

CITY OF PENSACOLA, FLORIDA

REQUEST FOR LETTERS OF INTEREST

WATERVIEW REDEVELOPMENT
FOR MAXIMUM ECONOMIC IMPACT & PUBLIC USE
AT 101 WEST MAIN STREET, PENSACOLA FLORIDA 32502



INTRODUCTION

The City of Pensacola and its Community Redevelopment Agency (jointly and separately referred to as “City”) is soliciting Letters of Interest (LOI) from interested developers specializing and/or experienced in commercial real estate redevelopment for redevelopment of publicly owned property at 101 West Main Street (“the Property”). The ideal project will encompass a broader master plan to maximize the reuse of 1-2 parcels located directly adjacent to the Property which are currently listed for sale by a private owner (addressed as 25 West Cedar Street (Harbourview Building along the waterfront and public/private parking garage to the north) (the “Potential Reuse Sites”). The City will consider either single site or broader master planned proposals with the overarching objective of maximizing economic impact and public enjoyment of the waterfront.

The City is requesting letters of interest from qualified developers to:

- Gauge the type and extent of interest in the redevelopment of the property in line with the objectives described in this RLOI
- Provide opportunities for interested parties to identify other entities that may be interested in participating as co-developers, and to
- Inform the preparation and issuance of a formal solicitation for selection of a development partner.

Qualified developers must have the experience and financial and technical capability to design, construct, finance, operate, maintain, and manage the development and to remain operational and compliant over the course of time.

The CRA is vested by the State of Florida pursuant to its powers under Florida Statutes, Chapter 163, Part III, the Community Redevelopment Act of 1969 as amended, with the authority to request proposals for the redevelopment of any area within its District in order to effectuate redevelopment pursuant to the goals and objectives of the [Urban Core Community Redevelopment Plan](#) (the “Redevelopment Plan”).

Letters of interest will be accepted for a minimum of 30-days ending on March 17, 2024, 5:00 P.M., local time, but may be accepted on an on-going basis until closed at the discretion of City administration.

Submittals may be provided via electronic transmission to redemption@cityofpensacola.com or at the following location:

**City Hall
222 West Main Street
Pensacola, Florida 32502
Attention: CRA Division Manager**

The LOI shall **identify the respondent and the RLOI title** (whether hand-delivered, mailed, or via UPS/FedEx or other courier service). Submittals received after the closing time may not be accepted. Multiple submittals from the same entity will not be accepted.

The City will acknowledge the receipt of all LOIs. The City will notify all interested respondents of any pertinent actions taken.

Depending on the number and contents of the LOIs received; the City will determine the appropriate process to proceed. Although, it is the intention of the City to issue a formal solicitation following receipt of the LOIs, the City may also take an alternative action determined by the City to be in its best interest or take

no action. Receipt and acknowledgement of any LOI does not imply or provide the interested party with any right or interest in the property or expectation of any on the part of the City.

TIMELINE

The anticipated schedule is as follows:

Issuance of RLOI	February 16, 2024
Informational Conference & Site Visit	February 29, 2024
Deadline for LOIs	March 17, 2024 (subject to extension)
Formal Solicitation (Anticipated)	Upon identification of one or more qualified development partners meeting the goals and objectives set out in this RLOI.

The City reserves the right to advance or delay scheduled dates and/or to modify this schedule in any way.

An **optional** informational conference will be held as detailed below. An **optional** site visit will also follow. Interested parties are strongly encouraged to attend.

Date:

February 29, 2024,

Informational Conference:

2:00-3:00 p.m. local time

Pensacola City Hall,
222 W Main Street, Pensacola Florida

Or via **Microsoft Teams:**

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 250 263 294 773

Passcode: dDKj8Y

[Download Teams](#) | [Join on the web](#)

Site Visit:

(Approx.) 3:00-4:00 p.m. local time

101 West Main Street, Pensacola, Florida

The conference will highlight the notable features of the site and will be an opportunity for perspective respondents to ask the City questions regarding the project and the City's goals and objectives.

Documentation associated with this RLOI, if not attached, may be obtained from the City of Pensacola website:

<https://www.cityofpensacola.com/3514/Development-Opportunities>.

Any addendum issued will be posted to the City's website. Respondents are responsible for obtaining addenda and are advised to check the website frequently.

Questions concerning the RLOI should be addressed and submitted in writing to:

Victoria D'Angelo, CRA Division Manager
City Hall 3rd Floor
222 West Main Street, Pensacola, Florida 32502
reddevelopment@cityofpensacola.com

SUBJECT PROPERTY DESCRIPTION

The subject parcel at 101 WEST MAIN STREET, PENSACOLA FLORIDA (Parcel 000S009100080026) consists of a .62+/- acre parcel of land. The subject site contains 133 feet of frontage along the south side of Main Street and 240 feet of frontage along the west side of South Baylen Street. The property is adjacent to the Baylen Slip promenade on Pensacola Bay, one block to the east of the Pensacola Community Maritime Park and Blue Wahoo's Baseball Stadium and one block to the west of Palafox Street, an active restaurant and retail hub in Downtown Pensacola.

The improvements to the site consist of a one-story office building containing approximately 3,721 square feet of building area. The improvement was originally constructed in 1996 under a development agreement with the CRA and was used as the Pensacola Sports office building until the lease was terminated in September 2023.

***A site map and site survey are included as Appendices A and B, respectively.

The City does not currently have any environmental site assessments on file for the subject property or the potential reuse sites listed below. However, grant funding is currently available to support Phase I and II assessments.

Potential Reuse Sites

Two potential reuse sites exist directly adjacent to the subject parcel to the southeast at 25 West Cedar Street (Harbourview Office Building), and directly east of the subject parcel on the eastside of Baylen Street at 25 West Cedar Street (Shared Harbourview/Public Parking Garage).

25 West Cedar Street (Harbourview Office Building)

The Harbourview Office Building (Parcel ID# 000S00910000203) consists of a .46+/- acre parcel of land. The subject site contains 213 feet of frontage along the south side of Cedar Street and 91.5 feet of frontage along the east side of Baylen Street. The property is located on the Pensacola Bay waterfront at Baylen Slip and includes a prominent elevated promenade overlooking the waterfront and Port Royal marina.

The improvements to the site consist of a 6-story office building with approximately 84,565 square feet of building area. The improvement was originally constructed in 1986 under a development agreement with the City and has been used as an office building ever since. It is currently occupied by office tenants. The 3-level parking garage across the street was constructed in conjunction with the building. *See additional information below on shared parking provisions.* The Lessee leases the land from the City via a long-term ground lease. The term of the lease is 100 years, which commenced in 1984 with a 100-year renewal option. Also, through virtue of the lease, the building is served by a non-exclusive easement on the Baylen Slip promenade.

The building is currently listed for sale by the Lessee ([Real Estate Listing](#)) and the lease assignable with consent of the City.

25 West Cedar Street (Shared Harbourview/Public Parking Garage)

The Shared Harbourview/Public Parking Garage (Parcel ID# 000S009100010025) consists of a .72+/- acre parcel of land. The subject site contains 125 feet of frontage along the south side of Main Street, 250 feet of frontage along the east side of Baylen Street and 125 feet of frontage along the north side of Cedar Street. The property is located directly east of the subject parcel across Baylen Street at Main and Baylen intersection and directly to the north of the Harbourview Building across Cedar Street. The site is located along the future Pensacola Baywalk/Hashtag Continuous Waterfront Trail (Cedar Street segment). See the "Community Redevelopment Plan" section for more information on this project.

The improvements to the site consist of a 3-story structured parking garage with approximately 74,000 square feet of parking area and 300 spaces. The garage was originally constructed in 1986 under the Harbourview Building development agreement with the City. The improvement is subject to the provisions of the Harbourview building long-term ground lease. Through virtue of the lease, parking serves the Harbourview building and provides limited public parking. Public parking is permitted on the upper deck and within any non-reserved spaces located on the ground floor with seventy-two (72) hours' notice by the City without charge from the Lessee. The City is responsible for security and any personnel and clean up costs associated with its use. Fees assessed during its use are retained by the City or its designee.

*****It is important to note that shared parking to service the downtown area is priority for the City in the potential reuse of this site.*****

The parking garage is currently listed for sale by the Lessee in conjunction with the Harbourview building ([Real Estate Listing](#)).

Public Improvements and Amenities

The Property and Potential Reuse Sites are located along or within immediate proximity of the following public improvements and amenities:

- Pensacola Baywalk/Hashtag Continuous Waterfront Trail
- Baylen Slip Promenade
- Bruce Beach Park Improvements
- Palafox Pier Day Use Marina at Community Maritime Park

***For more information on these projects see the “Community Redevelopment Plan” section of this RLOI.

A map depicting the location of the Property, the Potential Reuse Sites and directly adjacent public investments are attached as Appendix C. A map of the full extent of the Pensacola Baywalk/Hashtag Continuous Waterfront Trail and catalytic project/activity nodes, as defined by the [2019 Waterfront Framework Plan](#), is attached as Appendix D.

ZONING AND SITE DEVELOPMENT STANDARDS

The parcel is zoned SPBD, South Palafox Business District allowing for numerous uses. The South Palafox Business District ([LDC Sec. 12-3-13](#)) is designed to promote the compatible redevelopment of the City's historic downtown waterfront by encouraging high quality site planning and architectural design that is compatible with both the historic character of the existing structures and the waterfront activities.

Associated land development regulations for this zoning district and additional information are attached as Appendix E.

Density: The density for this parcel is 108 du/acre. However, several mechanisms exist to allow for greater density up to 35% as follows:

- Voluntary green building incentive ([Sec. 14-2-296](#)) – 25%
- Residential density bonuses ([LDC Sec. 12-3-109](#)) – Up to 35%. *To maximize the use of the Property the City may consider sponsoring density transfers for affordable housing from its donor sites as described in LDC Sec. 12-3-109.*

Height and Setback: Buildings and other structures may be constructed to a maximum height of 80 feet above the required flood plain elevation. There shall be no minimum front, rear or side yard buildings setback requirements, except as may be necessary to comply with applicable fire safety codes (See LDC Sec. 12-3-13(4)a.).

***It is important to note that in January 2024 the Pensacola City Council added a **height bonus** provision to the Land Development Code to allow height to reach up to 150 feet at the property or setback line for this site, subject to Planning Board review and approval. Full details on the height bonus regulation is attached as Appendix E.

Development plan review, including demolition, will be subject to approval of City of Pensacola Planning Board in accordance with LDC Sec. 12-3-13, LDC Sec. 12-3-120 and the applicable design standards described in LDC Sec. 12-3-121. Since the existing office building is less than 50 years old, this project is exempt from Historic Structure Demolition review under Sec. 12-11-5(5).

Potential Reuse Sites

25 West Cedar Street (Harbourview Office Building)

The parcel is zoned WRD, Waterfront Redevelopment District allowing for numerous uses. The Waterfront Redevelopment District (LDC Sec. 12-3-12(3)) is designed to promote redevelopment of the City's downtown waterfront with a compatible mixture of water-dependent and water-related uses that preserve the unique shoreline vista and scenic opportunities, provide public access, create a cultural meeting place for the public, preserve the working waterfront activities historically located in the waterfront area and encourage a high quality of site planning and architectural design. The applicable land lease permits use of the building for office, as well as, restaurant, lounge and other ancillary compatible uses with the consent of the City.

Associated land development regulations for this zoning district and additional information are attached as Appendix E.

Development plan review will be subject to approval of Planning Board in accordance with LDC Sec. 12-3-12(3) and the applicable design standards described in LDC Sec. 12-3-13 and LDC Sec. 12-3-121.

25 West Cedar Street (Shared Harbourview/Public Parking Garage)

The parcel is zoned SPBD, South Palafox Business District (LDC Sec. 12-3-13).

Associated land development regulations for this zoning district and additional information are attached as Appendix E.

Density: The density for this parcel is 17.4 du/acre for single-family residential (attached or detached) or 108 du/acre for multifamily residential. *Density bonus opportunities are the same as the Property.

Height: The height limit for this parcel is 80 feet above the required flood plain elevation (See LDC Sec. 12-3-13(4)a.). *The height bonus opportunity is the same as the Property.

Development plan review, including demolition, will be subject to approval of City of Pensacola Planning Board in accordance with LDC Sec. 12-3-120 and the applicable design standards described in LDC Sec. 12-3-121. Since the existing parking structure is less than 50 years old, this project is exempt from Historic Structure Demolition review under Sec. 12-11-5(5).

DEVELOPMENT TEAM REQUIREMENTS

Respondents may include one entity or a team of several entities. Development teams must include the developer, architect, engineer, and property management company (if applicable to use).

The City anticipates the following requirements of the development team:

- **Lead entity** must have demonstrated experience and capacity in the development and management of commercial real estate development and have successfully completed no less than three (3) projects, of similar size and complexity as the proposed project, within the past ten (10) years.
- **The property management company** (if applicable) must demonstrate experience in the management of at least two projects, of similar size and complexity as the proposed project for at least 2 years each.
- **Team** must have demonstrated experience in:

- Site preparation and infrastructure development on similarly situated sites;
- Successfully applying and closing on the type of financing anticipated to be utilized, or similar; and
- Real estate development and financing strategies relative to the type of project proposed.

COMMUNITY REDEVELOPMENT PLAN

In accordance with Chapter 163, Part III, Florida Statutes, (the “Community Redevelopment Act”), the property must be utilized to further the goals and objectives of the [Urban Core Community Redevelopment Plan](#). The goals include building upon recent success and community strengths, creating strong destinations for development and investments, connecting new investments with existing community fabric and linking destinations to neighborhoods and waterfront to create a multi-dimensional downtown.

A copy of the Urban Core Community Redevelopment Area Plan is accessible via the City website: <https://www.cityofpensacola.com/537/Urban-Core-Community-RedevelopmentCRA-PI>

The [Redevelopment Plan](#) details the following guiding principles related to implementation of the plan that will be sought for incorporation into proposals received:

- Reinforce and Enhance Recent Successes and Plans
- Strengthen Connectivity
- Fill the Gaps
- Access the Waterfront
- Activate the Waterfront
- Strengthen Neighborhoods
- Increase Downtown Residential
- Identify New Civic, Cultural and Entertainment Needs
- Ensure Quality in Design and Development

Waterfront Accessibility

One of the overarching themes outlined in the Redevelopment Plan is maximizing and leveraging one Pensacola’s greatest assets, the waterfront, to produce economic investment, vibrancy and equitable public enjoyment within the district.

A key strategy to achieving the City’s goals is implementation of the **Pensacola Baywalk** project, which includes the “**Hashtag**” **Continuous Waterfront Trail**

referenced in the [2019 Waterfront Framework Plan](#). The “Hashtag” project received its name because the project connects Main Street and Cedar Street to the east and west and Palafox and Jefferson Streets to the north and south forming a hashtag symbol.

A copy of the Waterfront Framework Plan is accessible on the City website: <https://www.cityofpensacola.com/DocumentCenter/View/19601/SCAPE-Pensacola-Waterfront-Framework-Plan>

The Pensacola Baywalk project strives to connect the public to a lively Pensacola Bay waterfront through walkable and bikeable trails spanning from the Pensacola Bay bridge to the far west of the district at Bruce Beach. Various nodes are identified as targeted reinvestment opportunities along the trail, one of which is the **Baylen Slip Promenade** directly adjacent to the subject parcel.

The **Community Maritime Park (CMP)** and **Blue Wahoos Stadium** also serves as a point of interest along the trail. The [West Main Master Plan](#) was developed to steer infill development within the CMP and the surrounding area. The City is currently in the process of implementing this plan.

Economic Development

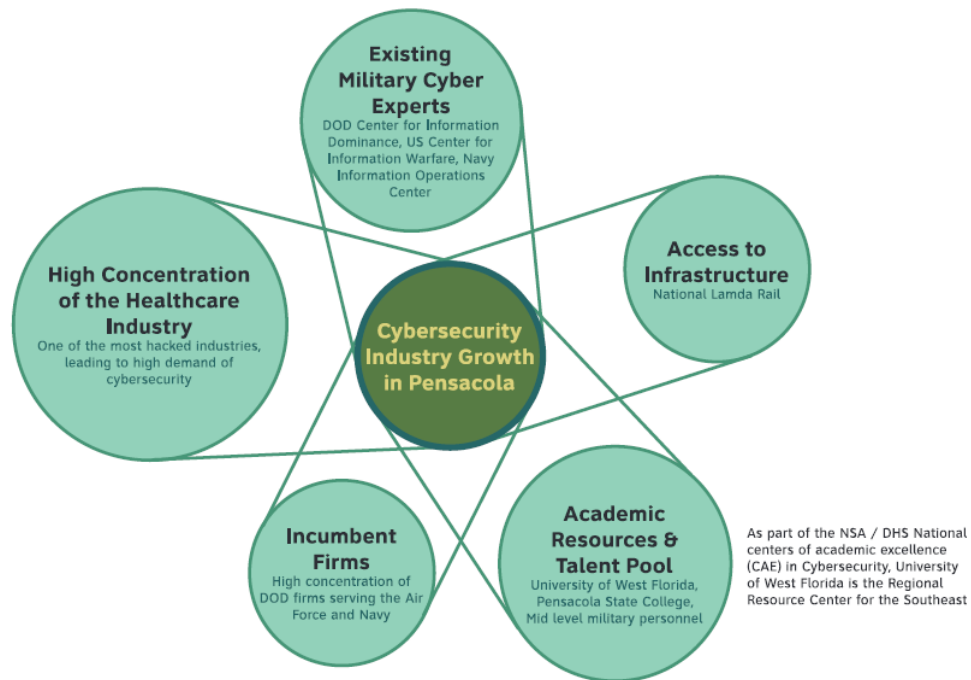
The [Redevelopment Plan](#) and the [2019 Waterfront Framework Plan](#) also feature recommendations **to create live/work hubs for research and technology clusters in the downtown area**. These “hubs” are intended to attract creative workforces that serve major industries in the area, including but not limited to:

- Healthcare
- Defense and military - aerospace medicine and related sciences
- Computer specialists - cyber security, artificial intelligence, cognitive science, psychology, philosophy, and robotics.
- Finance

The [2019 Waterfront Framework Plan](#) places a specific emphasis on **cybersecurity** as a growing industry with the potential to support economic development along the waterfront.

UNIQUE ADVANTAGE IN CYBERSECURITY

Cybersecurity, a growing industry, can thrive in Pensacola and provide innovation and economic opportunities to the region.



Data source: Florida West Economic Development Alliance; Allied Market Research

PROJECT DESCRIPTION

The City seeks impactful proposals that maximize economic impact and public access and enjoyment of the waterfront and contributes to the Pensacola Baywalk/Hashtag project and the Baylen Slip promenade. Uses and site design should contribute to an active daytime environment with moderate evening activation that respects existing and future residential development along the waterfront.

The ideal project will create a vibrantly unique waterfront innovation district at Baylen Slip and Cedar Street along the Pensacola Baywalk leveraging the potential reuse sites to create a transformational effect. However, single site proposals will be accepted as well.

Overall project preferences include:

- Projects with a high economic return on investment to the City.

- High density residential that supports a “live, work, and play” downtown district.
- Active ground-floor uses that create an “everyday” reason for walking and biking along Main Street, visiting the waterfront and connecting Palafox Street, where much of the existing retail and entertainment activity is concentrated, to Baylen Slip, Community Maritime Park and Bruce Beach. Potential uses of interest include retail, restaurant, recreation (particularly serving waterfront uses), entertainment, art gallery, coworking spaces and/or maker space. ***Note: Proposed uses should operate at hours that respect surrounding residential development and should not be reasonably expected to create nuisance conditions, such as excessive noise, trash accumulation or public intoxication.**
- Elevated public spaces which allow for enjoyment of waterfront vistas such as rooftop and/or upper floor restaurants and conference spaces. ***See note above regarding uses.**
- Job growth, particularly in high paying industries, such as innovation.
- Active and passive outdoor spaces, such as pocket parks, maritime recreation, public plazas and interactive pedestrian zones.
- Features that support waterfront recreation and transport such as pedal boating, kayaking, boating and water taxi service.
- Quality design that contributes to the historic and maritime character of the area, contributes to an urban environment, and preserves water views.
- Creative and strategic applications for parking management/shared parking.
- Elements of public art.
- Inclusion of Minority and Women-owned Business Enterprises (MWBE) vendors.
- Application of green building standards as specified in the City of Pensacola Code of Ordinances Section 14-2-295 “Green Building Standards”.

Design features

Site design must be cohesive, have good connectivity, ease of access, and incorporate, as applicable, the Redevelopment Plan objectives.

An informal building height study was performed to establish a preferred scale for redevelopment/reuse of the Property and the adjacent parking garage site. The study is attached in Appendix F and preferred heights described below.

Design preferences include:

Single Site – Property only

- High residential density and/or productive commercial space that supports a downtown “live, work, play” economy.
- Complementary ancillary uses that promote public enjoyment of the waterfront such as upper floor and/or roof top commercial spaces.
- Main Street – Active ground-floor space (such as restaurant/retail) which serves to connect the Community Maritime Park and Bruce Beach to Palafox Street. Preferred height: ~ 90’
- Cedar Street – Site design that provides a complementary “front face” to the waterfront trail along Cedar (such as green or pocket park space). A scale that respects and complements the massing and height of the adjacent Port Royal development. Preferred height: ~60’ - 80’
- Baylen Street – A pedestrian friendly, creative and exciting urban threshold that acts as the entryway to Baylen Slip Promenade and the waterfront trail.

Broader Master Plan (including one or more adjacent reuse sites)

Harbourview Shared Parking Site

- Shared parking to serve the surrounding sites and the downtown area.
- High residential density and/or productive commercial space that supports a downtown “live, work, play” economy.
- Main Street – Active ground-floor space (such as restaurant/retail) which serves to connect the Community Maritime Park and Bruce Beach to Palafox Street. Preferred height: ~ 90’. Uninterrupted sidewalk connectivity.
- Cedar Street – Site design that provides a complementary “front face” to the waterfront trail along Cedar (such as green or pocket park space). Preferred height: ~ 80’. Uninterrupted sidewalk connectivity and active pedestrian programming.
- Baylen Street – A pedestrian friendly, creative and exciting urban threshold that acts as the entryway to Baylen Slip Promenade, the waterfront trail, and the innovation district

Harbourview Building

- Productive use of existing building
- Ground floor waterfront activation such as restaurant, retail and/or recreation uses and features.

SITE CONTROL

The CRA has owned the site since 1990. It is the City's intent to retain ownership of the parcel and engage in a long-term lease with market lease fee. Lessee will be responsible for payment of all property taxes. The City anticipates that development terms and restrictions will be established and enforced pursuant to a redevelopment agreement and long-term ground lease.

*Note: A brokers opinion of value was produced on December 15, 2023 and is valued between \$1,273,000 - \$1,694,000, using the Comparable Sales Approach. Comparable sales that were used for this property are properties in Downtown Pensacola primarily used as office space. A copy of this opinion of value is attached in Appendix G.

COMMUNITY ENGAGEMENT & MARKETING

The City anticipates the following requirements for community engagement and marketing of the project:

- An engagement and marketing plan.
- A website, along with regular public information releases, to ensure full public access to project information throughout the development review, approval, construction, and occupancy phases.

INCENTIVE REQUESTS

Consideration of incentive requests will be subject to return-on-investment review and gap analysis. Awards for additional incentives will be subject to negotiation and may only be made at the discretion of the Mayor and the Community Redevelopment Agency and/or City Council.

SUBMITTAL COMPONENTS

The principal intention of this RLOI is to gauge the type and extent of interest in the redevelopment of the property as outlined herein. The process is deliberately intended to be flexible and inviting to all interested developers. It is important to the City that letters submitted provide as much detail as possible to allow the city gauge the anticipated features and timeline of the project, the feasibility and the qualifications of the respondent. At minimum, letters submitted must enable the City to discern these elements. The following submittal components are requested:

- **Identification** – Identify the lead entity and any anticipated development team members. Specify the business type for lead entity and any anticipated development team members.
- **Contact information** – Provide the contact name, address, telephone number and email address for the responding entity.
- **Degree of Interest** – A narrative description of the responding entities' degree of interest in the project. Please provide any feedback as to any particular components described within this RLOI that would increase or decrease your level of interest in the project.
- **Project Description(s)** – A narrative description of the project that the responding entity would anticipate proposing in response to a formal solicitation for this site. If the responding entity may consider more than one option, please describe the details for each. The project description should address all relative goals and preferences described in the "Project Description" and "Community Redevelopment Plan" sections of this RLOI. In particular, please address the following items:
 - **Reuse Type:** Explain what type of property reuse is of greatest interest to you for this site – single site (subject parcel) or master planned (incorporating potential reuse sites). Describe any considerations.
 - **Use:** Describe the proposed use of the building(s) and any site features/amenities.
 - **Development Plan & Design Features:** Please describe how the project would meet any development plan and design preferences described in the "Project Description" section of this RLOI. Include a conceptual plan and/or narrative illustrating the proposed building placement, orientation and massing, including square footages by use type, building height and stories, and any landscaping, streetscape and/or public art features. Specify anticipated number of

residential units by bedroom count and architectural style. Indicate any demolition proposed.

- **Land Development Regulatory Compliance** - Indicate whether the responding entity anticipates that the land development requirements for height, density, parking and any other applicable land development regulations will be met. If not, outline the responding entity's intended approach to achieving approval.
- **Timeline:** General timeframe for pre-development, construction and occupancy.

▪ **Financial Information –**

- **Preliminary development budget:** The preliminary development budget should include the following: proposed number of residential units, both for sale and for rent (as applicable), associated maximum rents and/or sales prices according to bedroom size and type, square footage of non-residential spaces and anticipated rental revenue and anticipated fixed expenses to determine the estimated annual rent revenue; the development budget that includes cost estimates of land and buildings, rehabilitation, hard construction, construction contingency, soft costs, reserves, developer fees, and other associated costs.
- **Preliminary Financing Plan:** Include a preliminary financing plan with the anticipated funding sources to be utilized and any financing details, including timelines.

Respondents are asked to utilize the [“Financing Plan Template”](#) as the basis for their response.

- **Incentive:** Describe any additional incentive, including type and amount, that the responding entity may anticipate requesting from the City to support the development or the development options.

▪ **Relevant Experience –**

- Provide a narrative summary describing how the responding entity anticipates meeting the “Development Team Requirements” described in this RLOI. Please explain any requirements that the responding entity does not anticipate being able to meet.

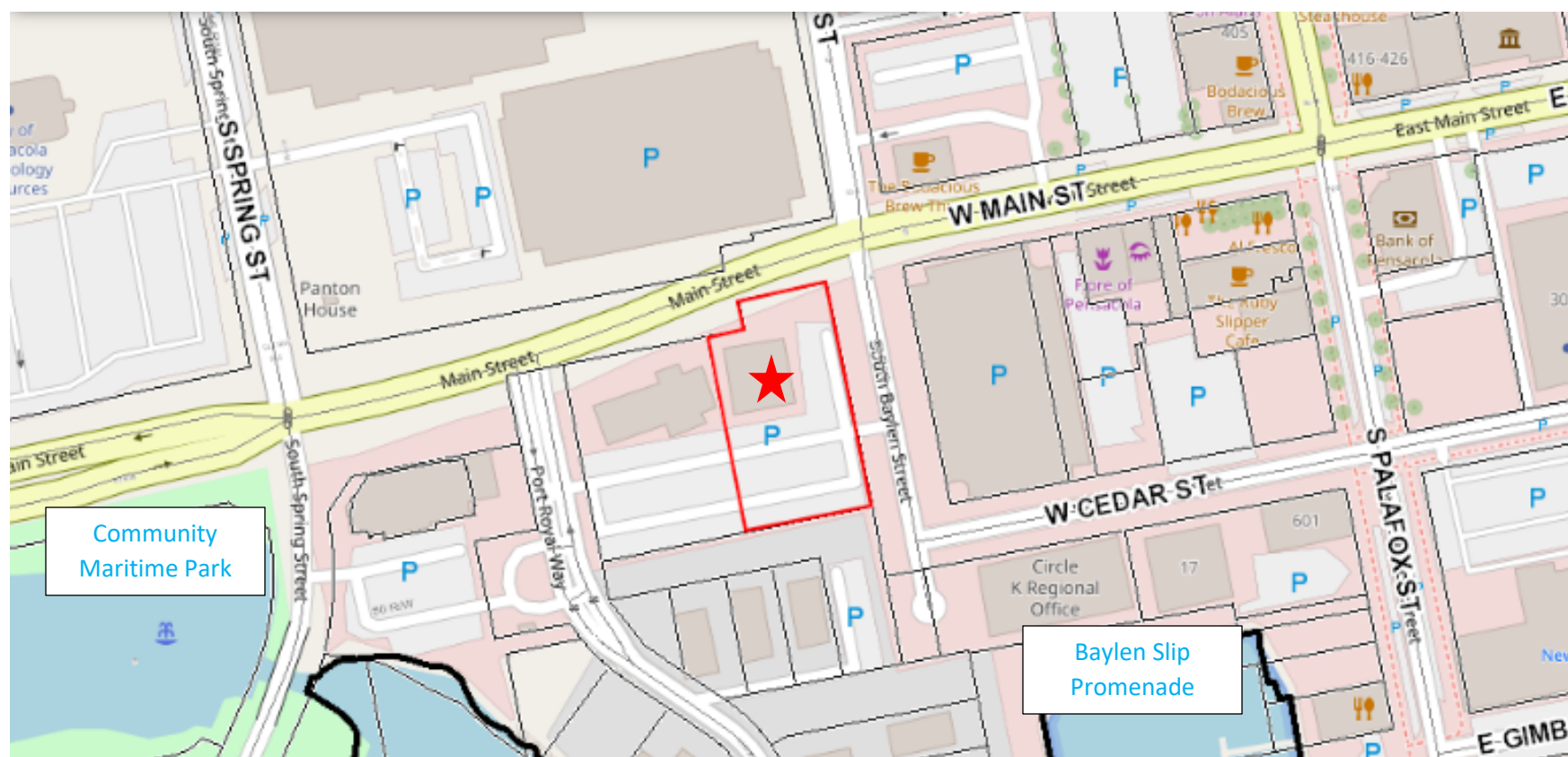
- Provide no less than three (3) examples of completed projects of similar size and scope performed by the lead entity, including the name of the project, picture documentation, total cost, date completed, timeframe from award through occupancy and project reference, including reference name, organizational affiliation and contact information. Also list any anticipated development teams members' involvement in the project.
- **Additional Feedback** – Provide any additional feedback that you believe the City should consider regarding the solicitation of this project.

APPENDIX

- **Appendix A** Site Map
- **Appendix B** Site Survey
- **Appendix C** Map of Property, Potential Reuse Sites & Public Investments
- **Appendix D** Map of Continuous Waterfront Trail and Catalytic Sites
- **Appendix E** Associated Land Development Regulations & Residential Density Bonuses, Land Development Green Building Certification, Height Bonus
- **Appendix F** Informal Height Study
- **Appendix G** Brokers Opinion of Cost

Appendix A
Site Map

SITE MAP – 101 West Main Street



Appendix B

Site Survey



0 10 20 40 60
SCALE: 1" = 20'

BOUNDARY SURVEY

A PORTION OF BLOCK 26 AND VACATED CEDAR STREET, WATERFRONT TRACT
SECTION 46, TOWNSHIP 2 SOUTH, RANGE 30 WEST
CITY OF PENSACOLA, ESCAMBIA COUNTY, FLORIDA

MAIN STREET
(R/W VARIES)

BAYLEN STREET
(80' R/W)

N/F PENSACOLA ASSOCIATION
OF REALTORS, INC.
(O.R. 5206, PG 957)

TREE DATA

1. <16" GRAPE MYRTLE (HERITAGE)
2. <16" GRAPE MYRTLE (HERITAGE)
3. SABAL PALM
4. SABAL PALM
5. SABAL PALM
6. SABAL PALM
7. <16" GRAPE MYRTLE (HERITAGE)
8. <16" GRAPE MYRTLE (HERITAGE)
9. <16" GRAPE MYRTLE (HERITAGE)
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18. <16" GRAPE MYRTLE (HERITAGE)
19. <16" GRAPE MYRTLE (HERITAGE)
20. <16" GRAPE MYRTLE (HERITAGE)
21. <16" GRAPE MYRTLE (HERITAGE)
22. UNKNOWN
23. <16" GRAPE MYRTLE (HERITAGE)
24. >8" LIVE OAK
25. 9" LIVE OAK (PROTECTED)
26. 18.5" LIVE OAK (PROTECTED)
27. 38" LIVE OAK
28. 38" LIVE OAK
29. >16" GRAPE MYRTLE (PROTECTED)

SURVEYOR'S NOTES

1. ALL MEASUREMENTS MADE IN ACCORDANCE WITH THE UNITED STATES STANDARD AND RECORDED IN DEEDAL FOOT UNLESS OTHERWISE MARKED.
2. BASIS OF BEARING IS REFERENCED TO AN ASSUMED BEARING OF S09°43'03"E ALONG THE WEST SIDE OF BAYLEN STREET AS SHOWN.
3. REFERENCE SOURCE BEING EXISTING FIELD MONUMENTATION, RECORDED MAPS & DOCUMENTS AND CITY ATLAS # 73.
4. LOCATION OF IMPROVEMENTS ARE SHOWN PER THE LAST FIELD DATE OF JANUARY, 2024.
5. NO TITLE SEARCH WAS PERFORMED NOR PROVIDED FOR THIS SURVEY. THIS SURVEY DOES NOT REFLECT NOR DETERMINE OWNERSHIP.
6. NO UNDERGROUND IMPROVEMENTS HAVE BEEN LOCATED EXCEPT AS SHOWN.
7. THE SURVEY AS SHOWN HEREON IS CERTIFIED TO THE CITY OF PENSACOLA ONLY AND IN NO WAY TRANSFERS CERTIFICATION WITHOUT THE EXPRESS WRITTEN CONSENT OF SAID CITY.
8. FEDERAL AND STATE COPYRIGHT ACTS PROTECT THIS MAP FROM UNAUTHORIZED USE. THIS MAP IS NOT TO BE COPIED OR REPRODUCED IN WHOLE OR PART. THIS MAP CANNOT BE USED FOR THE BENEFIT OF ANY OTHER PERSON, COMPANY OR FIRM WITHOUT THE PRIOR WRITTEN CONSENT OF THE COPYRIGHT OWNER AND IS TO BE RETURNED UPON REQUEST.
9. IN ACCORDANCE WITH THE STATE OF FLORIDA ADMINISTRATIVE CODE, ANY ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING SURVEYOR AND MAPPER ARE PROHIBITED WITHOUT PRIOR WRITTEN CONSENT OF THE SIGNING SURVEYOR AND MAPPER.
10. IT IS THE OPINION OF THE UNDERSIGNED SURVEYOR THAT THE PARCEL OF LAND SHOWN HEREON LOCATES IN ZONE "A-2" PER THE FLOOD INSURANCE RATE MAP NATIONAL FLOOD INSURANCE PROGRAM COMMUNITY NAME: CITY OF PENSACOLA, COMMUNITY NUMBER: 120082, PANEL & SUFFIX NUMBER: 03906, MAP NUMBER 12033C03906, DATED 9/29/2006.

ABBREVIATIONS

- A/C = AIR CONDITIONER
BK = BOOK
CA = CITY ATLAS
CB = COMMUNICATION BOX
CIRF = CAPPED IRON ROD FOUND
CIRS = CAPPED IRON ROD SET
CO = CLEAN OUT
CP = COMMUNICATION PEDESTAL
CV = COMMUNICATION VAULT
D = DEED INFORMATION
EM = ELECTRIC METER
ET = ELECTRIC BOX
FM = FIELD MEASUREMENT
FH = FIRE HYDRANT
GV = GAS VALVE
ICV = IRRIGATION CONTROL VALVE
IPF = IRON PIPE FOUND
IRF = IRON ROD FOUND
LB = LICENSED BUSINESS
LP = LIGHT POLE
NAD = NORTH AMERICAN DATUM
N&DS = NAIL & DISK SET
N/F = NOW/FORMERLY
O.R. = OFFICIAL RECORD
(P) = PLAT OR MAP INFORMATION
PG = PAGE
PID = PARCEL IDENTIFICATION
PSM = PROFESSIONAL SURVEYOR & MAPPER
R/W = RIGHT-OF-WAY
S = SIGN
SM = STORMDRAIN MANHOLE
CM = COMMUNICATION MANHOLE
WM = WATER METER
WV = WATER VALVE
FC = FIBER COMMUNICATION
G = GAS LINE
OHW = OVERHEAD WIRE
SS = SANITARY SEWER LINE
ST = STORM DRAIN LINE
W = WATER LINE
X = 6" CHAIN-LINK FENCE

DESCRIPTION OF SUBJECT PARCEL (REFERENCE O.R. 2845, PG 453)
LOTS 8, 9, 10, 11, 19, 20, 21, 22 AND THE EAST 7 FEET OF LOTS 7 AND 18, BLOCK 26, WATERFRONT TRACT, IN THE CITY OF PENSACOLA, ESCAMBIA COUNTY, FLORIDA, ACCORDING TO THE MAP OF SAID CITY COPYRIGHTED BY THOMAS C. WATSON IN 1906 LESS AND EXCEPT THE NORTH 33.2' OF LOTS 9, 10 AND 11. ALSO, THE NORTH 1/2 OF CEDAR STREET ADJACENT TO AND ADJOINING THE ABOVE DESCRIBED PROPERTY. SAID CEDAR STREET WAS VACATED BY CITY ORDINANCE 114.83. SUBJECT TO EASEMENT RESERVED BY THE CITY OF PENSACOLA IN ORDINANCE 114.83.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS SURVEY WAS MADE UNDER MY RESPONSIBLE CHARGE AND COMPLIES WITH THE STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS & MAPPERS IN CHAPTERS 5J-17.050 THROUGH 5J-17.053 OF THE FLORIDA ADMINISTRATIVE CODE PURSUANT TO FLORIDA STATUTE SECTION 472.027.

Leslie D. Odum
LESLIE D. ODUM, PSM# 6520

1-11-24

DATE



NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

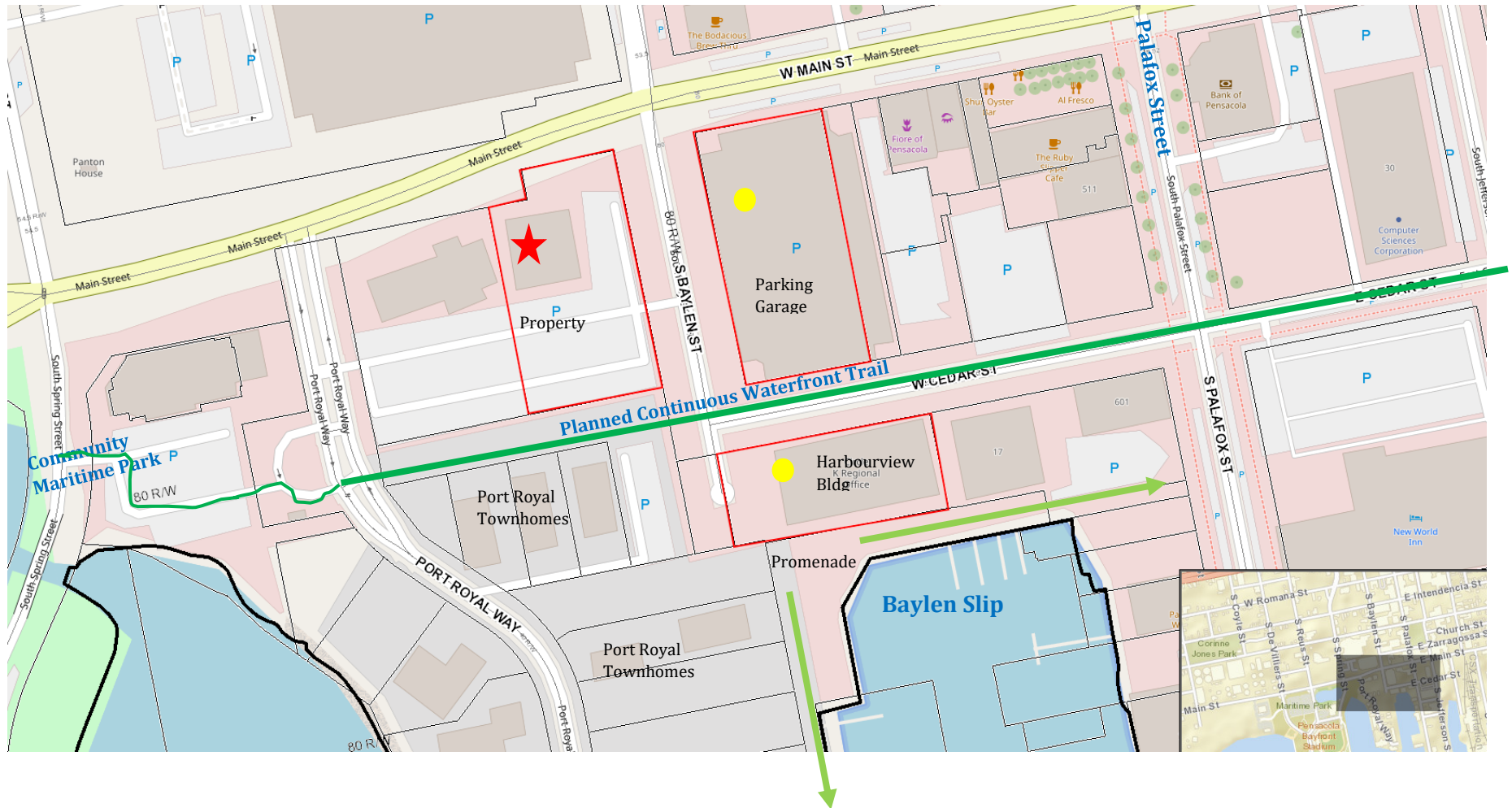
DATE OF SURVEY: 1/11/2024
FIELD BOOK: 383
PAGE(S): 51-55
DRAWN BY: LDO
CHECKED BY: LDO
SHEET 1 OF 1

CITY OF PENSACOLA
ENGINEERING DEPARTMENT
222 WEST MAIN ST
PENSACOLA, FL 32502

Appendix C

Map of Property, Potential Reuse Sites & Public Investments

Relative Site Map



Property - 101 W Main St



Potential Reuse Sites

Appendix D

Map of Continuous Waterfront Trail and Catalytic Sites



Appendix E

Associated Land Development Regulations & Residential Density Bonuses, Land
Development Green Building Certification, Height Bonus

Subject Property – 101 West Main Street

- **ZONING DISTRICT:** This property is located within the SPBD, South Palafox Business District (LDC Sec. 12-3-13).
- **PLANNING BOARD.** This zoning district is subject to development plan review by the Planning Board. Gregg Harding, Assistant Planning & Zoning Division Manager, is the primary point of contact for Planning Board in accordance with [LDC Sec. 12-3-13, LDC Sec. 12-3-120, LDC Sec. 12-3-121 and LDC Sec. 12-12-2.](#)
- **DENSITY.** Maximum density of 108 du/acre for multifamily residential use.
 - **Density Bonuses** (up to 35%):
 - Voluntary green building incentive (Sec. 14-2-296) – 25%
https://library.municode.com/fl/pensacola/codes/code_of_ordinances?nodeId=PTIICOOR_TITXIVBUCOFICO_CH14-2BUCOST_ARTXIIGRBUCE_S14-2-296VOGRBUIN
 - Residential density bonuses (LDC Sec. 12-3-109) – Up to 35%.
The City may consider sponsoring density bonuses for affordable housing from its donor sites as described in LDC Sec. 12-3-109.
https://library.municode.com/fl/pensacola/codes/code_of_ordinances?nodeId=PTIICOOR_TITXIILADECO_CH12-3ZODI_ARTVIDEOP_S12-3-109REDEBO
- **BUILDING HEIGHT.** Buildings and other structures may be constructed to a maximum height of 80 feet above the required flood plain elevation.
 - **Height Bonus:** The Pensacola City Council approved a height bonus provision at its January 2024 meeting to the Land Development Code to allow height to reach up to 150 feet at the property or setback line for this site, subject to Planning Board review and approval. Full details on the height bonus provision are listed below at the end of Appendix E.
- **FEMA FLOODPLAIN MAPS.** The FEMA Floodplain maps are subject to an update which will impact this property. The current Flood zone is AE-7, which requires a finished BFE of 10 feet. The proposed Flood zone will be an AE-9, which will require a finished BFE of 12 feet. Please note, parking garages are handled differently, specifically in that they are allowed to be constructed below BFE.

➤ **OTHER RELEVANT INFORMATION**

Tree/Landscape Regulations – Chapter 12-6:

https://library.municode.com/fl/pensacola/codes/code_of_ordinances?nodeId=PTIICOOR_TITXIILADECO_CH12-6TRLARE

Please note, Protected Trees are listed within Appendix A at the end of the Chapter.

Fee Schedule – Sec. 7-10:

https://library.municode.com/fl/pensacola/codes/code_of_ordinances?nodeId=PTIICOOR_TITVIILIBURE_CH7-10FE

NWFWMD (Northwest Florida Water Management District): Depending upon the extent of work initiated on the site, NWFWMD may need to be involved. The NWFWMD has stormwater requirements in addition to the City's requirements.

<https://nwfwater.com/>

ECUA, Commercial Customers: City suggests reaching out to Andre Calaminus in addition to reviewing the information provided on the ECUA site.

<https://ecua.fl.gov/services/commercial-customers>

Green Building Certification (Sec. 14-2-291)

https://library.municode.com/fl/pensacola/codes/code_of_ordinances?nodeId=PTIICOOR_TITXIVBUCOFICO_CH14-2BUCOST_ARTXIIGRBUCE

- **MY GOVERNMENT ONLINE (MGO).** The City's permitting process is completely online. You will need a minimum of three (3) permits for this project, beginning with the *Demolition Permit Application* and the *Engineering Construction Application (civil/site permit)*. Below you will find the link to the online portal as well as the City's informational webpage.

MGO Portal:

<https://www.mypermitnow.org/login.aspx?ReturnUrl=%2fdefault.aspx>

City's MGO webpage: <https://cityofpensacola.com/3037/My-Government-Online>

- **FLORIDA BUILDING CODE.** The Florida Building Code (FBC) is being updated, effective January 1, 2024. Plans submitted up to and including December 31, 2023, will be subject to the current FBC. Those submitted on or after January 1, 2024, will be subject to the updated FBC.

Potential Reuse Site (1) – 25 West Cedar Street (Harbourview Office Building)

- **ZONING DISTRICT:** This property is located within the WRD, Waterfront Redevelopment District ([LDC Sec. 12-3-12\(3\)](#)).
- **PLANNING BOARD.** This zoning district is subject to development plan review by the Planning Board. Gregg Harding, Assistant Planning & Zoning Division Manager, is the primary point of contact for Planning Board in accordance with LDC Sec. 12-3-12(3), [LDC Sec. 12-3-120](#), [LDC Sec. 12-3-121](#), and LDC Sec. 12-12-2
- **DENSITY.** Maximum density of 60 du/acre for multifamily residential.
 - **Density Bonuses** (up to 35%):
 - Voluntary green building incentive (Sec. 14-2-296) – 25%

https://library.municode.com/fl/pensacola/codes/code_of_ordinances?nodeId=PTIICOOR_TITXIVBUCOFICO_CH14-2BUCOST_ARTXIIGRBUCE_S14-2-296VOGRBUIN
 - Residential density bonuses (LDC Sec. 12-3-109) – Up to 35%.
The City may consider sponsoring density bonuses for affordable housing from its donor sites as described in LDC Sec. 12-3-109.

https://library.municode.com/fl/pensacola/codes/code_of_ordinances?nodeId=PTIICOOR_TITXIILADECO_CH12-3ZODI_ARTVIDEOP_S12-3-109REDEBO
- **USES PERMITTED.** See LDC Sec. 12-3-13(3)b. for a full list of land use options.
- **BUILDING HEIGHT.** No buildings shall exceed a maximum height of 60 feet in the waterfront redevelopment district.
 - **Height Bonus:** The Pensacola City Council approved a height bonus provision at its January 2024 meeting to the Land Development Code to allow height to reach up to 150 feet at the property or setback line for this site, subject to Planning Board review and approval. Full details on the height bonus provision are listed below at the end of Appendix E.
- **FEMA FLOODPLAIN MAPS.** The FEMA Floodplain maps are subject to an update which will impact this property. The current Flood zone is AE-7, which requires a finished BFE of 10 feet. The proposed Flood zone will be an AE-9, which will require a finished BFE of 12 feet. Please note, parking garages are handled differently, specifically in that they are allowed to be constructed below BFE.

➤ **OTHER RELEVANT INFORMATION**

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Please note, Protected Trees are listed within Appendix A at the end of the Chapter.

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<https://nwfwater.com/>

ECUA, Commercial Customers: City suggests reaching out to Andre Calaminus in addition to reviewing the information provided on the ECUA site.

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- **FLORIDA BUILDING CODE.** The Florida Building Code (FBC) is being updated, effective January 1, 2024. Plans submitted up to and including December 31, 2023, will be subject to the current FBC. Those submitted on or after January 1, 2024, will be subject to the updated FBC.

Potential Reuse Site (2) – 25 West Cedar Street (Shared Harbourview /Public Parking Garage)

- **ZONING DISTRICT:** The property is located in the SPBD, South Palafox Business District ([LDC Sec. 12-3-13](#)).
- **PLANNING BOARD.** This zoning district is subject to development plan review by the Planning Board. Gregg Harding, Assistant Planning & Zoning Division Manager, is the primary point of contact for Planning Board in accordance with LDC Sec. 12-3-13, [LDC Sec. 12-3-120](#), [LDC Sec. 12-3-121](#), and [LDC Sec. 12-12-2](#).
- **DENSITY.** Maximum density of 108 du/acre for multifamily residential use.
 - **Density Bonuses** (up to 35%):
 - Voluntary green building incentive (Sec. 14-2-296) – 25%
https://library.municode.com/fl/pensacola/codes/code_of_ordinances?nodeId=PTIICOOR_TITXIVBUCOFICO_CH14-2BUCOST_ARTXIIGRBUCE_S14-2-296VOGRBUIN
 - Residential density bonuses (LDC Sec. 12-3-109) – Up to 35%.
The City may consider sponsoring density bonuses for affordable housing from its donor sites as described in LDC Sec. 12-3-109.
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- **BUILDING HEIGHT.** Buildings and other structures may be constructed to a maximum height of 80 feet above the required flood plain elevation.
 - **Height Bonus:** The Pensacola City Council approved a height bonus provision at its January 2024 meeting to the Land Development Code to allow height to reach up to 150 feet at the property or setback line for this site, subject to Planning Board review and approval. Full details on the height bonus provision are listed below at the end of Appendix E.
- **FEMA FLOODPLAIN MAPS.** The FEMA Floodplain maps are subject to an update which will impact this property. The current Flood zone is AE-7, which requires a finished BFE of 10 feet. The proposed Flood zone will be an AE-9, which will require a finished BFE of 12 feet. Please note, parking garages are handled differently, specifically in that they are allowed to be constructed below BFE.

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Please note, Protected Trees are listed within Appendix A at the end of the Chapter.

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NWFWMD (Northwest Florida Water Management District): Depending upon the extent of work initiated on the site, NWFWMD may need to be involved. The NWFWMD has stormwater requirements in addition to the City's requirements.

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ECUA, Commercial Customers: City suggests reaching out to Andre Calaminus in addition to reviewing the information provided on the ECUA site.

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- **FLORIDA BUILDING CODE.** The Florida Building Code (FBC) is being updated, effective January 1, 2024. Plans submitted up to and including December 31, 2023, will be subject to the current FBC. Those submitted on or after January 1, 2024, will be subject to the updated FBC.

PROPOSED
ORDINANCE NO. 22-23

ORDINANCE NO. 1-24

AN ORDINANCE
TO BE ENTITLED:

AN ORDINANCE AMENDING SECTION 12-3-121 OF THE CODE OF THE CITY OF PENSACOLA, FLORIDA, DEVELOPMENT STANDARDS AND GUIDELINES, CREATING SECTION 12-3-121(D)(9), BUILDING HEIGHT BONUSES; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY OF PENSACOLA, FLORIDA:

SECTION 1. Section 12-3-121 of the Code of the City of Pensacola, Florida, is hereby amended to read as follows:

- (a) *Purpose.* The requirements set forth in this section are intended to coordinate land development in accordance with orderly physical patterns; to implement goals, objectives and policies of the comprehensive plan; to provide for adequate access to building sites for ingress and egress; to improve the physical appearance of the city; and to preserve the environmental character of the city.
- (b) *Applicability.* This section shall be applicable to all new construction, additions to existing structures or additional structures on a developed site. For the purposes of this section, the term "shall" indicates a regulatory requirement or standard, and the term "should" indicates a suggested guideline that is not considered a regulatory requirement.
- (c) *Design standards.* Except where specific approval is granted by the city engineer and planning services department due to unique and peculiar circumstances or needs resulting from the size, configuration or location of a site requiring a modification of the standards as set forth below, the minimum standards shall be as follows:
 - (1) *Streets and rights-of-way.* Whenever public or private streets, rights-of-way, pedestrian ways, bikeways or driveway approaches are to be constructed as part of any development after the effective date of this chapter, they shall be designed in accordance with the requirements of this subsection. Whenever existing public or private streets, rights-of-way, pedestrian ways, bikeways or driveway approaches abutting a development do not meet the requirements of this subsection, the city engineer may require that they be improved to conform to these requirements.
 - a. *Driveway approaches and curb cuts.*

1. *Width (residential except multifamily).* In properties developed for residential use (except multifamily), curb cuts and driveway approach shall conform to the following requirements:

	Minimum Driveway	Maximum Driveway
Driveway	12 feet	24 feet
Joint-use driveway	20 feet	24 feet

2. *Width (residential multifamily).* Properties developed for residential multifamily use shall have curb cuts for driveways not less than 24 feet wide and not more than 40 feet wide.
3. *Width (nonresidential).* Properties developed for commercial use shall have curb cuts for driveways not less than 12 feet nor more than 40 feet wide.
4. *Distance from drainage inlet.* No curb cut shall be made within three feet of a drainage inlet.
5. *Spacing.* Where more than one curb cut is to be located on any single property, the minimum distance between such curb cuts on local streets shall be 42 feet, and on all arterial and collector streets shall be in accordance with the requirements set forth in subsection (c)(2) of this section.
6. *Number and location on midblock properties.* Except where specific approval is granted as provided above, there shall be no more than two curb cuts for the use of any single property fronting any single local street, and no more than one curb cut for the use of any single property fronting on any single arterial or collector.
7. *Number and location on corner properties.* Where property is located on a corner lot fronting more than one street, not more than one curb cut for the benefit of such property shall be made on each street except where specific approval is granted as provided above. Corner safety islands shall be provided at all corners and no curb cuts or driveway shall be constructed or maintained on the radius of any curved curbing nor closer to the point of curvature than 15 feet on a local street and not within 30 feet on the point of curvature of an intersecting arterial or collector street.
8. *Sidewalk section.* All driveway approaches constructed in areas of the city with existing or required sidewalks shall contain a sidewalk section of the width and grade and minimum construction standards established by the city engineer for sidewalks in such areas.
9. *Pavers.* Any new pavers to be set in the City right-of-way shall be underlain with six (6) inches of concrete.
10. *Removal.* All existing driveways or aprons not being reused shall be removed from the site.
11. *Joint use driveways.* No curb cut for a driveway approach shall be made within one foot of the extended side property line of the property to be serviced by the driveway unless a joint-use driveway for the two adjoining properties shall be located on the common property line by written

agreement running with the land, recorded in the public records of the county and signed by all the owners of the adjoining property using the common driveway. The execution of the said agreement must be notarized. The city engineer shall be authorized to require the establishment of joint-use driveways in connection with the reduction of the driveway spacing requirements of subsection (c)(1)a.5 of this section and of subsection (c)(2) of this section.

12. *Authority to alter curb cuts.* Where the use, convenience and necessity of the public require, the city engineer shall have the authority to order the owners or agents in charge of property adjacent to which curb cuts are maintained, to alter the curb cut in such manner as he or she shall find reasonably necessary under the circumstances. The notice required by this section shall require compliance by permittee within 30 days of such notice; be in writing; and be served upon permittee as required by law.
 13. *Right-of-way construction.* Nothing shall be constructed in the city's right-of-way without first obtaining either a right-of-way permit or a License-to-Use permit (LTU). Any work done in the city's right-of-way must meet the specifications of the city engineer and the city's standard details. It is the responsibility of the individual to ensure that they have the most recent city standard detail.
 14. *Duty to repair and replace.* Any existing curb or sidewalk, along the frontage of a parcel, which was damaged before or during construction shall be the responsibility of the property owner to repair or replace during construction.
- b. *Vehicular access for multifamily, office, commercial or industrial developments.* Direct or indirect vehicular access to local residential streets shall not be permitted, other than from corner lots, for the uses described above when adequate access is available from either collector or arterial streets.
 - c. *Dedication of streets and rights-of-way.* No site plan shall be approved unless it is accompanied by a dedication of all streets and rights-of-way that are required to be dedicated under this section. The exception to this is private streets, which shall be provided for by the developer in accordance with the requirements of section 12-3-61. Any land lying within a proposed development that is necessary to widen or extend local streets, arterials or collectors as required to meet city standards shall be dedicated.
 - d. *Street improvements.* All streets and public ways shall be paved and curbed in accordance with standards established by the city engineer and the following requirements:
 1. *Additional improvements for existing thoroughfares.* Where any existing arterial or collector lying within or abutting a proposed development requires construction of additional lanes or other improvements to meet the standards of the city engineer, the amount of construction required (or money escrowed) for such improvements shall be commensurate with the impact of the proposed development.

2. *Missing arterial or collector links.* Where there are missing segments in the arterial or collector system or new arterials or collectors are to be constructed that are designated in the comprehensive plan, such segments lying within or abutting the proposed development shall be improved (or money escrowed in an appropriate manner) by the developer along with other required improvements. Where such construction creates an undue hardship in a particular case, appeals are available in accordance with chapter 12-12.
 3. *Traffic control devices.* Intersection improvements and traffic control devices such as acceleration, deceleration, and turning lanes, signalization devices, and other traffic control devices required by the development shall be installed at the developer's expense in accordance with the State of Florida Manual for Uniform Traffic Control Devices.
 4. *Improvements required to nearest acceptable paved public street.* Each development shall abut, or have as its primary access, a street improved to the minimum requirements of the city engineer. Wherever the abutting street does not meet these requirements, the developer shall construct the street where it abuts the development and to the nearest structurally acceptable paved public street as determined by the city engineer.
 5. *Street cut and patch.* The cut and patch of city streets shall comply with the city standard cut and patch detail. Should there be multiple adjacent patches, the entire road (width and length) shall be milled and overlaid in accordance with the city standard cut and patch detail. The contractor shall provide density testing results from a certified geotechnical laboratory for each cut and patch inspection prior to final approval.
- e. *Sidewalks.* For any new nonresidential, commercial, and industrial developments, all street frontages are required to have five feet (minimum) wide sidewalks with handicap ramps in the right-of-way adjacent to the proposed project. Proposed sidewalks shall be designed and constructed in accordance with the Florida Accessibility Code, City Standards, and any other state laws applicable to sidewalk design and construction. In addition, the physical location of the proposed sidewalks shall be depicted on the site plans submitted to the city.
- (2) *Driveway and curb cut design along arterial and collector streets.* Recognizing that the traffic movement function of arterial and collector streets can be compromised by the provision of unlimited access to individual properties. Whenever any building site will require vehicular access from an arterial or collector street as designated on the city's adopted Future Traffic Circulation Map, the development shall be designed in accordance with the requirements of this subsection.
- a. *Driveways and curb cuts.* In addition to any applicable driveway approach and curb cut requirements of subsection (c)(1) of this section, the following standards shall apply:

1. *Curb cut spacing.* The minimum distance between curb cuts on any one block face, whether or not such curb cuts are located on the same property, shall be based upon the posted speed of the thoroughfare, in accordance with the following schedule:

Posted Speed	Minimum Spacing
30 mph	125 ft.
30 mph	125 ft.
30 mph	125 ft.
45 mph	200 ft.
50+ mph	200 ft.

2. *Spacing reductions and joint-use driveways.* Where the existing configuration of properties and curb cuts in the vicinity of the building site precludes spacing of a curb cut access in accordance with the schedule above, the city engineer shall be authorized to reduce the spacing requirement if he or she finds that all of the following conditions have been met: wherever feasible, the city engineer shall require the establishment of a joint-use driveway serving two abutting building sites, with cross-access easements provided; the property owner shall agree to close and eliminate any pre-existing curb cuts on the building site after the construction of both sides of the joint-use driveway; and where feasible, the building site shall incorporate unified access and circulation in accordance with the requirements of subsection (c)(2)a.3 of this section.
 3. *Unified access and circulation.* The planning services director, in coordination with the city engineer, shall be authorized to designate cross-access corridors on properties adjacent to arterial or collector streets. Such designation may be made in connection with the approval of any site plan within the affected area, or as part of an overall planning program. The planning services director, in coordination with the city engineer, shall be authorized to modify the requirements of this subsection where he or she finds that abutting properties have been so developed that it is clearly impractical to create a unified access and circulation system within part or all of the affected area.
- (3) *Public facilities.* All developments shall be provided with sufficient utility easements including potable water, sanitary sewer, electric power and light, telephone, natural gas, cable television, and any other franchised utilities, including access for maintenance. Sufficient easements shall be provided for stormwater management facilities, including access for maintenance. All public and private street networks and parking lots shall be designed to allow easy access for solid waste disposal and emergency service vehicles. In addition to new development, any remodeling, enlargement, reconstruction or redesign of

any existing building site for specific uses and within the gateway redevelopment district and the resource protection overlay districts shall require submittal of a drainage plan to ensure that stormwater management requirements are met pursuant to chapter 12-8.

- (4) *Private recreation and open space facilities for multifamily residential developments.* Multifamily residential developments, with the exception of those located within the boundaries of the city's dense business area, are required to reserve five percent of the total lot area for recreation and open space facilities. This land area requirement shall be provided in addition to the 20 percent landscaping area requirement established in section 12-6-4. In the event a buffer yard is required between the multifamily development and an adjacent single-family land use or zoning district, the buffer yard land area requirements may be credited toward the recreation/open space land area requirement.
- (5) *Solid waste disposal facilities for multifamily residential, nonresidential, office, commercial or industrial developments.*
 - a. Dumpsters, centralized garbage storage areas, compactors and similar solid waste disposal facilities associated with the land uses described above shall not be allowed any closer than ten feet to either the property line or zoning district boundary line of a single-family or duplex residential development or zoning district.
 - b. Solid waste disposal facilities shall not be located within public street rights-of-way of arterial or collector streets in any zoning district, and they shall not be located within local street rights-of-way in mixed residential/office, residential/commercial or redevelopment zoning districts without the mayor's approval.
 - c. Solid waste facilities must be screened from adjoining property and from public view.
- (6) *Mechanical equipment.* Mechanical equipment for multifamily residential, nonresidential, office, commercial or industrial developments shall not be allowed any closer than ten feet to either the property line or zoning district boundary line of a single-family or duplex residential development or zoning district; and shall be screened from adjoining property and from public view. Roof-mounted electrical, mechanical, air conditioning and communications equipment shall be completely screened from adjacent properties and public view from the public right-of-way. The equipment screening shall be such that the equipment is not visible within a 200-foot radius. The radius shall be measured from the exterior side of the screen to a point ten feet above finished grade.
- (7) *Parking.*
 - a. The city discourages construction of more than the minimum number of parking spaces required by this title, in order that more natural vegetation may be preserved and in order to control stormwater runoff in a more natural manner. Parking in excess of more than ten spaces or ten percent (whichever

is greater) above the parking total dictated by chapter 12-4 will require an administrative waiver as described in this subsection (c).

- b. The use of permeable paving materials is encouraged for use in parking lots, especially for "overflow" parking or parking spaces in excess of the requirements of this title.

Site design should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

- c. The following are some examples of techniques used to minimize the impacts of driveways and parking lots:

1. Locate surface parking at the rear or side of the zoning lot.
2. Break large parking lots into multiple smaller ones.
3. Minimize the number and width of driveways and curb cuts.
4. Share driveways with abutting zoning lots.
5. Locate parking in less visible areas of the site.
6. Locate driveways so they are visually less dominant.
7. Provide special pavers or other surface treatments to enhance and separate pedestrian areas from vehicle maneuvering and parking areas.
8. Parking located along a commercial street front where pedestrian traffic is desirable lessens the attractiveness of the area to pedestrians and compromises the safety of pedestrians along the street. On-site surface parking on a commercial street front should be minimized and where possible should be located behind a building.

- (8) *Building facade finish.* Metal curtain walls shall be limited to a maximum of 30 percent per elevation of a building in the R-2 and R-NC districts, 40 percent per elevation in the remaining commercial districts (with the exception of historic and special aesthetic districts which have their own guidelines for review), and 75 percent per elevation of a building in industrial districts. The remaining percentage of each facade elevation shall have a finish treatment. Planning board may grant requests to exceed this maximum standard on a case-by-case basis with consideration being given to developments that incorporate design guidelines suggested in this section and exhibit superior site design.

- (9) *Nonresidential site lighting.* Nonresidential and multiple-family developments shall be designed to provide safe and efficient lighting for pedestrians and vehicles. Lighting shall be designed in a consistent and coordinated manner for the entire site (including outparcels). Lighting shall be designed so as to enhance the visual impact of the project and/or should be designed to blend into the surrounding landscape. Lighting design and installation shall ensure that lighting accomplishes on-site lighting needs without intrusion on adjacent properties and shall meet the following design requirements:

- a. *Fixture (luminaire).* When feasible, the light source shall be completely concealed within an opaque housing and shall not be visible from any street right-of-way or adjacent properties.

- b. *Light source (lamp).* Only florescent, LED, metal halide, or color corrected high-pressure sodium may be used. The same light source type must be used for the same or similar types of lighting on any one site throughout any development.
 - c. *Mounting.* Fixtures shall be mounted in such a manner that the maximum candela from each fixture is contained on-site and does not cross any property line of the site.
 - d. *Limit lighting to periods of activity.* The use of controls such as, but not limited to, photocells, occupancy sensors or timers to activate lighting during times when it will be needed may be required by the planning services department to conserve energy, provide safety, and promote compatibility between different land uses.
 - e. *Illumination levels.*
 - 1. All site lighting levels shall be designed per the most recent IESNA (Illumination Engineering Society of North America) recommended standards and guidelines.
 - 2. Minimum and maximum levels are measured on the pavement within the lighted area. Average level is the overall, generalized ambient light level, and is measured as a not-to-exceed value calculated using only the area of the site intended to receive illumination.
 - 3. Lighting for automated teller machines shall be required to meet the standards of F.S. § 655.962.
 - f. *Excessive illumination.*
 - 1. Lighting unnecessarily illuminates another lot if it clearly exceeds the requirements of this section.
 - 2. All outdoor lighting shall be designed and located such that the maximum illumination measured in footcandles at the property line does not exceed 0.2 on adjacent residential sites, and 0.5 on adjacent commercial sites and public rights-of-way. These values may be adjusted based on unique and/or unusual needs of specific projects.
 - 3. Lighting shall not be oriented so as to direct glare or excessive illumination onto streets in a manner that may distract or interfere with the vision of drivers on such streets.
 - 4. Fixtures used to accent architectural features, landscaping or art shall be located, aimed or shielded to minimize light spill into the night sky.
 - 5. Reflectors and/or refractors within fixtures or fixtures with a top shield shall be utilized to assist in eliminating "sky glow."
- (d) *Design guidelines.* Most development in the city is located on infill or redevelopment sites; therefore, projects should take their surroundings into account. These recommended design guidelines are intended as suggested methods to improve the character and fit of new development and to encourage respect for how architecture, landscape features, and public improvements help establish context, and steadily improve the quality of the city's residential and commercial neighborhoods. These guidelines are intended for designers and developers to look closely at the area surrounding their specific project and create

developments that enhance and complement the built and natural environment. The design guidelines are flexible in their application and may be applied to specific projects during review by city staff and any applicable review boards. The intent is to create the highest level of design quality while providing the needed flexibility for creative site design. Use of the following design guidelines is a means for addressing aesthetic and environmental concerns in the development process:

(1) Site planning.

- a. The construction of roads across isolated wetlands shall be limited, and any roads that are built should be constructed on pilings or with adequate culverts to allow the passage of flood waters.
- b. Runoff shall not be discharged directly into open waters. Vegetated buffers, swales, vegetated watercourses, wetlands, underground drains, catch basins, ponds, porous pavements and similar systems for the detention, retention, treatment and percolation of runoff should be used as appropriate to increase time of concentration, decrease velocity, increase infiltration, allow suspended solids to settle and remove pollutants.
- c. Natural watercourses shall not be filled, dredged, cleared, deepened, widened, straightened, stabilized or otherwise altered.
- d. The use of drainage facilities and vegetated buffer zones as open space, recreation and conservation areas is encouraged.

(2) Building design and architectural elements. The placement of buildings should respond to specific site conditions and opportunities such as irregular-shaped lots, location on prominent intersections, views, or other natural features. On-site surface parking should be visually minimized and where possible should be located behind a building. Site characteristics to consider in building design include, but are not limited to, the following:

- a. Site buildings to avoid or lessen the impact of development on environmentally sensitive and critical areas such as wetlands, stream corridors, fragile vegetation and wildlife areas, etc.
- b. The design and placement of a structure and its massing on the site should enhance solar exposure for the project and consider the shadow impacts on adjacent buildings and public areas.
- c. The placement of buildings and other development features should enable the preservation of significant or important trees or other vegetation.
- d. Where a new structure shares a site with an existing structure, or a major addition to an existing structure is proposed, the design of the new should be designed to be compatible with the original structure. This is particularly important if the original structure has historical or architectural merit to the community.
- e. The placement and massing of a building should preserve desirable public views that would otherwise be blocked by the new development.
- f. The placement and orientation of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the public right-of-way. For example, a multi-story mixed-use building proposed for a downtown corner zoning lot should reinforce the existing streetscape by utilizing the ground

- level for pedestrian oriented retail and restaurants and maintaining a consistent building edge abutting the sidewalk.
- g. Building entrances should be clearly visible from the street. Using entries that are visible from the street makes a project more approachable and creates a sense of association with neighboring structures.
 - h. New development should be sited and designed to encourage human activity on the street. To accomplish this end, entrances, porches, balconies, decks, seating and other elements can be designed to promote use of the street front and provide places for human interaction. For example, for commercial developments such elements can include shop front windows, outdoor seating/dining, rooftop decks, balconies, and canopies that protect pedestrians from the elements.
 - i. Development projects that are adjacent to a less-intensive zoning district with differing development standards, may create substantial adverse impacts that result from inappropriate height, bulk and scale relative to their neighbors. Careful siting and design treatments can help mitigate some height, bulk and scale impacts; in other cases, actual reduction in the height, bulk and scale of a project are advisable to adequately mitigate adverse effects. In some instances, careful siting and design treatment may be sufficient to achieve reasonable transition and mitigation of height, bulk and scale differences. Some techniques for achieving compatibility are:
 - 1. Use of architectural style, details (such as rooflines or fenestration), exterior colors or materials that derive from the less intensive zone district.
 - 2. Creative use of landscaping or other screening.
 - 3. Location of features on-site to facilitate transition, such as locating required open space on the zone district edge so the building is located farther from the lesser intensity zone district.
 - 4. In a mixed-use project, siting the more compatible uses near the zone district edge.
 - j. The exterior architectural elements of buildings and structures (i.e., components which define the appearance of a building, such as roofs, windows, porches, modulations, entries, materials, balconies and details). New buildings developed in an established neighborhood with an identifiable character may be viewed as undesirable intrusions unless they respond positively to the architectural characteristic of existing buildings. Therefore, guidelines for architectural elements encourage new development in established neighborhoods to complement neighboring buildings and consider how design gives a neighborhood its identity. This does not mean that new buildings must excessively mimic older existing buildings. Rather, the guidelines suggest that new buildings use some traditional building concepts or elements. New buildings can successfully relate to older buildings while still looking contemporary, not stifling the designer's creativity and responding to changing societal needs and design opportunities.
 - k. Architectural context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or

complement the architectural character and siting pattern of neighboring buildings.

1. Architectural features. Taking note of the architectural characteristics of surrounding buildings can help new buildings be compatible with their neighbors when a consistent pattern is already established by similar building articulation; building scale and proportions; architectural styles; roof forms, building details and fenestration patterns; or materials. Even when there is no consistent architectural pattern, building design and massing can be used to complement and enhance certain physical conditions of existing surrounding development.
 2. In cases where an existing context is either not well defined, or may be undesirable, a well-designed new project has the opportunity to establish a pattern or identity that future redevelopment can build on.
- (3) Human scale. The design of new buildings should incorporate architectural features, elements and details that achieve a desirable human scale through the use of human-proportioned architectural features and site design elements clearly oriented to human activity. Building elements that may be used to achieve human scale are as follows:
- a. Pedestrian-oriented storefront windows and doors directly facing the street or publicly accessible open space such as courtyards, gardens, patios, or other unified landscaped areas.
 - b. Window patterns, building articulation and other exterior treatments that help identify individual units in a multifamily building or mixed-use building.
 - c. Stepping back upper stories (generally above the third or fourth floor).
 - d. Porches or covered entries that offer pedestrian weather protection such as canopies, awnings, arcades, or other similar elements wide enough to protect at least one person.
- (4) Structured parking garages.
- a. The presence and appearance of structured parking garages and their entrances should be minimized so they do not dominate the street frontage. Ramps should be visually screened from streets and adjacent residential zoning districts and oriented towards the interior of the lot within a project where possible. Ramps profiles should be hidden on the exterior elevations. Roof top parking should be visually screened with articulated parapet walls or other architectural treatment. Exterior lighting should utilize fixtures provided with cut off shielding in order to eliminate glare and spillage onto adjacent properties and roadways. The openings of the garage should be designed in a manner that obscures parked vehicles. Decorative architectural elements on the ground floor level should be designed to accommodate the pedestrian scale. Parking levels above the ground floor should maintain the same vertical and horizontal articulation or rhythm and incremental appearance established on the ground floor.
 - b. Due to the requirements of a particular land use or structural needs, parking garages or the garage portion of the building may request an increase from

the building frontage requirements (to a maximum of 100 percent for all floors) or a waiver from the setback requirements for portions of the structure subject to the following: The garage or garage portion of the building elevation provides unified design elements with the main building through the use of similar materials and color, vertical and horizontal elements, and architectural style.

- c. Architectural features should be incorporated into the facade to mitigate the building's mass and bulk and along portions of the building adjacent to street rights-of-way.
- (5) Rooftop mechanical equipment. All rooftop mechanical equipment should be screened from public view from both above and below by integrating it into building and roof design.
 - (6) Blank walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, due to the requirements of a particular land use or structural needs, they shall not exceed a length of 50 feet, or 20 percent of the length of the building facing the street, whichever is less, and should receive design treatment to increase pedestrian comfort and interest.
 - (7) Utilities and service areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front wherever possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located near pedestrian routes.
 - (8) All telephones, vending machines, or any facilities dispensing merchandise, or a service on private property, should be confined to a space built into the building or buildings or enclosed in a separate structure compatible with the main building. All exterior forms, attached or not to buildings should be in conformity to and secondary to the building. They should be an asset to the aesthetics of the site and to the neighborhood.
 - (9) Building height bonuses. Building height bonuses above the limit otherwise established by a zoning district may be approved, so long as the overall height of the building does not exceed 150 feet, in exchange for the construction of affordable housing or as an incentive to achieve superior building and site design, preserve environmentally sensitive lands and open space, or provide public benefit uses. Standards for approval shall be as follows:
 - a. Building height bonuses for superior building and site design, preservation of environmentally sensitive lands and open space, or provision of public benefit uses shall be based upon clear and convincing evidence that the proposed design will result in a superior product that is compatible with the surrounding land uses and produce a more desirable product than the same development without the bonus: and shall be in accordance with section 12-3-121(9)(c).

b. Building height bonuses for the provision of affordable housing shall be based upon ratios of the amount of affordable housing to market rate housing within a proposed residential development; provided, however, that this bonus is contingent upon approval by the City Council of a development agreement that includes mechanisms to assure that the units remain affordable for a minimum of ten years as well as provisions such as resale and rental restrictions and rights of first refusal as appropriate considering the project and shall be in accordance with section 12-3-121(9)(c).

c. All height bonus applications shall be submitted for review and approval by the City Planning Board- and shall be subject to the following review criteria:

1. The construction of roads across isolated wetlands shall be limited, and any roads that are built shall be constructed on pilings or with adequate culverts to allow the passage of flood waters.
2. Runoff shall not be discharged directly into open waters. Vegetated buffers, swales, vegetated watercourses, wetlands, underground drains, catch basins, ponds, porous pavements and similar systems for the detention, retention, treatment and percolation of runoff shall be used as appropriate to increase time of concentration, decrease velocity, increase infiltration, allow suspended solids to settle and remove pollutants.
3. Natural watercourses shall not be filled, dredged, cleared, deepened, widened, straightened, stabilized or otherwise altered.
4. Drainage facilities and vegetated buffer zones shall be used as open space, recreation or conservation areas.
5. Buildings shall be sited to avoid or lessen the impact of development on environmentally sensitive and critical areas such as wetlands, stream corridors, fragile vegetation and wildlife areas, etc.
6. The design and placement of a structure and its massing on the site shall enhance solar exposure for the project and shall consider the shadow impacts on adjacent buildings and public areas.
7. The placement of buildings and other development features shall enable the preservation of significant or important trees or other vegetation.
8. Where a new structure shares a site with an existing structure, or a major addition to an existing structure is proposed, the design of the new shall be designed to be compatible with the original structure. This is particularly important if the original structure has historical or architectural merit to the community.
9. The placement and massing of a building shall preserve desirable public views that would otherwise be blocked by the new development.
10. The placement and orientation of buildings shall acknowledge and reinforce the existing desirable spatial characteristics of the public right-of-way. For example, a multi-story mixed-use building proposed for a downtown corner zoning lot shall reinforce the existing streetscape by utilizing the ground level for pedestrian oriented retail and restaurants and maintaining a consistent building edge abutting the sidewalk.

11. Building entrances shall be clearly visible from the street. Using entries that are visible from the street makes a project more approachable and creates a sense of association with neighboring structures.
12. New development shall be sited and designed to encourage human activity on the street. To accomplish this end, entrances, porches, balconies, decks, seating and other elements shall be designed to promote use of the street front and provide places for human interaction. For example, for commercial developments such elements can include shop front windows, outdoor seating/dining, rooftop decks, balconies, and canopies that protect pedestrians from the elements
13. Development projects that are adjacent to a less-intensive zoning district with differing development standards, may create substantial adverse impacts that result from inappropriate height, bulk and scale relative to their neighbors. Careful siting and design treatments shall help mitigate some height, bulk and scale impacts; in other cases, actual reduction in the height, bulk and scale of a project may be required to adequately mitigate adverse effects. In some instances, careful siting and design treatment may be sufficient to achieve reasonable transition and mitigation of height, bulk and scale differences. Some techniques for achieving compatibility are:
 1. Use of architectural style, details (such as rooflines or fenestration), exterior colors or materials that derive from the less intensive zone district.
 2. Creative use of landscaping or other screening.
 3. Location of features on-site to facilitate transition, such as locating required open space on the zone district edge so the building is located farther from the lesser intensity zone district.
 4. In a mixed-use project, siting the more compatible uses near the zone district edge.
14. The exterior architectural elements of buildings and structures (i.e., components which define the appearance of a building, such as roofs, windows, porches, modulations, entries, materials, balconies and details). New buildings developed in an established neighborhood with an identifiable character may be viewed as undesirable intrusions unless they respond positively to the architectural characteristic of existing buildings. Therefore, guidelines for architectural elements shall encourage new development in established neighborhoods to complement neighboring buildings and shall consider how design gives a neighborhood its identity. This does not mean that new buildings must excessively mimic older existing buildings. Rather, the guidelines shall require that new buildings use some traditional building concepts or elements. New buildings can successfully relate to older buildings while still looking contemporary, not stifling the designer's creativity and responding to changing societal needs and design opportunities.

15. Architectural context. New buildings proposed for existing neighborhoods with a well-defined and desirable character shall be compatible with or complement the architectural character and siting pattern of neighboring buildings.
16. The design of new buildings shall incorporate pedestrian-oriented storefront windows and doors directly facing the street or publicly accessible open space such as courtyards, gardens, patios, or other unified landscaped areas.
17. The design of new buildings shall incorporate window patterns, building articulation and other exterior treatments that help identify individual units in a multifamily building or mixed-use building.
18. The design of new buildings shall incorporate stepping back upper stories (generally above the third or fourth floor).
19. The design of new buildings shall incorporate porches or covered entries that offer pedestrian weather protection such as canopies, awnings, arcades, or other similar elements wide enough to protect at least one person.
20. The presence and appearance of structured parking garages and their entrances shall be minimized so they do not dominate the street frontage. Ramps shall be visually screened from streets and adjacent residential zoning districts and oriented towards the interior of the lot within a project where possible. Ramps profiles shall be hidden on the exterior elevations. Roof top parking shall be visually screened with articulated parapet walls or other architectural treatment. Exterior lighting shall utilize fixtures provided with cut off shielding in order to eliminate glare and spillage onto adjacent properties and roadways. The openings of the garage shall be designed in a manner that obscures parked vehicles. Decorative architectural elements on the ground floor level shall be designed to accommodate the pedestrian scale. Parking levels above the ground floor shall maintain the same vertical and horizontal articulation or rhythm and incremental appearance established on the ground floor.
21. Due to the requirements of a particular land use or structural needs, parking garages or the garage portion of the building may request an increase from the building frontage requirements (to a maximum of 100 percent for all floors) or a waiver from the setback requirements for portions of the structure subject to the following: The garage or garage portion of the building elevation provides unified design elements with the main building through the use of similar materials and color, vertical and horizontal elements, and architectural style.
22. Architectural features shall be incorporated into the facade to mitigate the building's mass and bulk and along portions of the building adjacent to street rights-of-way.
23. Rooftop mechanical equipment. All rooftop mechanical equipment shall be screened from public view from both above and below by integrating it into building and roof design.

24. Blank walls. Buildings shall avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, due to the requirements of a particular land use or structural needs, they shall not exceed a length of 50 feet, or 20 percent of the length of the building facing the street, whichever is less, and shall receive design treatment to increase pedestrian comfort and interest.
25. Utilities and service areas. Building sites shall locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they shall be situated and screened from view and should not be located near pedestrian routes.
26. All telephones, vending machines, or any facilities dispensing merchandise, or a service on private property, shall be confined to a space built into the building or buildings or enclosed in a separate structure compatible with the main building. All exterior forms, attached or not to buildings should be in conformity to and secondary to the building. They shall be an asset to the aesthetics of the site and to the neighborhood.

SECTION 2. If any word, phrase, clause, paragraph, section or provision of this ordinance or the application thereof to any person or circumstance is held invalid or unconstitutional, such finding shall not affect the other provision or applications of the ordinance which can be given effect without the invalid or unconstitutional provisions or application, and to this end the provisions of this ordinance are declared severable.


SECTION 3. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 4. This ordinance shall take effect on the fifth business day after adoption, unless otherwise provided, pursuant to Section 4.03(d) of the City Charter of the City of Pensacola.

Adopted: January 18, 2024

Approved: 
President of City Council

Attest:


City Clerk



Business Impact Estimate

This form should be included in agenda packet for the item under which the proposed ordinance is to be considered, and must be posted on the City's website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: Building Height Bonuses

The City is of the view that the exception(s) to the Business Impact Estimate requirement that are checked off in a box below apply to the above-referenced proposed ordinance, although the City is implementing the procedure required by statutory law to ensure that no inadvertent procedural issue could impact the enactment of the proposed ordinance.

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant, or other financial assistance accepted by the
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☒ The proposed ordinance is enacted to implement the following:
 - a. Part II of Chapter 163, *Florida Statutes*, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements and development permits;
 - b. Sections 190.005 and 190.046, *Florida Statutes*, regarding community development districts;
 - c. Section 553.73, *Florida Statutes*, relating to the *Florida Building Code*; or
 - d. Section 633.202, *Florida Statutes*, relating to the *Florida Fire Prevention Code*.

In accordance with the provisions of controlling law, even notwithstanding the fact that, an exemption noted above may apply, the City hereby publishes the following information:

1. Summary of the proposed ordinance (must include statement of the public purpose, such as serving the public health, safety, morals, and welfare):

Building height bonuses. Building height bonuses above the limit otherwise established by a zoning district may be approved, so long as the overall height of the building does not exceed 150 feet, in exchange for the construction of affordable housing and/or as an incentive to achieve superior building and site design, preserve environmentally sensitive lands and open space, and/or provide public benefit uses. Standards for approval shall be as follows and in accordance with design guidelines of section 12-3-121(d):

a. Building height bonuses for superior building and site design, preservation of environmentally sensitive lands and open space, and/or provision of public benefit uses shall be based upon clear and convincing evidence that the proposed design will result in a superior product that is compatible with the surrounding land uses and produce a more desirable product than the same development without the bonus.

b. Building height bonuses for the provision of affordable housing shall be based upon ratios of the amount of affordable housing to market rate housing within a proposed residential development and shall include mechanisms to assure that the units remain affordable for a reasonable timeframe such as resale and rental restrictions and rights of first refusal.

c. All height bonus applications shall be submitted for review and approval by the City Planning Board.

2. Estimate of direct economic impact of the proposed ordinance on private, for-profit businesses in the City: N/A

3. Estimate of direct compliance costs that businesses may reasonably incur: N/A

4. Any new charge or fee imposed by the proposed ordinance: N/A

5. Estimate of the City's regulatory costs, including estimated revenues from any new charges or fees to cover such costs: N/A

6. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance: N/A

7. Additional information (if any, but may wish to include the methodology used to derive information for #1 and #2, above. For example: City staff solicited comments from businesses in the City as to the potential impact of the proposed ordinance by contacting the chamber of commerce, social media posting, direct mail or direct email, posting on City website, public workshop, etc. You may also wish to include efforts made to reduce the potential fiscal impact on businesses based on feedback from businesses. You may also wish to state here that the proposed ordinance is a generally applicable ordinance that applies to all persons similarly situated (individuals as well as businesses) and, therefore, the proposed ordinance does not impose costs only upon businesses.):

The building height bonuses are **optional** and if adopted would incentivize superior site design and affordable housing. Therefore, the proposed ordinance would not have an adverse economic impact on a private, for-private business in the city.

PROOF OF PUBLICATION

Robyn Tice
222 West Main Street
Pensacola FL 32502

STATE OF WISCONSIN, COUNTY OF BROWN

Before the undersigned authority personally appeared, who on oath says that he or she is the Legal Advertising Representative of the Pensacola News Journal, a newspaper published in Escambia County, Florida; that the attached copy of advertisement, being a Legal Ad in the matter of Govt Public Notices, was published on the publicly accessible website of Escambia County, Florida, or in a newspaper by print in the issues of, on:

01/08/2024

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.

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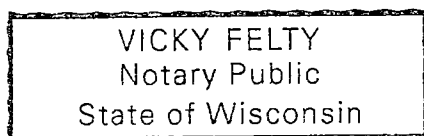
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NOTICE OF PROPOSED ORDINANCES

Please be advised that Proposed Ordinance Nos. 22-23, 23-23, 24-23 and 26-23 were presented to the City Council of the City of Pensacola for first reading on Thursday, December 14, 2023, and will be presented for final reading and adoption on Thursday, January 18, 2024, at 5:30 p.m., in Council Chambers on the First Floor of City Hall, 222 West Main Street, Pensacola, Florida. The title(s) of the proposed ordinance(s) are as follows:

P.O. #22-23:

AN ORDINANCE AMENDING SECTION 12-3-121 OF THE CODE OF THE CITY OF PENSACOLA, FLORIDA, DEVELOPMENT STANDARDS AND GUIDELINES, CREATING SECTION 12-3-121(D)(9), BUILDING HEIGHT BONUSES; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE.

P.O. #23-23:

AN ORDINANCE CREATING SECTION 11-2-11, 11-2-12, 11-2-13, 11-2-14, 11-2-15, 11-2-16, 11-2-17, 11-2-18, 11-2-19, OF THE CODE OF THE CITY OF PENSACOLA, FLORIDA; PROVIDING FOR A TRAFFIC INFRACTION DETECTION PROGRAM IN ACCORDANCE WITH FLORIDA STATUTES; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

P.O. #24-23:

AN ORDINANCE CREATING SECTION 11-4-4, SECTION 11-4-5, AND SECTION 11-4-6 OF THE CODE OF THE CITY OF PENSACOLA, FLORIDA DANGEROUS USE OF PUBLIC RIGHTS OF WAY; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

P.O. #26-23:

AN ORDINANCE CREATING CHAPTER 7-13 OF THE CODE OF THE CITY OF PENSACOLA, FLORIDA, RELATED TO THE REGULATION OF BUSINESSES ENGAGED IN PRUNING AND REMOVING TREES; ADOPTING APPROPRIATE INDUSTRY STANDARDS; PROVIDING FOR PENALTIES FOR DEVIATION FROM INDUSTRY STANDARDS; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE.

A copy of proposed ordinances may be inspected by the public by calling the City Clerk's office to request a copy (850) 435-1606, or may be inspected in the City Clerk's office located on the 3rd floor of City Hall, 222 West Main Street, Pensacola, Florida or on-line with the agenda package on the City's website: <https://pensacolafl.portal.civicclerk.com/>. Interested parties may appear at the meeting and be heard with respect to the proposed ordinances. The meeting may also be viewed live stream at: <https://pensacolafl.portal.civicclerk.com/>.

If any person decides to appeal any decision made with respect to any matter considered at this meeting or public hearing, such person may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and any evidence upon which the appeal is to be based.

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 435-1606 (or TDD 435-1666) 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, FLORIDA

By: Ericka L. Burnett, City Clerk

Visit www.cityofpensacola.com to learn more about City activities. Council agendas posted on-line before meetings.

January 8 2024

LSAR0043559

Appendix F
Informal Height Study

Informal Height Study

Staff conducted an informal building height study to better understand the architectural context adjacent to the 101 W Main and the 25 West Cedar project sites. The purpose of this study is to inform the design of potential new developments and to encourage new building massings that are respectful to the existing context and follow the city's stance on protecting waterfront views and access.

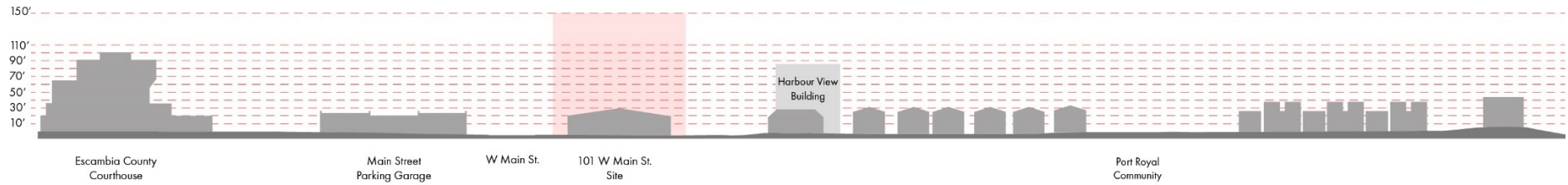
Existing Context

To increase density, proposals should consider the city's potential height bonus and be inspired by the heights of adjacent buildings, specifically the Escambia County Courthouse, which has an estimated building height of 90', and the Harbour View building, which has an estimated building height of 85'. However, proposals should also be cognizant of and non-imposing toward the existing Port Royal residential community to the site's South. This community includes building massings with estimated heights of 35'-45'.

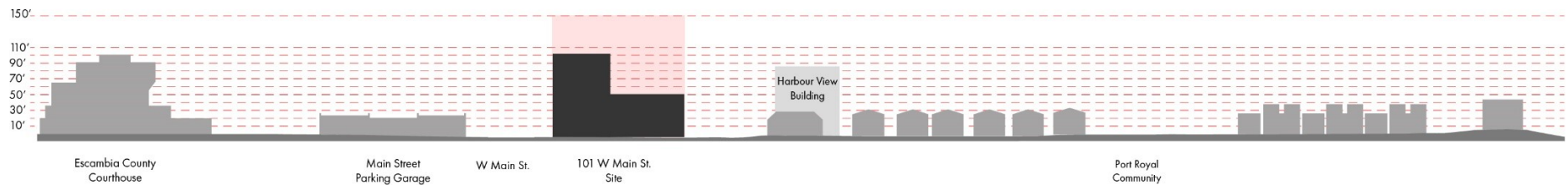
Potential Building Massing Examples

The conceptual building massing examples provided in the attached diagram envision height potentials and building massing treatments for new development on the site in question. Proposals should consider building massings that have their tallest elevations towards the W Main Street frontage, and shorter elevations towards the Port Royal Community. A step-down effect towards the water and the Port Royal community is preferred to create opportunities for creative public roof programming and to avoid imposing upon the existing residential community.

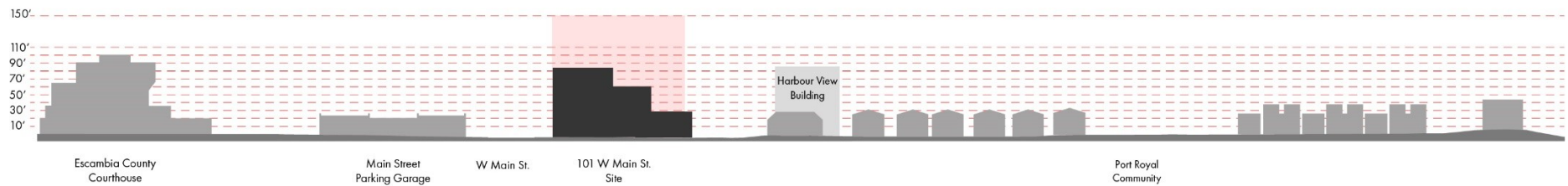
Building Height Study - Existing Context



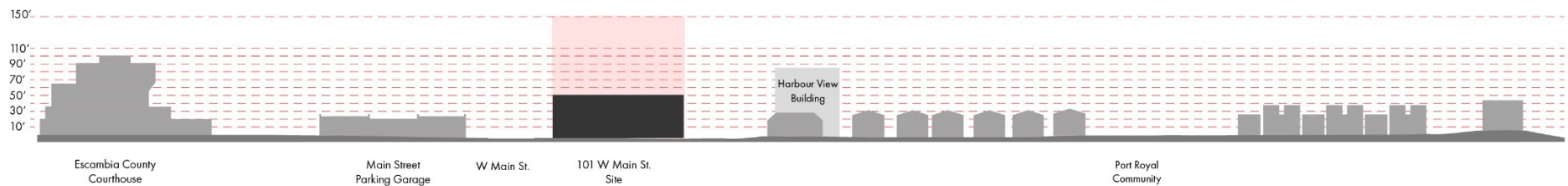
Potential Building Massing Example 1



Potential Building Massing Example 2



Potential Building Massing Example 3



Appendix G
Broker's Opinion of Cost

B.O.V - Comparable Sales Approach (Sale)

PREPARED FOR:

City of Pensacola

Address: 101 W Main Street

#VALUE!




Subject Property Information

Tax Map Parcel ID # (PIN):	000S009100080026	Type of Construction:	stucco building
Taxing Jurisdiction:	CITY	Est. Bldg. Gross SF:	3,721 SF
Assessed Value, Land+Bldg	\$1,218,404	Site Acreage:	0.69 acres
Intended Use:	Office	Building Condition:	good
Premises Type:		# Drive-Thru Lanes:	No
No. of stories:	1	Outside ATM?	No
Est. Actual/Effective Age:	1996	On-Site Parking (#spaces):	Ample
Comments (below):	explain strengths, weaknesses, zoning and use restrictions, etc.		

The property is located off Main Street, one of the major roadways in downtown Pensacola. The property is a little under 1 acres. Total square footage is 3,721. Buildings and land are zoned SPBD (South Palafox Business District).

Comps (minimum of two)

	COMP A	COMP B	COMP C
			
Address:	100 W Garden St Pensacola, FL	850 S Palafox units 103-105 Pensacola, FL	#VALUE! 449/455 W Main Pensacola, FL
Property Description:	office, commercial	office, commercial	office, commercial
Size (SF):	11,900	3,500	20,500
Site Acreage:	1.89 acres	0.5	11.1
Sale Price	\$5,420,365	\$1,195,000	\$7,000,000
Sales Price/PSF	\$455.49	\$341.43	\$341.46
Transaction Date:	12/30/2020	pending	10/14/2022
Distance from Subject:	.6 miles	.4 miles	.5 miles
Comments (below):			

The approach to value used is the *Comparable Sales Approach*. Evaluating the property based upon recent sales for like-type properties will dictate the market value of the subject. The comparable sales that were used for this property are properties in Downtown Pensacola and primarily used as office space. Following this approach, we find the value to be in the range of **\$1,273,000 and \$1,694,000**

4

DATE OF BOV :	12/15/2023	High BOV:	\$1,694,000
Est. Market Time (range):	Within 12-months	Low BOV:	\$1,273,000

PREPARER INFORMATION

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