Parking Req'd	153
Conference Cntr Req'd	120
<b>Total Parking Req'd</b>	<b>521</b>
<b>Total Parking Provided</b>	<b>468</b>



# Capacity

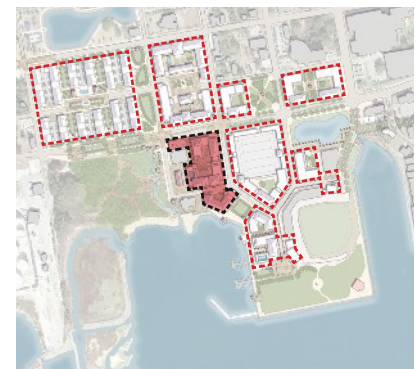
## Block 3 Site Capacity

Building	Footprint Area	Average Building Height	Ground Floor Commercial	Hotel	Conference Center	Multi-Family	Total Area	Residential Units
1	5,100 ft <sup>2</sup>	1 fl	5,100 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	5,100 ft <sup>2</sup>	0
2	22,780 ft <sup>2</sup>	4 fl	7,593 ft <sup>2</sup>	68,340 ft <sup>2</sup>	15,187 ft <sup>2</sup>	0 ft <sup>2</sup>	91,120 ft <sup>2</sup>	0
3	12,246 ft <sup>2</sup>	5 fl	12,246 ft <sup>2</sup>	48,984 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	61,230 ft <sup>2</sup>	0
4	18,956 ft <sup>2</sup>	4 fl	0 ft <sup>2</sup>	56,868 ft <sup>2</sup>	18,956 ft <sup>2</sup>	0 ft <sup>2</sup>	75,824 ft <sup>2</sup>	0
5	17,544 ft <sup>2</sup>	6 fl	8,772 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	87,720 ft <sup>2</sup>	96,492 ft <sup>2</sup>	88
<b>Total</b>	<b>76,626 fl</b>	<b>4 fl</b>	<b>33,711 ft<sup>2</sup></b>	<b>174,192 ft<sup>2</sup></b>	<b>34,143 ft<sup>2</sup></b>	<b>87,720 ft<sup>2</sup></b>	<b>329,766 ft<sup>2</sup></b>	<b>88</b>



Assumptions	
MF Average Unit Size	1,000 ft <sup>2</sup>
Com Parking Req'd (per 1,000 sq.ft.)	3.33
Res Parking Req'd Per Unit	1.3
Conference Parking Req'd (per 1,000 sq.ft.)	2
Hotel Room Size	550 ft <sup>2</sup>
Hotel Parking Req'd (per room)	0.7

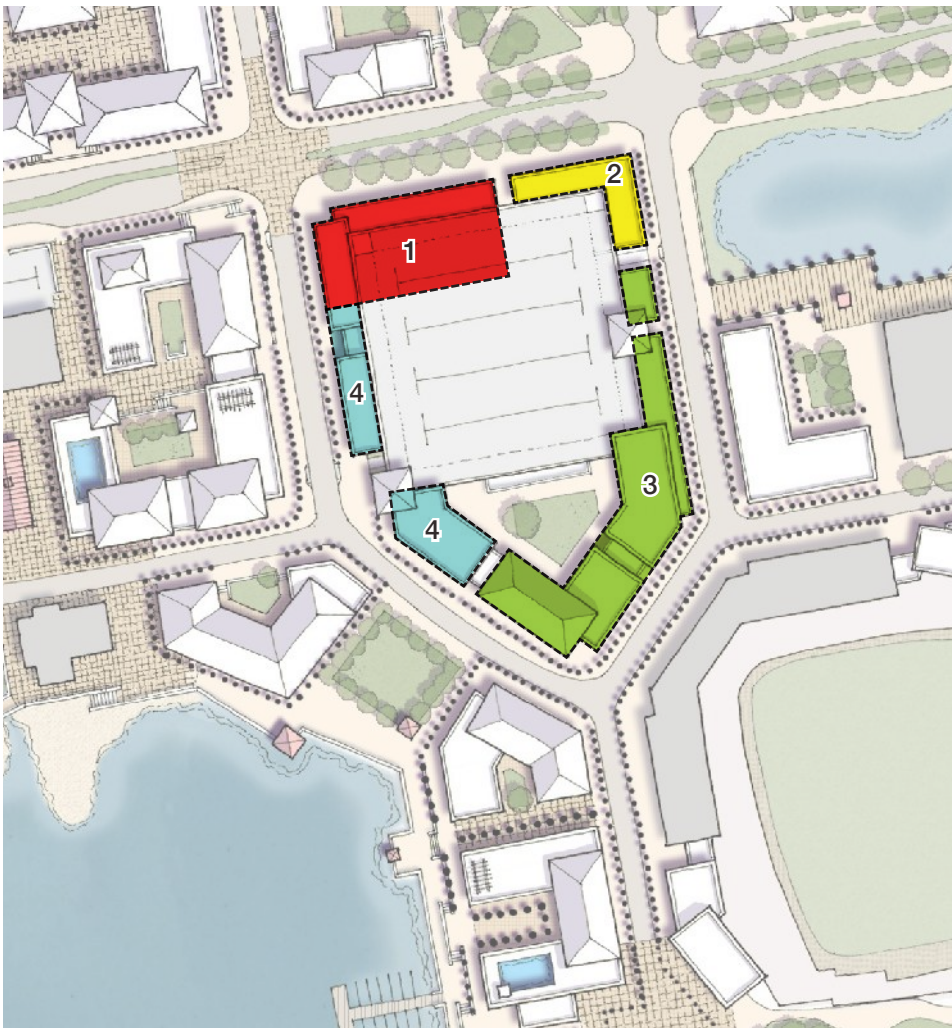
Miscellaneous	
Land Area	4.45 ac
<b>Density</b>	<b>20 du/ac</b>
On Street Parking	see summary
Com Parking Req'd	101
Res Parking Req'd	114
Hotel Parking Req'd	153
Conference Cntr Req'd	120
<b>Total Parking Req'd</b>	<b>488</b>
<b>Total Parking Provided</b>	<b>197</b>





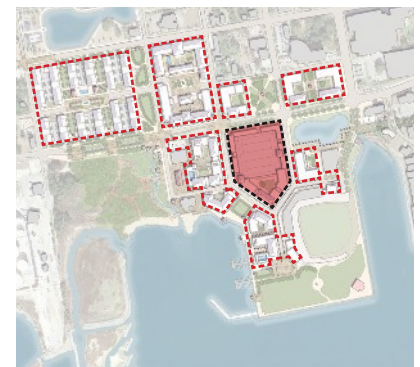
## Block 4 Site Capacity

Building	Footprint Area	Average Building Height	Ground Floor Commercial	Hotel	Conference Center	Multi-Family	Total Area	Residential Units
1	7,920 ft <sup>2</sup>	4 fl	22,428 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	23,760 ft <sup>2</sup>	46,188 ft <sup>2</sup>	24
2	6,870 ft <sup>2</sup>	6 fl	6,870 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	34,350 ft <sup>2</sup>	41,220 ft <sup>2</sup>	34
3	29,165 ft <sup>2</sup>	5 fl	29,165 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	116,660 ft <sup>2</sup>	145,825 ft <sup>2</sup>	117
4	12,967 ft <sup>2</sup>	6 fl	12,967 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	64,835 ft <sup>2</sup>	77,802 ft <sup>2</sup>	65
<b>Total</b>	<b>56,922 ft<sup>2</sup></b>	<b>5 fl</b>	<b>71,430 ft<sup>2</sup></b>	<b>0 ft<sup>2</sup></b>	<b>0 ft<sup>2</sup></b>	<b>239,605 ft<sup>2</sup></b>	<b>311,035 ft<sup>2</sup></b>	<b>240</b>



Assumptions	
MF Average Unit Size	1,000 ft <sup>2</sup>
Com Parking Req'd (per 1,000 sq.ft.)	3.33
Res Parking Req'd Per Unit	1.3

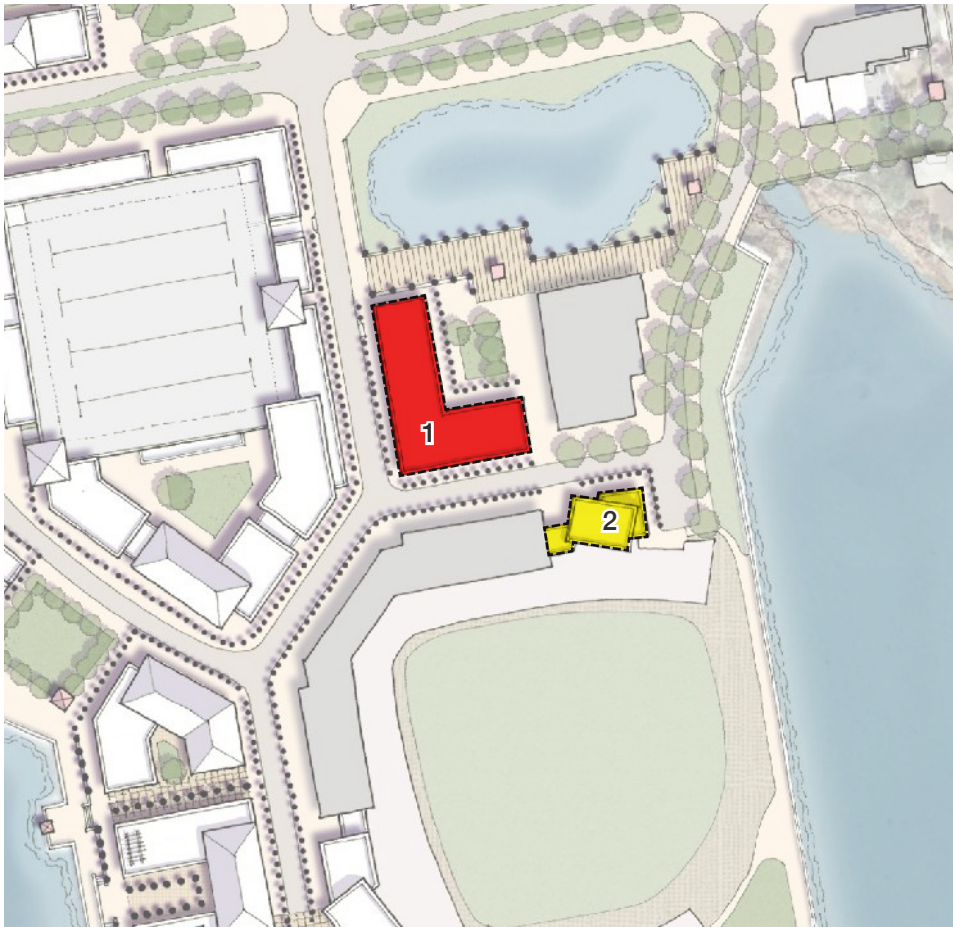
Miscellaneous	
Land Area	6.16 ac
<b>Density</b>	<b>39 du/ac</b>
On Street Parking	see summary
Com Parking Req'd	215
Res Parking Req'd	311
<b>Total Parking Req'd</b>	<b>526</b>
<b>Total Parking Provided</b>	<b>1880</b>



# Capacity

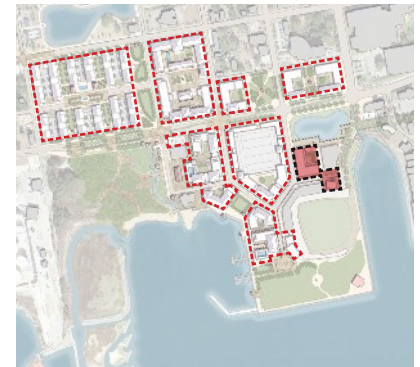
## Block 5 Site Capacity

Building	Footprint Area	Average Building Height	Ground Floor Commercial	Hotel	Conference Center	Multi-Family	Total Area	Residential Units
1	18,850 ft <sup>2</sup>	4 fl	18,850 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	56,550 ft <sup>2</sup>	75,400 ft <sup>2</sup>	57
2	9,941 ft <sup>2</sup>	6 fl	9,941 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	49,705 ft <sup>2</sup>	59,646 ft <sup>2</sup>	50
<b>Total</b>	<b>28,791 ft<sup>2</sup></b>	<b>5 fl</b>	<b>28,791 ft<sup>2</sup></b>	<b>0 ft<sup>2</sup></b>	<b>0 ft<sup>2</sup></b>	<b>106,255 ft<sup>2</sup></b>	<b>135,046 ft<sup>2</sup></b>	<b>106</b>



Assumptions	
MF Average Unit Size	1,000 ft <sup>2</sup>
Com Parking Req'd (per 1,000 sq.ft.)	3.33
Res Parking Req'd Per Unit	1.3

Miscellaneous	
Land Area	1.78 ac
<b>Density</b>	<b>60 du/ac</b>
On Street Parking	see summary
Com Parking Req'd	86
Res Parking Req'd	138
<b>Total Parking Req'd</b>	<b>225</b>
<b>Total Parking Provided</b>	<b>74</b>





# Capacity

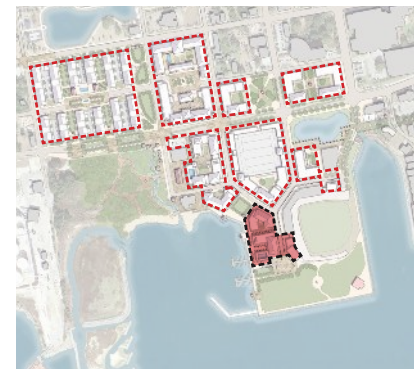
## Block 6 Site Capacity

Building	Footprint Area	Average Building Height	Ground Floor Commercial	Hotel	Conference Center	Multi-Family	Total Area	Residential Units
1	20,957 ft <sup>2</sup>	5 fl	10,479 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	94,307 ft <sup>2</sup>	104,785 ft <sup>2</sup>	94
2	26,720 ft <sup>2</sup>	5 fl	13,360 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	120,240 ft <sup>2</sup>	133,600 ft <sup>2</sup>	120
3	12,160 ft <sup>2</sup>	8 fl	12,160 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	85,120 ft <sup>2</sup>	97,280 ft <sup>2</sup>	85
<b>Total</b>	<b>59,837 ft<sup>2</sup></b>	<b>6 fl</b>	<b>35,999 ft<sup>2</sup></b>	<b>0 ft<sup>2</sup></b>	<b>0 ft<sup>2</sup></b>	<b>299,667 ft<sup>2</sup></b>	<b>335,665 ft<sup>2</sup></b>	<b>300</b>



Assumptions	
MF Average Unit Size	1,000 ft <sup>2</sup>
Com Parking Req'd (per 1,000 sq.ft.)	3.33
Res Parking Req'd Per Unit	1.3

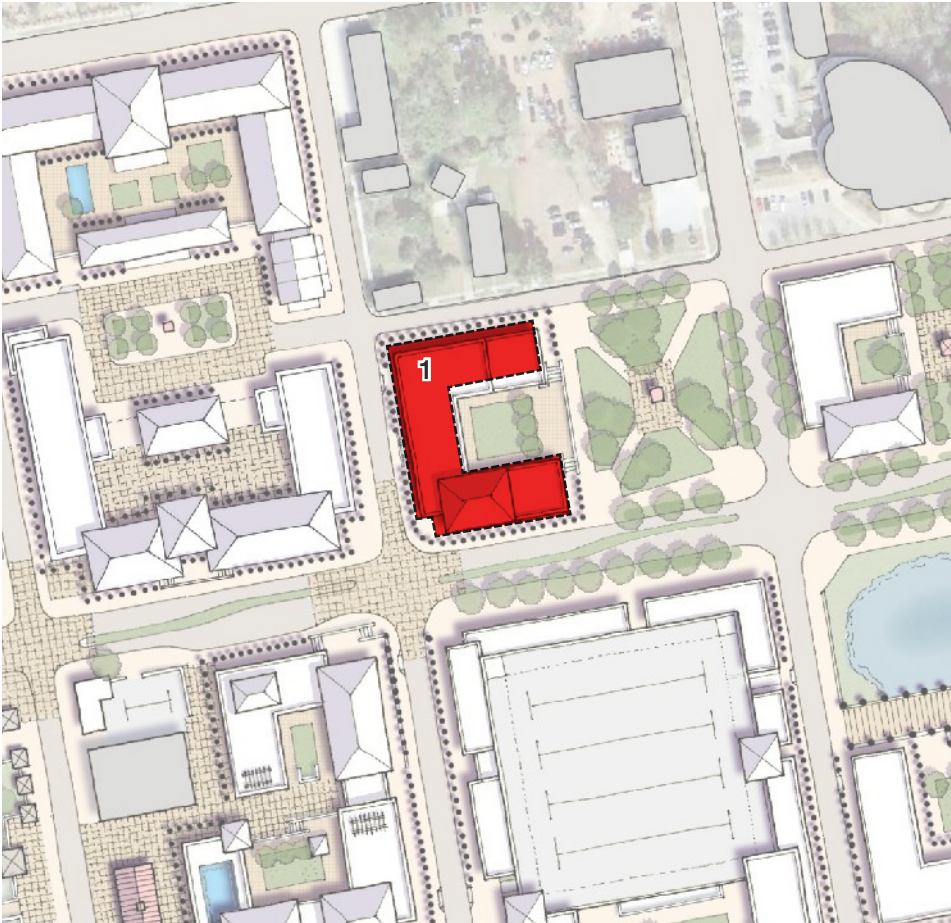
Miscellaneous	
Land Area	2.68 ac
<b>Density</b>	<b>112 du/ac</b>
On Street Parking	see summary
Com Parking Req'd	108
Res Parking Req'd	390
<b>Total Parking Req'd</b>	<b>498</b>
<b>Total Parking Provided</b>	<b>167</b>



# Capacity

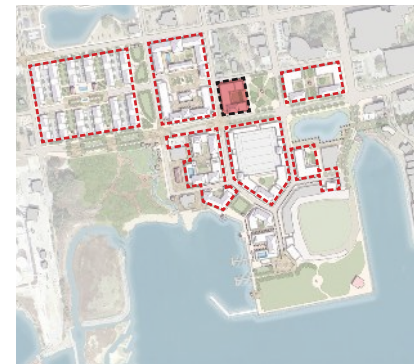
## Block 7 Site Capacity

Building	Footprint Area	Average Building Height	Ground Floor Commercial	Hotel	Conference Center	Multi-Family	Total	Residential Units
1	23,813 ft <sup>2</sup>	4 fl	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	95,252 ft <sup>2</sup>	95,252 ft <sup>2</sup>	95
<b>Total</b>	<b>23,813 ft<sup>2</sup></b>	<b>4 fl</b>	<b>0 ft<sup>2</sup></b>	<b>0 ft<sup>2</sup></b>	<b>0 ft<sup>2</sup></b>	<b>95,252 ft<sup>2</sup></b>	<b>95,252 ft<sup>2</sup></b>	<b>95</b>



Assumptions	
MF Average Unit Size	1,000 ft <sup>2</sup>
Com Parking Req'd (per 1,000 sq.ft.)	3.33
Res Parking Req'd Per Unit	1.3

Miscellaneous	
Land Area	2.63 ac
<b>Density</b>	<b>36 du/ac</b>
On Street Parking	see summary
Com Parking Req'd	0
Res Parking Req'd	124
<b>Total Parking Req'd</b>	<b>124</b>
<b>Total Parking Provided</b>	<b>128</b>

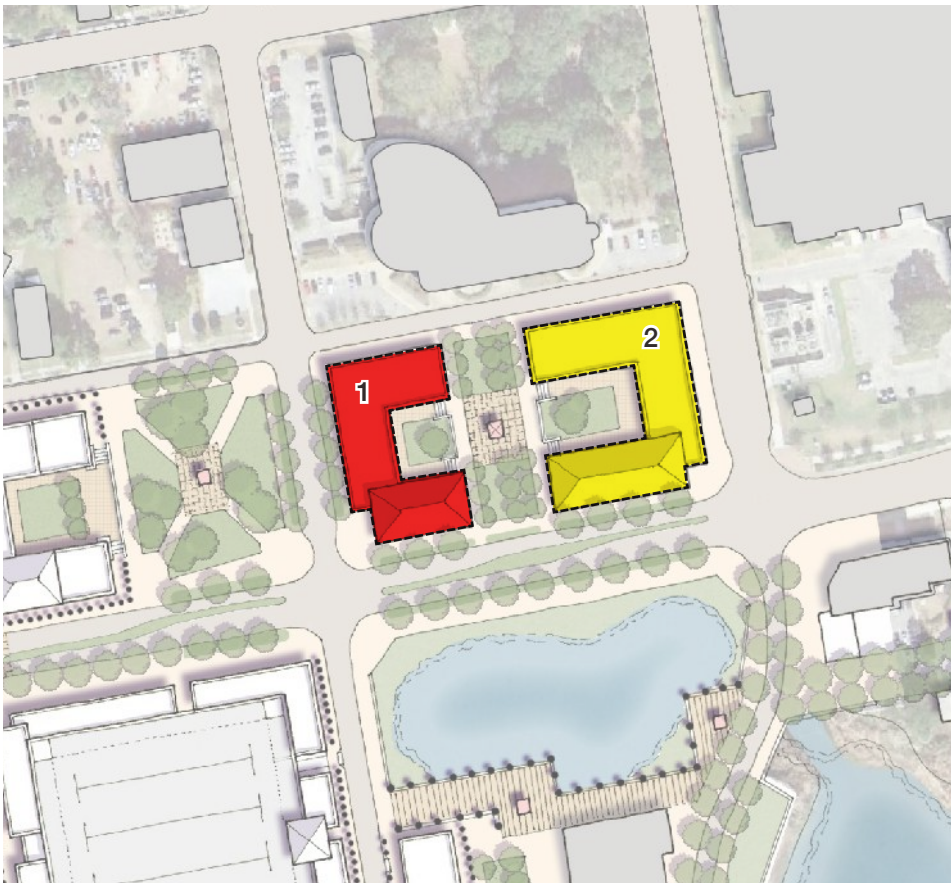




# Capacity

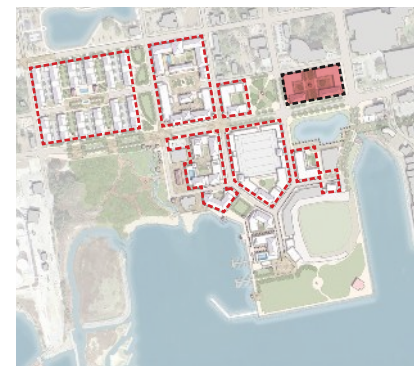
## Block 8 Site Capacity

Building	Footprint Area	Average Building Height	Ground Floor Commercial	Hotel	Conference Center	Multi-Family	Total	Residential Units
1	20,267 fl	3 fl	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	60,801 ft <sup>2</sup>	60,801 ft <sup>2</sup>	61
2	26,900 fl	3 fl	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	80,700 ft <sup>2</sup>	80,700 ft <sup>2</sup>	81
<b>Total</b>	<b>47,167 fl</b>	<b>3 fl</b>	<b>0 ft<sup>2</sup></b>	<b>0 ft<sup>2</sup></b>	<b>0 ft<sup>2</sup></b>	<b>141,501 ft<sup>2</sup></b>	<b>141,501 ft<sup>2</sup></b>	<b>142</b>



Assumptions	
MF Average Unit Size	1,000 ft <sup>2</sup>
Com Parking Req'd (per 1,000 sq.ft.)	3.33
Res Parking Req'd Per Unit	1.3

Miscellaneous	
Land Area	3.21 ac
<b>Density</b>	<b>44 du/ac</b>
On Street Parking	see summary
Com Parking Req'd	0
Res Parking Req'd	184
<b>Total Parking Req'd</b>	<b>184</b>
<b>Total Parking Provided</b>	<b>215</b>



# Circulation

## Modes of Circulation Key Plan



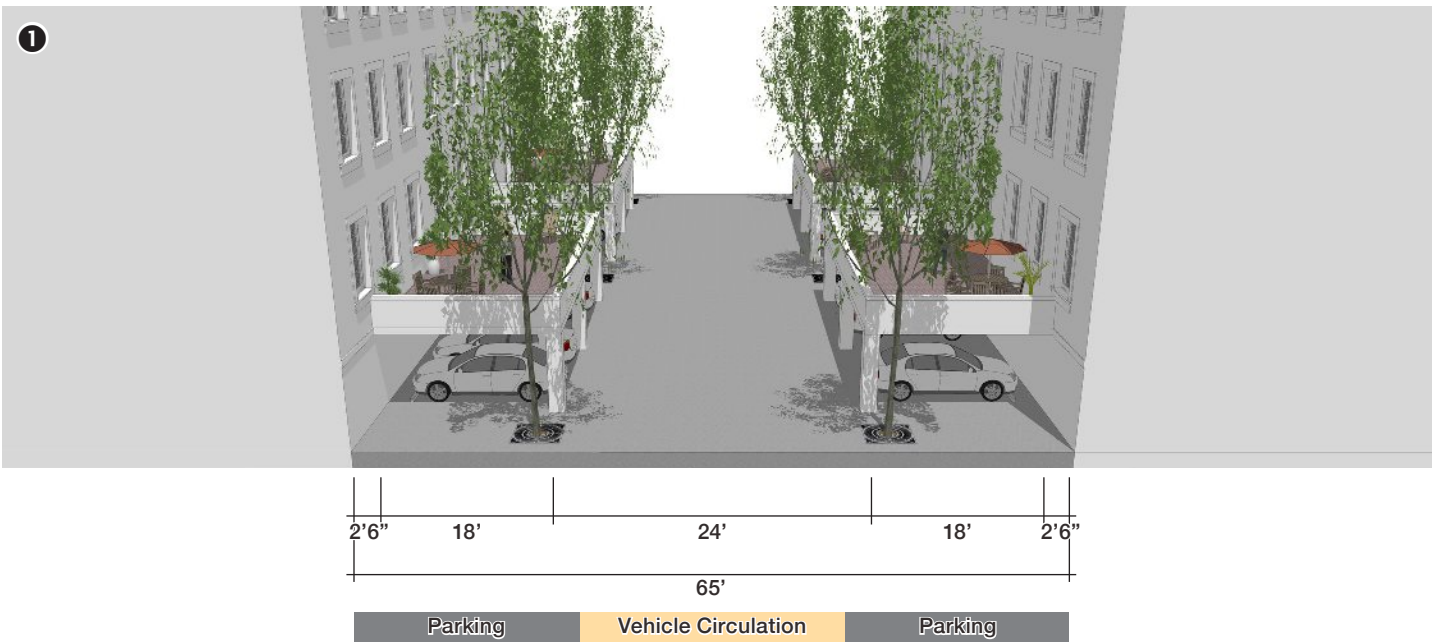
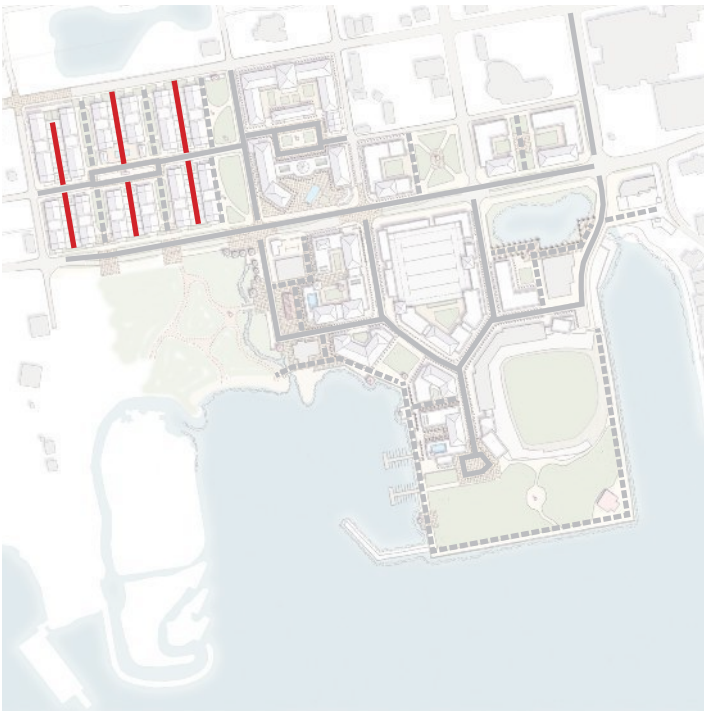
This page designates the 15 proposed streets by type. On each page, streets are identified in red on each key plan and illustrated below.

The street sections are also specified in greater detail in the Standards and Guidelines document.



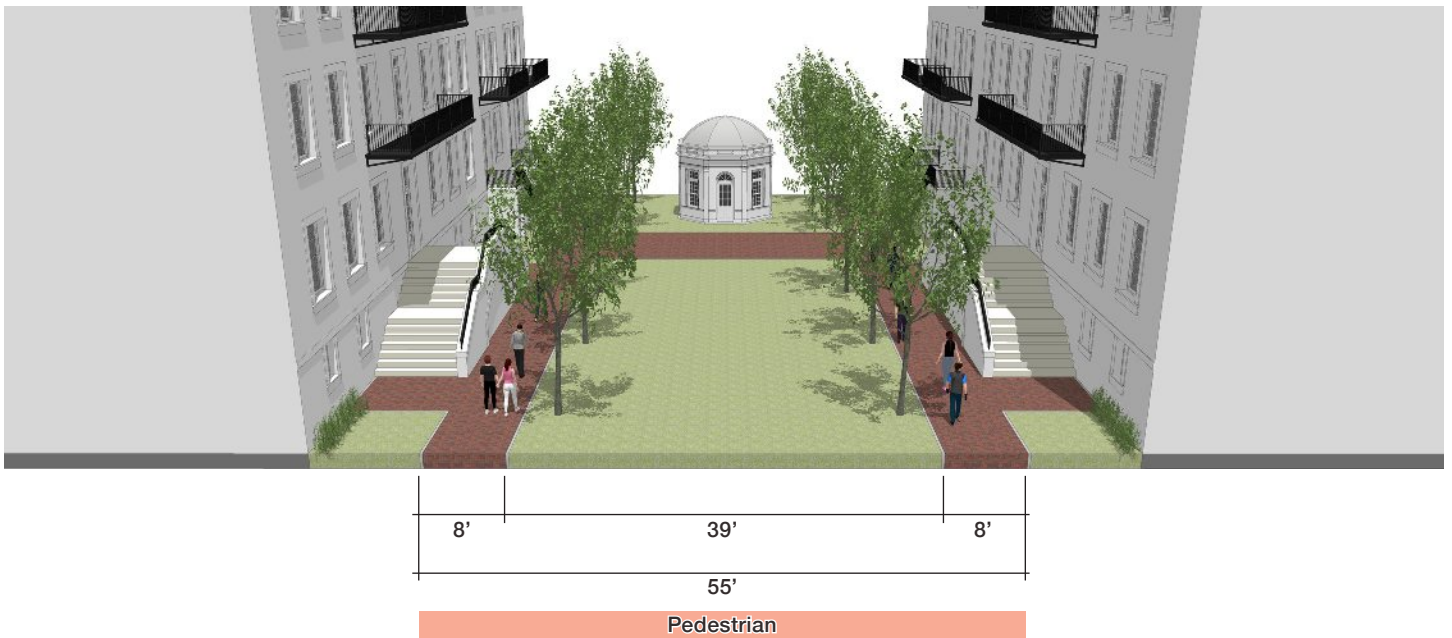
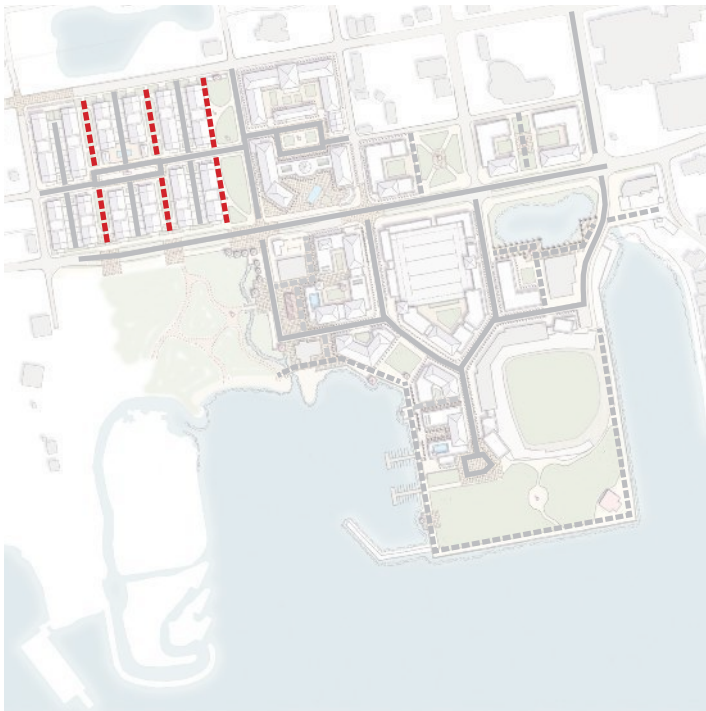
# Circulation

## 1. Service



# Circulation

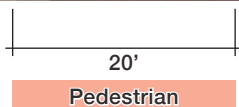
## 2. Pedestrian Path





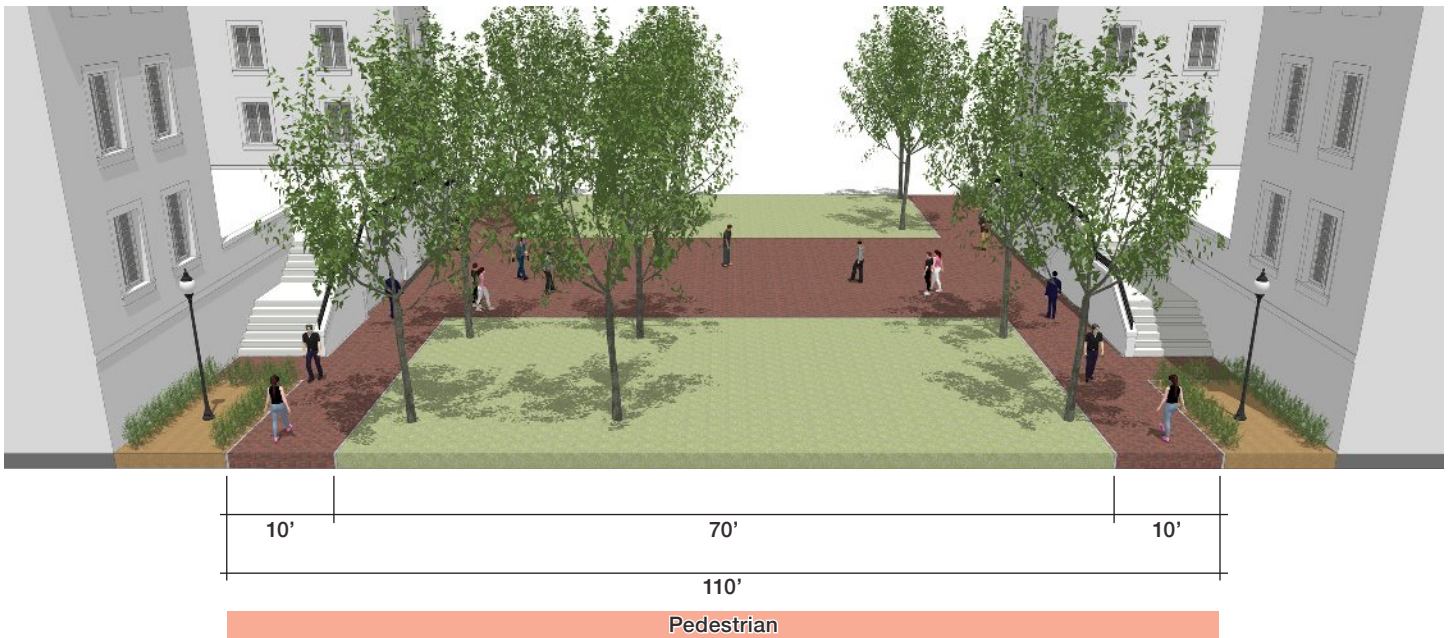
## Circulation

### 3. Pedestrian Path & Square



# Circulation

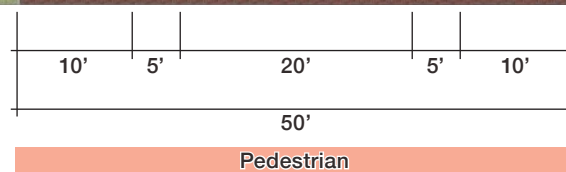
## 4. City Hall Passage





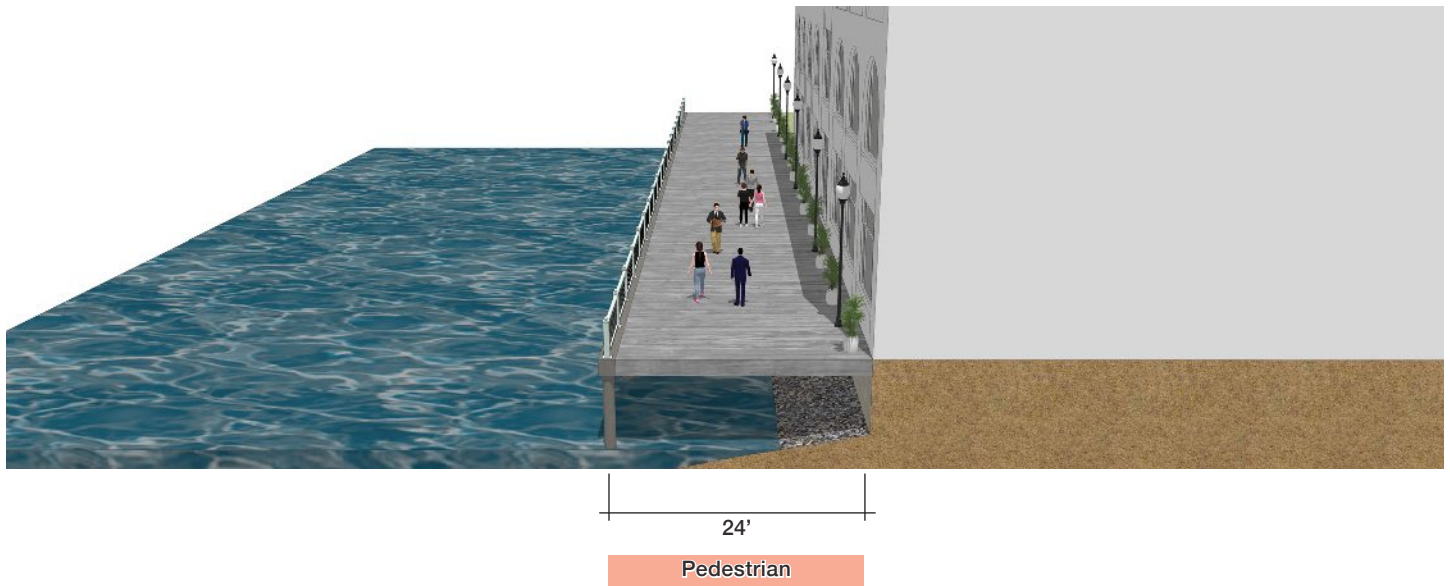
## Circulation

### 5. Pedestrian Passage (Urban)



# Circulation

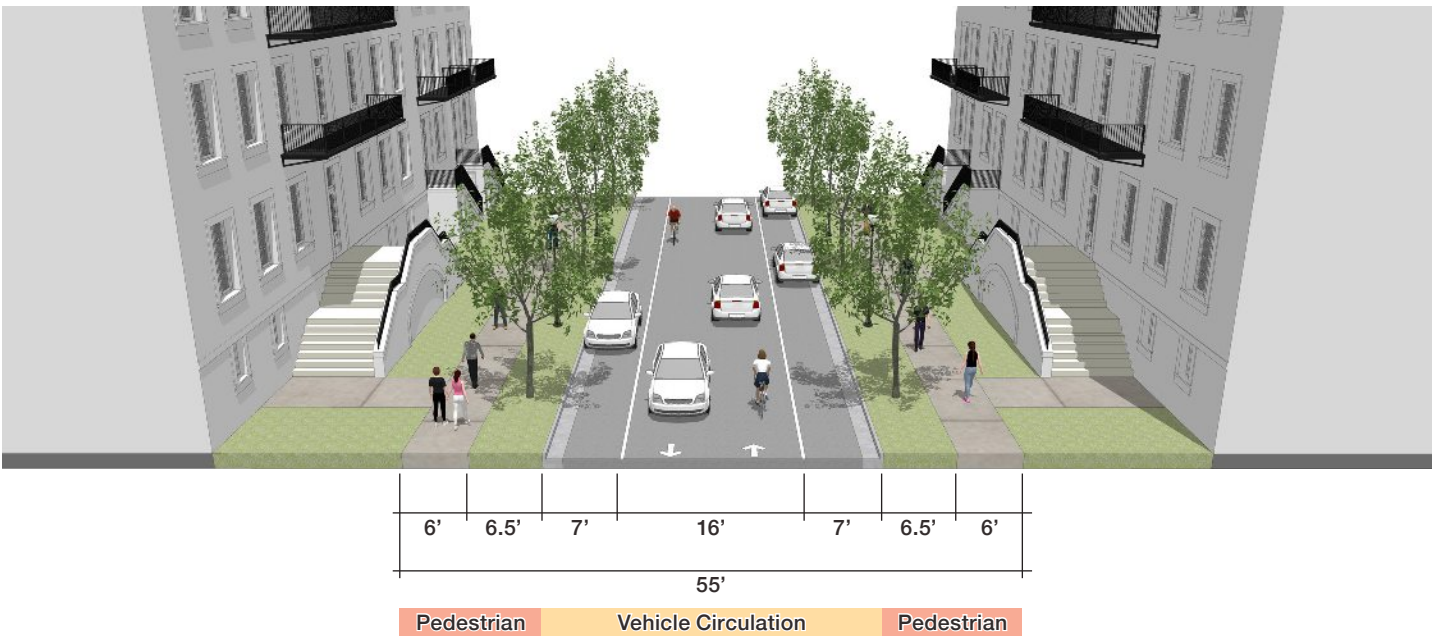
## 6. Cedar Street Boardwalk





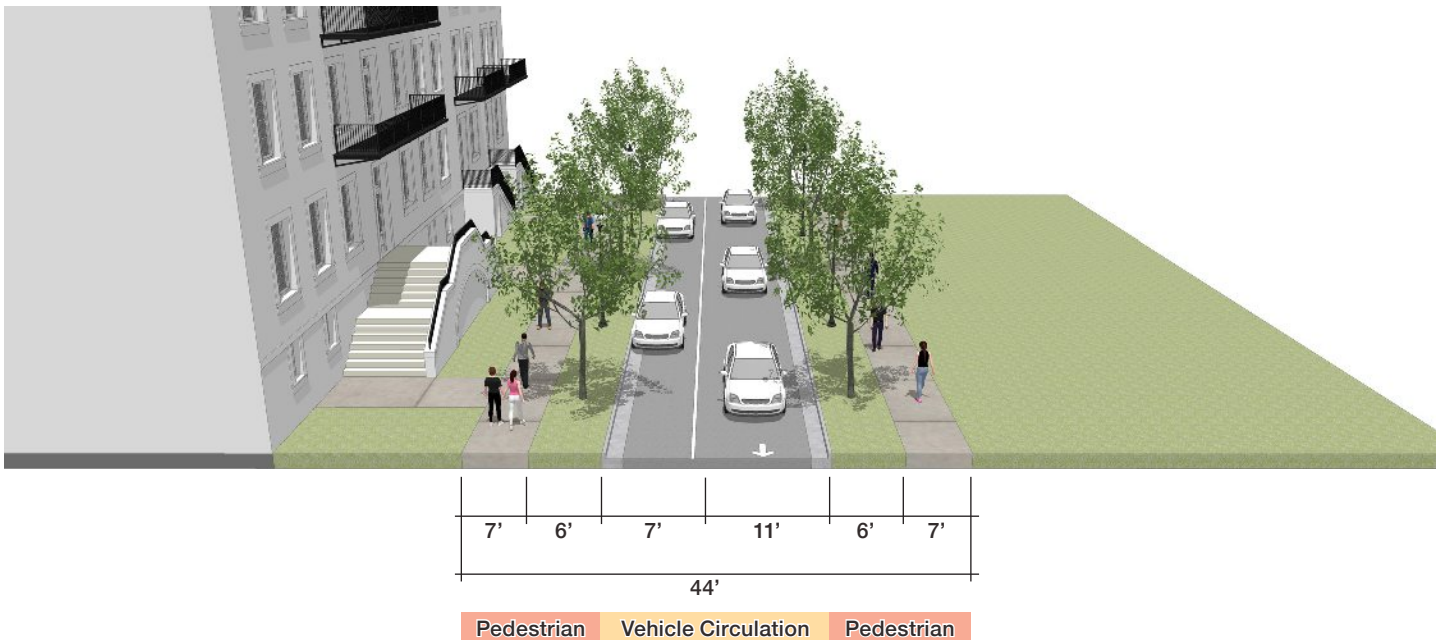
# Circulation

## 7. Residential (Slow) Street



# Circulation

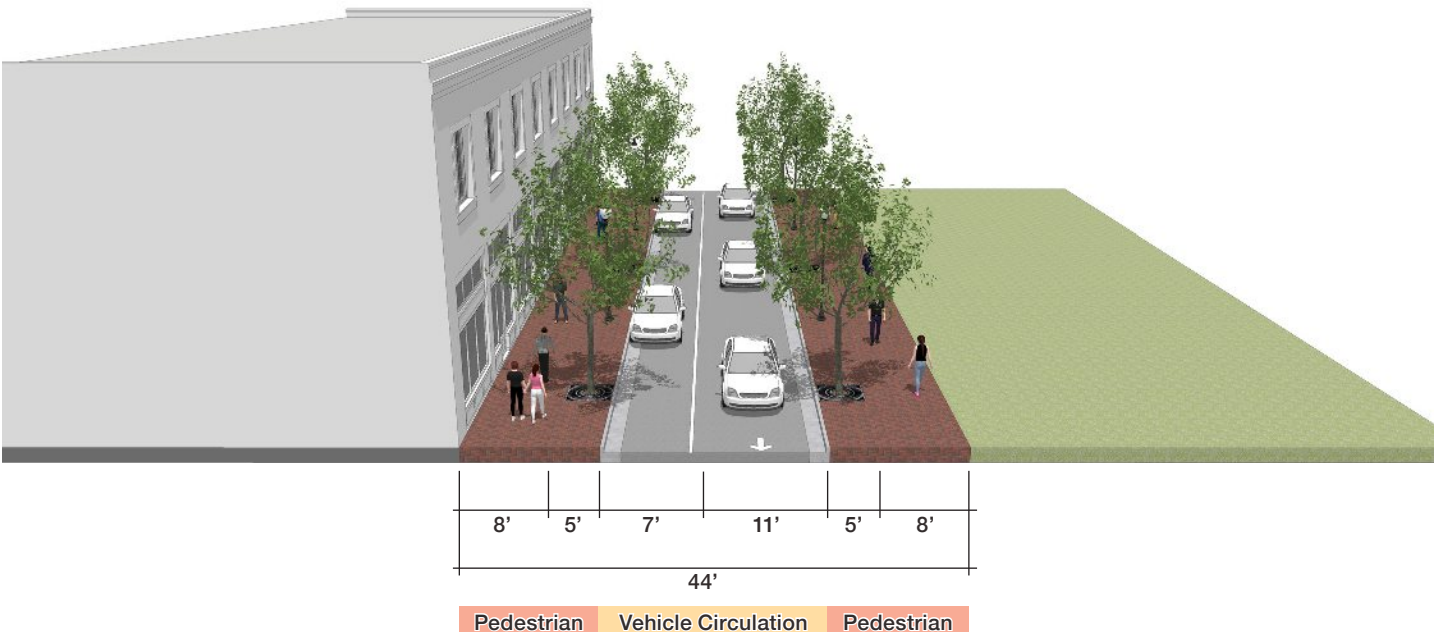
## 8. Residential Square





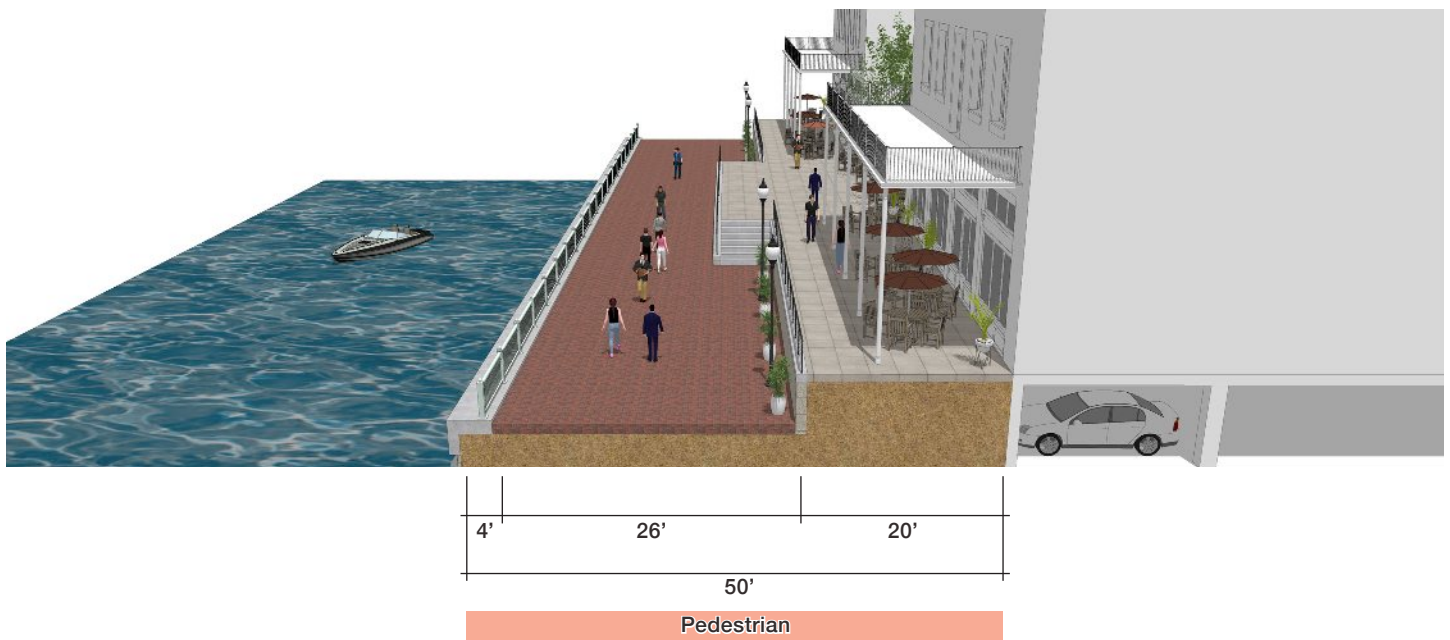
# Circulation

## 9. Commercial Square



# Circulation

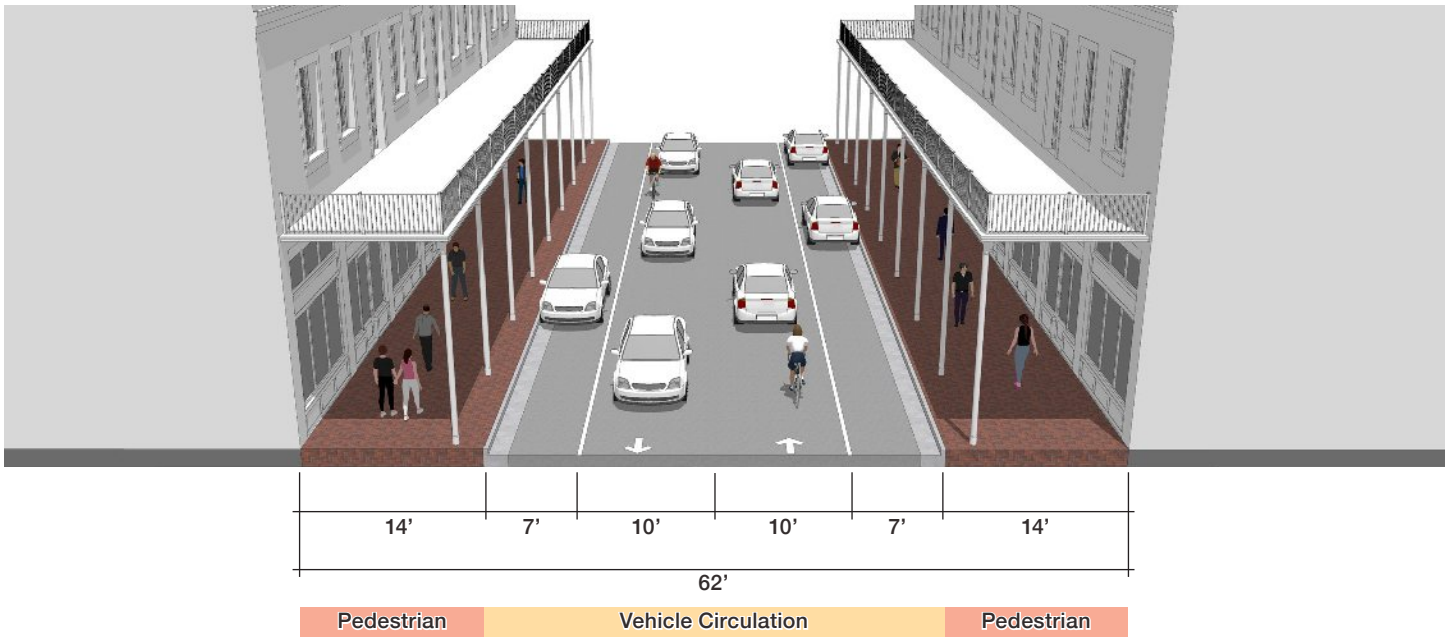
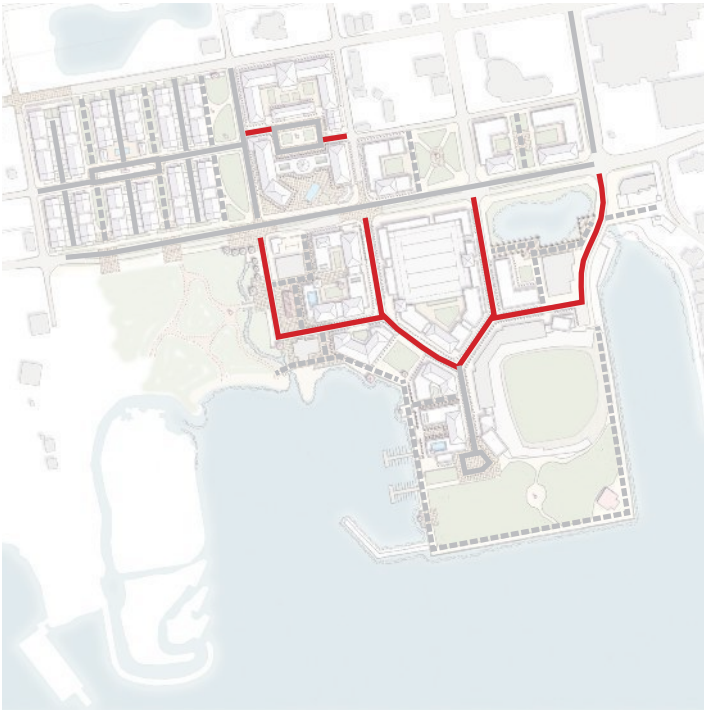
## 10. Waterfront Promenade





# Circulation

## 11. Commercial Street

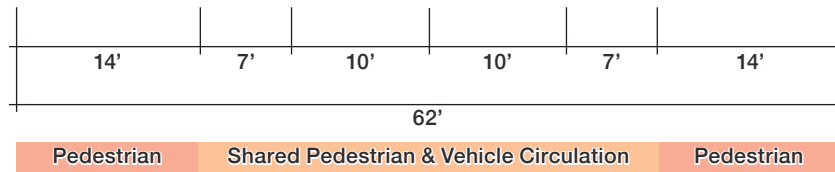
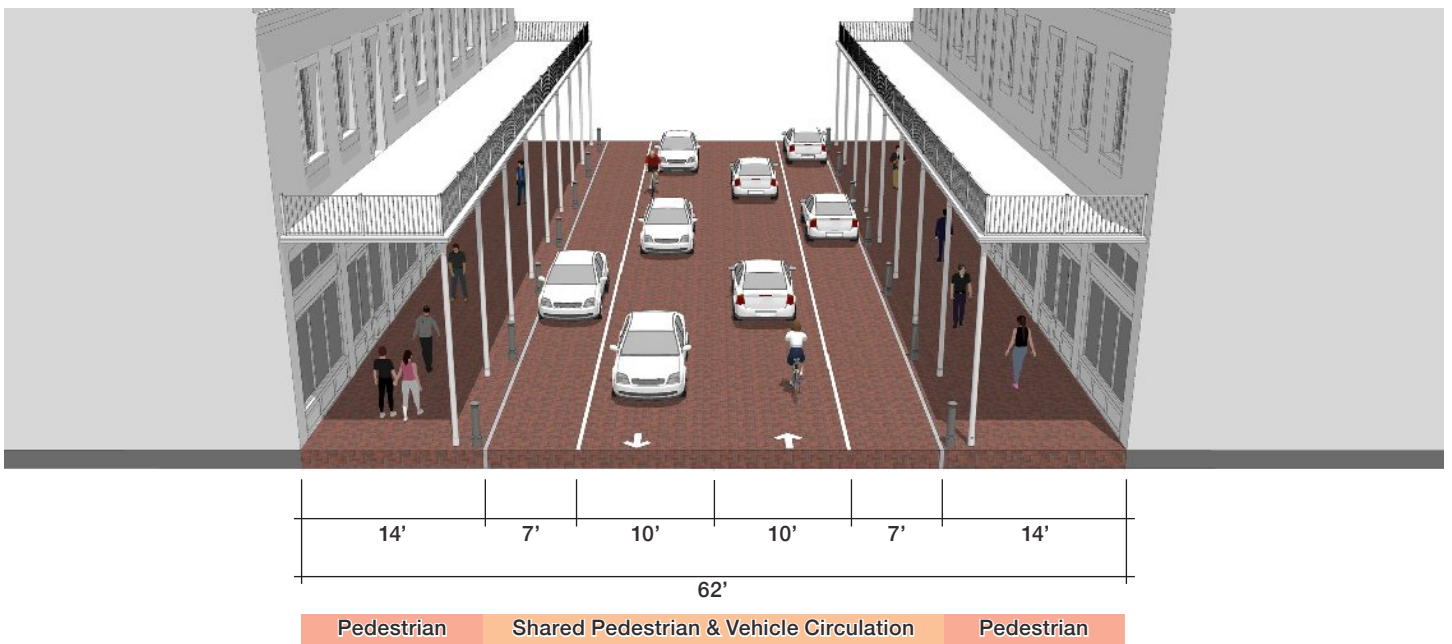


# Circulation

## 12. Commercial Shared Street



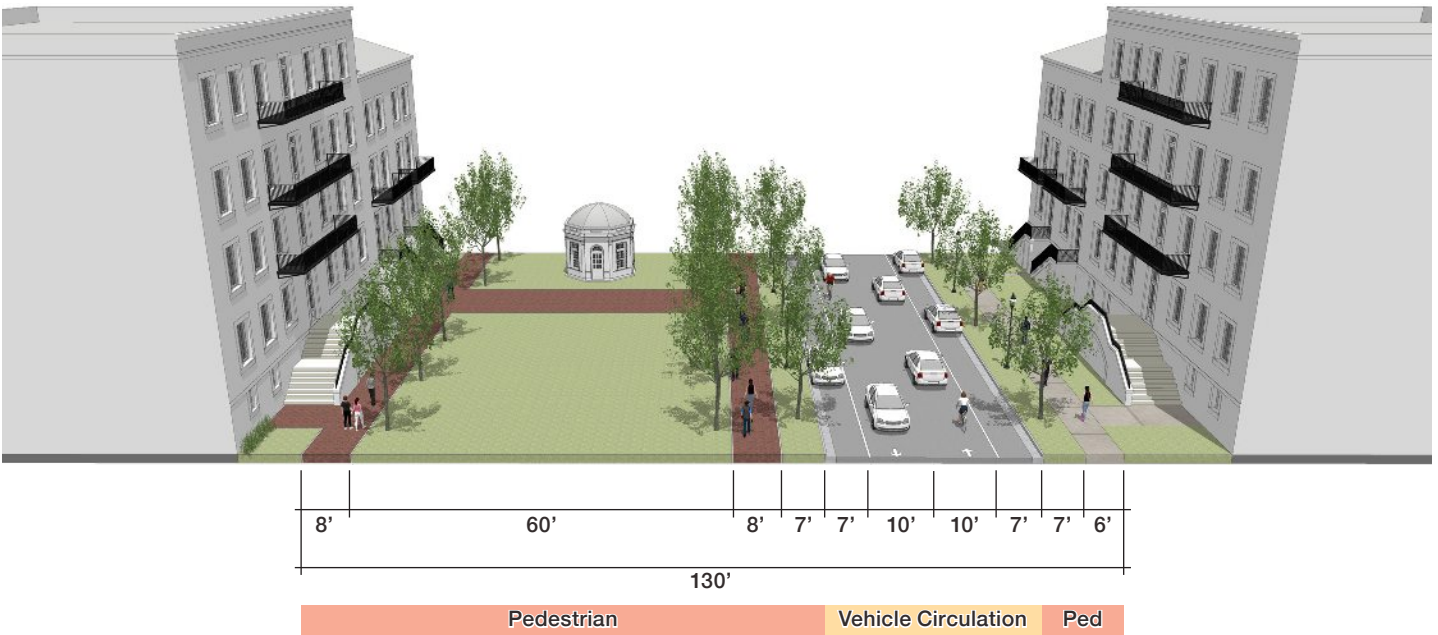
One distinguishing characteristic of a shared street is that it is all one horizontal surface, with no curbs.





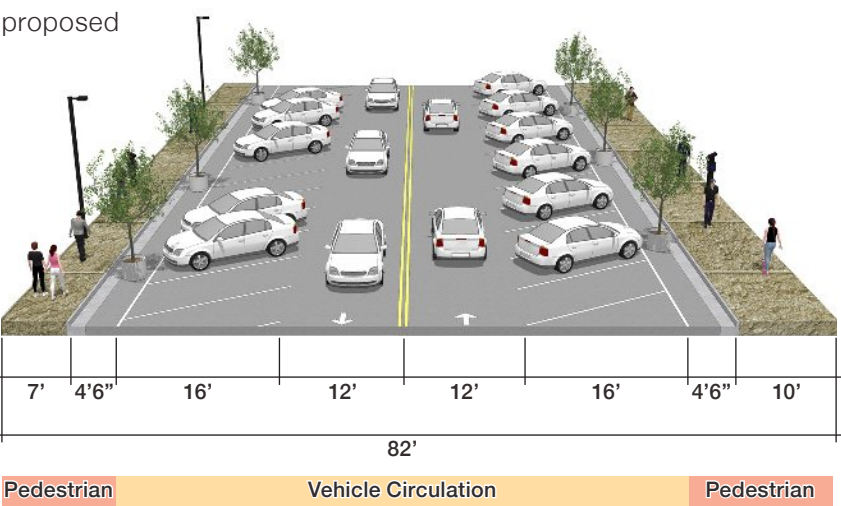
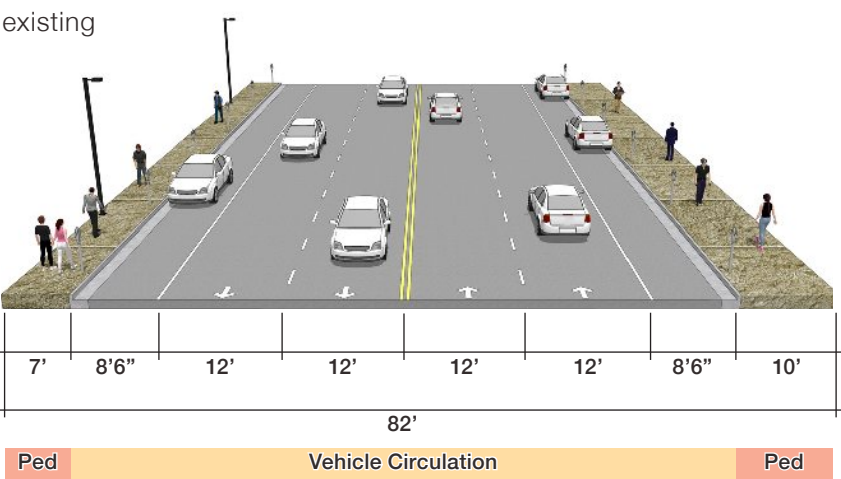
## Circulation

### 13. South Coyle Street (new)



# Circulation

## 14. Spring Street (retrofit)



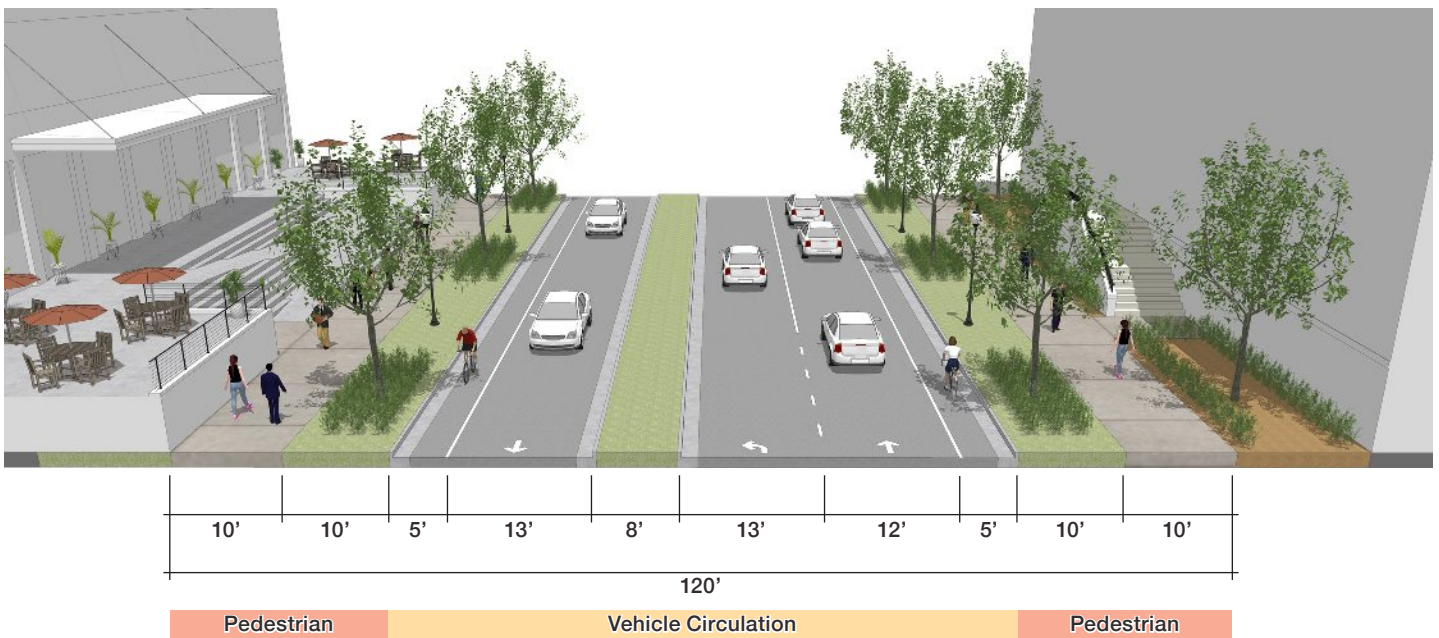


## Circulation

### 13. Main Street (no change)



While there is no change to the thoroughfare assembly for Main Street, this section is included to illustrate the terracing on the south side of Main Street, as the north edge of the Maritime Parcel must also be elevated 9 feet to remain above flood elevation.





# Character

## Overall Aerial and Neighborhood Character



Overall aerial showing the proposed design in context within the surrounding neighborhoods.







# Character

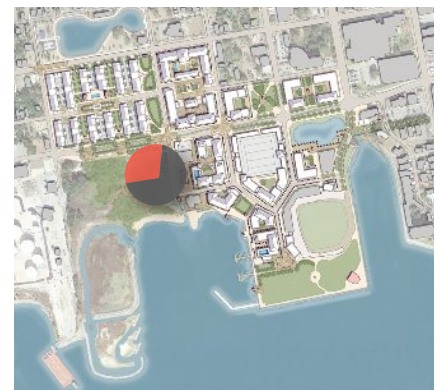
## ECUA Parcel Green Fingers



Viewed looking northwest along the Main Street block face, a pedestrian passage is framed by 3 and 4-story multi-family structures detailed as townhouses flanking a small central apartment building.

Linear greens (pedestrian paths) are generously scaled and envisioned as public amenities providing for passive recreational uses for residents and visitors alike. They can be raised as in the foreground, or at grade as shown in the upper right. These greens also connect Corinne Jones Park with Bruce Beach.

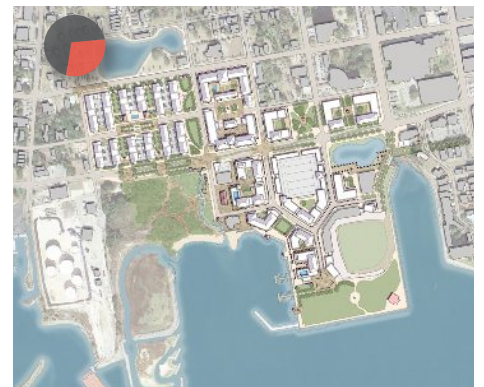
Each building sits on a podium of parking that serves the residential units above and provides the necessary height to maintain habitable floors above 13 feet. Each multi-family building provides individual entries to the first floor units at grade, in addition to prominent lobbies accessed from the greens. The scale of each building is broken up vertically by varying building heights, lowest at the edges and highest at the center.







This view looks southeast across the ECUA parcel, showing the multi-family structures stepping down in scale to the periphery of the block, to remain in keeping with the surrounding lower-scale residential neighborhoods.



# Character

## Tanyard Shops



Tanyard residents expressed strong support for convenience retail facing Corrine Jones Park. As a result, the northwest corner building of the ECUA Parcel was designed to accommodate neighborhood-scaled retail uses along Government Street.

This view looks southeast towards the shops raised on a plinth fronted by a prominent staircase and ramp to accommodate the change in elevation. This mixed-use building sits at the northern end of the first linear green that leads down to Bruce Beach.



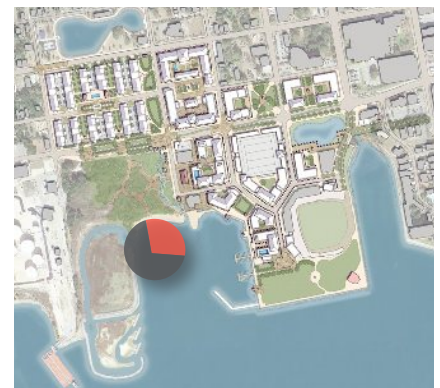




A new plaza is created between Nick's Boathouse and Baskerville-Donovan, giving both buildings more dignified entrances by replacing their surface parking lots with a plaza and pavilion that can host public activities such as a farmer's market. Their lost parking is redistributed to on-street parking, plaza parking, and underground parking garages in adjacent buildings.

A new boardwalk on the north side of the plaza provides another access point to Bruce Beach via a pedestrian bridge over Washer Woman Creek. Increased pedestrian connections to Bruce Beach were a frequent request of Pensacola residents.

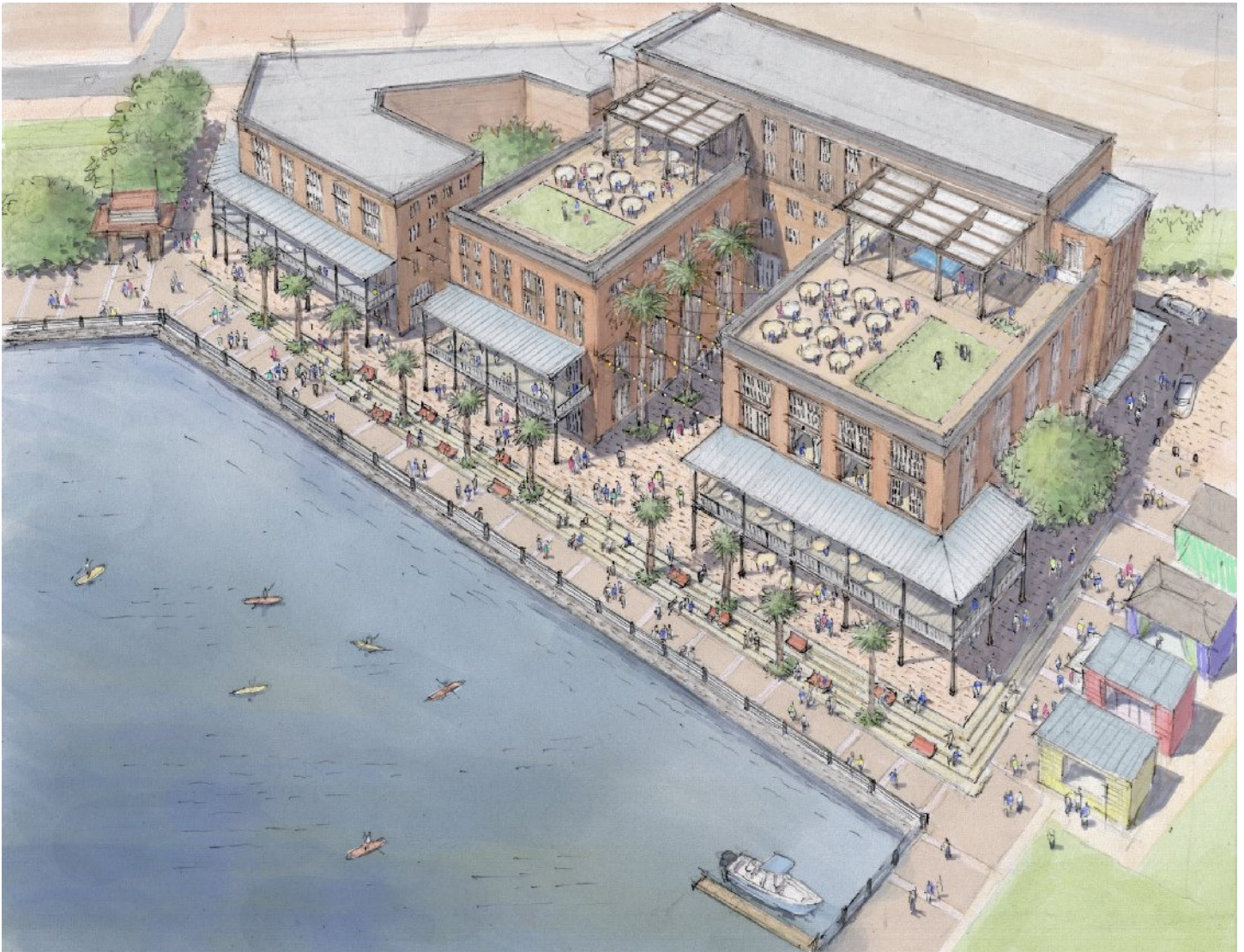
There may also be an opportunity to explore an extension to Bruce Beach, south of Nick's Boathouse.



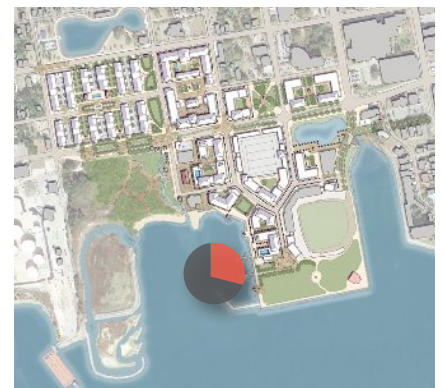


# Character

## Promenade



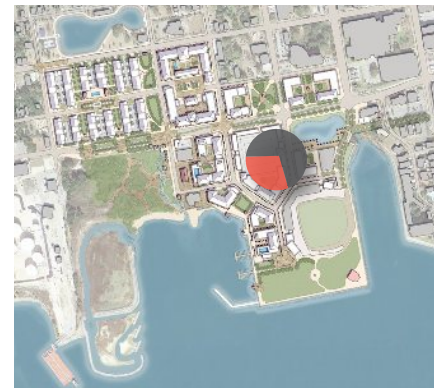
Midrise courtyard buildings open up to the bayfront and provide wide, multi-tiered decks along the boardwalk promenade, accessing commercial uses on the first floor. Deep terraces and roof decks on the upper stories provide additional opportunities for rooftop dining and relaxing along the waterfront.







Mary's Square is an existing small park in the Maritime Parcel that currently suffers from a lack of firm active edges. Here, flanked by two 5 to 6-story buildings, the open space is activated by 2-story galleries holding shops and restaurants. The residential units above can provide loggias and terraces to take advantage of waterfront views.



SPECK & ASSOCIATES

