

# Overview of Recommendations

The Master Plan recommendations include improvements to the public realm and four initiatives that coordinate a series of individual developments with those public improvements. This approach makes it possible to maximize the impact of both public and private investment by focusing that investment on the creation of a whole place, i.e. – building improvements facing each other across improved public space.

The Illustrative Master Plan highlights both the public improvements and the individual developments that are part of the initiatives.

The Master Plan is organized by these initiatives rather than as a series of phases with a specified sequence. As there is interest in creating a development, any part of the Plan could proceed.

The individual developments highlighted on the Plan drawing are within initiatives that follow the areas of opportunity that emerged from the public process and analyses. By contributing to the overall Plan, each will help reinforce the character of the Historic District and help connect it to the Waterfront, Downtown, and other Historic Districts. The four initiatives consist of opportunities along Alcaniz Street **A** and Ninth Avenue **B**, in the Historic Fort **C**, and Waterfront Village area **D** complemented by infill within the District itself.



EXISTING CONDITIONS UDA portrait of Pensacola Historic District



ILLUSTRATIVE MASTER PLAN The Master Plan showing all initiative areas

# Frameworks

## STREET PATTERN CHANGES

- Bayfront Park and Parkway - Traffic-calming devices and pedestrian crossing improvements to connect the District to the Waterfront
- Cedar and Adams Streets - Extension to Waterfront
- Alcaniz Street - Pavement reduction between Garden Street and Gregory Street to create a gateway for the District
- I-110 Exit - Ramp revision to intersect Alcaniz Street north of Chase Street
- New Streets - Small local streets to reduce block size and provide inter-connection within the District

## PARKS AND OPEN SPACE CHANGES

- Bayfront - Improved bikeway and walkway with trees and lights, together with pedestrian crossings to link Bartram Park, the Barkley House greenspace, and Memorial Park
- Bartram Park, Fountain Park and Seville Square - Park improvements, sidewalks, and crosswalks to create a grand park on the water
- St. Michael's Cemetery - New gates and walkways
- Fort Area - Streetscapes based on historic fort configurations



**CONNECTIONS** Proposed improvements to street network: New streets (in red) and transformed streets (in green).



**FRAMEWORKS** The Plan builds upon the positive aspects and assets of the Historic District and re-establishes the open space network along the Waterfront.

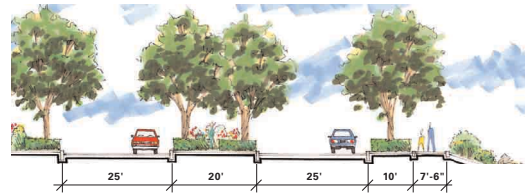


## FRAMEWORKS: Bayfront Parkway

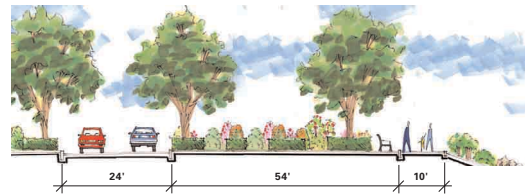
Bayfront Parkway is much wider than needed for its volume of traffic and there are few traffic lights. As a result, traffic moves at higher than legal speeds and creates safety problems for pedestrians which resulted in the Historic District closing itself to the Parkway.

At non-intersection locations, the conversion of Bayfront Parkway from four lanes (two lanes in each direction) to fewer lanes results in no measurable change in travel time or level of service. Away from intersections, the traffic volumes, even in the peak hours, can be easily accommodated by a single lane of through traffic with a turning lane.

At intersection locations, the significant traffic impact of lane reduction occurs because the available lane of traffic must be shared between the Main Street traffic and the intersecting street traffic. This issue affects the design of the traffic circle at Bayfront Parkway and Ninth Avenue, as well as the intersection of Alcaniz Street and Bayfront Parkway.



EXISTING SECTION Four travel lanes



PROPOSED SECTION Two-lane section (between intersections) with a wider Waterfront park



EXISTING BAYFRONT PARKWAY A four-lane highway with few connections into the Historic District



BAYFRONT PARKWAY STEP ONE A four-lane section with improved links to the Historic District and the Waterfront park



BAYFRONT PARKWAY STEP TWO A matter in need of further study, there would be two travel lanes with a third turning lane at intersections. Streets from the Historic District would again connect to the tamed parkway with crosswalks at every intersection

ACTIONS TO TAME TRAFFIC AND ENHANCE THE CONNECTIONS TO THE WATERFRONT
<b>STEP ONE</b>  Traffic signal and new sidewalks at the intersections of Alcaniz Street and Bayfront Parkway as well as Adams Street and Bayfront Parkway Traffic signals at Barracks, Main, and Tarragona Streets Extension of Adams and Cedar Streets to the Waterfront Pedestrian crosswalks with crossing lights at Florida Blanca Street, Government Street, Cevallos Street, and Ninth Avenue Traffic circle at Bayfront Parkway and Ninth Avenue to control traffic and create an entrance to the Historic District On-street parking on Bayfront Parkway during off-peak hours
<b>STEP TWO</b>  Redesign of Bayfront Parkway to a three-lane road Permanent parking areas along the new Bayfront Park Street connections at Government, Florida Blanca, and Cevallos Streets

## FRAMEWORKS: Alcaniz Street

Alcaniz Street, one of only two streets in the District that connect it to the North, can serve as a focus of community life and serve all neighborhoods. Its current design, however, prevents it from fulfilling this role.

### Alcaniz Street: From Gregory to Garden Streets

As illustrated in plan and cross section, Alcaniz Street is 6 lanes wide but only serves 4,200 vehicles per day. Its design, especially at the intersection of Garden and Alcaniz Streets is more appropriate for an expressway than a city street, therefore making pedestrian movement both dangerous and nearly impossible. The I-110 exit ramp extends to Garden Street without providing access into the Historic District without a U-turn. The Plan, therefore, calls for reducing Alcaniz Street to two lanes in each direction with a wide median, and aligning the I-110 exit ramp at an intersection with the entrance to the Civic Center, north of Chase Street. Consideration should be given to making Alcaniz Street two-way north of Gregory Street. The Garden and Alcaniz intersection should permit all turning movements. There should also be parking along Alcaniz Street. In terms of streetscaping, the sidewalks should be widened and coordinated with the program underway to renovate St. Michael's Cemetery.

### Alcaniz Street: Garden to Government Streets

Streetscapes including underground wiring, curb extensions, lighting, and trees should be implemented.

### Alcaniz Street: Government Street to Bayfront Parkway

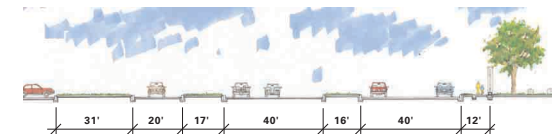
Sidewalks should be installed on both sides of Alcaniz Street south of Seville Square and extended via crosswalks into Fountain and Bartram Parks.



**EXISTING ALCANIZ STREET** One of only a few connections between the Historic District and the greater City



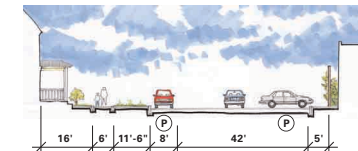
**ALCANIZ STREET PROPOSED** By providing an exit from I-110 onto Alcaniz Street south, the Historic District can be accessed from this regional infrastructure.



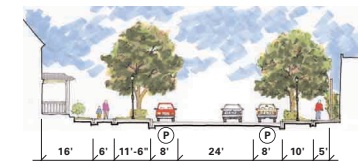
**EXISTING ALCANIZ STREET AT GARDEN STREET** A barren, six-lane section



**PROPOSED ALCANIZ STREET AT GARDEN STREET** A two-lane section with on-street parking and gracious, planted median



**EXISTING ALCANIZ STREET WITHIN THE DISTRICT** A two-lane street with uncoordinated types of on-street parking and a discontinuous pedestrian experience



**PROPOSED ALCANIZ STREET WITHIN THE DISTRICT** The street maintains two lanes, but parallel parking and improved landscaped verges improve its character



## FRAMEWORKS: Parking

Although some were concerned about parking problems in the District, most stakeholders were pleased that the absence of too many parking lots and parking structures has resulted in the District maintaining its intimate character. In the Master Plan, parking deficiencies within the District will be addressed by the introduction of parallel, on-street parking on all possible streets. This type of parking, along with being a resource, enlivens the streetspace.

Additionally, any parking lots introduced along with development in the District should be minimal in size and well-landscaped. Possible sites for parking structures have also been noted. In sum, a coordinated strategy will be the Historic District's strongest asset for meeting parking needs in appropriate settings.

### PARKING STRATEGY

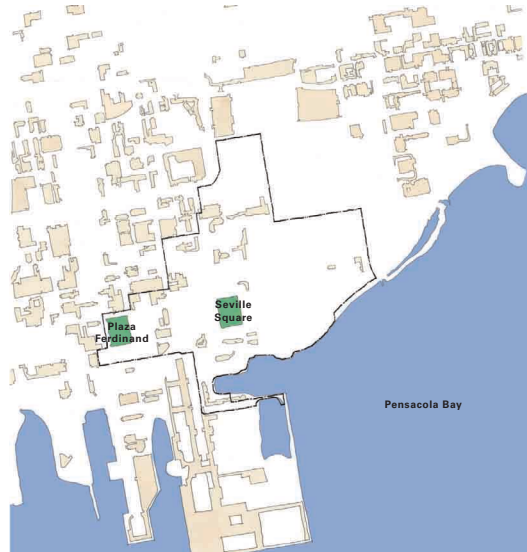
Increasing the amount of parallel parking throughout the District as much as possible, and, in some cases, permitting narrower street widths to accommodate it, including off-peak parking along Bayfront Parkway

Permitting lots and structures within the District on the condition that their street frontage is occupied by a building that continues the historic, intimate character of the District

Identifying new parking lots within development initiatives both within the District and in immediately adjacent areas

Identifying appropriate sites for parking structures which require mixed-use development on their perimeters to preserve an active street facade

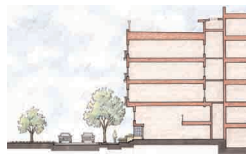
Considering some form of trolley shuttle system linking parking garages and major destinations



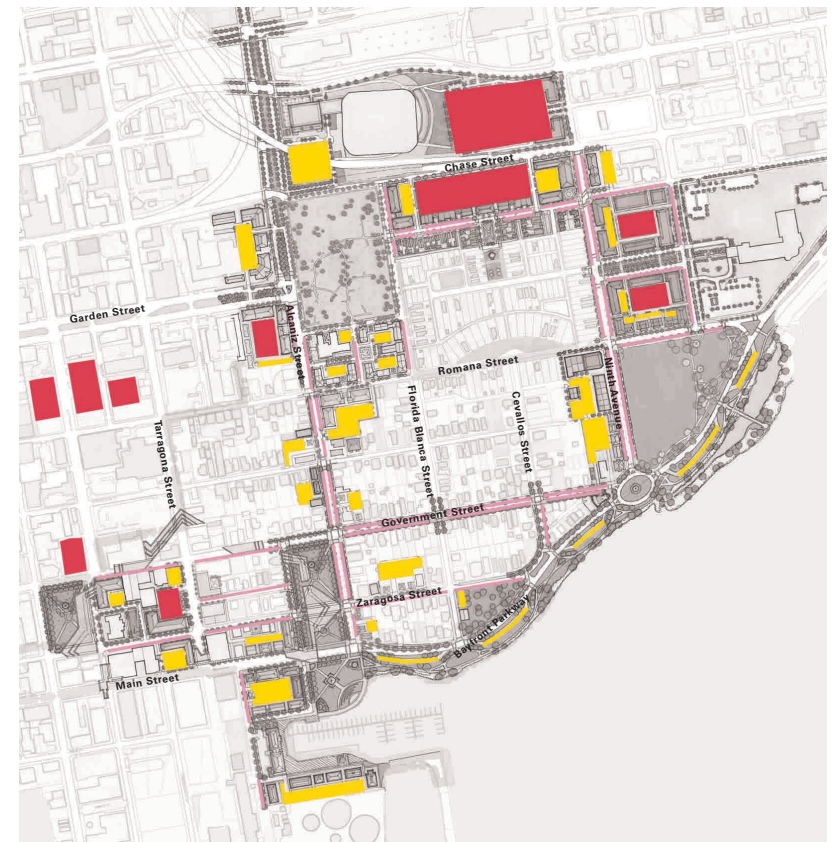
Existing parking x-ray



EXEMPLAR Norfolk, Virginia: Boush Street garage and apartment liner



EXEMPLAR Norfolk, Virginia: Boush Street garage and apartment section



Proposed parking diagram

PARKING GARAGE

SURFACE PARKING LOT

ON-STREET PARKING

## FRAMEWORKS: Parks

### Bayfront Park

Bayfront Park, with its superb views of Pensacola Bay and current enhancement programs to revitalize its surrounds, such as Project Greenshores, is an underutilized yet major City asset. The proposed traffic-calming program and pedestrian crossings of Bayfront Parkway will make the open space more accessible. Recommended improvements to the Park include upgrading the paths for multiple uses, adding trees and lighting, and creating seating areas. In the future, it may be possible to widen the Park through modifications to the roadway or by expanding the shore line. Its primary function, however, is to link the other parks along the Waterfront. This should include the publicly owned but underutilized space around the Barkley House which could serve as a recreational area for young children upon completion of traffic calming projects.

### Seville Square to the Water

Much loved, Seville Square is the heart of the District. In addition to general maintenance and refurbishment, the Plan recommends finding ways of marking the configuration of the British fortifications which once stood in this area. The plan calls for reconfiguring Fountain Park to eliminate its parking lot, add on-street parking around its perimeter, and re-design its plan to reflect that of Seville Square, so the two form a single space with visibility to the water. Crosswalks with pedestrian signals at both Adams and Alcaniz Streets will link Fountain Park south to Bartram Park with its own redesign improving pedestrian circulation and providing a Waterfront amphitheater as part of the museum program.

The Admiral Mason Park area has recently been refurbished and should be further enhanced. The recreation area is a multi-purpose green with minimum equipment to encourage the widest range of uses.



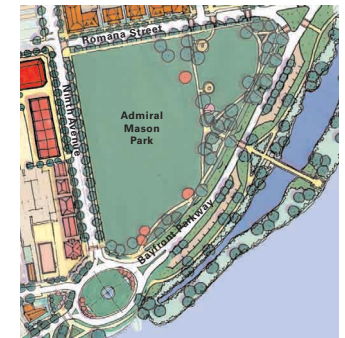
A Framework of open spaces and parks and green streets for the Historic District



A linear park along Bayfront Parkway will reconnect the City to its Waterfront, and will be a great amenity for the citizens.



The Plan extends Seville Square south to Fountain Park, Bartram Park, and the Waterfront

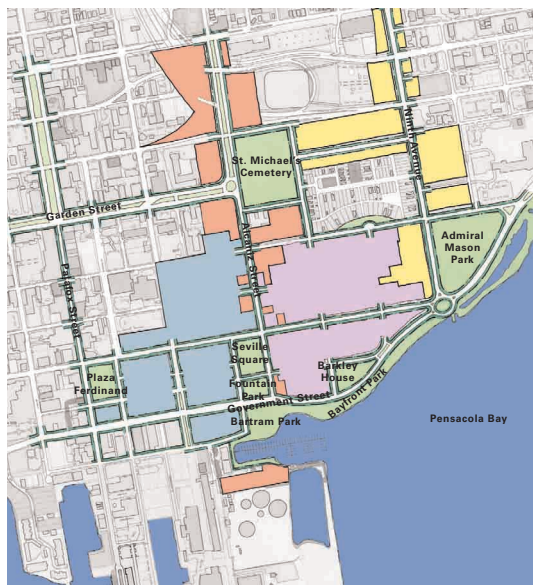


Admiral Mason Park with a reconfigured traffic circle at Ninth Avenue and Bayfront Parkway



# Initiatives

In order to maximize the impact of the public investments required to implement the framework recommendations, the Plan proposes to coordinate them with private and institutional development in a series of four initiatives. As individual developments are proposed, the public improvements associated with them would be implemented at the same time. Within each initiative, there are several individual developments, ranging in scale from simple landscape improvements or small structures to large-scale, mixed-use development.



Initiative areas and frameworks

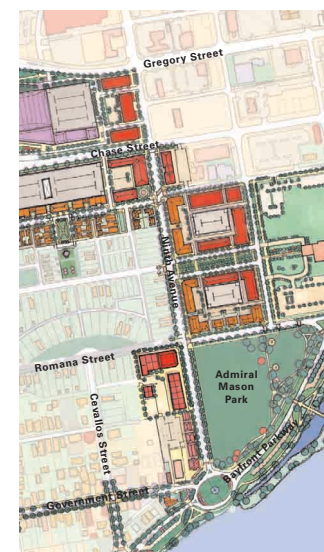
INITIATIVES
Alcaniz Street Initiative - Mixed-use developments along Alcaniz Street, from Gregory Street in the north to the south shore of Pitt Slip in the south
Ninth Avenue Initiative - Mixed-use developments along Ninth Avenue from Gregory Street in the north to Bayfront Parkway in the south
Fort and University Areas - Improvements to the Museum area, University facilities with ground-floor public uses between Plaza Ferdinand and Seville Square, and in the Waterfront village
District Infill Initiatives - New infill residential and mixed-use structures on vacant lots and parking lots



Bayfront Parkway Initiative



Alcaniz Street Initiative



Ninth Avenue Initiative



Fort and University Area Initiative

## INITIATIVE 1: Alcaniz Street

### INITIATIVE 1: ALCANIZ STREET

#### GREGORY TO CHASE STREETS

Public Improvements - New Alcaniz Street exit from I-110, redesigned Alcaniz Street and streetscapes, remove Chase Ramp flyover  
Development - Expansion space for the Civic Center built above existing parking lot with lobbies along Alcaniz and Gregory Streets

#### CHASE TO GARDEN STREETS

Public Improvements - Redesign Alcaniz Street with enhanced median and wide sidewalks  
Development - Carlton Palms expansion with mixed-use residential development on land made available through road re-design; St. Michael's Cemetery improvements

#### GARDEN TO INTENDENCIA STREETS

Public Improvements - Redesign Garden/Alcaniz intersection and streetscapes (new streets to subdivide existing IHMC block)  
Development - Mixed-use complex on Donovan property with option for public garage and possible Visitors' Center; mixed-use complex on former Bogan property; small-scale infill to complete street frontage; IHMC expansion including research space and public meeting hall

#### INTENDENCIA TO GOVERNMENT STREETS

Public Improvements - Streetscape improvements including underground utilities, lights, and trees  
Development - Small-scale infill development to screen parking areas and re-establish continuity of street frontage

#### GOVERNMENT STREET TO BAYFRONT PARKWAY

Public Improvements - Sidewalks on both sides of Alcaniz Street along Fountain Park, underground utilities, crosswalks on Bayfront Parkway  
Development - Restoration (and possible relocation) of historic house with new construction of either mixed-use or residential buildings

#### SOUTH OF MARINA/ PITT SLIP AREA

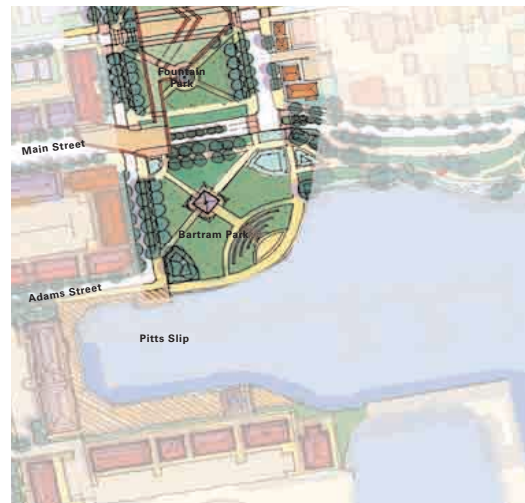
Public Improvements - Improved access and parking with possible structured parking  
Development - Waterfront village with retail, office, and/or hotel uses



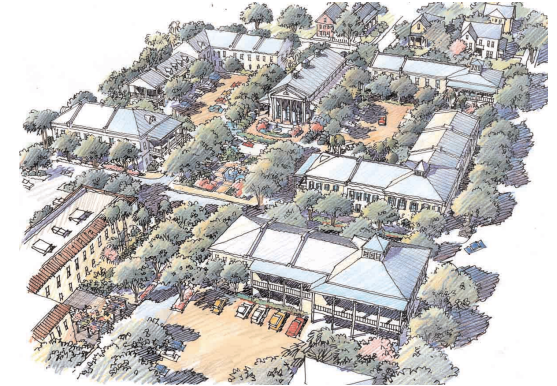
Alcaniz Street Initiative



IHMC and Bogan Property



Bartram Park and Fountain Park



IHMC Master Plan with mixed-use structures for research and a public meeting hall



IHMC expansion at corner of Florida Blanca and Romana Streets



#### Alcaniz Street from Intendencia to Gregory Streets

The modifications to Alcaniz Street between Garden and Gregory Streets make it possible to create an effective entry or gateway into the Pensacola Historic District. New mixed-use developments will extend the character and scale of the District and Downtown to the I-110 Expressway exit and to the Civic Center.

The perspective view of the proposed development indicates an improved sidewalk along St. Michael's Cemetery and the effect of reducing the width of the pavement of Alcaniz Street.



Existing



Proposed



Proposed view south on Alcaniz Street towards Garden Street



Existing view south on Alcaniz Street

## INITIATIVE 2: Ninth Avenue

### INITIATIVE 2: NINTH AVENUE

#### BAYFRONT PARKWAY TO ROMANA STREET

Public Improvements - Traffic calming to Bayfront Parkway including monumental traffic circle as a gateway at Ninth Avenue; improved parks, and streetscapes along Ninth Avenue  
Development - Small-scale, high-quality development of office or mixed-use structures in buildings consistent with the architecture of the Historic District to serve as the gateway to the District

#### ROMANA STREET AREA

Public Improvements - New street alignment in order to create more easily developed block patterns, including public space leading to the Gulf Power Headquarters  
Development - The CRA and Gulf Power properties should be developed collaboratively to ensure the most effective use of the land. The Plan illustrates one possibility for mixed-use development with residential along Ninth Avenue, and corporate office development facing the current Gulf Power

#### GREGORY STREET AREA

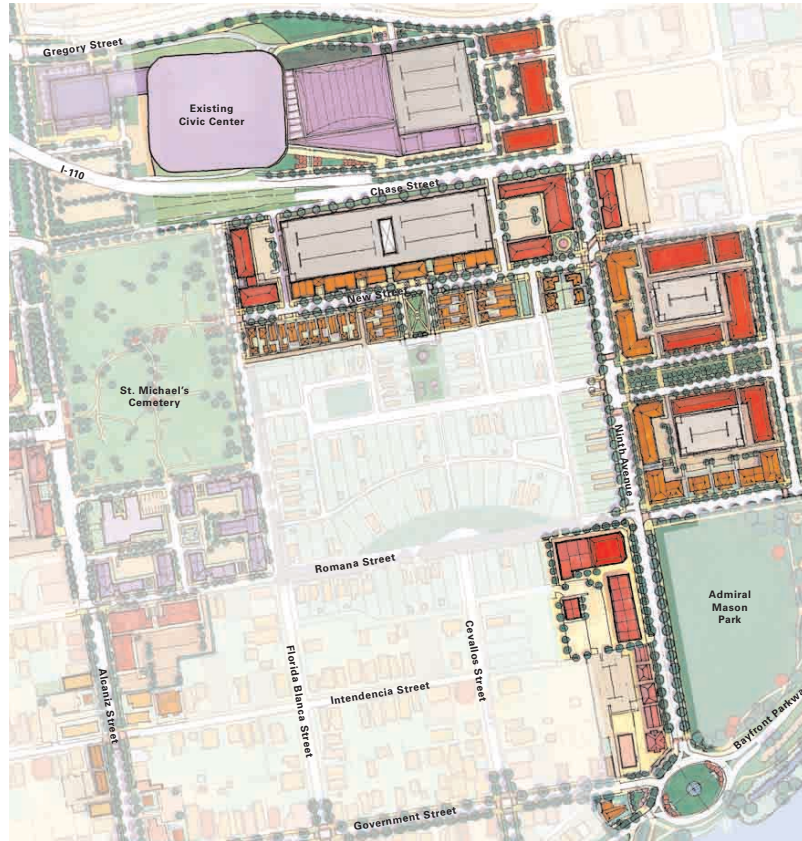
Public Improvements - Pedestrian crosswalks and streetscapes  
Development - Mixed-use development increasing in height approaching Chase and Gregory Streets

#### CIVIC CENTER INTERFACE

Public Improvements - New parking structures on the Civic Center site and on County-owned properties on the south side of Chase Street  
Development - Civic Center expansion and possible hotel use on Ninth Avenue

#### NORTH ARAGON

Public Improvements - New east/west street along the alignment of Chase or Romana Streets, with small parks to link with Aragon  
Development - Residential development in center of block with single aspect housing lining the south face of the garage; possible office building and Visitor's Center for St. Michael's Cemetery on Florida Blanca Street



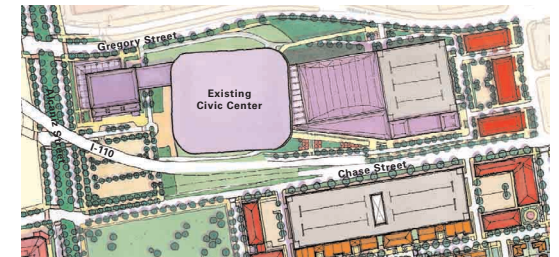
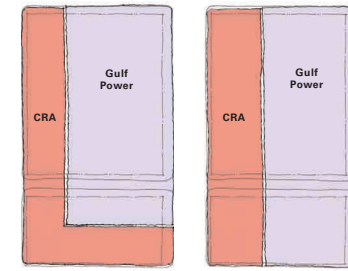
Ninth Avenue Initiative



#### BLOCK FRAMEWORKS

The proposed block sizes allow for a great deal of flexibility in type of development for the CRA and Gulf Power properties (shown above).

- MIXED-USE
- COMMERCIAL/OFFICE
- RESIDENTIAL
- PARKING GARAGE
- GREENSPACE



Proposed Civic Center expansion



#### Ninth Avenue

This perspective depicts the view looking north along Ninth Avenue with new mixed-use development. In the foreground, the two-and-three-story structures proposed are compatible with the Aragon Neighborhood. The buildings farther in the background, closer to Chase Street, are larger-scale, mixed-use buildings.



Existing view north on Ninth Avenue



Proposed view north on Ninth Avenue

## INITIATIVE 3: Fort Area

### INITIATIVE 3: FORT AREA

#### PLAZA FERDINAND TO SEVILLE SQUARE

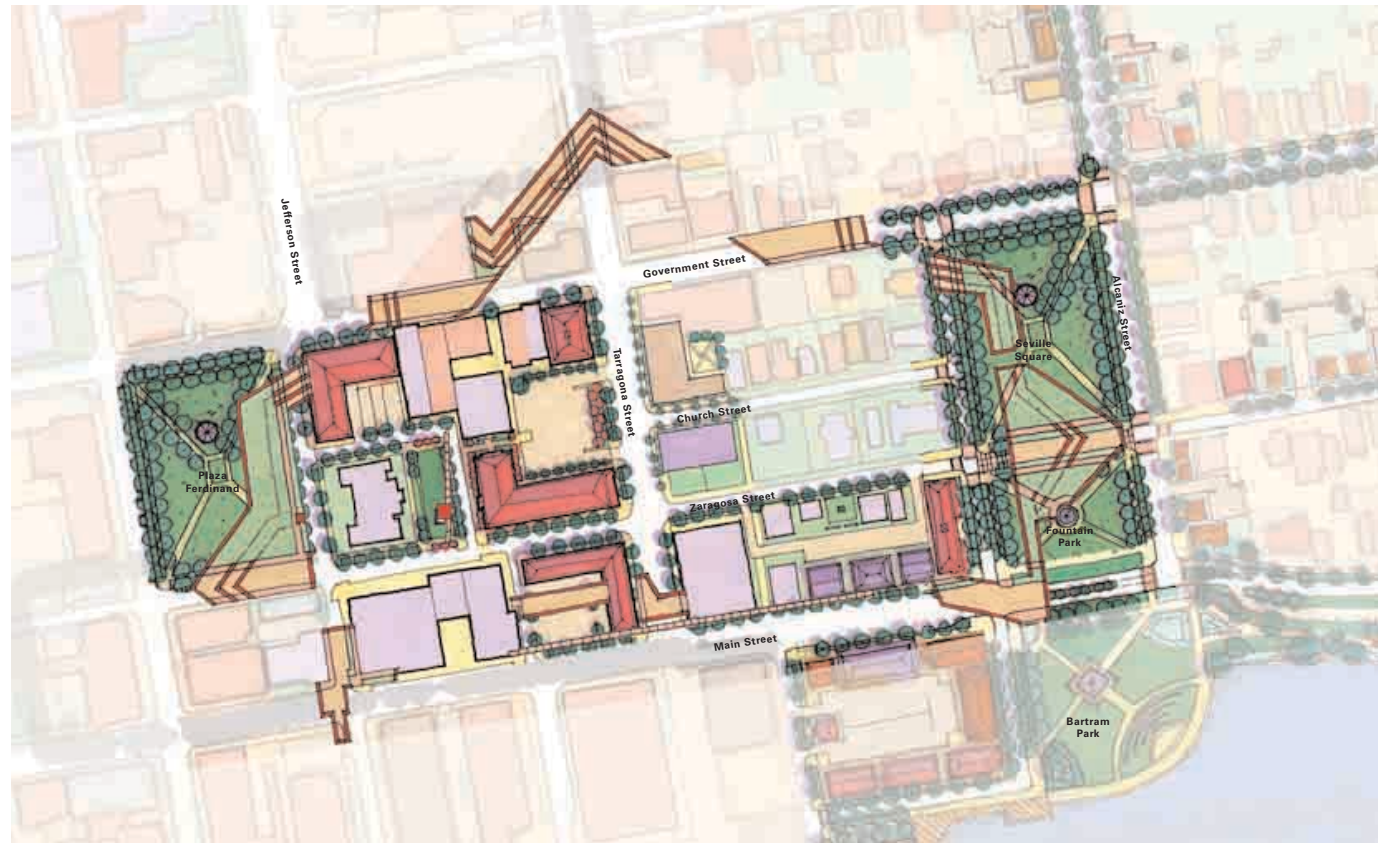
Public Improvements - New streetscapes and Park development with archaeological displays coordinated with the outlines of the two historic forts; small-scale parking structure on Tarragona Street  
Development - Mixed-use development with classrooms and housing on upper floors with public and retail uses on ground floors; modifications to existing museum structures to provide more lively street spaces, and sites for relocated historic buildings

#### WATERFRONT VILLAGE

Public Improvements - New small-scale street extension of Adams Street connecting Church to Main Street; surface or structured parking in the center of the development  
Development - Two-to-three-story mixed-use structures with public ground floor uses and classrooms and residential space above; restored L & N Terminal building



The 1778 British Fort outline superimposed on the current plan



FORT AREA PLAN Street materials and park plans based on the 1778 British Fort with new university and public buildings.



Fort Area

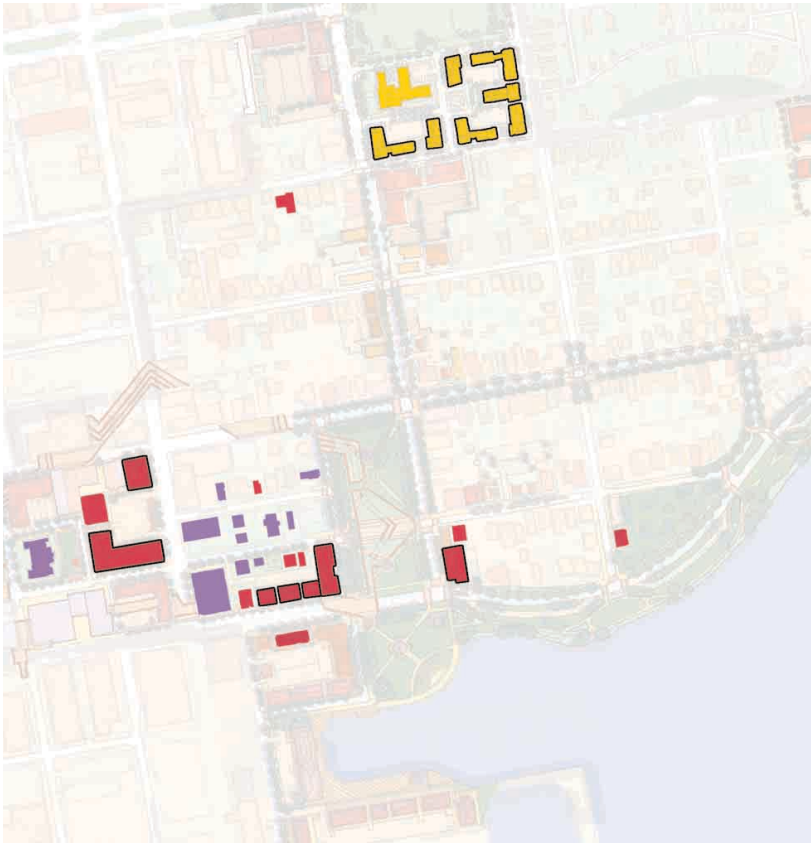
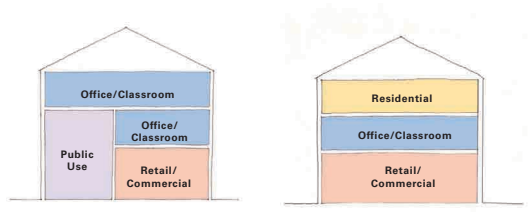
There are a total of 29 properties owned by the University of West Florida, a number of which are historic structures built between 1810 and 1907. These buildings include houses, commercial and industrial buildings, and civic buildings. The Plan calls for enhancing the visitor experience and using some vacant or underutilized buildings for University purposes. In addition, new buildings will be built on vacant land or to replace non-contributing structures.

The program for this Historic District Campus is currently being developed and has not been finalized. The Plan suggests a series of structures to create a lively area and to provide space for the University program as it evolves.

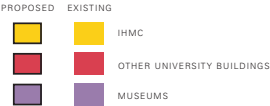
The inventory of existing buildings and tabulation of total square footage of existing and new structures is shown at right.

IHMC

The IHMC, with the University of West Florida, continues to be a dynamic force in attracting investment to Pensacola. The Plan provides expansion on its current property but integrates it into the Historic District.



ANNUAL CAPTURE OF TARGET MARKET			
EXISTING BUILDINGS			
	IHMC		27,000
	Museums		43,733
	Other University Buildings		67,143
	sub-total		137,876
LOSS TO DEMOLITION (4 BLDGS)			-13,648
PROPOSED NEW CONSTRUCTION			
	IHMC		79,000
	Other University Buildings		128,000
	sub-total		207,000
TOTAL			331,228



## INITIATIVE 4: Infill

### STREETSCAPES

New trees, underground utilities, traffic-calming features, and street lights will all create new, more attractive streetscapes. On-street parking will also be encouraged.

### DEVELOPMENT

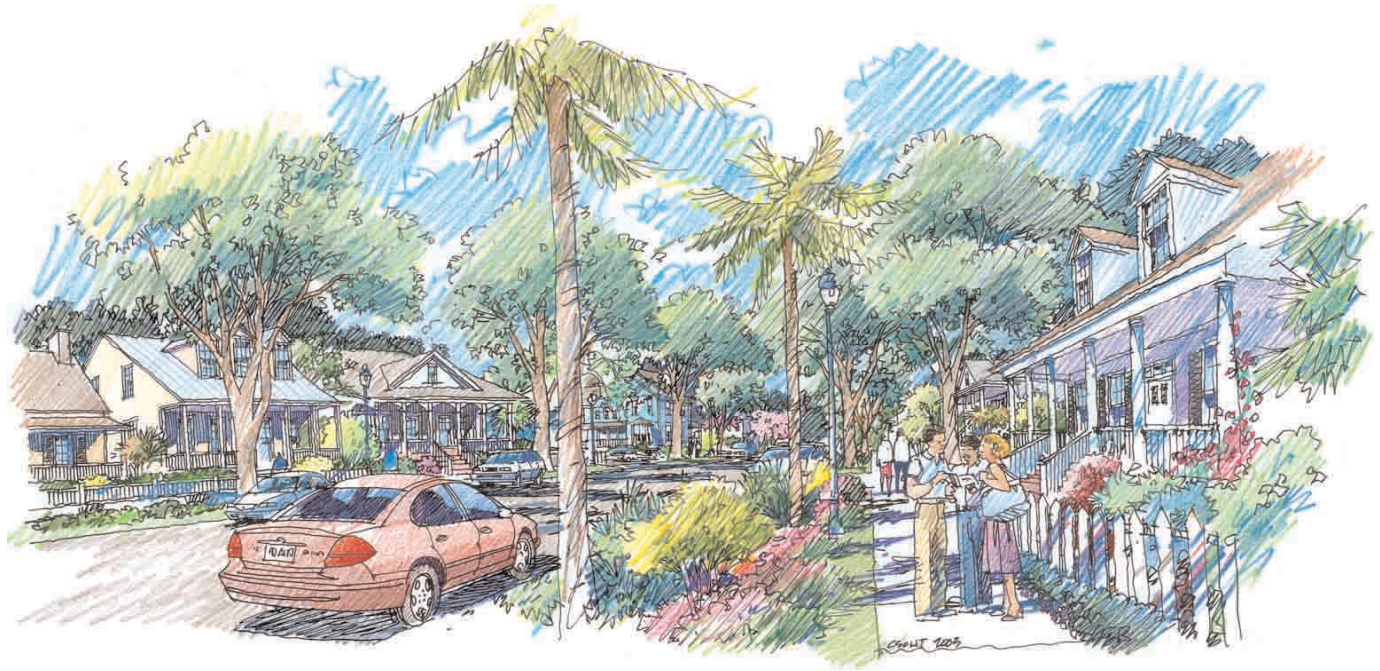
A number of vacant and underutilized properties are sprinkled throughout the District. There are also bungalows and shotgun houses which, due to size, are not consistent with current market preferences. They are, nonetheless, essential to preserving the character of the Historic District. A perceived need for more parking has resulted in parking lots visible from the streets – a circumstance which further erodes the character of the District. Therefore, the Plan calls for guidelines which build upon the existing standards currently in place, but which suggest two key additions: attention to street frontage and to height. Adhering to these guidelines for new development will preserve an environment such as illustrated by the character of the drawing to the right.

#### Street Frontage

The goal of design guidelines is to preserve the character of the District as seen from the street. Therefore, all new buildings should be built to the build-to-line of the traditional houses and should have tall one-or-two-story porches facing the street.

#### Height

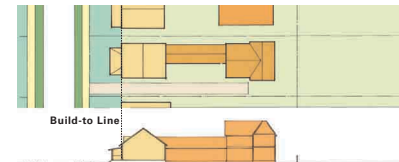
The buildings in the residential areas should be limited to one-and-one-half- to two-stories in height, close to the street, allowing for smaller buildings. In order to maintain this street environment, taller structures should be built behind smaller buildings. In the Brick and Commercial District, new structures should match the two-to-three-story height and character of the historic buildings.



Proposed view south along Alcaniz Street

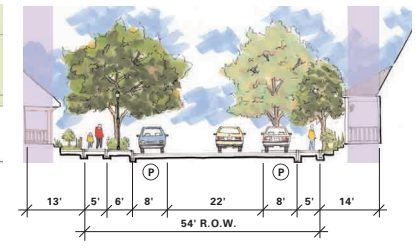


Existing view of Alcaniz Street looking south



#### INFILL STRATEGY

New housing should reflect the scale of existing structures, with larger living spaces built at the rear of residential lots. Porches and front facades should observe a similar setback zone.



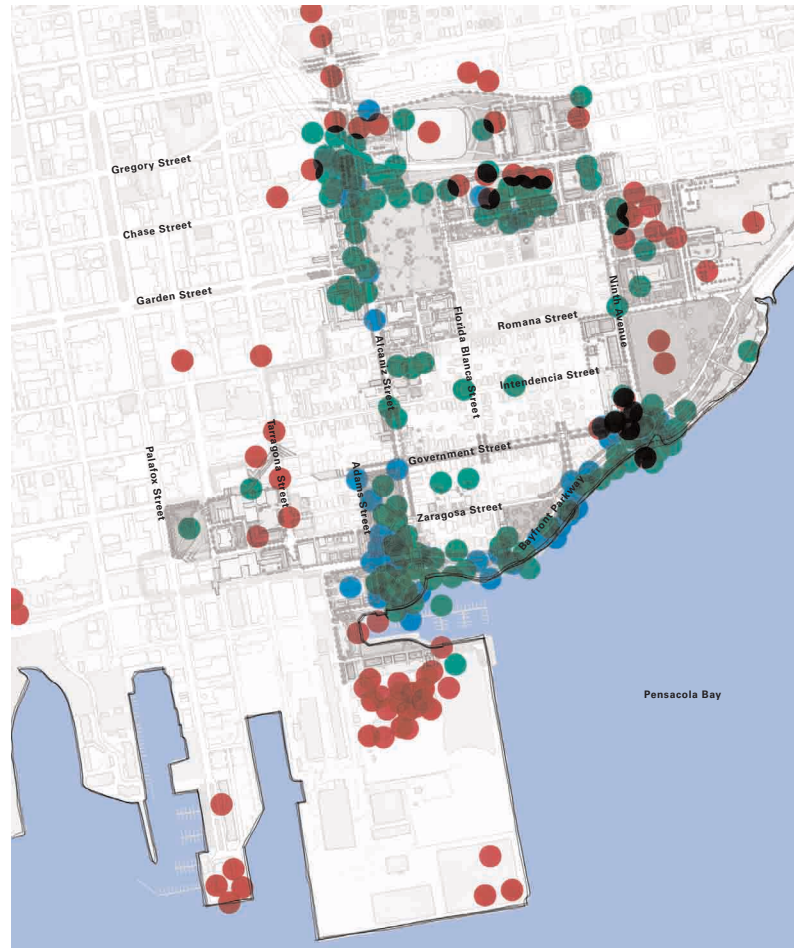


### Implementation

The Plan should be implemented in a process which continues to include the public and key stakeholders. A Steering Committee should be identified with regular meetings to monitor progress.

For each of the Initiatives, a Task Force should be established which includes the key stakeholders for the actual development within that Initiative. For example, for the Alcaniz Street Initiative, the owners of all the properties identified in the list of potential developments should serve on the Task Force, as well as all those agencies which are responsible for the public improvements in the Initiative.

All participants stressed the importance of agreeing upon a course of action, moving forward, and achieving success. In the final steps of the planning process, all participants placed green dots on the best aspects of the plan, red dots on ones they were uncertain about, and blue dots on the most important ones. The result is a clear statement of consensus on those aspects of the Plan which should move forward quickly. Although other developments were seen as no less important, the Alcaniz Street corridor connects with two other Initiative areas and has the most properties ready to proceed.



DOT SUMMARY FROM FINAL PUBLIC MEETING A consensus that Bayfront improvement, the Historic Fort area, and Alcaniz Initiatives are priority items.



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#### ASPECTS OF THE PLAN THAT SHOULD MOVE FORWARD QUICKLY

- Bayfront Parkway improvements, including crosswalks and street lights at Adams and Alcaniz Streets, and possible early development of the Traffic Circle at Ninth Avenue
- University Waterfront Village and improvements to Bartram Park
- Streetscape improvements along Adams and Alcaniz Streets at Fountain Park, as well as development on the east side of Alcaniz Street opposite Fountain Park
- Infill development in front of parking lots along Alcaniz Street
- Bogan Property and related streetscapes
- IHMC development and new streets related to it
- Donovan Property development
- Alcaniz Street and I-110 exit ramp improvements, with the understanding that they will take longer to implement than other items
- St. Michael's Cemetery improvements