

AGENDA
ESCAMBIA COUNTY PLANNING BOARD
November 4, 2013–8:35 a.m.
Escambia County Central Office Complex
3363 West Park Place, Room 104

1. Call to Order.
2. Invocation/Pledge of Allegiance to the Flag.
3. Proof of Publication.
4. Approval Of Minutes
 - A. **RECOMMENDATION:** That the Planning Board review and approve the Meeting Resume' Minutes of the October 7, 2013 Planning Board Meeting.
 - B. Planning Board Monthly Action Follow-up Report for October 2013.
 - C. Planning Board 6-Month Outlook for November 2013.
5. Public Hearings.
 - A. Deleting References to Repealed Provisions of Comprehensive Plan from LDC

A Public Hearing Concerning Deleting References to Repealed Provisions of the 2020 Comprehensive Plan from the LDC

That the Board review and recommend to the Board of County Commissioners (BCC) for adoption, an Ordinance to the Land Development Code (LDC) deleting references to repealed provisions of Florida Statutes, Florida Administrative Code, and the Escambia County Comprehensive Plan
 - B. Fence Height in Residential Zoning

A Public Hearing Concerning the Review of an Ordinance Amending Article 7.04.01

That the Board review and recommend to the Board of County Commissioners (BCC) for adoption, an Ordinance to the Land Development Code (LDC) Article 7.04.01 to allow a maximum fence height of eight feet for side and rear yards in residential zoning districts.

C. One Acre Lot Size Option for Rezonings

A Public Hearing Concerning the Review of an Ordinance Amending Article 6.05.24

That the Board review and recommend to the Board of County Commissioners (BCC) for adoption, an Ordinance to the Land Development Code (LDC) Article 6.05.24.A to provide a one acre minimum lot size for new subdivisions in V-1 zoning.

D. 2012-2016 Update to the Five-Year Schedule of Capital Improvements

A Public Hearing Concerning the Review of an Ordinance Adopting the Annual Update to the Schedule of Capital improvements.

That the Board review and recommend to the Board of County Commissioners (BCC) for adoption, an Ordinance adopting the uncoded 2012-2016 update to the five-year schedule of capital improvements.

E. FEMA Flood Ordinance Article 10

A Public Hearing Concerning the Review of an Ordinance Repealing and Replacing Article 10

That the Board review and recommend to the Board of County Commissioners (BCC) for adoption, an Ordinance to the Land Development Code (LDC) Article 10 Floodplain Management. To repeal and replace Article 10, in its entirety and to adopt a new Article 10 Floodplain Management.

6. Draft Comprehensive Plan: 2030 Revisions

1. Military Elements

- a. strikethrough ch 7 goal 4 relocated to ch 2 – 2.01;
- b. ch 8 4.2.1 added rep for DRC and strikethrough 4.2.2 (DRC);
- c. strikethrough ch 8 - 4.2.3 relocated to ch 2- 2.01)

2. Environmental

- a. Ch 11 COA 2.1.2
- b. Ch 12 CON 1.3.3
- c. Ch 12 CON 1.3.8
- d. Ch 12 CON 1.6.2

3. Briefly discuss the proposed outline for November 19, 2013 meeting

- a. Traffic Concurrency (language not ready)
- b. School Concurrency (interlocal to be modified: staff working together)
- c. Public Participation
- d. The LDC

- 7. Discussion for proposed outline for the November 19, 2013 Planning Board Workshop
- 8. Public Forum.
- 9. Director's Review.
- 10. County Attorney's Report.
- 11. Scheduling of Future Meetings.

The next Regular Planning Board meeting is scheduled for **Monday, December 2, 2013 at 8:35 a.m.** , in the Escambia County Central Office Complex, Room 104, First Floor, 3363 West Park Place, Pensacola, Florida.

- 12. Announcements/Communications.
- 12. Adjournment.



BOARD OF COUNTY COMMISSIONERS

Escambia County, Florida

Planning Board-Regular
Meeting Date: 11/04/2013

4.

Agenda Item:

- A. **RECOMMENDATION:** That the Planning Board review and approve the Meeting Resume' Minutes of the October 7, 2013 Planning Board Meeting.
- B. Planning Board Monthly Action Follow-up Report for October 2013.
- C. Planning Board 6-Month Outlook for November 2013.

Attachments

Quasi-Judicial Resume
Planning Board Regular Mtg Resume
Monthly Action Follow-Up Report
Six Month Outlook

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RESUMÉ OF THE ESCAMBIA COUNTY PLANNING BOARD QUASI-JUDICIAL REZONING HEARING

October 7, 2013

CENTRAL OFFICE COMPLEX
3363 WEST PARK PLACE, BOARD CHAMBERS
PENSACOLA, FLORIDA
(8:33 A.M. – 9:50 A.M.; 10:00 A.M. - 10:12 A.M.)

Present: Wayne Briske, Chairman
Tim Tate, Vice Chairman
David Luther Woodward
Robert V. Goodloe
Alvin Wingate
Patty Hightower, School Board (Non-Voting)

Absent: Dorothy Davis
Karen Sindel
Stephanie Oram, Navy (Non-Voting)

Staff Present: Stephen West, Assistant County Attorney
Horace Jones, Interim Director, Development Services
Andrew Holmer, Senior. Planner, Planning & Zoning
Juan Lemos, Senior Planner, Planning & Zoning
Allyson Cain, Urban Planner, Planning & Zoning
John Fisher, Urban Planner, Planning & Zoning
Debbie Lockhart, Administrative Assistant
Kendra Thompson

1. The meeting was called to order at 8:33 a.m.
2. Invocation/Pledge of Allegiance to the Flag was given by Mr. Alvin Wingate.
3. Proof of Publication and Waive the Reading of the Legal Advertisement.

Motion by David Luther Woodward, Seconded by Robert V. Goodloe
Proof of publication was given by the board clerk and the Board voted to waive the reading of the legal advertisement.

Vote: 5 - 0 Approved

Other: Dorothy Davis (ABSENT)
Karen Sindel (ABSENT)

4. Quasi-judicial Process Explanation.

5. Public Hearings.

A. Z-2013-16

Applicant: Thomas Arnett, President for
Crystal Beach Homes, Inc.,
Owner

Address: 2640 W. Michigan Avenue

From: C-1, Retail Commercial
District (cumulative) (25
du/acre)

To: C-2NA, General Commercial
and Light Manufacturing
District (cumulative), Bars,
Nightclubs and Adult
Entertainment are Prohibited
Uses (25 du/acre)

Mr. Alvin Wingate and Mr. Goodloe acknowledged visiting the site.

No planning board member acknowledged any ex parte communication regarding this item.

No planning board member refrained from voting on this matter due to any conflict of interest.

Motion by Tim Tate, Seconded by Robert V. Goodloe

Motion was made to approve the rezoning request to C2NA and disagree with staff findings as follows: Agree with Criterion 1, 4 & 5 and disagree with Criterion 2, that C2NA is consistent with neighboring uses and is not spot zoning. Criterion 3 the request to C2NA is consistent with surrounding uses and Criterion 6 the use has been there and is compatible with the development patterns in the area.

Vote: 5 - 0 Approved

Other: Dorothy Davis (ABSENT)

Karen Sindel (ABSENT)

B. Z-2013-18

Applicant: Derrel Slaughter, Agent for
Janet Slaughter and
Germaine York, Owners

Address: 6100 Mobile Highway

From: R-3, One-Family and
Two-Family District,
(cumulative) Medium Density
(ten du/acre) and C-1, Retail
Commercial District
(cumulative) (25 du/acre)
To: C-1, Retail Commercial
District (cumulative) (25
du/acre)

Mr. Wingate acknowledged visiting the site.

No planning board member acknowledged any ex parte communication regarding this item.

No planning board member refrained from voting on this matter due to any conflict of interest.

Motion by Tim Tate, Seconded by Robert V. Goodloe
Motion was made to approve staff findings of fact and grant the rezoning request from C-1/R-3 to C-1.

Vote: 5 - 0 Approved

Other: Dorothy Davis (ABSENT)
Karen Sindel (ABSENT)

C. Z-2013-19

Applicant: Randall and Mary Susan
Goad, Owners
Address: 3219 Stefani Road
From: VR-1, Villages Rural
Residential Districts, Gross
Density (one du/ four acres)
To: V-1, Villages Single-Family
Residential District, Gross
Density (one du/acre)

Mr. Wingate acknowledged visiting the site.

No planning board member acknowledged any ex parte communication regarding this item.

No planning board member refrained from voting on this matter due to any conflict of interest.

Motion by Tim Tate, Seconded by Robert V. Goodloe
Motion was made to approve staff findings of fact and grant the rezoning request from VR-1 to V-1.

Vote: 5 - 0 Approved

Other: Dorothy Davis (ABSENT)
Karen Sindel (ABSENT)

6. The meeting was adjourned at 10:12 a.m.

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RESUMÉ OF THE ESCAMBIA COUNTY PLANNING BOARD October 7, 2013

CENTRAL OFFICE COMPLEX
3363 WEST PARK PLACE, BOARD CHAMBERS
PENSACOLA, FLORIDA
(8:30 A.M. – 11:37 A.M.)

Present: Wayne Briske, Chairman
Tim Tate, Vice Chairman
David Luther Woodward
Robert V. Goodloe
Alvin Wingate
Patty Hightower, School Board (Non-Voting)

Absent: Dorothy Davis
Karen Sindel
Stephanie Oram, Navy (Non-Voting)

Staff Present: Stephen West, Assistant County Attorney
Horace Jones, Interim Director, Development Services
Andrew Holmer, Senior Planner, Planning & Zoning
Juan Lemos, Senior Planner, Planning & Zoning
Allyson Cain, Urban Planner, Planning & Zoning
John Fisher, Urban Planner, Planning & Zoning
Debbie Lockhart, Administrative Assistant
Kendra Thompson

1. The meeting was called to order at 10:12 a.m.
2. Proof of Publication.
3. Approval of Minutes.

A. **RECOMMENDATION:** That the Planning Board review and approve the Meeting Resume' Minutes of the September 9, 2013 Planning Board Meeting.

B. Planning Board Monthly Action Follow-up Report for September 2013.

C. Planning Board 6-Month Outlook for October 2013.

Motion by Robert V. Goodloe, Seconded by Tim Tate
Motion was made to approve the minutes from the September 9, 2013 Planning Board meeting.

Vote: 5 - 0 Approved

Other: Dorothy Davis (ABSENT)
Karen Sindel (ABSENT)

4. Public Hearings.

A. LSA-2013-01 Airway Drive

Motion by Tim Tate, Seconded by Robert V. Goodloe
Motion was made to recommend approval of the Large Scale Amendment for transmittal to the BCC.

Vote: 5 - 0 Approved

Other: Dorothy Davis (ABSENT)
Karen Sindel (ABSENT)

5. Discussion Items.

A. Proposed Perdido Key Zoning Designations Article 14 Perdido Key Code,
Presented by: Juan Lemos, Senior Planner

B. Discussion about planning a special workshop in October to discuss Comprehensive Plan changes.

6. Public Forum.

7. Director's Review.

8. County Attorney's Report.

9. Scheduling of Future Meetings.

The next Regular Planning Board meeting is scheduled for **Monday, November 4, 2013 at 8:30 a.m.**, in the Escambia County Central Office Complex, Room 104, First Floor, 3363 West Park Place, Pensacola, Florida.

10. Announcements/Communications.

11. Meeting adjourned at 11:37 a.m.



BOARD OF COUNTY COMMISSIONERS ESCAMBIA COUNTY, FLORIDA

DEVELOPMENT SERVICES DEPARTMENT
3363 WEST PARK PLACE
PENSACOLA, FLORIDA 32505
PHONE: 850-595-3475
FAX: 850-595-3481
www.myescambia.com

Memorandum

TO: Planning Board

FROM: Planning & Zoning Division

DATE: October 25, 2013

RE: Monthly Action Follow-Up Report for October 2013

Following is a status report of Planning Board (PB) agenda items for the prior month of **October**. Some items include information from previous months in cases where final disposition has not yet been determined. Post-monthly actions are included (when known) as of report preparation date. Items are listed in chronological order, beginning with the PB initial hearing on the topic.

PROJECTS, PLANS, & PROGRAMS

COMMITTEES & WORKING GROUP MEETINGS

COMPREHENSIVE PLAN AMENDMENTS

- **Text Amendments:**

1. **Comprehensive Plan Text Amendment – Family Conveyance (CPA-2013-02), amending the Escambia County Comprehensive Plan: 2030, as amended; amending Chapter 7, “Future Land Use”, Policy FLU 1.1.12, “family conveyance exception”; providing that family members shall be defined by the land development code.**

07/01/13	PB recommended approval
08/08/13	BCC approved transmittal to DEO
10/03/13	BCC Meeting

- **Map Amendments:**

1. **Comprehensive Plan Map Amendment – Urban Service Area (USA-2013-01), amending part II of the Escambia County Code of Ordinances, the Escambia County Comprehensive Plan: 2030, as amended; amending Chapter 7, “the Future Land Use Element,” to adopt the Navy Federal Credit Union Urban Service Area; creating a new FLU 6 with associated objectives and policies.**

07/01/13	PB reviewed and forwarded to the Board of County Commissioners the proposed Comprehensive Plan Map Amendment USA-2013-01
08/08/13	BCC reviewed
10/03/13	BCC Meeting to Adopt

LAND DEVELOPMENT CODE ORDINANCES

1. Article 4 Family Conveyance

07/01/13	PB recommended approval
10/03/13	BCC Meeting

REZONING CASES

1. Rezoning Case Z-2013-07

05/06/13	PB recommended denial of rezoning
06/20/13	BCC remanded back to PB
08/05/13	PB recommended approval of rezoning
09/05/13	BCC approved

2. Rezoning Case Z-2013-16

08/05/13	PB continued case
10/07/13	PB recommended approval of rezoning
11/07/13	BCC Meeting

3. Rezoning Case Z-2013-17

09/09/13	PB recommended approval of rezoning
10/03/13	BCC Meeting

4. Rezoning Case Z-2013-18

10/07/13	PB recommended approval of rezoning
11/07/13	BCC approved

5. Rezoning Case Z-2013-19

10/07/13	PB recommended approval of rezoning
11/07/13	BCC Meeting

PLANNING BOARD MONTHLY SCHEDULE SIX MONTH OUTLOOK FOR NOVEMBER 2013

(Revised 10/25/13)

A.H. = Adoption Hearing T.H. = Transmittal Hearing P.H. = Public Hearing

* Indicates topic/date is estimated—subject to staff availability for project completion and/or citizen liaison

Meeting Date	LDC Changes and/or Public Hearings	Comprehensive Plan Amendments	Rezoning	Reports, Discussion and/or Action Items
Tuesday, October 29, 2013		<ul style="list-style-type: none"> Special workshop discussing Comp Plan Changes 		
Monday, November 4, 2013	<ul style="list-style-type: none"> Art 10 Flood Plain Fence Height One Acre Zoning Dist. 	<ul style="list-style-type: none"> Comp Plan Policy-Remove Ref to 7.A Comp Plan 2030 Changes 	<ul style="list-style-type: none"> Z-2013-20 	
Monday, December 2, 2013	<ul style="list-style-type: none"> UWF Agreement (tentative) 		<ul style="list-style-type: none"> Z-2013-21 	<ul style="list-style-type: none"> MRF's Park Model RV's as Medical Hardship
Monday, January 6, 2014				
Monday, February 3, 2014				
Monday, March 3, 2014				
Monday, April 7, 2014				

Disclaimer: This document is provided for informational purposes only. Schedule is subject to change. Verify all topics on the current meeting agenda one week prior to the meeting date.



BOARD OF COUNTY COMMISSIONERS

Escambia County, Florida

Planning Board-Regular

5. A.

Meeting Date: 11/04/2013

Issue: Deleting References to Repealed Provisions of Comprehensive Plan from LDC

From: Horace Jones, Interim Department Director

Organization: Development Services

RECOMMENDATION:

A Public Hearing Concerning Deleting References to Repealed Provisions of the 2020 Comprehensive Plan from the LDC

That the Board review and recommend to the Board of County Commissioners (BCC) for adoption, an Ordinance to the Land Development Code (LDC) deleting references to repealed provisions of Florida Statutes, Florida Administrative Code, and the Escambia County Comprehensive Plan

BACKGROUND:

The Board of County Commissioners adopted the Escambia County Comprehensive Plan: 2030 on January 20, 2011. The Land Development Code currently references the Comprehensive Plan: 2020 to repealed provisions of Florida Statutes, Florida Administrative Code, provisions regarding Administrative Interpretations of land use categories, and requirements for monitoring development of rural and suburban subdivisions. The County finds it necessary to update the LDC with the current references of the Comprehensive Plan: 2030.

BUDGETARY IMPACT:

No budgetary impact is anticipated by the adoption of this Ordinance.

LEGAL CONSIDERATIONS/SIGN-OFF:

The attached Ordinance has been reviewed and approved for legal sufficiency by Stephen West, Assistant County Attorney. Any recommended legal comments are attached herein.

PERSONNEL:

No additional personnel are required for implementation of this Ordinance.

POLICY/REQUIREMENT FOR BOARD ACTION:

The proposed Ordinance is consistent with the Board's goal "to increase citizen involvement in, access to, and approval of, County government activities."

IMPLEMENTATION/COORDINATION:

Implementation of this Ordinance will consist of an amendment to the LDC and distribution of a copy of the adopted Ordinance to interested citizens and staff.

The proposed Ordinance was prepared in cooperation with the Development Services Department, the County Attorney's Office and all interested citizens. The Development Services Department will ensure proper advertisement.

Attachments

Draft Ordinance

Relevant Portions of LDC

LEGAL REVIEW

(COUNTY DEPARTMENT USE ONLY)

Document: Comp Plan References in LDC - Draft 3A

Date: 10/9/13

Date due for placement on agenda: PB 11-04-13

Requested by Allyson Cain

Phone Number: _____

.....

(LEGAL DEPARTMENT USE ONLY)

Legal Review by 

Date Received: Oct. 9, 2013

☒ Approved as to form and legal sufficiency.

☐ Not approved.

☐ Make subject to legal signoff.

Additional comments:

ORDINANCE NUMBER 2013-_____

AN ORDINANCE OF ESCAMBIA COUNTY, FLORIDA, AMENDING PART III OF THE ESCAMBIA COUNTY CODE OF ORDINANCES (1999), THE LAND DEVELOPMENT CODE OF ESCAMBIA COUNTY, FLORIDA, AS AMENDED; DELETING REFERENCES TO REPEALED PROVISIONS OF FLORIDA STATUTES, FLORIDA ADMINISTRATIVE CODE, AND THE ESCAMBIA COUNTY COMPREHENSIVE PLAN; UPDATING REFERENCES TO THE CURRENT ESCAMBIA COUNTY COMPREHENSIVE PLAN: 2030; DELETING PROVISIONS REGARDING ADMINISTRATIVE INTERPRETATIONS OF LAND USE CATEGORIES ON THE FUTURE LAND USE MAP; DELETING RESTRICTIONS ON AMENDMENTS TO THE COMPREHENSIVE PLAN; DELETING REQUIREMENTS FOR MONITORING DEVELOPMENT OF RURAL AND SUBURBAN SUBDIVISIONS; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Escambia County Board of County Commissioners adopted the Escambia County Comprehensive Plan: 2030 (Comprehensive Plan) on January 20, 2011; and

WHEREAS, the Board of County Commissioners of Escambia County, Florida, finds that it is appropriate to amend its Land Development Code to be consistent with all references to specific policies in the Comprehensive Plan 2030;

NOW THEREFORE BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

Section 1. Part III of the Escambia County Code of Ordinances, the Land Development Code of Escambia County is hereby amended as shown in the attached Exhibit A (additions are underlined and deletions are ~~struck through~~):

Section 2. Severability.

If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by any Court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portions of this Ordinance.

Section 3. Inclusion in Code.

It is the intention of the Board of County Commissioners that the provisions of this Ordinance shall be codified as required by F.S. § 125.68, and that the sections, subsections and other provisions of this Ordinance may be renumbered or re-lettered

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and the word "ordinance" may be changed to "section," "article," or such other appropriate word or phrase in order to accomplish such intentions.

Section 4. Effective Date.

This Ordinance shall become effective upon filing with the Department of State.

DONE AND ENACTED this ____ day of _____, 2013.

**BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA**

By: _____
Lumon J. May, Chairman

**ATTEST: Pam Childers
Clerk of the Circuit Court**

By: _____
Deputy Clerk

(SEAL)

ENACTED:

FILED WITH THE DEPARTMENT OF STATE:

EFFECTIVE DATE:

2.02.00. Permits required.

Notwithstanding the issuance of a development order, no development may commence without a valid Escambia County permit, including but not limited to, building permits, land and tree management permits, utility permits whenever crossing under (cutting, boring or tubing of a road or street by any means) county dedicated roads or streets, land use certificates, construction in right-of-way permits, etc., that are issued by the various departments of the public works and land management agency (also, see sections 4.01.02 and 4.06.02).

A. Land use certificate. No building permit may be issued (see section 4.03.06) without a development order having been issued by the development review committee (DRC) or a land use certificate having been issued by the director of planning and zoning or his designee.

B. This land use certificate shall be obtained from either the development services division "one stop development desk" or through the development review committee process. See, section 12.16.01 relative to the assessment of environmentally sensitive lands.

C. In the case of projects on Pensacola Beach, any such permit request must first be approved by the general manager (or designee thereof) of the Santa Rosa Island Authority.

In addition, the department shall regularly maintain information regarding the level of development activity by FLUM category on Perdido Key and Pensacola Beach, so as to monitor the progress in achieving the provisions of Comprehensive Plan policy ~~7.A.4.9~~ FLU 1.3.1. Note: No permit will be issued if such permit would cause any threshold or requirement established by policy ~~7.A.4.9~~ FLU 1.3.1 to be exceeded or violated.

2.05.03. Conditional uses. The BOA is authorized to conduct a quasi-judicial public hearing to hear and decide conditional uses to the terms of this Code. The BOA is authorized to grant conditional uses in appropriate cases and with appropriate safeguards but only as specifically authorized by this Code and which results in the use of a premises for a purpose not otherwise permitted within the zoning district in which said premises is located, as set forth in section 7.14.01.E. During its deliberations, the BOA may interpret specific provisions of this Code whenever it finds sufficient facts to demonstrate to its satisfaction that such conditional use, if granted, would be substantially in harmony with the general purpose and intent of this Code. No conditional uses shall be authorized under this provision unless the BOA finds that all of the following criteria are met:

A. *Application required.* Prior to fixing a public hearing to consider any conditional use, a complete written application must be submitted to the planning and zoning department on forms provided by the department. The application must indicate the section of this Code under which the conditional use is sought and state the grounds on which it is requested.

B. *Public hearing.* A quasi-judicial public hearing shall be held by the BOA on all applications requesting a conditional use. The public notice requirements described herein shall apply.

C. *Findings required.* Before any conditional use is approved or approved with conditions, the BOA shall make written findings, based on competent substantial evidence, certifying compliance with specific rules governing such individual conditional uses, and that satisfactory provisions and/or arrangements have been made concerning the following, where applicable:

1. *On-site circulation.* Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, on-site parking and loading, and access in case of fire or catastrophe.
2. *Nuisance.* Any adverse impact such as noise, glare, smoke, odor or other harmful effects (electrical interference, hazardous materials, etc.) of the conditional use on adjoining properties and properties generally in the district.
3. *Solid waste.* Refuse and service areas with particular reference to concurrency requirements and items 1 and 2 above.
4. *Utilities.* Utilities with reference to concurrency requirements, location, availability and compatibility with surrounding land uses.
5. *Buffers.* The buffer may be a landscaped natural barrier, a natural barrier or a landscaped or natural barrier supplemented with fencing or other manmade barriers, so long as the function of the buffer and the intent of policy ~~7.A.3.7~~ FLU 1.1.9 of the Comprehensive Plan are fulfilled.
6. *Signs.* Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, economic effect, and compatibility and harmony with properties in the district.
7. *Environmental impact.* Impacts to protected trees, wetlands, waterbodies, stormwater management or other natural features of the subject parcel.
8. *Neighborhood impact.* General compatibility with adjacent properties and other property in the immediate area.
9. *Other requirements of code.* The proposed conditional use is consistent with all other relevant provisions of this Code.

~~2.07.02. Administrative interpretations.~~ This section implements section 7.09 of chapter 7 of the Escambia County Comprehensive Plan, which contains rules for interpreting land use categories on the future land use map.

A. The director of the department of planning and zoning may interpret the land use categories on the future land use map (FLUM) in the following limited circumstances:

1. When questions arise as to the future land use category of a particular parcel, which is located at or near the boundary of two or more future land use categories, the director may determine the future land use category to apply to the property that is consistent with contiguous conforming uses that surround the subject parcel, within 500 feet.
2. When questions arise as to the future land use category of a particular parcel, when boundary lines do not follow property lines, section lines, manmade improvements or other readily identifiable physical features, the director may consider that boundary to coincide with the natural or manmade feature or boundary located proximate to the boundary shown on the future land use map. Such boundaries may include, but are not limited to, rivers, streams, property boundaries, zoning lines, section lines, roads, and railroads.

B. Any and all available planning techniques and tools may be used to determine the distance in 1., above, and the boundary in 2., above. These include, but are not limited to, use of architectural and engineering measuring scales, aerial photo maps, soil maps, zoning maps, existing land uses, and compatibility with surrounding land uses.

C. ~~The interpretation (area of expansion) shall apply to areas no greater than ten acres in size and shall be a one time occurrence.~~

D. ~~The uses allowed shall be compatible with those surrounding uses and shall be those which are allowed by the zoning district.~~

E. ~~This section is not intended to amend the FLUM without compliance with the applicable state law and county ordinance. Any change in the designation of a FLUM category shall require a Comprehensive Plan amendment.~~

2.09.00. Comprehensive plan amendments. Pursuant to Florida law, the Escambia County Comprehensive Plan may be amended ~~only two times per any time in a~~ calendar year. ~~However, several amendments may be accomplished during each of the twice yearly opportunities.~~

2.09.02. Procedures. Applications for Comprehensive Plan amendments shall be made on forms provided by the department of planning and zoning. Applications must be submitted at least 30 days in advance of the first scheduled public hearing to consider Comprehensive Plan amendments.

A. *Local planning agency consideration.* The Escambia County Planning Board serves as the local planning agency. Prior to any plan amendment being proposed or adopted by the BCC, the LPA shall conduct a public hearing and promulgate recommendations on each plan amendment so considered.

B. *Board of county commissioners action.* Upon receipt of the LPA recommendation, the BCC may propose Comprehensive Plan amendments and develop such amendments with the requisite data and analysis pursuant to F.S. § 163.3184, and pursuant to relevant Florida Administrative Code provisions (i.e., F.A.C. ch. 9J-11).

C. ~~Department of community affairs~~ *Florida Department of Economic Opportunity (DEO) review.* Pursuant to Florida Statutes, the BCC will transmit proposed plan amendments to the ~~Florida Department of Community Affairs (DCA)~~ DEO to allow opportunity for review and comment prior to adopting said amendments. Upon receipt of ~~DCA~~ DEO comments, if any, on proposed amendments, the BCC may proceed with the adoption process as defined in F.S. § 163.3184.

2.09.04. Exceptions to twice per calendar year limitation. Pursuant to F.S. § 163.3184 and the administrative rules implementing said statute (i.e., F.A.C. ch. 9J-11), Small Scale amendments process. Small scale amendments can be proposed and adopted without regard to the twice per calendar year limitation on the adoption of Comprehensive Plan amendments. any time during the calendar year. The rule and statute provisions shall be followed if the LPA and BCC agree to propose and/or adopt a small scale amendment. Application for consideration for a small scale amendment shall be submitted pursuant to section 2.09.02 above.

A. ~~Application required.~~ *Application for consideration for a small scale amendment shall be submitted pursuant to section 2.09.02 above.*

B. ~~Procedural considerations.~~ The state laws and rules governing small scale amendments provide several methods for a processing such amendments by local and state agencies. The decision as to which process, if any, to be used with any particular small scale amendment rests with the BCC. The LPA will recommend the most appropriate process and procedural path for each small scale amendment and such recommendation will be based upon input received from the applicant, county staff, reviewing agency personnel, or combination thereof.

2.09.05. Responsibility for costs and expenses. The applicant shall be responsible for any and all costs associated with the preparation of any plan amendment request. However, ultimate control of the request, including form and format, will be at the direction of the county government. The plan amendment requests must include the necessary data and

analysis, supporting information, graphics products, narratives, reproduction and sufficient copies of reports, consistency analysis and the like. In addition, the applicant or his agent will be responsible for the preparation of any remedial reports or analyses which may be required by the county or the ~~DCA-DEO~~. Advertising the required public hearings is included as an expense to the applicant, but meeting space, utilities, staff attendance and routine overhead are not the responsibility of the applicant.

(Ord. No. 2005-45, § 1, 10-6-2005)

2.12.03. Term of office; removal from office and vacancies.

A. Each member of the planning board shall be appointed to serve for a period of four years, concurrent with the term of office of their appointing county commissioner, or thereafter until his or her successor is appointed, and each appointment shall be made to ensure staggered terms, except in the case of the two "at large" members who shall serve two-year staggered terms. The nonvoting school board member shall serve until he or she resigns or is removed by the district school board. The nonvoting military member shall serve until replaced by agreement of the commanding officers of NAS Pensacola and NAS Whiting Field (see Comprehensive Plan Policy ~~7.A.9.8~~ MOB 4.2.3).

B. Any member of the planning board may be removed from office during his/her term by the appointing BCC member. In the case of the two "at large" members, any member may be removed by a majority vote of the BCC. The planning board chair shall notify the BCC in writing whenever a planning board member has missed four meetings within a 12-month period and outline the reasons for the absences. The BCC shall then remove and replace said member if the absences were not beyond the control of the appointee. The school board may remove for any reason or at any time the nonvoting member appointed by the school board. Any vacancy occurring during the unexpired term of office of any voting member, or a vacancy of the nonvoting member, shall be filled as set forth in section 2.12.02 for the balance of the term.

3.02.00. Terms defined

Parks and recreation facilities. Pursuant to Policy ~~12.A.4.7~~ REC 1.3.3 of the Comprehensive Plan, areas in Escambia County open to or available for use by the general public for recreation, amusement, relaxation, play or other activity or passive leisure time activities. These include any dedicated or functioning parks and those public parks and/or recreation facilities operated or maintained by Escambia County, a list of which is maintained by the Escambia County Parks and Recreation Department.

4.01.02. Permits and prohibitions

A. *Permit required.* No construction or land disturbing activity may be commenced without a valid Escambia County permit. Among others, land disturbing permits, building permits, development orders and/or land use certificates are issued by the county.

B. *Land use certificate.* No building permit may be issued (see section 4.03.06 of this article) without a development order or land use certificate having been issued by the director, or his designee.

C. *Existing lots.* Any isolated existing valid lot not part of recorded or unrecorded subdivision may have a house permitted on it regardless of the condition or legal status of the access road. See section 4.01.03.

D. *Creation of a new lot.* The creation of a new lot (not otherwise subject to the subdivision provisions of this article) must meet the minimum lot width requirements of article 6 and front on a street that meets the definition of street in article 3 except that it does not have to be paved.

E. *Lots donated to family members.* Such lots donated in accordance with subsections 4.01.03.D and E shall meet the minimum lot size and density standard of the zoning district or be at least one acre in size, whichever is less.

F. *Dwelling unit caps.* No permit may be issued if development pursuant to such permit would cause any threshold or requirement in comprehensive plan policy ~~7.A.4.9~~ 1.3.1 to be exceeded or violated.

~~G. *Rural subdivision monitoring.* In areas categorized "agriculture," "rural residential" and "rural activity nodes" the number of new lots created by subdivision shall not exceed 150 percent of the average annual number of single-family residential units built in such areas in the ten years previous to the request for development approval of such subdivision(s). For the purposes of this section the department shall maintain data, in the aggregate, sufficient to determine the total number of permits issued during the preceding ten years and, at least annually, produce a report to be used to determine the number of new lots which can be created under this section. (Reference comprehensive plan policy 7.A.4.10.)~~

~~H. *Suburban subdivision monitoring.* Subdivision thresholds for the "low density residential" and "MU 6" FLUM categories are as established by comprehensive plan policy 7.A.4.10(B). The department shall maintain data on development in these categories as indicated in sub-part D above and compare same to the incremental thresholds indicated in Volume 1, Chapter 1, Table 1-7C, of the Foundation Document supporting the comprehensive plan. (Ordinance 93-20)~~

4.06.05. *Conformance with code and comprehensive plan required.*

A. Any building, structure or use shall be erected, altered, installed and/or maintained in full conformity with the provisions of this Code, with the site plan approved by the department and with the adopted comprehensive plan.

B. No site plan may be approved if development pursuant to such site plan would cause any threshold in comprehensive plan policy ~~7.A.4.9~~ FLU 1.3.1 to be exceeded.

5.08.00. **Exemptions.**

The concurrency review requirements of this article shall not apply to the following:

A. Development permits or orders for projects which have a valid, unexpired certificate of concurrency.

B. Applications for permits or approvals that do not constitute "development" as defined in article 3.

C. Applications for approval of de minimis developments as defined in article 3. See section 5.12.03 for de minimis determination criteria.

D. The application for approval of construction of a single-family home, addition thereto or accessory structure or placement of a single mobile home on a lot in an existing or approved subdivision or on a lot of record (as herein defined) for single-family residential purposes. Except as prohibited in paragraph F., below, in accordance with F.S. § 163.3180(6), the impact of a single-family home on an existing lot will constitute a de minimis impact on all roadways regardless of the level of deficiency of the roadway.

E. Internal renovations to a building or structure when such internal renovations are to accommodate the same general use.

F. To encourage redevelopment within county-designated redevelopment areas, the county shall consider requests for exemptions to traffic concurrency requirements in these areas, as provided in Florida Statutes. It is important that the concurrency management system files contain appropriate data and analyses that address estimated impacts on the effected road segments by redevelopment activities so that such activities may be monitored for system-wide effects and considered in the capital improvements programming process for roadway improvements. The traffic concurrency exemptions set forth above in paragraphs C. and D., and in this paragraph F., will not be allowed for any development or redevelopment which affects any designated hurricane evacuation route, if the impact of such development would exceed the hurricane evacuation time established by ~~Objective 11.A.7~~ OBJ COA 1.3 of the Comprehensive Plan.

5.14.00. Maintaining levels of service.

In no case shall development, as defined in article 3, commence without a finding of concurrency which establishes that levels of service will not be degraded, unless degradation is allowed pursuant to a policy in the adopted comprehensive plan. No development orders will be issued for any development which affects any designated hurricane evacuation route unless the impact of the development on the hurricane evacuation time for affected evacuation routes is within the standard established by ~~Objective 11.A.7~~ OBJ COA 1.3 [of the Comprehensive Plan].

6.00.02. General legislative intent of commercial districts. The commercial districts established in this section (C-1, C-1PK, C-2, GBD, WMU, and commercial portions of GMD, VM-1, VM-2 and PUD/PUD-PK districts) are designed to promote and protect the health, safety, convenience, order, prosperity and other aspects of the general welfare. The general goals include:

A. To provide sufficient space, in locations accessible to residential areas, for local retail services and trades catering specifically to the recurring shopping needs of the occupants of nearby residences.

B. To protect both retail and service developments and nearby residences against flood, fire, explosion, toxic and noxious matter, radiation and other hazards, and against offensive noise, vibration, smoke, dust and other particulate matter, odorous matter, glare, and other objectionable influences.

C. To protect both retail and service developments and nearby residences against congestion, by regulating the intensity of retail and service developments consistent with their marketing functions, preserving open space and access to light and air, by providing for adequate traffic circulation, by providing for off-street parking and loading facilities and regulating the height of buildings and other structures.

D. To provide sufficient and appropriate commercial space to meet the needs of the county's existing and future populations and to encourage planned commercial development concentrated in regional, community and local commercial centers with adequate areas for vehicular and pedestrian circulation, open space and landscaped areas and adequate surface drainage and enhance scenic quality.

E. To provide sufficient space in appropriate locations for commercial districts which satisfy specific needs of the county for medical services, offices, highway oriented goods and services, and other commercial trades and services.

F. To provide sufficient space in appropriate locations for the mixture of high density residential and restricted commercial developments with standards for development which provide protection to existing, compatible land uses.

G. To provide appropriate space for various commercial activities within a compatible environment in accordance with the Comprehensive Plan, to promote a viable economic base within the county, to protect the character of the districts and their suitability for particular uses so as to conserve the value of land and buildings

and to protect the county's present and future tax revenues and to achieve the objectives of the Comprehensive Plan including, but not limited to, objective ~~7.A.4~~ FLU 1.3.1 and policies thereunder (i.e., ~~7.A.4.13~~ FLU 1.1.10) and Policy ~~8.A.1.13~~ FLU 1.1.10 and LDC section 7.20.00.

6.00.03. General legislative intent of industrial districts.

The industrial districts established in this section (ID-CP, ID-1, ID-2, and GID) are designed to promote and protect the health, safety, convenience, order, prosperity and other aspects of the general welfare. The general goals include:

- A. To provide sufficient space in appropriate locations to meet the needs of the area's economic and employment base, and the expansion thereof, and for all types of distributive, assembly, production and other industrial and related activities.
- B. To provide for compatibility between industrial uses and residential uses and other related activities by providing for the separation of these uses, and to ensure that appropriate space needs for industrial activities are available by discouraging the use of such space for residential purposes.
- C. To permit industrial development which is reasonably free from danger of fire, explosions, toxic and noxious matter, radiation, smoke, dust or other particulate matter, and other hazards from offensive noise, vibration, odorous matter, glare and other objectionable influences, by regulating the emission of such nuisances, through appropriate performance standards.
- D. To protect industrial activities and uses from undue congestion by limiting the bulk of buildings and by requiring off-street parking, open space, buffer strips and other appropriate site development standards.
- E. To promote the most desirable, efficient and appropriate use of land, to promote stability of industrial and related development, to strengthen the economic base of the county, to protect the character of these districts and their peculiar suitability for particular uses, to conserve the value of land and buildings, and to protect the interests of the county and its current and future residents and to achieve the objectives of the Comprehensive Plan including, but not limited to, ~~objective 7.A.4~~ Chapter 7, Future Land Use Categories and policies thereunder (i.e., ~~7.A.4.13~~ FLU 1.1.10) and LDC section 7.20.00.

6.05.01. AG agricultural district, low density.

A. *Intent and purpose of district.* This district is intended to identify those areas used primarily for farming, and/or the raising of livestock, and silviculture. A primary purpose of this district is to provide for the continuation and expansion of viable agricultural activities within the county by providing for compatibility among permitted uses and by preserving open spaces through low district-wide residential densities. The maximum density is 1.5 acres per dwelling unit. Refer to article 11 for uses, heights and densities allowed in AG - agricultural areas located in the Airport/Airfield Environs.

B. *Permitted uses.*

- 1. Agricultural, farm animals and agricultural-related activities and customary accessory buildings.
- 2. Silviculture.
- 3. Mariculture and aquaculture.
- 4. Single-family residences.

5. Campground and recreational vehicle parks.
6. Public utility.
7. Stables, private and public.
8. Animal hospitals, clinics and kennels.
9. Display and sale of fruit, vegetables and similar agricultural products.
10. Mobile homes as a single-family dwelling, subject to the other relevant provisions of this Code.
11. Places of worship.
12. Educational facilities.
13. Clubs and lodges.
14. Guest residences.
15. Public utility and service structures not included in subparts C. or D., below.
16. Feed and farm equipment stores.
17. Other rural area related commercial uses meeting the locational requirements of Comprehensive Plan Policy ~~8.A.1.11-FLU 1.1.10-~~
18. Golf courses, tennis centers, swimming clubs, and customary attendant facilities and accessory buildings.
19. Commercial communication towers 150 feet or less in height.
20. Family day care homes and family foster homes.
21. Borrow pits and reclamation activities thereof (subject to local permit and development review requirements per Escambia County Code of Ordinances, Part I, Chapter 42, article VIII, and performance standards in Part III, the Land Development Code, article 7).
22. Reserved]
23. Hunting preserves, shooting ranges, gun and rifle clubs, etc.
24. Public parks and recreation facilities

6.05.03. AMU-1 airfield mixed use-1 district (noncumulative).

A. Intent and purpose of district. The airfield mixed-use-1 district allows a compatible mix of certain types of commercial uses and single-family residential uses within the airfield influence planning district-1 (AIPD-1). The intent is to give a commercial option to property owners without the accompanying high residential densities allowed in the cumulative commercial districts. Buffering and landscaping/site requirements are more stringent than normal to protect residential uses from possible negative impacts if near commercial development. Additionally, the type of commercial use is limited to correspond to military recommendations and article 11 requirements.

All commercial development, redevelopment, or expansion must be consistent with the locational criteria in the Comprehensive Plan (Policies ~~7.A.4.13 and 8.A.1.13~~ FLU 1.1.10) and article 7.

While the intent is for this zoning district to apply primarily to the AIPD-1 overlay areas, it can also be utilized in other unincorporated areas of Escambia County in which it is compatible with the future land use category with a maximum density of three d.u./acre. Maximum density is commensurate with the density specified in the accident potential zone (APZ) or AIPD area in which the site is located. (See adopted maps.)

All lots of record as of August 21, 2001, are allowed one single-family residence regardless of density limitations.

The following densities shall apply in airfield mixed use-1:

1. *NAS Pensacola*

1 TABLE INSET:

a.	CZ (Clear Zone)	0 d.u./acre
b.	AIPD-1 Area "A"	0 d.u./acre
c.	APZ-1 (NASP)	0 d.u./acre (off the end of the runway)
d.	APZ-1 (All others)	1 d.u./2.5 acres
e.	APZ-2 (NASP)	2 d.u./acre (off the end of the runway)
f.	APZ-2 (All others)	3 d.u./acre
g.	AIPD-1 Area "B"	3 d.u./acre

2

3 2. *NOLF Saufley*

4 TABLE INSET:

a.	Clear Zones (CZ)	0 d.u./acre
b.	APZ-1	1 d.u./2.5 acres
c.	APZ-2	3 d.u./acre
d.	AIPD-1 Area "B"	3 d.u./acre

5 3. *NOLF Site 8*

6 TABLE INSET:

a.	AIPD-1 Area "B"	3 d.u./acre
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7 B. *Permitted uses.*

8 1. Single-family residential house.

9 2. Mobile homes are allowed as single-family dwellings, subject to the other relevant provisions of this Code.
10 No mobile home parks allowed.

11 3. The growing of vegetables or other food crops for personal consumption by the residents (in all APZ areas
12 plus Area "A" and Area "B").

13 4. Automobile service stations (no outside storage, minor repair only) (floor area ratio (FAR) 0.14 in APZ-1 and
14 0.28 in APZ-2).

15 5. Bicycle sales and mechanical services (no outside storage) (FAR 0.11 in APZ-1 and 0.22 in APZ-2).

16 6. Appliance repair shops (no outside storage or work permitted) (FAR 0.11 in APZ-1 and 0.22 in APZ-2).

17 7. Contract construction services (FAR 0.11 in APZ-1 and 0.22 in APZ-2).

18 8. Public utility and service structures (APZ-1, APZ-2 and Area "B").

19 9. Professional offices as listed are allowed in APZ-2 and Area "B" only (FAR 0.22):

20 a. Architects, engineers, lawyers.

1 b. Tax consultants, accountants.

2 c. Real estate, insurance offices and finance.

3 10. Neighborhood retail sales and services listed below, in APZ-2. Gross floor area of building not to exceed
4 6,000 square feet. No permanent outside storage allowed (FAR 0.22).

5 a. Food and drugstores (FAR 0.24).

6 b. Personal service shops (FAR 0.22).

7 c. Clothing and dry goods store (FAR 0.28).

8 d. Specialty shops (FAR 0.22).

9 e. Bakeries whose products are made and sold at retail on the premises (FAR 0.24).

10 f. Florists shops provided that products are displayed and sold wholly within an enclosed building (FAR
11 0.22).

12 g. Small shopping centers 65,000 square feet or less (FAR 0.22).

13 11. Reclamation of borrow pits that existed prior to September 16, 2004 (subject to local permit and
14 development review requirements per Escambia County Code of Ordinances, Part I, Chapter 42, article VIII, and
15 performance standards in Part III, the Land Development Code, article 7).

16 C. *Conditional uses.*

17 1. Recreational activities, including golf courses, riding stables, water recreation, parks, and other cultural,
18 entertainment and recreation. Accompanying accessory structures shall have a FAR 0.11 in APZ-1 and Area "A"
19 and 0.22 in APZ-2 and Area "B". Facilities such as, meeting places, auditoriums, large classes, etc. are not
20 allowed. Clubhouses are permitted if they meet the FAR above or house no more than 25 people per acre,
21 whichever is less. This type of facility must meet the following criteria to be approved as a conditional use:

22 a. Enclosed structures shall have a capacity of not more than 25 people per acre.

23 b. Sites shall be located within the more highly accessible portions of residential districts or an access road
24 shall be constructed specifically to serve the project, thereby discouraging additional traffic along residential
25 streets.

26 c. The proposed use shall not increase traffic on local residential streets in the impacted area in excess of
27 established LOS standards.

28 d. Development features shall be so located and related as to minimize the possibility of any adverse
29 effects upon adjacent properties, including noise.

30 e. The minimum number of off-street parking spaces to be provided shall be as required in section 7.02.00
31 of this Code.

32 2. Solid waste transfer stations, collection points, and/or processing facilities.

33 D. *Prohibited uses.*

34 1. Mobile home parks.

2. Any use that concentrates more than 25 people per acre in a structure is prohibited in all areas of AIPD-1. This includes, but is not limited to schools, churches, hospitals, meeting places, auditoriums, theaters, health clubs, large retail stores, hotels, motels and similar facilities. (See article 11, section 11.01.00.E.1.)

3. Day care facilities, for either children or adults.

4. Any use that results in the clustering of allowable residential units, except in AIPD-1 Area B.

5. Borrow pits, landfills, junkyards, salvage yards, and waste tire processing facilities.

E. *Off-street parking requirements.* See section 7.02.00.

F. *Residential site and building standards.*

1. *Lot size.* Lot size is absolute in AIPD-1 and AIPD-1, Area A. That is, the lot size is the inverse of the density allowed. For example, if two d.u./acre are allowed, the minimum lot size equals one-half acre; three d.u./acre equals one-third acre minimum lot size, etc. (See article 11, Density Limitations). There is no minimum lot size for new subdivisions in AIPD-1, Area B, but development must meet the overall density requirement of three d.u./acre.

2. *Lot width.* Minimum lot width for a single-family dwelling measured at the front building line shall be 70 feet and at the street right-of-way, 50 feet. Every cul-de-sac lot shall have a minimum of 20 feet at the street right-of-way.

3. *Front yard.* There shall be a front yard having a depth of not less than 25 feet provided that in blocks where 50 percent or more of the lots are developed, the front yard required shall be the average setback of the dwellings already constructed.

4. *Rear yard.* The minimum residential rear yard shall not be less than 25 feet in depth. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the marine/estuarine/riverine setback (MERS) provision of the Code (article 7) or 30 feet, whichever is greater.

5. *Side yard.* The minimum side yard on each side shall be ten percent of the lot width measured at the front building line but need not exceed 15 feet on each side; however, required side yards shall not be less than five feet on each side. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the marine/estuarine/riverine setback (MERS) provision of the Code (article 7) or 30 feet, whichever is greater.

6. *Structure height.* No structure shall exceed 35 feet above ground level.

G. *Commercial site and building standards.*

1. *Lot coverage.* The pervious area shall be at least 25 percent of the total lot (75 percent maximum impervious cover ratio). There is no minimum lot size for commercial development.

2. *Setbacks.*

Front: 20 feet.

Rear: 15 feet.

Side yard: Ten percent of the lot width measured at the front building line but need not exceed 15 feet on each side; however, required side yards shall not be less than five feet on each side, in addition to buffering requirements. Site development is regulated by article 7, Performance Standards, with changes as noted below.

H. *Landscaping*. See section 7.01.00.

I. *Signs*. See article 8.

J. *Buffering and screening standards*. See section 7.01.06.

1. Buffering and screening are required between any commercial use and any residential or agricultural use.
2. Property owners requesting a rezoning to AMU-1 to allow commercial development shall be responsible for providing and maintaining the buffer. Buffers shall be constructed to the following standards:
 - a. Between residential and commercial: Minimum of 15 feet width with B-2 plant material standards (see section 7.01.06.F) and opaque fencing.
 - b. Between agricultural and commercial: Minimum ten foot width with A-1 plant material standards (see section 7.01.06.F).

K. *Buffers for exterior lighting*. Exterior lighting shall be buffered in a manner that prevents annoyance from brightness and glare. This may be in the form of a shield on the light, an opaque fence of sufficient height to block the light, or vegetation high and thick enough to prevent bright and glaring lights from intruding on adjacent residential areas.

L. *Structure height*. Refer to section 11.04.00, Airport/Airfield Height Limitations, for pertinent regulations.

M. *Locational criteria*. See article 7 and Comprehensive Plan Policies ~~7.A.4.13 and 8.A.1.13~~ policy FLU 1.1.10.

6.05.04. AMU-2 airfield mixed use-2 district (cumulative to AMU-1 only).

A. *Intent and purpose of district*. The airfield mixed use-2 district allows a combination of certain commercial uses and residential development within the airfield influence planning district-2 (AIPD-2). The intent and purpose of the AMU-2 district is two-fold: 1) to allow property owners with zoning that allows less density to up-zone to the three d.u./acre limit and 2) to give property owners a commercial-use option without the high cumulative residential density in the existing commercial districts. While the intent is for this zoning district to apply primarily to the AIPD-2 overlay areas, it can also be utilized in other unincorporated areas of Escambia County in which it is compatible with the future land use category, except AIPD-1. Density in the AMU-2 zoning district is limited to three dwelling units per acre.

All commercial development, redevelopment, or expansion must be consistent with the locational criteria in the Comprehensive Plan (Policies ~~7.A.4.13 and 8.A.1.13~~ FLU 1.1.10) and in article 7.

B. *Permitted uses*.

1. All uses permitted in AMU-1.
2. Two-family or three-family structures, providing the overall density of three d.u./acre is not exceeded.
3. Medical and dental clinics, including those permitted in AMU-1.
4. Other professional offices of similar type and character as those listed in the previous district.
5. Neighborhood retail sales and services in addition to those listed in previous district.
 - a. Health clubs, spa and exercise centers.

- b. Studios for the arts.
 - c. Martial arts studios.
 - d. Other retail/service uses of similar type and character of those listed herein.
6. Laundromats and dry cleaners.
 7. Restaurants.
 8. Recreational activities, including golf courses, riding stables, water recreation, parks and other cultural, entertainment and recreation.
 9. Places of worship and educational facilities/institutions.
 10. Child care centers.
 11. Mini-warehouses, including RV and boat storage, with adequate buffering from residential uses (see buffering requirements below). No ancillary truck rental service or facility allowed without conditional use approval.
 12. Automobile service stations (no outside storage, minor repair only).
 13. Appliance repair shops (no outside storage or work permitted).
 14. Public utility and service structures.
 15. Family day care homes and family foster homes.

C. *Conditional uses.*

1. Mobile home parks.
2. Zero lot line development. Must meet overall density of three d.u./acre.
3. Commercial communication towers. See article 11, Airport/Airfield Height Limitations and article 7, Commercial Communication Towers, for regulations concerning communication towers. No variance to height or to distance from residential zoning or residential buildings is permitted.
4. Solid waste transfer stations, collection points, and/or processing facilities.

D. *Prohibited uses.*

1. Uses expected to produce excessive noise, vibration, dust, fumes, smoke, pollution or glare.
2. Borrow pits, landfills, junkyards, salvage yards, and waste tire processing facilities.

E. *Off-street parking requirements.* See section 7.02.00.

F. *Residential site and building standards.*

1. *Lot size.* There is no minimum lot size in AMU-2, but development must meet the overall density requirement of three d.u./acre.
2. *Lot width.* Minimum lot width for a single-family dwelling measured at the front building line shall be 70 feet and at the street right-of-way, 50 feet. Every cul-de-sac lot shall have a minimum of 20 feet at the street right-of-way.

3. *Front yard.* There shall be a front yard having a depth of not less than 25 feet provided that in blocks where 50 percent or more of the lots are developed, the front yard required shall be the average setback of the dwellings already constructed.

4. *Rear yard.* The minimum residential rear yard shall not be less than 25 feet in depth. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the marine/estuarine/riverine setback (MERS) provision of the Code (Article 7) or 30 feet, whichever is greater.

5. *Side yard.* The minimum side yard on each side shall be ten percent of the lot width measured at the front building line but need not exceed 15 feet on each side; however, required side yards shall not be less than five feet on each side. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the marine/estuarine/riverine setback (MERS) provision of the Code (Article 7) or 30 feet, whichever is greater.

6. *Structure height.* No structure shall exceed 35 feet above ground level.

G. *Commercial site and building standards.*

1. *Lot coverage.* The pervious area shall be at least 25 percent of the total lot (75 percent maximum impervious cover ratio). There is no minimum lot size for commercial development.

2. *Setbacks.*

Front: 20 feet.

Rear: 15 feet.

Side yard: Ten percent of the lot width measured at the front building line but need not exceed 15 feet on each side; however, required side yards shall not be less than five feet on each side, in addition to buffering requirements. Site development is regulated by article 7, Performance Standards.

H. *Landscaping.* See section 7.01.00.

I. *Signs.* See article 8.

J. *Buffering and screening standards.* See section 7.01.06.

1. Buffering and screening standards are required between any commercial use and any residential or agricultural use. Buffers shall be constructed to the following standards:

a. Between residential and commercial: Minimum 15-foot width with B-2 plant material standards (see section 7.01.06.F) and fences shall be opaque.

b. Between agricultural and commercial: Minimum ten-foot width with A-1 plant material standards (see section 7.01.06.F).

2. Property owners requesting a rezoning to AMU-1 to allow commercial development shall be responsible for providing and maintaining the buffer.

K. *Buffers for exterior lighting.* Exterior lighting shall be buffered in a manner that prevents annoyance from brightness and glare. This may be in the form of a shield on the light, an opaque fence of sufficient height to block the light, or vegetation high and thick enough to prevent bright and glaring lights from intruding on adjacent residential areas.

L. *Structure height.* Refer to section 11.04.00, Airport/Airfield Height Limitations, for pertinent regulations.

M. *Locational criteria.* See article 7 and Comprehensive Plan Policies ~~7.A.4.13 and 8.A.1.13~~, policy FLU 1.1.10.

6.05.06. R-1PK residential district (Perdido Key), low density.

A. *Intent and purpose of district.* This district is intended to be a low population density area. The maximum density is two dwelling units per acre. Refer to the Escambia, County Comprehensive Plan and latest amendments, specifically Policy ~~7.A.4.7.f.(4)~~, FLU 1.3.1, regarding dwelling and lodging unit caps on Perdido Key. Refer to article 11 for uses, heights and densities allowed in R-1PK areas located in the Airport/Airfield Environs.

6.05.08. R-2PK residential district (Perdido Key), medium density.

A. *Intent and purpose of district.* This district is intended to be a medium population density residential area that recognizes the desirability of maintaining open space. The maximum density is 4.5 dwelling units per acre. Refer to the Escambia, County Comprehensive Plan and latest amendments, specifically Policy ~~7.A.4.7.f.(4)~~, FLU 1.3.1, regarding dwelling and lodging unit caps on Perdido Key. Refer to article 11 for uses, heights and densities allowed in R-1PK areas located in the Airport/Airfield Environs.

6.05.10. R-3PK residential district (Perdido Key), high density.

A. *Intent and purpose of district.* This district is intended to be primarily a high density residential area. Low intensity office use and service facilities are also permitted. The maximum density is 12 dwelling units per acre. Refer to the Escambia, County Comprehensive Plan and latest amendments, specifically Policy ~~7.A.4.7.f.(4)~~, FLU 1.3.1, regarding dwelling and lodging unit caps on Perdido Key. Refer to article 11 for uses, heights and densities allowed in R-3PK areas located in the Airport/Airfield Environs.

6.05.11. R-4 multiple-family district, (cumulative) medium high density.

A. *Intent and purpose of district.* This district is intended to provide for the development of medium high density residential uses and structures. This land use is designed to encourage the efficient use of land and maintain a buffer between lower density residential and business, commercial and industrial districts. The maximum density is 18 dwelling units per acre. Refer to article 11 for uses, heights and densities allowed in R-4, multiple-family areas located in the Airport/Airfield Environs. Refer to the overlay districts within section 6.07.00 for additional regulations imposed on individual parcels with R-3 zoning located in the RA-1(OL) Barrancas Redevelopment Area Overlay District.

B. *Permitted uses.*

1. Any use permitted in the R-3 district.
2. Multifamily dwellings. If in a Commercial Future Land Use Category, new residential uses are only permitted as part of a predominantly commercial development in accordance with Comprehensive Plan Policy ~~7.A.4.7.g.~~, FLU 1.3.1.
3. Boarding and lodging houses.
4. Community residential home.
5. Kindergartens, child care centers and foster care centers.
6. Nursing homes, retirement homes, convalescent homes, adult congregate living facilities, and similar uses, except in the Coastal High Hazard Area (CHHA) future land use categories.

6.05.13. R-6 neighborhood commercial and residential district, (cumulative) high density.

1 *A. Intent and purpose of district.* This district is intended to provide for a mixed use area of residential, office and
2 professional, and certain types of neighborhood convenience shopping, retail sales and services which permit a
3 reasonable use of property while preventing the development of blight or slum conditions. This district shall be
4 established in areas where the intermixing of such uses has been the custom, where the future uses are uncertain and
5 some redevelopment is probable. The maximum density is 25 dwelling units per acre, except in the low density
6 residential (LDR) future land use category where the maximum density is 18 dwelling units per acre. Refer to article 11
7 for uses, heights and densities allowed in R-6, neighborhood commercial and residential areas located in the
8 Airport/Airfield Environs. Refer to the overlay districts within section 6.07.00 for additional regulations imposed on
9 individual parcels with R-6 zoning located in the Scenic Highway Overlay District, C-4(OL) Brownsville-Mobile Highway
10 and "T" Street Commercial Overlay District, or RA-1(OL) Barrancas Redevelopment Area Overlay District.

11 All neighborhood commercial (R-6) development, redevelopment, or expansion must be consistent with the locational
12 criteria in the Comprehensive Plan (~~Policies 7.A.4.13 and 8.A.1.13~~ policy FLU 1.1.10) and in article 7.

13 *B. Permitted uses.*

- 14 1. Any use permitted in the R-5 district.
- 15 2. Retail sales and services (gross floor area of building not to exceed 6,000 square feet). No permanent outside
16 storage allowed.
 - 17 a. Food and drugstore, including convenience stores without gasoline sales.
 - 18 b. Personal service shop.
 - 19 c. Clothing and dry goods store.
 - 20 d. Hardware, home furnishings and appliances.
 - 21 e. Specialty shops.
 - 22 f. Banks and financial institutions.
 - 23 g. Bakeries, whose products are made and sold at retail on the premises.
 - 24 h. Florists shops provided that products are displayed and sold wholly within an enclosed building.
 - 25 i. Health clubs, spa and exercise centers.
 - 26 j. Studio for the arts.
 - 27 k. Martial arts studios.
 - 28 l. Bicycle sales and mechanical services.
 - 29 m. Other retail/service uses of similar type and character of those listed herein above.
- 30 3. Laundromats and dry cleaners (gross floor area not to exceed 4,000 square feet).
- 31 4. Restaurants.
- 32 5. Automobile service stations (no outside storage, minor repair only).
- 33 6. Appliance repair shops (no outside storage or work permitted).
- 34 7. Places of worship and educational facilities/institutions.
- 35 8. Fortune tellers, palm readers, psychics, etc.
- 36 9. Other uses which are similar or compatible to the uses permitted herein that would promote the intent and
37 purposes of this district. Determination on other permitted uses shall be made by the planning board (LPA).

10. Mobile home subdivision or park.

C. *Conditional uses.*

1. Any conditional use allowed in the R-5 district.

2. Drive-through restaurants (fast food or drive-in, by whatever name known).

3. Any building exceeding 120 feet height.

4. Neighborhood commercial uses that do not exceed 35,000 square feet of floor area.

5. Automobile service operations, including indoor repair and restoration (not including painting), and sale of gasoline (and related service station products), gross floor area not to exceed 6,000 square feet. Outside repair and/or storage and automotive painting is prohibited.

6. Mini-warehouses meeting the following standards:

a. One acre or less in size (building and accessory paved area);

b. Three-foot hedge along any right-of-way line;

c. Dead storage use only (outside storage of operable vehicles including cars, light trucks, RVs, boats, and similar items).

d. No truck, utility trailer, and RV rental service or facility allowed, see C-2.

7. Radio broadcasting and telecasting stations, studios, and offices with satellite dishes and antennas. On-site towers are prohibited. (See section 6.08.02.L.)

8. Temporary structures. (See section 6.04.16)

9. Arcade amusement centers and bingo facilities.

D. *Off-street parking regulations.* See section 7.02.00.

E. *Site and building requirements.* Lot coverage, lot width, yard requirements and building height limitations (unless modified pursuant to subpart C above) are the same as the R-5 district.

F. *Landscaping.* See section 7.01.00.

G. *Signs.* See article 8.

H. *Locational criteria.* See article 7 and Comprehensive Plan Policies ~~7.A.4.13 and 8.A.1.13~~. policy FLU 1.1.10.

6.05.14. C-1 retail commercial district (cumulative).

A. *Intent and purpose of district.* This district is composed of lands and structures used primarily to provide for the retailing of commodities and the furnishing of selected services. The district provides for various commercial operations where all such operations are within the confines of the building and do not produce undesirable effects on nearby property. New residential uses located in a commercial FLU category are only permitted as part of a predominantly commercial development in accordance with Policy ~~7.A.4.7-g~~ FLU 1.3.1 of the Comprehensive Plan. The maximum density for residential uses is 25 dwelling units per acre, except in the Low Density Residential (LDR) future land use category where the maximum density is 18 dwelling units per acre. Refer to article 11 for uses, heights and densities

allowed in C-1, retail commercial areas located in the Airport/Airfield Environs. Refer to the overlay districts within section 6.07.00 for additional regulations imposed on individual parcels with C-1 zoning located in the C-3(OL) Warrington Commercial Overlay District, Scenic Highway Overlay District, C-4(OL) Brownsville-Mobile Highway and "T" Street Commercial Overlay District, or RA-1(OL) Barrancas Redevelopment Area Overlay District.

All retail commercial (C-1) development, redevelopment, or expansion must be consistent with the locational criteria in the Comprehensive Plan (~~Policies 7.A.4.13 and 8.A.1.13~~ policy FLU 1.1.10) and in article 7

B. Permitted uses.

1. Any use permitted in the R-6 district.
2. Places of worship, educational institutions or facilities.
3. Personal service establishments such as, but not limited to, banks, beauty parlors, medical and dental clinics, restaurants including on-premises consumption of alcohol, financial institutions, professional and other offices, parking garages and lots, laundry and dry cleaning pickup stations, self-service coin-operated laundry and dry cleaning establishments, shoe repair, tailoring, watch and clock repair, locksmiths and data processing.
4. Retail business including, but not limited to: drug, package, hardware stores, book, stationery, china and luggage shops, newsstands, florists, photographic supplies and studios, wearing apparel shops, paint and wallpaper; accessory storage for retail uses.
5. Restaurants. Drive-in or drive-thru restaurants provided that the boundaries of the tract of land on which they are located are in excess of 200 feet from any R-1 or R-2 districts unless separated from such district by a three lane road (or larger) or a minimum 60-foot right-of-way.
6. Automobile repair shops for ignition, fuel, brake and suspension systems or similar uses.
7. Automobile service stations including minor auto repairs.
8. Automobile washing facility.
9. Hotels and motels.
10. Off-premises signs, billboards and other sign structures erected, located and maintained as provided for in article 8 of this Code.
11. Grocery, produce, meat and convenience stores, including the incidental sale of gasoline.
12. Health and fitness clubs.
13. Hospitals.
14. Printing, bookbinding, lithography and publishing companies.
15. Interior decorating, home furnishing, and furniture stores.
16. Music conservatory, dancing schools and art studios.
17. Music, radio and television shops.
18. Mortuary and funeral homes.
19. Dry cleaning establishments provided that equipment used emits no smoke or escaping steam and uses nonflammable synthetic cleaning agents (perchloroethylene, trichloroethylene, etc.)
20. Indoor movie theaters.
21. Enclosed animal hospitals and veterinary clinics.

22. Campgrounds.
23. Secondhand stores and used clothing deposit box when such boxes are operated (placed) by charitable organizations.
24. Wholesale warehousing (if less than 10,000 square feet).
25. Mini-warehouses. No ancillary truck rental service or facility allowed without conditional use approval.
26. Bowling alleys, skating rinks and billiard parlors providing such activities and facilities are enclosed within a soundproof building.
27. Recreational and commercial marinas.
28. Garden shops or nurseries displaying plants, shrubs, trees, etc., outdoors adjacent to the garden shop or nursery.
29. Antique shops, pawn shops.
30. Commercial communication towers 150 feet or less in height.
31. Arcade amusement centers and bingo facilities.
32. Other uses which are similar or compatible to the uses permitted herein that would promote the intent and purposes of this district. Determination on other permitted uses shall be made by the planning board (LPA).

C. *Conditional uses.* (See section 6.08.00.)

1. Any conditional use allowed in the R-6 district.
2. Drive-in or drive-thru restaurants within 200 feet of any R-1 or R-2 district and not conforming to the locational criteria in section 6.05.12B.5., above.
3. Any structure, except commercial communication towers, exceeding 120 feet in height.
4. Any permitted use that requires minor outside storage only in the rear yard and only if covered and adequate screening is provided.
5. Used automobile sales. In addition to other conditional use criteria, parcel must be one acre or less in size; there must be a three-foot tall hedge along the right-of-way line; no intrusions are permitted on the public right-of-way (see section 6.04.09); and it cannot be a C-1 parcel fronting on "gateway" arterial streets which are specified as Sorrento Road/Gulf Beach Highway/Barrancas Avenue (SR292), Blue Angel Parkway (SR173) and Pine Forest Road from I-10 to SR173, Navy Boulevard (SR295 and US98), and Scenic Highway (SR10A).
6. Automobile rental agencies. In addition to other conditional use criteria, parcel must be one acre or less in size; there must be a three-foot tall hedge along the right-of-way line; no intrusions are permitted on the public right-of-way (see section 6.04.09); and it cannot be a C-1 parcel fronting on "gateway" arterial streets which are specified as Sorrento Road/Gulf Beach Highway/Barrancas Avenue (SR292), Blue Angel Parkway (SR173) and Pine Forest Road from I-10 to SR173, Navy Boulevard (SR295 and US98), and Scenic Highway (SR10A).
7. Truck, utility trailer, and RV rental service or facility. In addition to other conditional use criteria, parcel must be one acre or less in size; there must be a three-foot tall hedge along the right-of-way line; no intrusions are permitted on the public right-of-way (see section 6.04.09); and it cannot be a C-1 parcel fronting on "gateway" arterial streets which are specified as Sorrento Road/Gulf Beach Highway/Barrancas Avenue (SR292), Blue Angel Parkway (SR173) and Pine Forest Road from I-10 to SR173, Navy Boulevard (SR295 and US98), and Scenic Highway (SR10A).
8. Bars and nightclubs.

9. Boat sales.

10. Boat and recreational vehicle storage. In addition to other conditional use criteria, screening from residential uses and residential zoning districts must be installed and maintained according to section 7.01.06.E., except that the screening must be eight feet in height and of a material that is consistent with the character of the abutting and surrounding residential uses. No inoperable RVs, untrailer boats, repair, overhaul or salvage activity permitted. Storage facility must be maintained to avoid nuisance conditions as defined in section 7.07.06.

11. Borrow pits and reclamation activities thereof (subject to local permit and development review requirements per Escambia County Code of Ordinances, Part I, Chapter 42, article VIII, and performance standards in Part III, the Land Development Code, article 7).

12. Temporary structures. (See section 6.04.16)

13. Outdoor sales; however, garden shops or nurseries displaying plants, shrubs, trees, etc., outdoors adjacent to the garden shop or nursery are a permitted use.

D. *Off-street parking and loading regulations.* See section 7.02.00.

E. *Traffic requirements.* See section 7.11.09.

F. *Landscaping.* See section 7.01.00.

G. *Site and building requirements.* Residential site and building requirements shall be the same as for the R-6, Neighborhood Commercial and Residential District, High Density. For hotels and motels, there are no maximum density limits; however, all applicable open space (yard) provisions and all other applicable regulations that apply to such developments must be complied with. For other principal uses, the following shall apply:

1. *Lot area.* There shall be no minimum lot area, except for recreational camping facilities that shall require a minimum lot size of five acres.

2. *Lot coverage.* At least 15 percent of each lot or parcel shall remain pervious (85 percent maximum impervious cover ratio).

3. *Lot width.* There shall be no minimum lot width.

4. *Yard.* There shall be a front and rear yard of at least 15 feet. There shall be a minimum side yard of ten feet on each side which shall be increased by two feet on each side for each story (floor) above the third story or for each ten feet in height above the first 35 feet of the structure as measured from the finished grade. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the marine/estuarine/riverine setback (MERS) provision of this Code (Article 7) or 20 feet, whichever is greater.

H. *Signs.* See article 8.

I. *Buffers adjacent to residential areas and screening of outdoor storage.* See section 7.01.06.

J. *Locational criteria.* See article 7 and Comprehensive Plan ~~Policies 7-A.4.13 and 8-A.1.13.~~ policy FLU 1.1.10.

6.05.15. C-1PK (Perdido Key) commercial district.

A. *Intent and purpose of district.* This district is composed of lands and structures used primarily to provide for the retailing of commodities and the furnishing of selected services. The regulations are intended to permit and encourage a full development of essential neighborhood commercial uses, at the same time, however, protecting

nearby residential properties from adverse effects of commercial activity. The maximum density is three dwelling units per acre. Refer to the Escambia, County Comprehensive Plan and latest amendments, specifically Policy 7.A.4.7.f.(4), FLU 1.3.1 regarding dwelling and lodging unit caps on Perdido Key. Refer to article 11 for uses, heights and densities allowed in C-1PK areas located in the Airport/Airfield Environs.

6.05.15.01. CCPK (Perdido Key) commercial core district.

A. Intent and purpose of district. This district is composed of lands and structures used primarily for intense residential development and retailing of resort-related commodities and services. The regulations are intended to permit and encourage mixed use development, including high density residential, hotels and motels, and commercial uses associated with resort areas. The maximum density is 13 dwelling units per acre. Refer to the Escambia, County Comprehensive Plan and latest amendments, specifically Policy 7.A.4.7.f.(4), FLU 1.3.1, regarding dwelling and lodging unit caps on Perdido Key.

6.05.15.02. CGPK (Perdido Key) commercial gateway district.

A. Intent and purpose of district. This district is intended to provide gateways (entryways) into Perdido Key, providing an identity for Perdido Key as a visually attractive, family style, resort community. The district is characterized by resort-related commercial uses, including hotels and motels, as well as high density residential development. The maximum density is 12.5 dwelling units per acre. Refer to the Escambia, County Comprehensive Plan and latest amendments, specifically Policy 7.A.4.7.f.(4), FLU 1.3.1, regarding dwelling and lodging unit caps on Perdido Key. Refer to article 11 for uses, heights and densities allowed in CCPK areas located in the Airport/Airfield Environs.

6.05.15.03. PRPK planned resort district (Perdido Key) medium density.

A. Intent and purpose of district. This district is intended to be a large-scale planned resort district, allowing for destination-type mixed uses that include residential and hotel development and the supporting recreational and commercial facilities, all developed within a master planned setting that includes extensive open space, adequate internal pedestrian/bicycle circulation, creative design, resort-related amenities, and adequate buffer areas. Parcels in this district shall have a gross site area of no less than ten acres. A master plan submittal of the overall proposed development is required. The maximum area-wide density is five units per acre. Refer to the Escambia, County Comprehensive Plan and latest amendments, specifically Policy 7.A.4.7.f.(4), FLU 1.3.1, regarding dwelling and lodging unit caps on Perdido Key. Refer to article 11 for uses, heights and densities allowed in PRPK areas located in the Airport/Airfield Environs.

6.05.16. C-2 General commercial and light manufacturing district (cumulative).

A. Intent and purpose of district. This district is composed of certain land and structures used to provide for the wholesaling and retailing of commodities and the furnishing of several major services and selected trade shops. The district also provides for operations entailing manufacturing, fabrication and assembly operations where all such operations are within the confines of the building and do not produce excessive noise, vibration, dust, smoke, fumes or excessive glare. Outside storage is allowed with adequate screening being provided (see section 7.01.06.E.). Characteristically, this type of district occupies an area larger than that of the C-1 retail commercial district, is intended to serve a considerably greater population, and offers a wider range of services. New residential uses located in a Commercial FLU category are only permitted as part of a predominantly commercial development in

1 accordance with Comprehensive Plan Policy ~~7.A.4.7.g~~ FLU 1.3.1. The maximum density for residential uses is 25
2 dwelling units per acre, except in the Low Density Residential FLU category where the maximum density is 18
3 dwelling units per acre. Refer to article 11 for uses, heights and densities allowed in C-2, general commercial and
4 light manufacturing areas located in the Airport/Airfield Environs. Refer to the overlay districts within section
5 6.07.00 for additional regulations imposed on individual parcels with C-2 zoning located in the C-3(OL) Warrington
6 Commercial Overlay District or C-4(OL) Brownsville-Mobile Highway and "T" Street Commercial Overlay District.

7 All general commercial and light manufacturing (C-2) development, redevelopment, or expansion must be consistent
8 with the locational criteria in the Comprehensive Plan (~~Policies 7.A.4.13 and 8.A.1.13~~ policy FLU 1.1.10) and in article
9 7.

10 **B. Permitted uses.**

- 11 1. Any use permitted in the C-1 district.
- 12 2. Amusement and commercial recreational facilities such as, but not limited to, amusements parks, shooting
13 galleries, miniature golf courses, golf driving ranges, baseball batting ranges and trampoline centers.
- 14 3. Carnival-type amusements when located more than 500 feet from any residential district.
- 15 4. Distribution warehousing, and mini-warehouses with ancillary truck rental services.
- 16 5. New and used car sales, mobile home and motorcycle sales and mechanical services. No intrusions are
17 permitted on the public right-of-way (see section 6.04.09).
- 18 6. Automobile rental agencies. No intrusions are permitted on the public right-of-way (see section 6.04.09).
- 19 7. Truck, utility trailer, and RV rental service or facility. No intrusions are permitted on the public right-of-way
20 (see section 6.04.09).
- 21 8. Automobile repairs, including body work and painting services.
- 22 9. Radio broadcasting and telecasting stations, studios and offices with on-site towers 150 feet or less in height.
23 See section 7.18.00 for performance standards.
- 24 10. Commercial food freezers and commercial bakeries.
- 25 11. Building trades or construction office and warehouses with outside on-site storage.
- 26 12. Marinas, all types including industrial.
- 27 13. Cabinet shop.
- 28 14. Manufacturing, fabrication and assembly type operations which are contained and enclosed within the
29 confines of a building and do not produce excessive noise, vibration, dust, smoke, fumes or excessive glare.
- 30 15. Commercial communication towers 150 feet or less in height.
- 31 16. Taxicab companies.
- 32 17. Bars and nightclubs.
- 33 18. Boat sales and service facilities.
- 34 19. Boat and recreational vehicle storage. (No inoperable RVs, untrailerred boats, repair, overhaul or salvage
35 activity permitted. Storage facility must be maintained to avoid nuisance conditions as defined in section
36 7.07.06.)
- 37 20. Adult entertainment uses subject to the locational criteria listed below (See Escambia County, Code of
38 Ordinances sections 18-381 through 18-392 for definitions and enforcement; additionally refer to Chapter 6,

article IV, Division 2, titled "Nudity and Indecency"). However, these C-2 type uses are not permitted in the Gateway Business Districts.

a. Adult entertainment uses must meet the minimum distances as specified in the following locational criteria:

- (1) One thousand feet from a preexisting adult entertainment establishment;
- (2) Three hundred feet from a preexisting commercial establishment that in any manner sells or dispenses alcohol for on-premises consumption;
- (3) One thousand feet from a preexisting place of worship;
- (4) One thousand feet from a preexisting educational institution;
- (5) One thousand feet from parks and/or playgrounds;
- (6) Five hundred feet from residential uses and areas zoned residential within the county.

21. Borrow pits and reclamation activities thereof (subject to local permit and development review requirements per Escambia County Code of Ordinances, Part I, Chapter 42, article VIII, and performance standards in Part III, the Land Development Code, article 7).

22. Temporary structures. (See section 6.04.16)

23. Arcade amusement centers and bingo facilities.

24. Outdoor sales.

25. Other uses similar to those permitted herein. Determination on other permitted uses shall be made by the planning board (LPA).

C. *Conditional uses.*

1. Kennels.

2. Heliports.

3. Automobile race track.

4. Solid waste transfer stations, collection points, and/or processing facilities.

5. Junkyards, salvage yards, and waste tire processing facilities.

D. *Off-street parking and loading regulation.* See section 7.02.00.

E. *Traffic requirements.* See section 7.11.09.

F. *Screening adjacent to residential areas.* See section 7.01.00.

G. *Landscaping.* See section 7.01.00.

H. *Site and building requirements.* Same as C-1 district.

I. *Signs.* See article 8.

J. *Locational criteria.* See article 7 and Comprehensive Plan Policies ~~7.A.4.13 and 8.A.1.13.~~ policy FLU 1.1.10.

K. *C-2NA zoning designation.* If a parcel is designated as C-2NA, then notwithstanding any other provision of this section, bars, nightclubs, and adult entertainment uses shall be prohibited uses for that parcel. Any applicant for a rezoning to the C-2 zoning district may request a C-2NA zoning designation. Such request shall be in the form of a

notarized affidavit that acknowledges this use restriction and affirms that it is a voluntary request. Once approved, in conformance with Section 2.08.00 of this land development code, a property owner must apply for a rezoning to C-2 in order to remove the designation. The C-2NA zoning designation shall apply to all subsequent owners unless and until the parcel is rezoned to the C-2 zoning district without the C-2NA zoning designation.

6.05.17. ID-CP commerce park, district (cumulative).

A. Intent and purpose. This district is intended to provide for relatively large scale light industrial commerce and business park areas. Uses located in this district are protected from adverse impacts of incompatible industrial and commercial uses. A high level of site design standards are required for review during the development review process. Refer to article 11 for uses, heights and densities allowed in ID-CP, commercial park areas located in the Airport/Airfield Environs.

All industrial development, redevelopment, or expansion must be consistent with the locational criteria in the Comprehensive Plan (~~Policies 7.A.4.13 and 8.A.1.13~~ policy FLU 1.1.10) and in article 7.

B. Permitted uses.

1. Any use permitted in the preceding C-2 district, except as may be provided in subsection D., below.

C. Conditional uses.

1. Automobile service stations, (except gasoline sales accessory to a convenience store is authorized as a permitted use) and automobile or truck repair shops.
2. Any conditional use allowed in the C-2 general commercial district except automobile race tracks.

D. Prohibited uses.

1. Residential uses.
2. Prisons.
3. Carnival-type amusements and amusements arcades.
4. Bars and night clubs.
5. New and used car, truck, boat, mobile home, shed and motorcycle sales and rentals.
6. Adult entertainment uses.
7. Off-premises signs.
8. Borrow pits and reclamation activities thereof (subject to local permit and development review requirements per Escambia County Code of Ordinances, Part I, Chapter 42, article VIII, and performance standards in Part III, the Land Development Code, article 7).
9. Landfills.

E. Site and building requirements.

1. *Building height limit.* No building shall exceed 65 feet in height except as otherwise provided in this district, and except for commercial communication towers which shall not exceed 150 feet in height. An additional five feet of nonoccupied space may be permitted subject to county administrator approval.
2. *Minimum lot size.* There shall be no minimum lot size.

3. *Lot coverage.* The maximum combined area occupied by all principal and accessory buildings shall not exceed 50 percent of the total area. Also, the amount of impervious surface shall not exceed 85 percent of the lot.

4. *Lot width.* There shall be no minimum lot width.

5. *Yard requirements.* There shall be a front yard having a depth of not less than 25 feet. There shall be a rear yard having a depth of not less than 20 feet. There shall be side yards of not less than 15 feet. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the marine/estuarine/riverine setback (MERS) provision of this Code (Article 7) or 20 feet whichever is greater.

F. *Roadway access.* Direct access must be provided from a collector or arterial roadway and such access may be provided by curb cuts on the collector or arterial roadway or a private or public commercial access road linking the use with the collector or arterial roadway provided that such private or public road does not traverse a predominately residential neighborhood or subdivision between the use and the collector or arterial roadway. No permit shall be issued or any proposed use which requires access through a residential neighborhood or subdivision.

G. *Landscaping buffering and screening.* See section 7.01.00. Buffer standard B-1 contained in section 7.01.06.F. shall apply. Outdoor storage shall be screened from the public right-of-way in accordance with section 7.01.06.E.

H. *Signs.* No on-premises sign shall exceed 35 feet in height in the ID-CP. For other sign provisions see article 8.

I. *Performance standards.*

1. *Smoke.* Any process that creates smoke shall meet all standards as required by the Florida Department of Environmental Protection Agency.

2. *Odor.* No process shall emit an offensive odor detectable beyond the lot parcel. Where odors are produced and provisions for eradication within a building are provided, the burden of successful elimination of the odors shall rest on the occupant of the premises.

3. *Noise and dust.* Operations creating noise, vibration, dust, smoke or fumes shall be subject to provisions of section 7.07.01 of this Code.

4. *Glare.* Operations creating glare shall be shielded so that the glare cannot be seen from off the lot or parcel.

5. *Waste.* Disposal of industrial or other wastes, gaseous, liquid or solid, must be approved by any applicable federal or state regulatory entities.

6. *Other industrial performance standards.* Also, all applicable performance standards in sections 7.06.00 and 7.07.00 shall be adhered to.

J. *Locational criteria.* See article 7 and Comprehensive Plan ~~Policies 7.A.4.13 and 8.A.1.13.~~ policy FLU 1.1.10.

6.05.18. *ID-1 light industrial district (cumulative)* (no residential uses allowed).

A. *Intent and purpose.* This district is intended primarily for research-oriented activities, light manufacturing and processing not involving the use of materials, processes or machinery likely to cause undesirable effects upon nearby industrial establishments of this type. The uses shall be within completely enclosed buildings wherever practical and provide a buffer between commercial districts and other higher intensive industrial uses. The uses which this district is designed to accommodate include general assembly, warehousing and distribution activities. In addition, major repair and service activities, as well as manufacturing activities meeting performance standards are intended to be accommodated in this district. Finally, commercial trade and service activities not compatible with activities adapted to more restrictive districts, but which satisfy site plan criteria

and performance criteria of this Code, should be accommodated in this district. Residential development is excluded from this district, both to protect residences from undesirable influences and to ensure the preservation of adequate areas for industrial development. Refer to the overlay districts within section 6.07.00 for additional regulations imposed on individual parcels with ID-1 zoning located in the Scenic Highway Overlay District or C-4(OL) Brownsville-Mobile Highway and "T" Street Commercial Overlay District.

All industrial development, redevelopment, or expansion must be consistent with the locational criteria in the Comprehensive Plan (~~Policies 7.A.4.13 and 8.A.1.13~~ policy FLU 1.1.10) and in article 7. Refer to article 11 for uses, heights and densities allowed in ID-1, light industrial areas located in the Airport/Airfield Environs

B. Permitted uses.

1. Any nonresidential use permitted in the preceding district.
2. Research and development operations, commercial communication towers 150 feet or less in height, light manufacturing, processing or fabricating uses, enclosed storage structures and accessory structures and activities subject to the performance standards in sections 7.03.00 and 7.06.00.
3. Commercial businesses with outside storage when such storage is adequately screened and/or buffered in accordance with section 7.01.06.E.
4. Other uses similar to those permitted herein. Determination on other permitted uses shall be made by the planning board.
5. Semiconductor or microchip fabrication.
6. Borrow pits and reclamation activities thereof (subject to local permit and development review requirements per Escambia County Code of Ordinances, Part I, Chapter 42, article VIII, and performance standards in Part III, the Land Development Code, article 7).

C. Conditional uses.

1. Any conditional use allowed in preceding districts.
2. Junkyards, salvage yards, and waste tire processing facilities.
3. Solid waste transfer stations, collection points, and/or processing facilities.

D. Performance standards.

1. All work and/or operations must be conducted within buildings except temporary outside storage may be allowed if adequately buffered and screened from adjacent uses. All waste material must be stored while on the property in a screened enclosure.
2. Any process that creates smoke shall meet all standards as required by the Florida Department of Environmental Protection and the U.S. Environmental Protection Agency.
3. No process shall emit an offensive odor detectable beyond the lot or parcel. Where odors are produced and provisions for eradication within a building are provided, the burden of successful elimination of the odors shall rest on the occupant of the premises.
4. Operations creating excessive noise, vibration, dust, smoke or fumes which are a nuisance to persons off of the lot or parcel are not permitted.
5. Operations creating glare shall be shielded so that the glare cannot be seen from off the lot or parcel.

6. Disposal of industrial or other wastes, gaseous, liquid or solid, must be approved by any applicable federal or state regulatory entities.

E. *Site and building requirements.*

1. *Building height limit.* No building shall exceed 90 feet in height except as otherwise provided in article 7.

2. *Minimum lot size.* There shall be no minimum lot size.

3. *Lot coverage.* The maximum combined area occupied by all principal and accessory buildings shall not exceed 50 percent of the total area, except as provided for in article 4 of this Code (see "Stormwater management and conservation"). Also, the amount of impervious surface shall not exceed 85 percent of the lot.

4. *Lot width.* There shall be no minimum lot width.

5. *Yard requirements.* There shall be a front yard having a depth of not less than 15 feet. There shall be a rear yard having a depth of not less than 20 feet. There shall be side yards of not less than ten feet. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the marine/estuarine/riverine setback (MERS) provision of this Code (Article 7) or 20 feet, whichever is greater. The BOA may waive the yard requirements, in response to an application therefor, if a finding of fact is made based on competent, substantial evidence demonstrates that such waiver would not adversely impact public safety, sensitive environmental resources, or compatibility with adjacent uses. Also, such waiver may be granted only if the development plans for the subject property reflect conformance with a floor area ratio which does not exceed 1.1 and a maximum impervious cover limit of 85 percent.

6. *Screening adjacent to residential areas.* See section 7.01.06.

F. *Roadway access.* South of Well Line Road, direct access must be provided from a collector or arterial roadway and such access may be provided by curb cuts on the collector or arterial roadway or a private or public road linking the use with a collector or arterial roadway provided that such private or public road does not traverse a predominately residential neighborhood or subdivision between the use and the collector or arterial roadway. No permit shall be issued for any proposed use which requires access through a residential neighborhood or subdivision.

G. *Nonconforming uses (existing uses).* Any previously conforming use (including, but not limited to, asphalt and concrete plants) lawfully and legally existing in this district on December 6, 1993, which conforms to the access requirements and provisions in paragraph F., above, may be considered a "conforming use" for the purposes of this Code. To qualify as a conforming use under this provision, the owner of property impacted by this Code shall request a "certificate of conformance" from the department within 180 days of receipt of a notice from the department that such certificate is available and that such may be appropriate for the subject property and use. Failure to request the certificate within the prescribed period may result in the use being considered and/or classified as a "nonconforming use."

H. *Landscaping.* See section 7.01.00.

I. *Signs.* See article 8..

J. *Locational criteria.* See article 7 and Comprehensive Plan Policies ~~7.A.4.13 and 8.A.1.13.~~ policy FLU 1.1.10.

6.05.19. *ID-2 general industrial district (noncumulative).*

A. *Intent and purpose.* This district is intended to accommodate industrial uses which cannot satisfy the highest level of performance standards. It is designed to accommodate manufacturing, processing, fabrication, and other activities which can only comply with minimal performance standards. No residential development is permitted in this district, thereby insuring adequate area for industrial activities. Community facilities and trade

establishments that provide needed services to industrial development also may be accommodated in this district.

All industrial development, redevelopment, or expansion must be consistent with the locational criteria in the Comprehensive Plan (~~Policies 7.A.4.13 and 8.A.1.13~~ policy FLU 1.1.10) and in article 7. Refer to article 11 for uses allowed in ID-1, light industrial areas located in the Airport/Airfield Environs.

B. Permitted uses.

1. Manufacturing or industrial uses permitted in the ID-1 light industrial district.
2. Asphalt plants.
3. Concrete plants.
4. Iron works.
5. Landfills.
6. Borrow pits and reclamation activities thereof (subject to local permit and development review requirements per Escambia County Code of Ordinances, Part I, Chapter 42, article VIII, and performance standards in Part III, the Land Development Code, article 7).
7. Paper mills.
8. Refineries.
9. Rendering plants and slaughter houses.
10. Steel mills.
11. Solid waste transfer stations, collection points, and/or processing facilities.
12. Public utility and service structures.
13. Junkyards, salvage yards, and waste tire processing facilities.
14. Other uses similar to those listed herein. Recommendations on other permitted uses shall be made by the planning board (LPA) and based on an application for such other use. Final determination shall be made by the BCC upon receipt of the planning board's (LPA's) recommendation.

C. Prohibited uses. Single-, two- and multifamily dwelling units.

D. Site and building requirements

1. **Building height requirement.** No building shall exceed 120 feet in height except as otherwise provided in this Code, and except for commercial communication towers which may not exceed 150 feet or less in height without board of adjustment approval. See article 11 for additional height restrictions within four miles of the Pensacola Naval Air Station.
2. **Compatibility.** Buffering shall be provided consistent with the provisions of section 7.01.06 and the proposed use must be consistent with the compatibility requirements of the Comprehensive Plan so that the proposed use and its impacts are compatible with existing adjacent or nearby uses (see Policy ~~7.A.4.13~~ FLU 1.1.10).
3. **Lot coverage.** The maximum combined area occupied by all principal and accessory buildings shall not exceed 50 percent of the total lot area except as provided for in article 4 of this Code ("stormwater management and conservation"). The amount of impervious surface shall not exceed 85 percent.
4. **Lot width.** The minimum lot width at the street right-of-way shall be 100 feet.

5. *Yard requirements.* There shall be a front yard having a depth of not less than 25 feet. There shall be a rear yard having a depth of not less than 25 feet. There shall be side yards of not less than 15 feet. The BOA may waive the yard requirements, in response to an application therefor, if a finding of fact is made that such waiver would not adversely impact public safety, sensitive environmental resources or compatibility with adjacent uses. Also, such waiver may be granted only if the development plans for the subject property reflect conformance with a floor area ratio which does not exceed 1.1 and a maximum impervious cover limit of 85 percent.

E. *Landscaping.* See section 7.01.00.

F. *Screening adjacent to residential areas.* See section 7.01.06.

G. *Roadway access.* South of Well Line Road, direct access must be provided from a collector or arterial roadway and such access may be provided by curb cuts on the collector or arterial roadway or a private or public road linking the use with a collector or arterial roadway provided that such private or public road does not traverse a predominately residential neighborhood or subdivision between the use and the collector or arterial roadway. No permit shall be issued for any proposed use which requires access through a residential neighborhood or subdivision.

H. *Signs.* See article 8.

I. *Locational criteria.* See article 7 and Comprehensive Plan Policies ~~7.A.4.13 and 8.A.1.13~~, policy FLU 1.1.10.

6.05.22. VAG villages agriculture districts.

VAG 1-- Gross density (five dwelling units per 100 acres on one-acre parcels).

VAG 2-- Gross density (one dwelling unit per five acres).

Minimum lot size = five acres unless clustered.

If clustered, minimum lot size = one acre.

The villages agricultural districts are typically characterized by agriculturally-assessed parcels held for agricultural production and very low density residential development in agricultural communities. Single-family residential and rural community uses that directly support agricultural activities are allowed. Home occupations are considered permitted uses. Mobile homes are allowed as single-family dwellings. Residential density bonuses are available for clustering residential lots outside areas of prime farmland. When residential lots are created, small lot sizes are encouraged in order to protect viable farm production activities and curb premature conversion of prime farmland acreage to nonagriculture uses. Refer to article 11 for uses, heights and densities allowed in VAG, villages agricultural areas located in the Airport/Airfield Environs.

Density bonuses, transfer, and smaller lot sizes are offered for clustering development outside prime farmland and wetlands as an incentive to protect these resources from development pressures (see section 7.17.00 for calculation of density bonus points).

A. *Intent and purpose.*

1. *Intent and purpose of VAG 1 district.* This district is characterized by land resources necessary or used to support large farming operations. The objective of this district is to keep large parcels of land from being broken into smaller tracts of multiple ownership making it difficult to assemble enough acreage for efficient agricultural operations.

2. *Intent and purpose of VAG 2 district.* This district is characterized by the following types of agricultural lands:

- (a) Small rural land areas of highly productive agricultural soils that may not be economically viable in a mainstream farming operation due to their size, and changes being undertaken in the surrounding area; or
- (b) Rural land areas with a mix of small farm operations and a typical rural residential density of one unit per four acres. The soils of these areas are least valuable for agricultural production and most suitable for future conversion out of the rural land market; or
- (c) Rural land areas which are not being used to support large farming operations, and that are characterized by a mix of natural resources and soils typically unsuitable for urban residential densities or other urban uses unless sewered.

B. *Permitted uses.*

1. Agricultural, farm animals and agricultural-related activities and customary accessory buildings.
2. Silviculture.
3. Mariculture and aquaculture.
4. Single-family residences.
5. Campground and recreational vehicle parks.
6. Public utility.
7. Stables, private and public (minimum lot size two acres).
8. Animal hospitals, clinics and kennels (minimum lot size two acres).
9. Display and sale of fruit, vegetables and similar agricultural products.
10. Mobile homes as single-family dwellings, subject to the other relevant provisions of this Code.
11. Places of worship.
12. Educational facilities.
13. Clubs and lodges.
14. Guest residences.
15. Public utility and service structures not included in subparts C. or D., below.
16. Feed and farm equipment stores.
17. Other rural area related commercial uses meeting the locational requirements of Comprehensive Plan Policy ~~8.A.11.~~ FLU 1.1.10.
18. Commercial communication towers less than 150 feet or less in height.
19. Home-based "cottage businesses" such as crafts, florists, woodworking, sewing, and similar uses.
20. Home occupations.
21. Family day care homes and family foster homes.
22. Reclamation of borrow pits that existed prior to September 16, 2004 (subject to local permit and development review requirements per Escambia County Code of Ordinances, Part I, Chapter 42, article VIII, and performance standards in Part III, the Land Development Code, article 7).
23. Motorized commercial recreation uses (minimum lot size 20 acres).
24. Golf courses, tennis centers, swimming clubs and customary attendant facilities and accessory buildings.

25. Hunting preserves, shooting ranges, gun and rifle clubs, etc.

6.05.23. VR villages rural residential districts.

VR-1-- Gross density: One unit per four acres.

VR-2-- Gross density: One unit per 0.75 acre.

VR-3-- Gross density: One unit per two acres.

A. *Intent and purpose of districts.* Single-family residential district characterized by rural land development patterns. Rural community nonresidential uses are allowed. Home occupations are considered permitted uses. Mobile homes are allowed as single-family dwellings. Mobile home subdivisions are allowed. Mobile home parks are allowed as conditional uses. Parcels designated as VR are generally not assessed as agriculturally productive parcels. VR-1 densities reflect large lot rural land development patterns, while VR-2 densities reflect the need for more affordable lot sizes for single family and mobile home development. Refer to article 11 for uses, heights and densities allowed in VR, villages rural residential areas located in the Airport/Airfield Environs.

B. *Permitted uses.*

1. Single-family residences.
2. Agricultural, farm animals and agricultural-related activities and customary accessory buildings.
3. Silviculture.
4. Mariculture and aquaculture.
5. Campground and recreational vehicle parks.
6. Public utility.
7. Stables, private and public (minimum lot size two acres).
8. Animal hospitals, clinics and kennels (minimum lot size two acres).
9. Display and sale of fruit, vegetables and similar agricultural products.
10. Mobile homes as single-family dwelling, subject to the other relevant provisions of this Code.
11. Places of worship.
12. Educational facilities.
13. Clubs and lodges.
14. Guest residences.
15. Public utility and service structures not included in subpart C. or D., below.
16. Feed and farm equipment stores.
17. Home-based "cottage businesses" such as crafts, florists, woodworking, sewing, and other similar uses.
18. Other rural area related commercial uses meeting the locational requirements of Comprehensive Plan Policy ~~8-A.11.~~ FLU 1.1.10.
19. Golf courses, tennis centers, swimming clubs, and customary attendant facilities and accessory buildings.

20. Home occupations.
21. Existing auto salvage business.
22. Family day care homes and family foster homes.
23. Reclamation of borrow pits that existed prior to September 16, 2004 (subject to local permit and development review requirements per Escambia County Code of Ordinances, Part I, Chapter 42, article VIII, and performance standards in Part III, the Land Development Code, article 7).

6.05.26. V-5 villages clustered residential district.

Gross density (four units per acre, if sewer and clustered).

Gross density (one unit per acre, if unsewered).

A. *Intent and purpose of district.* This low density mixed residential district is designed to create a density-based incentive for sewerage in proximity to environmentally sensitive lands, and to promote locating of development on nonenvironmentally sensitive portions of parcels which are otherwise suitable for low density development. The density allowances are structured to allow increases in density, when development is connected to public sewer. Single-family detached and attached structures, duplexes, quadraplexes, townhouses, and patio homes are allowed. Other apartment structures are not allowed. No minimum lot size for new subdivisions, but development must meet overall density requirements. Refer to article 11 for uses and densities allowed in V-5, villages clustered residential areas located in the Airport/Airfield Environs. Structures within Airport/Airfield Environs, Zones, and Surfaces remain subject to the height definitions, height restrictions, and methods of height calculation set forth in article 11.

B. *Permitted uses.*

1. Any use permitted in V-1, V-2 or V-3.
2. Duplexes, quadraplexes, townhouses, building clusters and zero lot line developments, but not other multiple-family structures.

C. *Conditional uses.* Any conditional use permitted in V-1, V-2 or V-3.

D. *Off-street parking requirements.* See section 7.02.00.

E. *Site and building requirements.*

1. *Lot coverage.* The pervious area shall be at least 25 percent of the total lot (75 percent maximum impervious cover ratio).
2. *Lot width.* Minimum lot width for a single-family dwelling or cluster measured at the front building line shall be 40 feet and at the street right-of-way, 40 feet. The minimum lot width for a two-family dwelling shall be 80 feet at the front building line, and 50 feet at the street right-of-way line. Every cul-de-sac shall have a minimum of 20 feet at the street right-of-way.
3. *Front yard.* There shall be a front yard having a depth of not less than 20 feet provided that in blocks where 50 percent or more of the lots are developed, the front yard required shall be the average setback of the dwelling already constructed.
4. *Rear yard.* The minimum rear yard shall not be less than 15 feet in depth. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the marine/estuarine/riverine setback (MERS) provision of this Code (article 7) or 30 feet, whichever is greater.

5. *Side yard.* The minimum side yard on each side shall be ten percent of the lot width measured at the front building line but need not exceed 15 feet on each side; however, required side yards shall not be less than five feet on each side. A minimum side yard of 15 feet shall be required between building clusters and townhouse groups. No side yards shall be required in attached clusters, townhouses, or zero lot line projects except at the ends of the projects where a minimum of 15 feet shall be required. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the marine/estuarine/riverine setback (MERS) provision of this Code (article 7) or 30 feet, whichever is greater.

6. *Building height.* Mean average roof height shall not exceed 45 feet above average finished grade.

7. *Buildings, clusters and townhouses.* Site and building requirements apply to the total building cluster and such being determined prior to issuance of a land use certificate.

8. *Zero lot line developments.* See section 7.10.00.

F. [*Gross density transfers.*] Gross density transfers from jurisdictional areas to upland portions of a parcel shall be in accordance with Comprehensive Plan Policy ~~11-A.2.6~~ CON 1.3.7. Density bonuses are offered for clustering development outside wetlands and an incentive to protect those resources from development pressures (see section 7.17.00 for calculation of density bonus points).

G. *Landscaping.* See section 7.01.00.

H. *Signs.* See article 8.

6.05.27. VM-1 villages mixed residential/commercial district.

Gross density for residential uses (four units per acre).

Maximum area for commercial uses (6,000 square feet for retail/service unless a planned neighborhood center).

A. *Intent and purpose of district.* Mixed residential/neighborhood commercial district allowing neighborhood commercial uses within single-family and multifamily residential areas. "Planned neighborhood commercial centers" which meet specific development criteria are permitted. Multifamily uses include duplexes, quadraplexes, townhouses, and patio homes, but do not include other apartment structures. No minimum lot size for new subdivisions, but development must meet overall density requirements.

All neighborhood commercial (VM-1) development, redevelopment, or expansion must be consistent with the locational criteria in the Comprehensive Plan (~~Policies 7.A.4.13 and 8.A.1.13~~ policy FLU 1.1.10) and in article 7. Refer to article 11 for uses and densities allowed in VM-1, villages mixed residential/neighborhood commercial areas located in the Airport/Airfield Environs. Structures within Airport/Airfield Environs, Zones, and Surfaces remain subject to the height definitions, height restrictions, and methods of height calculation set forth in article 11.

B. *Permitted uses.*

1. Single- and multiple-family uses permitted in V-1, V-2, V-3 or V-4 districts, except as noted above.

2. Professional offices including but not limited to those of architects, engineers, lawyers, tax consultants accountants and medical and dental clinics, real estate and insurance offices.

3. Planned neighborhood centers containing neighborhood retail sales and services with maximum square footage of 35,000.

4. Neighborhood retail sales and services listed below (gross floor area of building not to exceed 6,000 square feet unless in a planned neighborhood center). No permanent outside storage allowed.

- a. Food and drugstores.
- b. Personal service shops.
- c. Clothing and dry goods store.
- d. Specialty shops.
- e. Banks and financial institutions.
- f. Bakeries, whose products are made and sold at retail on the premises.
- g. Florists shops provided that products are displayed and sold wholly within an enclosed building.
- h. Health clubs, spa and exercise centers.
- i. Studio for the arts.
- j. Martial arts studios.
- k. Bicycle sales and mechanical services.
- l. Other retail/service uses of similar type and character of those listed herein.

5. Laundromats and dry cleaners (gross floor area not to exceed 4,000 square feet).

6. Restaurants.

7. Automobile service stations (no outside storage, minor repair only).

8. Appliance repair shops (no outside storage or work permitted).

9. Public utility and service structures.

10. Places of worship and educational facilities/institutions.

11. Reclamation of borrow pits that existed prior to September 16, 2004 (subject to local permit and development review requirements per Escambia County Code of Ordinances, Part I, Chapter 42, article VIII, and performance standards in Part III, the Land Development Code, article 7).

12. Other uses which are similar or compatible to the uses permitted herein that would promote the intent and purposes of this district. Determination on other permitted uses shall be made by the planning board (LPA).

C. *Off-street parking requirements.* See section 7.02.00.

D. *Site and building requirements.*

1. *Lot coverage.* The pervious area shall be at least 25 percent of the total lot (75 percent maximum impervious cover ratio).

2. *Lot width.* Minimum lot width for a single-family dwelling or cluster measured at the front building line shall be 40 feet and at the street right-of-way, 40 feet. The minimum lot width for a two-family dwelling shall be 80 feet at the front building line and 50 feet at the street right-of-way line. Every cul-de-sac lot shall have a minimum of 20 feet at the street right-of-way.

3. *Front yard.* There shall be a front yard having a depth of not less than 20 feet provided that in blocks where 50 percent or more of the lots are developed, the front yard required shall be the average setback of the dwellings already constructed.

4. *Rear yard.* The minimum rear yard shall not be less than 15 feet in depth. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the marine/estuarine/riverine setback (MERS) provision of the Code (article 7) or 30 feet, whichever is greater.

5. *Side yard.* The minimum side yard on each side shall be ten percent of the lot width measured at the front building line but need not exceed 15 feet on each side; however, required side yards shall not be less than five feet on each side. A minimum side yard of 15 feet shall be required between building clusters, and townhouse groups. No side yards shall be required in attached clusters, townhouses, or zero lot line projects except at the ends of the projects where a minimum of 15 feet shall be required. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the marine/estuarine/riverine setback (MERS) provision of the Code (article 7) or 30 feet, whichever is greater.

6. *Building height.* Mean average roof height shall not exceed 45 feet above average finished grade.

7. *Building clusters and townhouses.* Site and building requirements apply to the total building cluster with such being determined prior to issuance of a land use certificate.

8. *Zero lot line development.* See section 7.10.00.

E. *Landscaping.* See section 7.01.00.

F. *Signs.* See article 8.

G. *Buffering, screening, and setback standards.* See section 7.01.00.

H. *Locational criteria.* See article 7 and Comprehensive Plan Policies 7.A.4.13 and 8.A.1.13. policy FLU 1.1.10.

6.05.28. VM-2 villages mixed residential/commercial district.

Gross density for residential uses (seven units per acre).

Maximum area for commercial uses (30,000 square feet unless a planned business development).

A. *Intent and purpose of district.* Mixed residential/commercial district allowing community-serving commercial uses and single-family and multifamily residential areas. "Planned business developments" which meet specific development criteria are permitted. Neighborhood commercial and C-1 uses, and mobile home parks and subdivisions are allowed. C-2 uses may be approved as a conditional use when located in a planned business development. No minimum lot size for new subdivisions, but development must meet overall density requirements.

All commercial (VM-2) development, redevelopment, or expansion must be consistent with the locational criteria in the Comprehensive Plan (~~Policies 7.A.4.13 and 8.A.1.13~~ policy FLU 1.1.10) and in article 7. Refer to article 11 for uses and densities allowed in VM-2, villages mixed residential/commercial areas located in the Airport/Airfield Environs. Structures within Airport/Airfield Environs, Zones, and Surfaces remain subject to the height definitions, height restrictions, and methods of height calculation set forth in article 11.

B. *Permitted uses.*

1. Single- and multiple-family uses permitted in V-1, V-2, V-3 or V-4 districts, except as noted above.

2. Any use permitted in the VM-1 district not to exceed a gross floor area of 30,000 square feet unless a planned business development.

3. Any use permitted in the C-1 district not to exceed a gross floor area of 30,000 square feet unless a planned business development.
4. Planned business developments containing neighborhood commercial, and C-1 uses with a maximum square footage of 30,000.
5. Other uses which are similar or compatible to the uses permitted herein that would promote the intent and purposes of this district. Determination on other permitted uses shall be made by the planning board (LPA).
6. Mobile home parks and subdivisions are permitted.

C. *Conditional uses.* Specified C-2 uses when located within a planned business development.

D. *Off-street parking requirements.* See section 7.02.00.

E. *Site and building requirements.*

1. *Lot coverage.* The pervious area shall be at least 25 percent of the total lot (75 percent maximum impervious cover ratio).
2. *Lot width.* Minimum lot width for a single-family dwelling or cluster measured at the front building line shall be 40 feet and at the street right-of-way, 40 feet. The minimum lot width for a two-family dwelling shall be 80 feet at the front building line and 50 feet at the street right-of-way. Every cul-de-sac lot shall have a minimum of 20 feet at the street right-of-way.
3. *Front yard.* There shall be a front yard having a depth of not less than 20 feet provided that in blocks where 50 percent or more of the lots are developed, the front yard required shall be the average setback of the dwellings already constructed.
4. *Rear yard.* The minimum rear yard shall not be less than 15 feet in depth. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the marine/estuarine/riverine setback (MERS) provision of this Code (Article 7) or 30 feet, whichever is greater.
5. *Side yard.* The minimum side yard on each side shall be ten percent of the lot width measured at the front building line but need not exceed 15 feet on each side; however, required side yards shall not be less than five feet on each side. A minimum side yard of 15 feet shall be required between building clusters and townhouse groups. No side yards shall be required in attached clusters, townhouses, or zero lot line projects except at the ends of the projects where a minimum of 15 feet shall be required. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the marine/estuarine/riverine setback (MERS) provision of this Code (Article 7) or 30 feet, whichever is greater.
6. *Building height.* Mean average roof height shall not exceed 45 feet above average finished grade.
7. *Building clusters and townhouses.* Site and building requirements apply to the total building cluster with such being determined prior to issuance of a land use certificate.
8. *Zero lot line developments.* See section 7.10.00.

F. *Landscaping standards.* See section 7.01.00.

G. *Signs.* See article 8.

H. *Buffering, screening, and setback standards.* See section 7.01.00.

I. *Locational criteria.* See article 7 and Comprehensive Plan Policies ~~7.A.4.13 and 8.A.1.13~~, policy FLU 1.1.10.

7.06.00. Industrial processing and storage.

1 A. *ID-1 and ID-P district.* Within all districts including GBD, GMD, and VM-2 (except the ID-2 and GID districts), all
2 businesses, services, or manufacturing or processing of materials, goods or products shall be conducted within
3 completely enclosed buildings. All work and/or operations within the districts must be conducted within buildings
4 except temporary outside storage may be allowed if it is adequately buffered and screened from adjacent uses.
5 Storage may be permitted outdoors upon demonstration of need and approval by the board of adjustment. Such
6 storage shall be effectively screened by a wall, fence or planting so that such materials will not be visible from a
7 public way, except in those cases where the BOA determines such screening is unreasonable. Where a lot line within
8 a district abuts the side or rear lot line of any residential lot, screening/buffering is required. Such
9 screening/buffering may be in the form of unimproved property, walls, fences or landscaping and shall be at least 50
10 percent opaque when viewed from any point along said residential lot line. When landscaping is used for screening,
11 the opacity requirements shall be attained within 18 months of the issuance of the certificate of occupancy. The
12 primary purpose of the screening/buffering is to ensure compatibility of adjacent uses as required by comprehensive
13 plan policy ~~7.A.3.7~~ FLU 1.1.9.

14 Specific gateway district buffering and screening requirements are set forth in section 7.01.06 of this Code.

15 B. *ID-2 [and GID] districts.* In the ID-2 and GID districts, permitted uses may be conducted either indoors or outdoors,
16 but shall be in conformance with the applicable performance standards. Exceptions to this requirement are that in
17 the ID-2 and GID districts, all business, servicing, manufacturing or processing within 200 feet of a residential district
18 boundary shall be conducted within completely enclosed buildings. Where a lot line within an ID-2 or GID district
19 abuts the side or rear lot line of any residential lot, screening/buffering is required. Such screening/buffering may be
20 in the form of unimproved property, walls, fences or landscaping and shall be at least 50 percent opaque when
21 viewed from any point along said residential lot line. When landscaping is used for screening, the opacity
22 requirements shall be attained within 18 months of the issuance of the certificate of occupancy. The primary
23 purpose of the screening/buffering is to ensure compatibility of adjacent uses as required by comprehensive plan
24 policy ~~7.A.3.7~~ FLU 1.1.9.

25 ***7.07.07. Borrow pits (includes mining and resource extraction) and reclamation activities thereof.***

26 A. *Setbacks for excavation.* Borrow pit slope commencement (i.e., the outermost edge of excavation) shall be located a
27 minimum of 25 feet from the adjoining owner's property boundary and/or adjacent right-of-way (ROW). Setback
28 provisions established herein include the required width for landscape screening and buffers subsequently noted
29 herein. The following exceptions may apply:

30 1. *Back to back pits.* The setback for slope commencement excludes property boundary lines between active pits
31 using the same excavation area.

32 2. *Slope angles.* Pits with a shallow excavation slope of 6:1 (i.e., six feet horizontal for each one foot vertical)
33 may exceed the 50-foot setback up to the 20-foot minimum required width for landscape screening and buffer
34 requirements. Steep pits allowed to exceed the required 2:1 slope ratio as provided in subsection C., below,
35 shall require a 100-foot setback.

36 3. *Site specific requirements.* Increased setbacks may be required per the terms of the mandatory county
37 development order to protect wellheads, environmental areas, and/or adjacent properties from adverse
38 impacts (reference Comprehensive Plan Policies ~~7.A.5.2, 11.A.1.6, 11.B.2.9 and 11.B.3.1-9~~ OBJ CON 1.5, among
39 others).

7.11.02. Applicability. The provisions of this part relate to new development and redevelopment except single-family residential driveways:

A. *Minimum design standards.* Vehicular access to public roadways shall be accomplished by means of an improved access facility (i.e., driveway, private road, etc.) Unimproved and/or unrestricted access will not be permitted. See site plan provisions (article 4) for access information required on all such plans. All driveways and streets shall be designed and constructed pursuant to the design standards in the most recent edition of the "A Policy on Geometric Design of Highways and Streets" by the American Association of State Highway Transportation Officials" and/or "The Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways," FDOT and consistent with comprehensive plan Policy ~~8-A.4.3-MOB~~ 1.5.5.

B. Relation of proposed driveways and roadways to existing and planned driveways, median openings and roadways. Proposed roadways and driveways shall be aligned with or offset from, existing and planned driveways, median openings and roadways on the same and opposite sides of the road to be connected in accordance with the following standards:

Posted speed (MPH)	Distance between access points (feet)
>45	440
36--45	245
35 and less	125

If such alignment or offset is not feasible (additional property would be required to meet the standard), the proposed driveway or roadway shall be offset from existing driveways, median openings and roadways by at least 75 feet.

Note: Nothing in this article shall be construed to deny access to any lawfully created lot or parcel.

C. *Relation to turning lanes and ramps.* Driveways shall not be located within the taper portion of a turning lane.

D. *Driveway paving.* Driveways which connect to a paved roadway shall be paved between the roadway edge of pavement and the right-of-way line, except that driveways which serve less than 100 trip ends per day need only pave five feet from the roadway edge of pavement.

7.13.03. Protection standards. As a minimum, the following performance standards apply to the protection of wetlands and threatened and endangered species. These performance standards shall be achieved through a review and permitting process.

A. Untreated runoff channeled directly into water bodies or wetlands is prohibited.

B. Development and construction techniques shall be compatible with the soil conditions that are specific to the site. If deemed necessary, the director shall require soil borings and tests conducted by a licensed testing facility.

C. The natural functions of wetlands and threatened and endangered species habitat shall be protected. If a person proposes to impact wetlands or threatened and endangered species habitat, then he or she shall deliver to the county an application which will provide written documentation to demonstrate that impacts to wetlands and threatened and endangered species habitat have been avoided to the maximum extent possible. If impacts are unavoidable, the applicant shall demonstrate that impacts to wetlands and threatened and endangered species habitat have been minimized to the maximum extent possible. If the applicant has demonstrated adequate minimization of unavoidable impacts, then, and only then, the applicant may submit a mitigation plan for review and consideration. Development in wetlands shall not be allowed unless sufficient uplands do not exist to avoid a taking. In this case, development shall be restricted to allow residential density use at a maximum density of one unit per five acres, or to the density established by the future land use map containing the parcel, whichever is

more restrictive, or one unit per lot of record as of February 8, 1996, if the lot of record is less than five acres in size. Lots of record do not include contiguous multiple lots under single ownership.

Mitigation will be allowed only when avoidance of any adverse degradation of the function of wetlands, or threatened and endangered species habitat, during development can not be achieved through modifications to the proposed development such as clustering, vertical development and the like. Mitigation procedures are required in any case where development degrades estuaries, wetlands, bayous, harbors, rivers, surface waters, submerged aquatic vegetation, and threatened and endangered species habitat. Degradation means any modifications, alterations, or effects on waters, wetlands, surface areas, species composition, or usefulness for human or natural uses which are or may potentially be harmful or injurious to human health, welfare, safety or property, to biological productivity, species diversity, or ecosystem stability which unreasonably interferes with the functions and values of natural resources on the property, including outdoor recreation. Degradation shall also include secondary or cumulative impacts to off-site wetlands and threatened and endangered species habitat in the watershed. The minimum 30-foot buffer requirement (section 7.13.03.N) will satisfy the county's secondary impact concerns.

Mitigation usually consists of measures which compensate for, or enhance, the aspects of the project that do not otherwise meet permitting criteria or to compensate for unavoidable natural resource losses. It may include purchase, creation, restoration, and/or enhancement of wetlands, performing works or modification that causes a net improvement in water quality or aquatic habitat, or enhancement of the hydrology of wetland areas which have been altered, impounded or drained. Before considering mitigation, all reasonable measures must first be taken to avoid and minimize the adverse impacts to natural resources which otherwise rendered the project unpermittable. Compensatory mitigation, by which wetlands and threatened and endangered species habitat are purchased, created, enhanced and/or restored to compensate for the loss of such lands, should be of the same type, or should replace the same functions and values, as that destroyed or degraded.

The county shall establish a system for mitigation banking or an in-lieu fee program, to be accepted by the USACOE and the FDEP, whereby the applicant may financially contribute to a fund to purchase or restore wetlands and environmentally sensitive lands. (Ord. No. 97-51, Section 1, 10-2-1997)

- D. The mitigation plan submitted to the county shall provide details of the applicant's creation, restoration, enhancement, and/or preservation intentions to compensate for the unavoidable impacts to wetlands and threatened and endangered species habitat. The mitigation plan shall include provisions for the replacement of the predominant functional values of the lost wetlands and threatened and endangered species habitat. Wetland mitigation plans shall be based on the Uniform Mitigation Assessment Method in F.S. 373.414(18), as amended, and Fla. Admin. Code ch. 62-345, as amended.

The mitigation plan shall comply with all federal, state, and local laws and regulations. On a case by case basis, the county may require additional mitigation beyond what the USACOE and FDEP require. The mitigation plan will specify the criteria by which success will be measured, the maintenance requirements as specified in section 4.03.04, and it will include a five-year monitoring plan, or provide adequate assurances, such as bonding, to assess and document these success criteria. All mitigation activities shall be completed, or adequate assurances provided, such as bonding, before issuance of a land disturbance permit, before construction plan approval, or before issuance of a building permit. Where there is no practical opportunity for on site mitigation, or when the use of in-lieu fee mitigation is environmentally preferable to on site mitigation, the county will consider a cash in-lieu fee payment to the Escambia County Environmental Lands Trust Fund (ECELTF) to satisfy the requirement for the county's mitigation, if the applicant requests this mitigation option.

- E. Option for cash payment in lieu of mitigation. The cash in-lieu fee payment shall be based on an assessment of the area(s) to be impacted. The amount of the in-lieu fee payment shall be based on the following criteria:
1. Reasonable cost estimate of all funds needed to compensate for the impacts to wetlands or threatened and endangered species habitat, including land acquisition and initial physical and biological improvements. Funds collected should ensure the replacement of functions and values of impacted areas, consistent with applicable

1 regulations and permit conditions. The replacement mitigation property purchased by the county should be of
2 the same or better wetland type and quality, or of the same or better threatened and endangered species
3 habitat type and quality, as the impacted site.

- 4 2. The amount of fee in-lieu of mitigation shall be based on a certified property appraiser's compilation and
5 analysis of sales data of sites containing a minimum of 70 percent wetlands in the same watershed (Perdido
6 Bay or Escambia Bay). The appraisal shall be updated every three years by Escambia County.

7 The impacted wetland will be rated, prioritized, and placed into one of three categories according to its
8 quality: high quality, medium quality, or low quality based on results of a habitat assessment through the
9 Uniform Mitigation Assessment Method F.S. § 373.414(18), as amended, and Fla. Admin. Code ch. 62-345, as
10 amended. This assessment will score the wetland from 0--10, 0 being a low quality wetland and 10 being a
11 high quality wetland. If a wetland is rated an 8--10, then it will be rated high quality. If it is rated a 5--7, it will
12 be rated medium quality. If it is rated 0--4, it will result in a wetland being rated low quality. However,
13 presence of threatened or endangered species habitat will automatically rate a wetland as high quality.
14 Medium quality wetlands will be valued at 75 percent of the value of a high quality wetland in the area, and
15 low quality wetlands will be valued at 50 percent of the value of a high quality wetland in the area. The
16 applicant has final determination of use and acceptance of the in-lieu fee for low priority wetlands only.

- 17 3. Pensacola Beach and Perdido Key shall be omitted from the in-lieu fee mitigation option except for impacts to
18 the Perdido Key Beach Mouse and/or associated habitats.

19 [4. Reserved.]

- 20 5. Authority; purpose; scope. Ordinance No. 2006-2 is enacted under authority of Article VII, Section 1(f) of the
21 Constitution of the State of Florida and F.S. ch. 125 for the purpose of providing a mechanism for imposition
22 and collection of a recurring annual assessment for those properties involved in mitigation for Perdido Key
23 Beach Mouse habitat impacts.

24 a. *Short title.* This subsection shall be known as "The Perdido Key Beach Mouse Special Assessment
25 Ordinance," and may be cited as such.

26 b. *Legislative findings.*

- 27 (1) Approximately 240 acres of private property on Perdido Key on which are located primary, secondary
28 and scrub dunes have been identified as habitat for the Perdido Key Beach Mouse.
- 29 (2) Those wishing to commence new development within said 240 acres of Perdido Key Beach Mouse
30 habitat must comply with federal, state and county permitting that includes the option of mitigation
31 for impacts to Perdido Key Beach Mouse habitat.
- 32 (3) Those electing to provide in-lieu fee mitigation for impacts to Perdido Key Beach Mouse habitat will
33 be assessed an annual assessment per unit.
- 34 (4) Those properties responsible for these annual assessments derive a special benefit from the
35 improvements and services provided for by the annual assessments in that they benefit from the
36 conservation and natural resource protection.
- 37 (5) The assessment is fairly and reasonably apportioned among the properties in the PKBM habitat area
38 and is based upon the extent of the impact on the habitat.

39 c. *Imposition.* For those new developments or redevelopments on Perdido Key in the approximate 240 acres
40 identified as Perdido Key Beach Mouse (PKBM) habitat that have elected mitigation for habitat impacts
41 shall hereby be assessed an annual, recurring special assessment per unit on the subject site. The amount
42 assessed shall be \$201.00 per new unit as a recurring annual assessment. For purposes of this subsection,
43 "unit" shall mean dwelling unit as defined in Part III, article 3, section 3.00.01 of this Code. Additionally, for
44 purposes of this subsection, "unit" shall also mean any commercial or lodging establishment. In those

instances where a commercial establishment has definable delineations of separate ownership, each such division of separate ownership shall be considered a unit.

- d. *Procedure for assessment.* Upon issuance of a certificate of occupancy for any unit subject to this assessment, the neighborhood and environmental services department shall report the subject parcel identification number(s) to the Escambia County Office of Management and Budget to process for collections.
- e. *Method of collection.* Collection shall be by the uniform method of collection provided for by F.S. § 197.3632.
- f. *Duration.* Recurring annual collections shall continue until such time as this subsection is repealed by the board of county commissioners.
- g. *Appeal.* Any property owner assessed this special assessment in error may appeal in writing to the Escambia County Office of Management and Budget.

- F. For those lands identified by the applicant for preservation status, appropriate deed restrictions and/or conservation easements shall be placed on said lands and recorded in the public records of Escambia County. Proof of the recorded deed restriction and/or conservation easement shall be provided to the director before approval of, or as a condition of, the land disturbing permit, development order, or final plat. For conditional approvals, the deed restriction and/or conservation easement shall be recorded within ten days of the conditional approval, and prior to any land disturbing activities.
- G. The ECELTF is hereby created for use in acquiring, restoring, enhancing, managing, and/or monitoring wetlands and threatened and endangered species habitat in Escambia County. The finance director is hereby authorized and directed to establish the ECELTF and to receive and disburse monies in accordance with the provisions of this ordinance. The ECELTF shall receive monies from the following sources:
 - 1. All revenues collected pursuant to sections 7.13.03.E and 7.13.06.B.
 - 2. All monies accepted by Escambia County in the form of grants, allocations, donations, contributions, or appropriations for the acquisition, restoration, enhancement, management, mapping, and/or monitoring of wetlands and threatened and endangered species habitat.
 - 3. All interest generated from the deposit or investment of these monies.
- H. The ECELTF shall be maintained in trust by the finance director solely for the purposes set forth herein, in a separate and segregated fund of the county that shall not be commingled with other county funds until disbursed for an authorized purpose pursuant to this section. Disbursements from the ECELTF shall only be made for the following purposes:
 - 1. Acquisition, including by eminent domain, restoration, enhancement, management, mapping, and/or monitoring of wetlands, threatened and endangered species habitat, and conservation easements within Escambia County.
 - 2. All costs associated with each such acquisition including, but not limited to, appraisals, surveys, title search work, real property taxes, documentary stamps, surtax fees, and other transaction costs.
 - 3. Costs of administering the activities enumerated in this section.
- I. Disbursements from the ECELTF for the acquisition of eligible properties shall require approval by the board after a public hearing on the proposed acquisition. A notice of the time and place of said public hearing shall be published in a newspaper of general circulation in Escambia County a minimum of seven days prior to the public hearing. Said notice shall include the location and a brief statement of the reason for the proposed acquisition.

- J. Applications for a wetlands or threatened and endangered species habitat permit under this ordinance shall be accompanied by a nonrefundable administrative application fee in an amount specified from time to time by the board of county commissioners.
- K. County approvals under this section shall not relieve a person of the need to obtain a permit from the FDEP, the USACOE, the NFWFMD, or other state and federal agencies, if required. Issuance of a permit by the FDEP, the USACOE, the NFWFMD, or other state and federal agencies shall not relieve a person of the need to obtain county approval under this ordinance. The county may coordinate and develop memorandums of agreement with state and federal regulatory agencies to avoid redundancy and duplication of effort to the maximum extent possible.
- L. Development within the 100-year floodplain and floodprone areas shall be governed by article 10 or the SRIA Flood Plain Management Regulations contained in article 13, section 13.20.00.
- M. Stormwater detention and retention shall meet the requirements of the Escambia County Stormwater Management Provisions (see section 7.15.00), and where such areas are located near an estuary or estuarine system, wetlands, or other surface water body, shall be designed so that the shorelines are sinuous rather than straight, so that water/land interfaces are curvilinear and maximize space for growth of littoral vegetation.
- N. Buffers shall be provided consistent with policy ~~7.A.5.7~~ CON 1.3.8. in the Escambia County Comprehensive Plan. Buffers shall be created between developments and environmentally sensitive lands, including wetlands. The purpose of the buffer is to protect wetlands and environmentally sensitive lands from the activities and impacts of development. Buffer standards apply as follows:
1. Buffers shall function to provide protection to wetlands and environmentally sensitive lands from intrusive activities and negative impacts of development such as trespass, pets, visual impacts, vehicles, noise, lights, and stormwater. The negative impacts of the uses upon each other shall be minimized, or preferably, eliminated by the buffer such that the long-term existence and viability of the wetlands and environmentally sensitive lands, including wildlife populations, are not threatened by such impacts and activities. In other words, incompatibility between the uses is eliminated or minimized and the uses may be considered compatible, which means a condition in which land uses or conditions can co-exist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.
 2. The buffer shall be a natural barrier, or a landscaped natural barrier utilizing native vegetation, with a minimum width of 30 feet, and it may be supplemented with fencing or other manmade barriers, so long as the function of the buffer and the intent of this policy is fulfilled. Buffers shall apply to environmentally sensitive lands and those wetlands meeting the definition of wetlands as promulgated by the Florida Department of Environmental Protection in rule 62-340.200 (19) and in accordance with the State of Florida delineation methods as set forth in F.S. § 373.042 and F.A.C. § 62-340.300. Buffers may include those lands between the wetland boundaries defined by the FDEP and the USACOE.
 3. Development within the required buffer area is considered a secondary impact to wetlands and environmentally sensitive lands. On a case by case basis, unavoidable and minimized impacts to the buffer may be allowed. In this case, acceptable on-site mitigation for the impact shall be required.
 4. Wet and dry pond discharge structures and associated appurtenances such as rip-rap, bubble-up structures, energy dissipaters, outfall swales, etc. are allowed to intrude into the buffer provided the outfall from the pond provides for overland sheet flow utilizing energy dissipaters or other best management practices to prevent channelized flow and erosion of sediment into the adjacent wetland.
 5. To provide economic value to the property owner, the buffer zone area that is not included within platted lots may be used in the calculation of preservation mitigation acreage.
 6. The director of neighborhood and environmental services department, or designee, may grant, under special conditions outlined in the procedural manual for implementation of Wetland Ordinance No. 2001-40, an

administrative variance for required buffer, not to exceed 200 square feet or ten percent of the total buffer located on the lot, whichever is more restrictive.

7.20.00. Locational criteria.

7.20.01. Intent and purpose. It is the intent of this section to establish locational criteria for all new nonresidential uses that are not part of a predominantly residential development or planned unit development (PUD) in order to ensure the appropriate location of commercial and industrial uses and compatibility with adjacent land uses. Locational criteria is necessary to prevent ribbon commercial development, prevent/minimize negative or blighting influences on adjacent residential neighborhoods, and provide for smooth transitions in commercial intensity from major intersections. Further it is the purpose of this section to include the locational criteria required in Comprehensive Plan Policies ~~7.A.4.13 and 8.A.1.13~~ policy FLU 1.1.10 and to clarify and add additional criteria necessary to implement those requirements.

7.20.02. Waivers. Waivers to the roadway requirements of the locational criteria may be approved by the development review committee (DRC) and the planning board, as indicated below:

A. The DRC may waive the roadway requirements for developments based on compatibility of the proposed uses with the surrounding area. In order to determine if unique circumstances exist that allow compatibility between uses, a compatibility analysis shall be submitted that provides competent and substantial evidence that the proposed use will be able to achieve long-term compatibility with surrounding uses as described in Comprehensive Plan Policy ~~7.A.3.8~~ FLU 1.1.9. Infill development would be an example of when a waiver could be recommended. A waiver may only be granted when one or more of the following criteria are met:

1. The property has the original commercial or industrial zoning assigned by the county. However, if a rezoning has occurred, the property must meet all of the applicable standards for the zoning district; or

2. The property is located within one of the county's approved redevelopment areas and the proposed use is consistent with the redevelopment plan adopted by the board of county commissioners and recommended by the community redevelopment agency (CRA).

B. The planning board (PB) may waive the roadway requirements when determining consistency with the Comprehensive Plan and Land Development Code for a rezoning request when unique circumstances exist. In order to determine if unique circumstances exist, a compatibility analysis shall be submitted that provides competent and substantial evidence that the proposed use will be able to achieve long-term compatibility with surrounding uses as described in Comprehensive Plan Policy ~~7.A.3.8~~ FLU 1.1.9. Infill development would be an example of when a waiver could be recommended. The (PB) may also waive the roadway requirements if the property is located within one of the county's approved redevelopment areas and the proposed use is consistent with the redevelopment plan adopted by the board of county commissioners and it has been recommended by the community redevelopment agency (CRA).

Although a waiver to the roadway requirement is granted, the property will still be required to meet all of the other performance standards for the zoning district as indicated below. The additional landscaping, buffering, and site development standards cannot be waived without obtaining a variance from the board of adjustment.

7.20.04. Neighborhood commercial locational criteria (AMU-1, R-6, VM-1).

- 1 A. Neighborhood commercial uses shall be located along a collector or arterial roadway and near a
2 collector/collector, collector/arterial, or arterial/arterial intersection and must provide a smooth transition between
3 commercial and residential intensity.
- 4 B. They may be located at the intersection of an arterial/local street without providing a smooth transition when the
5 local street serves as a connection between two arterial roadways and meets all the following criteria:
 - 6 1. Shares access and stormwater with adjoining commercial uses or properties;
 - 7 2. Includes a six-foot privacy fence as part of any required buffer and develops the required landscaping and
8 buffering to ensure long-term compatibility with adjoining uses as described in Policy ~~7.A.3.8~~ FLU 1.1.9 and
9 article 7.
 - 10 3. Negative impacts of these land uses on surrounding residential areas shall be minimized by placing the lower
11 intensity uses on the site (such as stormwater ponds and parking) next to abutting residential dwelling units and
12 placing the higher intensity uses (such as truck loading zones and dumpsters) next to the roadway or adjacent
13 commercial properties;
 - 14 4. Intrusions into recorded subdivisions shall be limited to 300 feet along the collector or arterial roadway and
15 only the corner lots in the subdivision.
- 16 C. They may be located along an arterial or collector roadway without meeting the above additional requirements
17 when one of the following conditions exists:
 - 18 1. The property is located within one-quarter mile of a traffic generator or collector, such as commercial
19 airports, medium to high density apartments, military installations, colleges and universities, hospitals/clinics, or
20 other similar uses generating more than 600 daily trips; or
 - 21 2. The property is located in areas where existing commercial or other intensive development is established
22 and the proposed development would constitute infill development. The intensity of the use must be of a
23 comparable intensity of the zoning and development on the surrounding parcels and must promote compact
24 development and not promote ribbon or strip commercial development.

26 **7.20.05. Retail commercial locational criteria (AMU-2, C-1, VM-2).**

- 27 A. Retail commercial land uses shall be located at collector/arterial or arterial/arterial intersections or along an arterial
28 or collector roadway within one-quarter mile of the intersection.
- 29 B. They may be located along an arterial or collector roadway up to one-half mile from a collector/arterial or
30 arterial/arterial intersection may be allowed provided all of the following criteria are met:
 - 31 1. Does not abut a single-family residential zoning district (R-1, R-2, V-1, V-2, V-2A or V-3);
 - 32 2. Includes a six-foot privacy fence as part of any required buffer and develops the required landscaping and
33 buffering to ensure long-term compatibility with adjoining uses as described in Policy ~~7.A.3.8~~ FLU 1.1.9 and
34 article 7;
 - 35 3. Negative impacts of these land uses on surrounding residential areas shall be minimized by placing the lower
36 intensity uses on the site (such as stormwater ponds and parking) next to abutting residential dwelling units and
37 placing the higher intensity uses (such as truck loading zones and dumpsters) next to the roadway or adjacent
38 commercial properties;

4. Intrusions into recorded subdivisions shall be limited to 300 feet along the collector or arterial roadway and only the corner lots in the subdivision.

5. A system of service roads or shared access facilities shall be required, to the maximum extent feasible, where permitted by lot size, shape, ownership patterns, and site and roadway characteristics.

C. They may be located along an arterial or collector roadway more than one-half mile from a collector/arterial or arterial/arterial intersection without meeting the above additional requirements when one or more of the following conditions exists:

1. The property is located within one-quarter mile of a traffic generator or collector, such as commercial airports, medium to high density apartments, military installations, colleges and universities, hospitals/clinics, or other similar uses generating more than 600 daily trips; or

2. The property is located in areas where existing commercial or other intensive development is established and the proposed development would constitute infill development. The intensity of the use must be of a comparable intensity of the zoning and development on the surrounding parcels and must promote compact development and not promote ribbon or strip commercial development.

7.20.06. General commercial and light manufacturing locational criteria (C-2).

A. General commercial land uses shall be located at or in proximity to intersections of arterial/arterial roadways or along an arterial roadway within one-quarter mile of the intersection.

B. They may be located along an arterial roadway up to one-half mile from the intersection provided that all of the following criteria are met:

1. Does not abut a single-family residential zoning district (R-1, R-2, V-1, V-2, V-2A or V-3);

2. Includes a six-foot privacy fence as part of any required buffer and develops the required landscaping and buffering to ensure long-term compatibility with adjoining uses as described in Policy ~~7.A.3.8~~ FLU 1.1.9 and article 7;

3. Negative impacts of these land uses on surrounding residential areas shall be minimized by placing the lower intensity uses on the site (such as stormwater ponds and parking) next to abutting residential dwelling units and placing the higher intensity uses (such as truck loading zones and dumpsters) next to the roadway or adjacent commercial properties;

4. Intrusions into recorded subdivisions shall be limited to 300 feet along the collector or arterial roadway and only the corner lots in the subdivision;

5. A system of service roads or shared access facilities shall be required, to the maximum extent feasible, where permitted by lot size, shape, ownership patterns, and site and roadway characteristics;

6. The property is located in areas where existing commercial or other intensive development is established and the proposed development would constitute infill development. The intensity of the use must be of a comparable intensity of the zoning and development on the surrounding parcels and must promote compact development and not promote ribbon or strip commercial development.

7.20.07. Industrial locational criteria (ID-CP, ID-1, ID-2). New industrial development must meet the following locational criteria:

- 1 1. Industrial uses shall be located so that the negative impacts of industrial land uses on the functions of natural
2 systems shall, as a first priority, be avoided. When impacts are unavoidable, those impacts shall be minimized.
- 3 2. Sites for industrial development shall be accessible to essential public and private facilities and services at the
4 levels of service adopted in the Comprehensive Plan.
- 5 3. New industrial uses in the ~~MU-1, AA-13, and AA-15~~ MU-U and Commercial FLU categories may be permitted
6 provided such use conforms to the permitted uses listed in the ID-CP and ID-1 zoning categories. ~~Industrial and~~
7 ~~MU-6 categories allow all types of industrial uses.~~
- 8 4. Sites for industrial uses shall be located with convenient access to the labor supply, raw material sources and
9 market areas.
- 10 5. New industrial uses shall be located on parcels of land large enough to adequately support the type of industrial
11 development proposed and minimize any adverse impacts upon surrounding properties. Compatibility of land uses
12 shall be ensured consistent with Comprehensive Plan Policy ~~7.A.3.8.FLU1.1.9.~~
- 13 6. These industrial locational criteria apply to those future land use categories where industrial development is
14 permitted and does not provide or permit industrial land uses in those categories that do not provide for such
15 uses.

16 **9.00.00. Intent.**

17 This article provides certain limitations which restrict nonconforming uses and/or noncomplying buildings and structures
18 in order to realize the legislative intent and purpose of the this Code and the adopted comprehensive plan of Escambia
19 County. This article is intended to assist in preserving the character of established districts in light of their suitability for
20 particular uses, and thus to promote and protect public health, safety and general welfare. See Article 8 for provisions
21 governing abandoned and nonconforming signs.

22 *9.00.01. Nonconforming uses.* The provisions governing nonconforming uses set forth in this article are established to
23 provide a gradual remedy for existing undesirable conditions resulting from such nonconforming uses. While
24 nonconforming uses lawfully existing at the time of enactment of this Code are generally permitted to continue, this
25 article is designed to restrict action regarding such uses which would make them more permanent establishments.
26 NOTE: Single-family site built houses and manufactured homes/mobile homes existing at the effective date of this
27 amendment are considered to be conforming uses. (Ref. comprehensive plan section ~~7.08~~ OBJ FLU 1.4)

29 **11.02.00. Airfield Influence Planning Districts (AIPD).**

30 **11.02.02. AIPD-1**

31 A. *AIPD-1 regulations.* Areas within the AIPD-1 overlay are subject to the following additional restrictions:

- 32 1. *Prohibited concentrations of population.* No use is allowed in AIPD-1 that concentrates, within a structure
33 on a regular basis, more than 25 people per acre. This limitation applies to: sports stadiums, amphitheaters,
34 auditoriums, clubhouses, churches, schools, hospitals, assisted living and other medical facilities, hotels and
35 motels, restaurants and other eating and drinking establishments built to such a scale that gatherings of more
36 than 25 people per acre would be expected on a regular basis. All such facilities must meet this density
37 requirement or have a FAR of 0.11 in APZ-1 and Area "A" and 0.22 in APZ-2 and Area "B", whichever is less.
38 (See section 11.04.00 for height limitations.)

2. *Parks and recreational facilities.* Outdoor sports facilities, parks and recreation areas are permitted. However, any structure located thereon shall be restricted to those that are ancillary to the outdoor sports facility, park, or recreation area. Such ancillary structures shall include, but shall not be limited to, bleachers, backstops, picnic tables, public restrooms, concession stands, etc.
3. *Other allowed uses.* Certain recreational, agricultural, manufacturing, service, trade, and industrial uses are allowed (see section 11.02.02.D.).
4. *Restrictions on residential development.* Residential development is limited to detached single-family dwellings, including mobile homes if allowed in the underlying zoning district, at maximum densities defined by the areas within the AIPD and the specific airfield as provided herein below. No attached, multifamily, or multidwelling unit structures or complexes are permitted in any area of AIPD-1. Clustering is prohibited, including mobile home parks.
5. *Density limitations.* Density limits established in the areas designated as AIPD-1 are absolute, meaning that the minimum size for any lot is the inverse of the maximum permitted density, except that density limits in AIPD-1 Area "B" are not absolute, i.e., no minimum lot size is required.
6. *Rezoning.* Rezoning to a commercial district to obtain a higher density is not permitted. Rezoning is allowed, but density is limited to the maximum density allowed in the APZ Area or AIPD in which the property is located. The overlay density takes precedence and shall be determined by the following chart, regardless of the zoning district in which the property is located. (See Article 6 for new zoning categories that allow mixed commercial and residential at a lower density.)

B. *AIPD-1 zones.*

1. *NAS Pensacola Airfield influence planning district-1.* The area between the connected outermost lines of the established accident potential zones and including all areas between the APZs and the installation boundary. All densities are absolute unless otherwise noted.

TABLE INSET:

AIPD-1	Aviation Characteristics	Maximum Density per Acre
CZ (Clear zones)	Areas at the end of the airfield runways	0
A (Area A)	An area of special concern between the west and north runways that abuts the NASP property line and includes a portion of APZ-2 south of Bayou Grande	0
APZ-1 (NASP) [Accident	Immediately in line with NAS Pensacola North and West runways (Includes a small area of APZ-2 in Garcon Swamp abutting the APZ-1 off the West runway of NASP)	0

potential zone 1]		
APZ-1 (Accident potential zone 1)	All other APZ-1s	0.4 1d.u./2.5ac)
B (Area B)	West of NAS Pensacola between the base boundary and the southerly curve of APZs 1 and 2	3 Not Absolute
APZ-2 (NASP) (Accident potential zone 2)	Immediately in line with NAS Pensacola North and West runways	2
APZ-2 (Accident potential zone 2)	All other APZ-2s	3

2. *NOLF Saufley*. NOLF Saufley AIPD-1 connects the outermost lines of the existing APZs The district encloses land between the APZs and the boundary of the installation and includes the following:

TABLE INSET:

AIPD-1	Aviation Characteristics	Maximum Density per Acre*
CZ (Clear zones)	Areas at the end of the airfield runways	0
APZ-1 (Accident potential zone-1)	All APZ-1s	0.4 (1d.u./2.5ac)
APZ-2 (Accident potential	All APZ-2s	3

zone-2)		
B (Area B)	An area that does not fall under a AICUZ APZ or noise contour, but is close enough to the installation to affect airfield operations; Area B includes land on all sides of the NOLF Saufley boundary	3 Not Absolute

* All densities are absolute unless otherwise noted.

3. *NOLF Site 8.* Due to the flight characteristics of the helicopters using the NOLF Site 8, the clear zones and accident potential zones for this installation are wholly contained within its' boundary. However, concern for the health, safety and welfare of residents living in proximity to the installation has resulted in the establishment of an AIPD-1 area that extends 1,000 feet from the installation boundary and contains only Area B, with its attendant regulations:

TABLE INSET:

AIPD-1	Aviation Characteristics	Maximum Density per Acre
B (Area B)	An area that does not fall under an AICUZ APZ or noise contour, but is close enough to the installation to affect or be affected by airfield operations; Area B includes land abutting all sides of the NOLF Site 8 boundary.	3 Not Absolute

C. Airfield Influence Planning District-1, permitted, prohibited and conditional uses. Listings of allowed uses in the various zoning categories when they lay beneath AIPD-1 overlay zones are detailed below.

Permitted and conditional uses are based upon the underlying zoning along with recommended land uses in accident potential zones as contained in "Table 3, Air Installations Compatible Use Zones, Suggested Land Use Compatibility in Accident Potential Zones," OPNAV INST11010.36B, or the most current edition of the AICUZ Program Procedures and Guidelines for Department of the Navy Air Installations.

1. *AG, agricultural and VAG, villages agricultural districts.* Where the underlying zoning is AG, the permitted and conditional uses are as follows.

a. *Permitted uses.*

(1) *One single-family dwelling per lot of record existing as of August 21, 2001. Mobile homes are allowed as single-family dwellings, subject to the other relevant provisions of this Code. New subdivisions or developments are subject to the density limits in section 11.01.01.A.*

(2) *Agricultural, livestock grazing and agricultural-related activities and customary accessory buildings, excluding feedlots and intensive animal husbandry, i.e., herds of sufficient size to cause the accumulation of manure within the pen or pasture and/or such that a vegetative cover cannot be maintained within the enclosure. Open lots used for feeding and rearing of poultry, and barns, dairy farms, swine facilities,*

beef lots and barns, horse stalls (more than four), mink ranches, zoos and exotic animals shall be considered to be animal feedlots. These activities attract concentrations of birds creating a hazard to aircraft operations. Pastures shall not be considered animal feedlots. Maximum FAR of 0.28 in APZ-1; 0.56 in APZ-2 -- no activity that produces smoke, glare or involves explosives.

(3) *Silviculture.*

(4) *Mariculture and aquaculture.*

(5) *Public utility. No above ground transmission (high tension) lines in APZ-1. Distribution lines of normal height, such as are found in subdivisions, are permitted.*

(6) *Stables, private and public. Facilities must be low intensity (four or fewer horses). Buildings shall have a maximum FAR of 0.11 in APZ-1 and 0.22 in APZ-2.*

(7) *Kennels.*

(8) *Display and sale of fruit, vegetables and similar agricultural products.*

(9) *Public utility and service structures, excluding communication towers.*

(10) *Feed and farm equipment stores.*

(11) *Animal hospitals and veterinarian clinics.*

(12) Other rural area related commercial uses meeting the locational requirements of Comprehensive Plan Policies ~~7.A.4.13 and 8.A.1.13~~, FLU 1.1.10.

(13) Golf courses, tennis centers, swimming clubs, and customary attendant facilities and accessory buildings with a maximum FAR of 0.11 in APZ-1; 0.22 in APZ-2. Facilities such as meeting places, auditoriums, large classes, etc. are not permitted. Clubhouses that meet the FAR above, or that house no more than 25 people per acre, whichever is less, are permitted in recreational areas.

(14) Reclamation of borrow pits that existed prior to September 16, 2004 (subject to local permit and development review requirements per Escambia County Code of Ordinances, Part I, Chapter 42, Article VIII, and performance standards in Part III, the Land Development Code, Article 7).

5. *R-6, neighborhood commercial and residential district.* Where the underlying zoning is R-6, the permitted and conditional uses are as follows.

a. *Permitted uses.*

(1) Any use permitted in the preceding district.

(2) Retail sales and services such as food and drugstores, personal service shops, hardware, home furnishings and appliances, specialty shops, bakeries, florists, etc. in APZ-2. Gross floor area of building not to exceed 6,000 square feet and maximum FAR of 0.22. No permanent outdoor storage allowed.

(3) Nonconforming commercial uses legally existing as of August 21, 2001 shall continue as nonconforming uses subject to the provisions of Article 9, i.e., expanding a nonconforming use, etc.

- (4) Appliance repair shops. No outside storage or work permitted. In APZ-2 only. Maximum FAR of 0.22.
- (5) Fortune tellers, palm readers, psychics, etc., in APZ-2. Maximum FAR of 0.22.
- (6) Public utility and service structures.
- (7) Other uses that are similar or compatible to the uses permitted herein that would promote the intent and purposes of this district. Determination on other permitted uses shall be made by the planning board (LPA.)

b. *Conditional uses.*

- (1) Any conditional use allowed in the preceding districts.
- (2) Any building exceeding 120 feet height. See section 11.02.00, Height limitations.
- (3) Neighborhood commercial uses that do not exceed 35,000 square feet of floor area (Comprehensive Plan Policy ~~7.A.4.13.A.~~ FLU 1.1.10).
- (4) Automobile service operations, including repair and restoration (not including painting), and sale of gasoline and related service station products, gross floor area not to exceed 6,000 square feet. Outside repair and/or storage and automotive painting is prohibited. Maximum FAR of 0.11 in APZ-1; 0.22 in APZ-2.
- (5) Mini-warehouses meeting the following standards: Maximum FAR of 1.0 in APZ-1 and 2.0 in APZ-2.
 - a. One acre or less in size (building and accessory paved area).
 - b. Three-foot hedge along any right-of-way line.
 - c. Dead storage use only.
- 6) Motorcycle rental service; outside storage and outside vehicle repair is prohibited.

12.06.00. Dune restoration.

Whenever construction is to be undertaken in the area between the coastal construction control line (CCCL) and the landward limit of the shoreline protection zone, and if said construction would alter any portion of the primary dune, the county shall require the implementation of a planning board (LPA) approved dune restoration program to mitigate any damage which would result from the construction. If said restoration is to occur at Pensacola Beach, the applicant shall obtain approval from SRIA; the restoration plan will then be submitted to the growth management department director and the neighborhood and environmental services department director for review, comment and approval. The dune restoration program may be forwarded to the department of environmental protection, office of beaches and coastal systems, for review and comment. Among other things, the planting of sea oats supplemented by other appropriate native vegetation to stabilize disturbed dunes shall be required. Dune establishment should include planting (sea oats or salt-resistant vegetation), sand fencing, walkovers, etc. Sand fencing shall be constructed in a manner and located to avoid forming barriers for sea turtles and hatchlings. NOTE: The posting of bonds or other sureties pursuant to section 4.03.00 will be required (comprehensive plan policy ~~11.A.4.4~~ OBJ COA 2.3).

12.08.00. Hurricane evacuation.

The department, in cooperation with other operating departments, shall review projects and maintain information regarding the impact of projects on hurricane evacuation times established by comprehensive plan objective ~~11.A.7~~ COA 1.3. The following standards and criteria shall govern, guide and direct the department's activities and responsibilities under this section:

A. *Individual project evaluation.* When a proposed development project demonstrates that it meets (or passes) the test for concurrency for transportation and or traffic impact (Ref. article 5), the instant review for impact on evacuation times is deemed to have been met.

B. *Annual evaluation.* Annually, the director shall review the cumulative development within the CHHA and along hurricane evacuation routes and, using the most recent data available, determine if the established evacuation times have been degraded or negatively impacted (and to what extent).

1. The annual evaluation and report shall be promulgated with the other evaluations and reports required by comprehensive plan section ~~14.06~~ COA 1.3.8.

2. The annual evaluation shall include an analysis of the issues addressed in policy ~~11.A.6.3~~ FLU 2.1.3 and policies ~~11.A.7.2 through 11.A.7.11~~ OBJ COA 1.3 and any other policies which may directly relate to the issue of hurricane evacuation.

12.09.02. Permit requirements. Prior to issuing a resource extraction permit for a proposed resource extraction activity, the county engineer shall be assured that the following conditions have been met:

A. Existing and future resource extraction activities and lands used for such activities and any reclamation of any such lands shall be subject to all relevant rules and regulations including those established by F.A.C. chs. 16, 17, 18, and 39, the U.S. Clean Water Act, F.S. § 372.072, F.S. ch. 373, pt. IV, F.S. ch. 378, pt. IV, and F.S. ch. 403, local permit and development review requirements per the Escambia County Code of Ordinances, Part I, Chapter 42, Article VIII, and the Land Development Code, Article 7), among others. Before any existing resource extraction activity is permitted to expand and prior to approving any new resource extraction activities located within or adversely impacting environmentally sensitive areas, the application for expansion or establishment of a new extraction activity must be accompanied by a reclamation plan which meets all state environmental resource permit (ERP) requirements and reclamation standards required by F.A.C. ch. 62C-39, as well as comprehensive plan policies ~~11.A.1.5, 11.B.3.3 and 11.B.3.9~~ OBJ COA 2.1 and OBJ CON 1.5 for the area once the extraction activity has been completed.

B. The resource extraction activity will not degrade or impact adjacent natural, cultural or historic resources including environmentally sensitive lands, wetlands, white sands as protected pursuant to section 12.05.00 et seq. of this article, and others.

C. That the resource extraction activity is to be conducted more than 500 feet from any potable public water well or well field. The applicant for resource extraction must present information satisfactory to the CE wherein the locations of potable water wells or well fields are identified.

D. That the proposed resource extraction activity is compatible with adjacent land uses.

1 **12.10.00. Conservation of cultural/historical resources.**

2 This section is intended to provide protection for cultural, historic or archeological resources which may exist within
3 Escambia County. The county shall use any available resources of the office of the secretary of state, division of historical
4 resources, in the identification of historic structures within the county. The county will utilize guidance, direction and
5 technical assistance received from the agency so as to insure protection of identified historic structures, sites and areas
6 within the coastal area (and elsewhere). In addition, the county will utilize assistance from the agency together with
7 other agencies (i.e., University of West Florida) in identifying newly discovered historic or archeological resources. The
8 identification will include an analysis to determine the significance of the resource (also, see comprehensive plan
9 objectives ~~7.A.4, 9.A.4 and 11.A.10~~ policy FLU 1.3.1, OBJ FLU 1.2).

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BOARD OF COUNTY COMMISSIONERS

Escambia County, Florida

Planning Board-Regular

5. B.

Meeting Date: 11/04/2013

Issue: Fence Height in Residential Zoning

From: Horace Jones, Interim Department Director

Organization: Development Services

RECOMMENDATION:

A Public Hearing Concerning the Review of an Ordinance Amending Article 7.04.01

That the Board review and recommend to the Board of County Commissioners (BCC) for adoption, an Ordinance to the Land Development Code (LDC) Article 7.04.01 to allow a maximum fence height of eight feet for side and rear yards in residential zoning districts.

BACKGROUND:

Due to public requests and multiple Board of Adjustment variances, staff is proposing to increase the maximum fence height for side and rear yards in residential zoning districts. The current height limit is six feet and the requests and approved variances have been for eight feet.

BUDGETARY IMPACT:

No budgetary impact is anticipated by the adoption of this Ordinance.

LEGAL CONSIDERATIONS/SIGN-OFF:

The attached Ordinance has been reviewed and approved for legal sufficiency by Stephen West, Assistant County Attorney. Any recommended legal comments are attached herein.

PERSONNEL:

No additional personnel are required for implementation of this Ordinance.

POLICY/REQUIREMENT FOR BOARD ACTION:

The proposed Ordinance is consistent with the Board's goal "to increase citizen involvement in, access to, and approval of, County government activities."

IMPLEMENTATION/COORDINATION:

Implementation of this Ordinance will consist of an amendment to the LDC and distribution of a copy of the adopted Ordinance to interested citizens and staff.

The proposed Ordinance was prepared in cooperation with the Development Services Department, the County Attorney's Office and all interested citizens. The Development Services Department will ensure proper advertisement.

LEGAL REVIEW

(COUNTY DEPARTMENT USE ONLY)

Document: Fence Height Ordinance - Draft 2 A

Date: 09/27/13

Date requested back by: 10/09/13

Requested by: Andrew Holmer

Phone Number: 595-3466

.....

(LEGAL USE ONLY)

Legal Review by SCHL

Date Received: Oct. 4, 2013

✓ Approved as to form and legal sufficiency.

 Not approved.

 Make subject to legal signoff.

Additional comments:

I made minor changes to the Cont.

ORDINANCE NUMBER 2013-_____

AN ORDINANCE OF ESCAMBIA COUNTY, FLORIDA, AMENDING PART III OF THE ESCAMBIA COUNTY CODE OF ORDINANCES (1999), THE LAND DEVELOPMENT CODE OF ESCAMBIA COUNTY, FLORIDA, AS AMENDED; AMENDING ARTICLE 7, SECTION 7.04.01, TO ALLOW A MAXIMUM FENCE HEIGHT OF 8 FEET FOR SIDE AND REAR YARDS IN RESIDENTIAL ZONING DISTRICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, through its Land Development Code, the Escambia County Board of County Commissioners desires to preserve the county as a desirable community in which to live, vacation and do business; and

WHEREAS, the intent of this Ordinance is to allow a maximum fence height of 8 feet for side and rear yards in residential zoning districts.

NOW THEREFORE BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

Section 1. Part III of the Escambia County Code of Ordinances, the Land Development Code of Escambia County, Article 7, Performance Standards, Section 7.04.01, is hereby amended as follows (words underlined are additions and words ~~stricken~~ are deletions):

7.04.01. Fence heights in residential districts. Maximum heights for fences constructed in residential districts shall be [in feet]:

	Opaque Materials	Transparent Materials Which Do Not Obstruct Light, Air and Visibility
Front yard	3	4
Side yard	6 <u>8</u>	6 <u>8</u>
Rear yard	6 <u>8</u>	6 <u>8</u>

Barbed wire and electrified fences are permitted in RR and VR rural residential districts. Below-ground electrified fences are permitted in all residential districts. Above-ground electrified fences are permitted in residential districts provided that such fences are located inside, are completely enclosed and do not come in contact with a perimeter fence erected according to the height standards above. Electrified fences in residential districts shall be of the type that are permitted under the electrical building code listing and shall also meet fence height standards for regular fences.

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Where a fence is located at a common property line with varying elevation, including berms and sloping ground, the height shall be measured and averaged at regular intervals along the property line. The final height shall be determined by averaging the dimensions obtained from measured interval averages. The fence height includes height of berm and sloping grounds. The measured interval distances shall be eight feet.

Section 2. Severability.

If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by any Court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portions of this Ordinance.

Section 3. Inclusion in Code.

It is the intention of the Board of County Commissioners that the provisions of this Ordinance shall be codified as required by F.S. § 125.68 (2011); and that the sections, subsections and other provisions of this Ordinance may be renumbered or re-lettered and the word "ordinance" may be changed to "section," "article," or such other appropriate word or phrase in order to accomplish such intentions.

Section 4. Effective Date.

This Ordinance shall become effective upon filing with the Department of State.

DONE AND ENACTED this _____ day of _____, 2013.

**BOARD OF COUNTY COMMISSIONERS
OF ESCAMBA COUNTY, FLORIDA**

By: _____
Lumon J. May, Chairman

**ATTEST: PAM CHILDERS
Clerk of the Circuit Court**

By: _____
Deputy Clerk

(SEAL)

ENACTED:

FILED WITH THE DEPARTMENT OF STATE:

EFFECTIVE DATE:



BOARD OF COUNTY COMMISSIONERS

Escambia County, Florida

Planning Board-Regular

5. C.

Meeting Date: 11/04/2013

Issue: One Acre Lot Size Option for Rezonings

From: Horace Jones, Interim Department Director

Organization: Development Services

RECOMMENDATION:

A Public Hearing Concerning the Review of an Ordinance Amending Article 6.05.24

That the Board review and recommend to the Board of County Commissioners (BCC) for adoption, an Ordinance to the Land Development Code (LDC) Article 6.05.24.A to provide a one acre minimum lot size for new subdivisions in V-1 zoning.

BACKGROUND:

At the BCC meeting on August 20th 2013, staff was directed to consider creating a zoning district that would provide an option for single-family residential with a minimum lot size of one acre. Through discussion at the September Planning Board meeting this proposed ordinance was developed as a way to provide that one acre option.

BUDGETARY IMPACT:

No budgetary impact is anticipated by the adoption of this Ordinance.

LEGAL CONSIDERATIONS/SIGN-OFF:

The attached Ordinance has been reviewed and approved for legal sufficiency by Stephen West, Assistant County Attorney. Any recommended legal comments are attached herein.

PERSONNEL:

No additional personnel are required for implementation of this Ordinance.

POLICY/REQUIREMENT FOR BOARD ACTION:

The proposed Ordinance is consistent with the Board's goal "to increase citizen involvement in, access to, and approval of, County government activities."

IMPLEMENTATION/COORDINATION:

Implementation of this Ordinance will consist of an amendment to the LDC and distribution of a copy of the adopted Ordinance to interested citizens and staff.

The proposed Ordinance was prepared in cooperation with the Development Services Department, the County Attorney's Office and all interested citizens. The Development Services Department will ensure proper advertisement.

Attachments

Draft Ordinance

LEGAL REVIEW

(COUNTY DEPARTMENT USE ONLY)

Document: One Acre Lots option - Draft 2A

Date: 10/03/13

Date requested back by: 10/14/13

Requested by: Andrew Holmer

Phone Number: 595-3466

.....

(LEGAL USE ONLY)

Legal Review by 

Date Received: Oct. 3, 2013

☒ Approved as to form and legal sufficiency.

☐ Not approved.

☐ Make subject to legal signoff.

Additional comments:

*I made minor changes in the title
and whereas clauses.*

ORDINANCE NUMBER 2013-_____

AN ORDINANCE OF ESCAMBIA COUNTY, FLORIDA, AMENDING PART III OF THE ESCAMBIA COUNTY CODE OF ORDINANCES (1999), THE LAND DEVELOPMENT CODE OF ESCAMBIA COUNTY, FLORIDA, AS AMENDED; AMENDING ARTICLE 6, SECTION 6.05.24.A, TO PROVIDE A ONE ACRE MINIMUM LOT SIZE FOR NEW SUBDIVISIONS IN V-1 ZONING; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, through its Land Development Code, the Escambia County Board of County Commissioners desires to preserve the county as a desirable community in which to live, vacation and do business; *and*

WHEREAS, the intent of this Ordinance is to provide a one acre minimum lot size for new subdivisions in V-1 zoning.

NOW THEREFORE BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

Section 1. Part III of the Escambia County Code of Ordinances, the Land Development Code of Escambia County, Article 6, Zoning Districts, Section 6.05.24, is hereby amended as follows (words underlined are additions and words ~~stricken~~ are deletions):

6.05.24. V villages single-family residential district.

V-1-- Villages single-family residential--Gross density (one unit per acre).

V-2-- Villages single-family residential--Gross density (two units per acre).

V-2A-- Villages single-family residential--Gross density (three units per acre).

V-3-- Villages single-family residential--Gross density (five units per acre).

These maximum densities may or may not be attainable based on other code provisions and site-specific conditions.

A. *Intent and purpose of V-1 through V-3 districts.* Single-family detached residential district characterized by urban land development patterns with residential subdivision densities varying from one unit per acre to five units per acre. Mobile homes are not allowed. No minimum lot size is required for new subdivisions with the exception of V-1, which has a minimum lot size of one acre, but development must meet overall maximum density requirements. V-2A may be used in any AIPD overlay area with a compatible future land use designation. Density will be determined by the accident potential zone density allowed for their property, not to

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exceed three d.u./acre. In AIPD-2, density is limited to three d.u./acre. Refer to article 11 for uses and densities allowed in V, villages single-family residential areas located in the Airport/Airfield Environs. Structures within Airport/Airfield Environs, Zones, and Surfaces remain subject to the height definitions, height restrictions, and methods of height calculation set forth in article 11.

Section 2. Severability.

If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by any Court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portions of this Ordinance.

Section 3. Inclusion in Code.

It is the intention of the Board of County Commissioners that the provisions of this Ordinance shall be codified as required by F.S. § 125.68 (2011); and that the sections, subsections and other provisions of this Ordinance may be renumbered or re-lettered and the word "ordinance" may be changed to "section," "article," or such other appropriate word or phrase in order to accomplish such intentions.

Section 4. Effective Date.

This Ordinance shall become effective upon filing with the Department of State.

DONE AND ENACTED this _____ day of _____, 2013.

**BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA**

By: _____
Lumon J. May, Chairman

**ATTEST: PAM CHILDERS
Clerk of the Circuit Court**

By: _____
Deputy Clerk

(SEAL)

ENACTED:

FILED WITH THE DEPARTMENT OF STATE:

EFFECTIVE DATE:



BOARD OF COUNTY COMMISSIONERS

Escambia County, Florida

Planning Board-Regular

5. D.

Meeting Date: 11/04/2013

Issue: 2012-2016 Update to the Five-Year Schedule of Capital Improvements

From: Horace Jones, Interim Department Director

Organization: Development Services

RECOMMENDATION:

A Public Hearing Concerning the Review of an Ordinance Adopting the Annual Update to the Schedule of Capital improvements.

That the Board review and recommend to the Board of County Commissioners (BCC) for adoption, an Ordinance adopting the uncodified 2012-2016 update to the five-year schedule of capital improvements.

BACKGROUND:

Pursuant to Objective CIE 1.2, Escambia County Comprehensive Plan: 2030, the county is required to annually review and update its Five-Year Schedule of Capital Improvements. The purpose of this ordinance is to fulfill the requirements of Section 163.3177(3)(b), Florida Statutes, by adopting the 2012-2016 update to the Five-Year Schedule of Capital Improvements.

BUDGETARY IMPACT:

No budgetary impact is anticipated by the adoption of this Ordinance.

LEGAL CONSIDERATIONS/SIGN-OFF:

The attached Ordinance has been reviewed and approved for legal sufficiency by Stephen West, Assistant County Attorney. Any recommended legal comments are attached herein.

PERSONNEL:

No additional personnel are required for implementation of this Ordinance.

POLICY/REQUIREMENT FOR BOARD ACTION:

The proposed Ordinance is consistent with the Board's goal "to increase citizen involvement in, access to, and approval of, County government activities."

IMPLEMENTATION/COORDINATION:

Implementation of this Ordinance will consist of an uncoded adoption of the ordinance and distribution of a copy of the adopted Ordinance to interested citizens and staff.

The proposed Ordinance was prepared in cooperation with the Development Services Department, the County Attorney's Office and all interested citizens. The Development Services Department will ensure proper advertisement.

Attachments

Draft Ordinance

Schedule Exhibit A

FL-AL TIP Exhibit B

School District Wrk Plan Exhibit C

1 **Section 5. Uncodified Ordinance**

2
3 Pursuant to Objective CIE 1.2, Escambia County Comprehensive Plan: 2030, due to the
4 frequency of the updates to the Five-Year Schedule of Capital Improvements, this
5 ordinance shall not be codified, but shall be recorded in a book kept for that purpose
6 and maintained by the Clerk of the Board of the County Commissioners in accordance
7 with Section 125.68, Florida Statutes.
8

9 **Section 6. Effective Date**

10
11 This Ordinance shall become effective upon filing with the Department of State.
12

13
14 **DONE AND ENACTED** this ____ day of _____, 2013.
15

16
17 BOARD OF COUNTY COMMISSIONERS
18 ESCAMBIA COUNTY, FLORIDA
19

20
21 By: _____
22 Lumon J. May, Chairman

23 ATTEST: PAM CHILDERS
24 CLERK OF THE CIRCUIT COURT
25

26
27 By: _____ Date Executed: _____
28 Deputy Clerk

29
30 (SEAL)

31
32 ENACTED:

33
34 FILED WITH THE DEPARTMENT OF STATE:

35
36 EFFECTIVE DATE:

Capital Improvement Program FY 2012-2016



FY 2012-2016 CIE Annual Update

CIP Schedule

CIP 2013-2017 TRANSPORTATION PROJECTS											
Project Name	Location	Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Total Project Cost	Code	Comp Plan Objectives	Notes
Beulah Interchange		FDOT		\$10,000,000				\$10,000,000	G	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	Funds to Support Future Interchange at I-10 and Beulah Rd.
Bridge Renovations	Countywide	LOST III	\$3,016,666	\$1,516,666	\$1,263,170	\$1,270,162	\$1,016,666	\$8,083,330	S	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	Funds to improve bridge safety countywide
Burgess Rd Sidewalks	Davis Hwy to Sanders Rd	LOST III					\$350,000	\$350,000	G	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	Local Safe Routes To School Program
Blue Angel Parkway Construction	Sorrento to US98	Bond / FDOT			\$15,000,000		\$36,000,000	\$51,000,000	G	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	Design will be complete and will evaluate Bonding (TIF) Feasibility in 2013. Will depend on Local Revenues
Burgess Extension Construction	Burgess / Creighton extension from Hilburn Dr to US 29	FDOT			\$1,000,000	\$1,000,000		\$2,000,000	G	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	TPO Transportation Improvement Program Priority #8, pg 15. ROW & Const. funds committed in out years
Congestion Improvements	Countywide	LOST III		\$1,808,532	\$737,000	\$1,018,000	\$1,018,000	\$4,581,532		MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	Projects to improve traffic and freight flow.

Dirt Rd Paving	Countywide	LOST III	\$2,100,000	\$2,300,000	\$2,500,000	\$2,500,000	\$3,000,000	\$12,400,000	R	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	Revolving Maintenance Program to prevent sediment run-off and reduce road repair.
Gulf Beach Hwy (SR292) Corridor Study Projects	Navy Blvd to Sorrento	TPO/LOST III		\$1,500,000				\$1,500,000	G	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	TPO pg 2.2. Design underway, ROW funded in 2013.
Highway 297A Widening		LOST III				\$3,000,000		\$3,000,000	G	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	
ITS Application		LOST III / TPO		\$1,462,936	\$1,462,936			\$2,925,872	G	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	TPO priority #6 with annual funding
JPA Design Box		LOST III					\$300,154	\$300,154	G	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	Funds to Support the advancement of any 5-year FDOT projects if determined as a need.
Kingsfield Rd Extension	Hwy 97 to Hwy 99	LOST III	\$5,520,000					\$5,520,000	G	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	Improvements to support new traffic patterns and increased use by freight.
Neighborhood Enhancements	Countywide	LOST III		\$1,400,000	\$700,000	\$700,000	\$2,800,000	\$5,600,000	G	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	Program to provide amenities based on warranted needs.
Nine Mile Rd Improvements	Pine Forest to Hwy 29	FDOT TRIP	\$675,000		\$2,445,000			\$3,120,000	DG	MOB 8-1.1; MOB 8-1.3;	TRIP funds awarded to update PD&E and Design.

Phase 1										MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	Let for A&E service in 2009.
Nine Mile Rd Improvements Phase 2	Mobile Hwy to Pine Forest	FDOT	\$1,500,000					\$1,500,000	DG	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	FDOT Work Program, pg 12
Olive Rd Corridor - Phase I	Davis and Old Palafox	LOST III	\$5,900,000					\$5,900,000	G	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	FDOT deeded road to the county in 2011. Design currently underway construction expected in 2013
Perdido Key Design	AL state line to ICWW Bridge	FDOT TRIP/ LOST III			\$2,732,000			\$2,732,000	DG	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	FDOT Work Program, pg 22, Design Funds pushed due to a Federal Required EIS
Perdido Key Construction	Perdido Key Dr between AL and the south end of the ICWW Bridge	LOST IV / FDOT TRIP							DG	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	
Perdido Key Drive PD&E	Perdido Key Dr between AL and the south end of the ICWW Bridge	FDOT		\$496,000	\$2,500,000			\$2,996,000	G	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	FDOT Work Program, pg 19, Active with EIS.
Sorrento PD&E	ICWW Bridge to Blue Angel Pkwy	FDOT							DG	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	FDOT Work Program, pg 16. PD&E 90% Complete, 30% Design Active (Funding occurred in previous FY's)
Pinestead / Longleaf Design & Construction		LOST III	\$157,064		\$8,000,000	\$8,190,000		\$16,347,064	G	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5;	TPO priority #11.

										MOB 8-1.6	
Resurfacing	Countywide	LOST III	\$1,228,674	\$3,452,804	\$1,750,000	\$1,732,689	\$1,584,622	\$9,748,789	R	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	Annual Program
Sidewalks Design / Construction	Countywide	LOST III	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$3,000,000	G	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	County Wide Safe Walk to School support program.
Traffic Calming	Countywide	LOST III				\$200,000		\$200,000	G	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	County Wide Program for identified Neighborhood Traffic areas.
W Roberts Rd Widening		LOST III	\$250,000					\$250,000	R	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	Improvements to support new traffic patterns due to Sector Plan
Hwy 29 Connector / Beltway	I10 Beulah Interchange / Hwy 29	LOST III		\$2,000,000				\$2,000,000	G	MOB 8-1.1; MOB 8-1.3; MOB 8-1.4; MOB 8-1.5; MOB 8-1.6	

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CIP Schedule (Strikethrough version)

Capital Improvement Programs
FY 2011 - FY 2015 Schedule
Table 14-1

Proj #	Project Name	Location	Funding Source	Current - FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Total Project Cost	Code	Comp Plan Objectives	Notes
Recreation / Open Space												
1	Bayou Grande Park Development & Maintenance	SW Escambia County - Gulf Beach Hwy	LOST III				\$ 300,000.00	\$ 1,700,000.00	\$2,000,000	G	12.A.4	
08PR0025	Brosnahan Soccer Center Development	40370 Ashton Brosnahan Dr.	LOST III	\$ 90,909.00	\$ 90,909.00	\$ 90,909.00	\$ 90,909.00	\$ 90,909.00	\$454,545	G	12.A.4	
08PR0031	Equestrian center	Beulah - 7750 Mobile Hwy	LOST III	\$ 90,909.00	\$ 90,909.00	\$ 90,909.00	\$ 90,909.00	\$ 90,909.00	\$454,545	G	12.A.4	
4	Acquisition - additional acreage to expand park facilities	Countywide	LOST III	\$ 48,345.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$848,345	G	12.A.4.10	
5	McDavid Community Park		LOST III		\$ 150,000.00				\$150,000	G	12.A.4	
6	Park Maintenance Equipment	Countywide	LOST III	\$ 68,182.00	\$ 68,182.00	\$ 68,182.00	\$ 68,182.00	\$ 68,182.00	\$340,910	G		
08PR0058	Park development - to address deficiencies, replacement, repair, fencing, landscaping etc.	Countywide	LOST III	\$ 1,110,702.00	\$ 1,110,702.00	\$ 1,110,702.00	\$ 1,110,702.00	\$ 1,110,702.00	\$5,553,510	DR	12.A.4	
Solid Waste												
1	Land Purchase - Recovered Materials Processing Facility	Countywide	SW Fund						\$0			
2	Recovered Materials Processing Facility Design	Countywide	SW Fund						\$0			
3	Recovered Materials Processing Facility Construction	Countywide	SW Fund						\$0			
4	3-C Side Slope Drainage		SW Fund						\$0			
5	Cell Design	Pensacola	SW Fund						\$0	G	10.B.3.1	
6	Cell Construction	Pensacola	SW Fund						\$0			
7	Cell Design	Section 5 - Phase 1	SW Fund						\$0			
8	Cell Construction	Section 5 - Phase 1	SW Fund						\$0	G	10.B.3.3	
9	Cell Design	Section 5 - Phase 2	SW Fund		\$ 250,000.00				\$250,000	G	10.B.3.4	
10	Cell Construction	Section 5 - Phase 2	SW Fund			\$ 2,500,000.00			\$2,500,000	G	10.B.3.5	
11	Citizens' Convenience Center	Transfer Station	SW Fund	\$ 130,000.00					\$130,000	G		
12	Landfill Gas Collection & Control System Expansion	Pensacola	SW Fund		\$ 300,000.00		\$ 250,000.00		\$550,000	G		
13	Replacement of Recovered Materials Processing Facility Retaining Wall	Pensacola	SW Fund	\$ 250,000.00					\$250,000	G	10.B.3.1	

R = replacement of new or existing facility D = deficiency correction G = meeting growth demands

Capital Improvement Programs
FY 2011 - FY 2015 Schedule
Table 14-1

Proj #	Project Name	Location	Funding Source	Current	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Total Project Cost	Code	Comp Plan Objectives	Notes			
14	Saulley C&DD Landfill Restoration	Pensacola	SW Fund	\$	3,290,000.00	\$	2,310,000.00			\$5,600,000						
15	Landfill Mining	Section 5 Phase 2	SW Fund	\$	1,200,000.00	\$	1,250,000.00	\$	6,450,000.00	\$	2,050,000.00	\$	6,450,000.00	\$17,400,000	G	10.B.3.1
Engineering - Drainage																
1	Avery Street Drainage	Avery Street	LOST III						\$	1,000,000.00			\$1,000,000			
2	Bartow Avenue	Bartow Avenue	LOST III										\$0			
3	Beach Haven		LOST III						\$	1,700,000.00			\$1,700,000			
4	Chandler		LOST III										\$0			
00EN0301	Coral Creek Subdivision Drainage		LOST III					\$	785,000.00	\$785,000	DG	10.C.1.2 10.C.1.6				
6	Cove Avenue/Barnet Drainage		LOST III					\$	1,328,000.00	\$1,328,000	DG	10.C.1.2 10.C.1.6				
7	Drainage Basin Studies		LOST III				\$	450,000.00		\$450,000	DG	10.C.1.2 10.C.1.6				
8	Eleven Mile Creek Restoration								\$	1,000,000.00			\$1,000,000			
ENG1308	Elsa Area Drainage		LOST III	\$	500,000.00					\$500,000	DG	10.C.1.2 10.C.1.6				
10	Englewood Drainage Neighborhood Improvements		LOST III						\$	1,000,000.00			\$1,000,000			
11	Ensley Ave Drainage Improvements - Phase II-V	Detroit and Johnson from Palafox to 500' past Chemstrand	LOST III	\$	8,231,655.00					\$8,231,655	D	10.C.1.2 10.C.1.6				
12	Fairchild Drainage Project		LOST III						\$	100,000.00			\$100,000			
ENG217	Ferry Pass Zones 4-5	Tippin, Kinney, Deloach, Raines, Nobles Streets	LOST III	\$	880,000.00				\$	120,000.00			\$1,000,000	R	10.C.1.2 10.C.1.6	
ENG214	Ferry Pass Zone 2 - Drainage Projecy	Johnson Ave from Lawton, Carl Dean, Kipling and Caminetti	LOST III	\$	500,000.00				\$	100,000.00			\$600,000	R	10.C.1.2 10.C.1.6	
ENG1512	Flaxman & 61st St		LOST III	\$	500,000.00					\$500,000	R	10.C.1.2 10.C.1.6				
16	Gulf Beach Highway		LOST III					\$	6,000,000.00	\$6,000,000	DG	10.C.1.2 10.C.1.6				
17	Jackson Street (Ellysen Drainage Improvements)		LOST III					\$	1,500,000.00	\$1,500,000	DG	10.C.1.2 10.C.1.6				
18	Jordan & P Street	Jordan & P Street	LOST III							\$0						

R = replacement of new or existing facility D = deficiency correction G = meeting growth demands

Capital Improvement Programs
FY 2011 - FY 2015 Schedule
Table 14-1

Proj #	Project Name	Location	Funding Source	Current	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Total Project Cost	Code	Comp Plan Objectives	Notes	
19	Lake Charlene Drainage Improvements Phase II	Lake Charlene Subdivision	LOST III	\$	1,000,000.00					\$1,000,000	R	10.C.1.2 10.C.1.6		
ENG949	LiFair Estates Subd		LOST III	\$	1,000,000.00					\$1,000,000	DG	10.C.1.2 10.C.1.6		
ENG1293	Muscogee Rd Drainage Improvements Phase 1-5	Muscogee Rd from Hwy 97 to Nowak in Pensacola	LOST III	\$	2,000,000.00	\$	1,700,000.00			\$3,700,000	G	10.C.1.2 10.C.1.6		
22	Myrtle Grove & Jackson		LOST III			\$	3,500,000.00			\$3,500,000	DG	10.C.1.2 10.C.1.6		
23	Rebel Road		LOST III				\$	2,000,000.00		\$2,000,000	DG	10.C.1.2 10.C.1.6		
24	Tracy, Ogden, Rosirito and Sandy Bay Drainage		LOST III							\$0				
Engineering - Transportation														
1	Beulah Rd Improvements		LOST III			\$	500,000.00			\$	500,000.00	G	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	Funds to Support Future Interchange at I-10 and Beulah Rd.
2	Blue Angel Pkway Design	Sorrento to US98	FDOT								G	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	FDOT allocations and local tax contributions to support bonding- FDOT and local contribution \$2,000,000 in 2008. Based on PD&E delay design is Active, Complete 2010.	
3	Blue Angel Parkway Construction	Sorrento to US98	Bond/FDOT					\$	5,033,700.00	\$	28,524,300.00	\$	33,558,000.00	Design will be complete and will evaluate Bonding (TIF) Feasibility in 2011. Will depend on Local Revenues
4	Burgess Extension Design	Burgess/Creighton extension from Hilburn Dr to US 29	Local/ FDOT TRIP				\$	2,000,000.00		\$	2,000,000.00	G	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	TPO Transportation Improvement Program Priority #9, pg 121. Will Evaluate LOST Funds \$500K to update design 2010.

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Capital Improvement Programs
FY 2011 - FY 2015 Schedule
Table 14-1

Proj #	Project Name	Location	Funding Source	Current	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Total Project Cost	Code	Comp Plan Objectives	Notes
													TPO Transportation Improvement Program Priority #9, pg 121. Will evaluate State and Federal programs 2010. (SAFETEA LU and TIGER Grants ARRA)
5	Burgess Extension Construction	Burgess/Creighton extension from Hilburn Dr to US 29	Local/ FDOT TRIP					\$ 5,000,000.00	\$ 10,000,000.00	\$ 23,000,000.00	G	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	
6	Dirt Rd Paving	Countywide	LOST III	\$ 1,700,000.00	\$ 2,400,000.00	\$ 2,100,000.00	\$ 2,300,000.00	\$ 2,500,000.00	\$ 11,000,000.00		R	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	Revolving Maintenance Program to prevent sediment run-off and reduce road repair.
7	Gulf Beach Hwy (SR292) Corridor Study	Navy Blvd to Sorrento	TPO/LOST III		\$ 300,000.00				\$ 300,000.00		G	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	TPO pg 32. TPO will let Design in 2009, additional funds will be allocated by State and Local Support.
8	Highway 97 Widening		LOST III		\$ 600,000.00				\$ 600,000.00		G	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	Priority #2 in county Lane Widening Program 60% Complete
9	ITS Application		LOST III	\$ 1,361,000.00					\$ 1,361,000.00		G	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	TPO pg 133. Pending FDOT Master Plan to Identify Priorities
10	JPA Design Box		LOST III	\$ 500,000.00	\$ 500,000.00	\$ 4,000,000.00			\$ 5,000,000.00		G	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	Funds to Support the advancement of any 5 year FDOT projects if determined as a need.
11	Live Oak / Sunset Sidewalks		LOST III				\$ 300,000.00		\$ 300,000.00		G	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	Project let for Design in 2009 will be constructed in 2010
12	Marcus Pointe & W Turn Lanes		LOST III		\$ 39,000.00	\$ 1,400,000.00	\$ 1,400,000.00	\$ 700,000.00	\$ 3,539,000.00		DG	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	
13	Nine Mile Rd Improvements	Pine Forest to Hwy 29	LOST III	\$ 1,000,000.00	\$ 1,000,000.00				\$ 2,000,000.00		DG	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	TRIP funds awarded to update PD&E and Design. Let for A&E service in 2009.
			FDOT	\$ 650,000.00									FDOT Work Program, pg 12

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Capital Improvement Programs
FY 2011 - FY 2015 Schedule
Table 14-1

Proj #	Project Name	Location	Funding Source	Current	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Total Project Cost	Code	Comp Plan Objectives	Notes
14	Olive Rd Corridor - Phase I	Davis and Old Palafox	TPO/Box			\$ 600,000.00	\$ 750,000.00	\$ 750,000.00		\$ 2,100,000.00	G	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	FDOT Work Program, pg 16, TPO- pg 31. Study 85% Complete. Construction will consider a JPA to advance funds.
15	Olive Rd Corridor - Phase II	Davis to Scenic Hwy	TPO/Box			\$ 600,000.00	\$ 750,000.00	\$ 750,000.00		\$ 2,100,000.00	G	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	FDOT Work Program, pg 16, TPO- pg 31. Study 80% Complete. Construction will consider a JPA to advance funds.
16	Perdido Key Design	AL state line to ICWW Bridge	FDOT					\$ 2,732,000.00		\$ 2,732,000.00	DG	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	FDOT Work Program, pg 22, Design Funds pushed due to a Federal Required EIS
17	Perdido Key Drive - Construction	Perdido Key Dr between AL and the south end of the ICWW Bridge	TH/ FDOT TRIP					\$ 6,553,600.00	\$ 37,137,520.00	\$ 43,691,200.00	DG	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	Design will be complete and will evaluate Bonding (TH) Feasibility in 2012-13. Will depend on Local Revenues, results of EIS
18	Perdido Key Drive PD&E	Perdido Key Dr between AL and the south end of the ICWW Bridge	FDOT								G	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	FDOT Work Program, pg 19, Active with EIS.
19	Sorrento PD&E	ICWW Bridge to Blue Angel Pkwy	FDOT								DG	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	FDOT Work Program, pg 16. PD&E 90% Complete, 30% Design Active
20	Pinestead / Longleaf Design & Construction		LOST III	\$ 1,500,000.00	\$ 1,500,000.00			\$ 8,000,000.00	\$ 11,000,000.00		G	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	Design is active in 2009, Complete in 2010.
21	Resurfacing	Countywide	LOST III	\$ 1,209,000.00	\$ 1,700,000.00				\$ 2,909,000.00		R	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	Annual Program
22	Sidewalks Design / Construction		LOST III	\$ 1,000,000.00	\$ 700,000.00	\$ 500,000.00	\$ 500,000.00	\$ 500,000.00	\$ 3,200,000.00		G	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	County Wide Safe Walk to School support program.
23	Sidewalks District 1		LOST III		\$ 400,000.00	\$ 100,000.00	\$ 100,000.00	\$ 1,000,000.00	\$ 1,600,000.00		G	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	Commissioner Request for Residential areas and School areas

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Capital Improvement Programs
FY 2011 - FY 2015 Schedule
Table 14-1

Proj #	Project Name	Location	Funding Source	Current	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Total Project Cost	Code	Comp Plan Objectives	Notes
24	Traffic Calming	Countywide	LOST III	\$	200,000.00	\$	200,000.00			\$ 400,000.00	G	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	County-Wide Program for identified Neighborhood Traffic areas.
25	W Roberts Rd Widening		LOST III	\$	350,000.00		\$ 250,000.00			\$ 600,000.00	R	8.A.1.12 8.A.2.4 8.A.3.1 8.A.1.3 8.A.1.15 8.A.3.2	Improvements to support new traffic patterns and increased use by freight.
Mass Transit - ECAT													
1	Bus replacements	1515 W Fairfield Dr.	FFA Grant					\$ 1,700,000.00	\$ 1,750,000.00	\$3,450,000	G	8.B.1.1	
2	Trolley replacements	1515 W Fairfield Dr.	FFA Grant					\$ 850,000.00		\$850,000	G	8.B.1.1	

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FY 2012-2016 CIE Annual Update

CIP Schedule (Underline version)

CIP 2013-2017 TRANSPORTATION PROJECTS											
Project Name	Location	Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Total Project Cost	Code	Comp Plan Objectives	Notes
<u>Beulah Interchange</u>		FDOT		<u>\$10,000,000</u>				<u>\$10,000,000</u>	<u>G</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>Funds to Support Future Interchange at I-10 and Beulah Rd.</u>
<u>Bridge Renovations</u>	<u>Countywide</u>	<u>LOST III</u>	<u>\$3,016,666</u>	<u>\$1,516,666</u>	<u>\$1,263,170</u>	<u>\$1,270,162</u>	<u>\$1,016,666</u>	<u>\$8,083,330</u>	<u>S</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>Funds to improve bridge safety countywide</u>
<u>Burgess Rd Sidewalks</u>	<u>Davis Hwy to Sanders Rd</u>	<u>LOST III</u>					<u>\$350,000</u>	<u>\$350,000</u>	<u>G</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>Local Safe Routes To School Program</u>
<u>Blue Angel Parkway Construction</u>	<u>Sorrento to US98</u>	<u>Bond / FDOT</u>			<u>\$15,000,000</u>		<u>\$36,000,000</u>	<u>\$51,000,000</u>	<u>G</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>Design will be complete and will evaluate Bonding (TIF) Feasibility in 2013. Will depend on Local Revenues</u>
<u>Burgess Extension Construction</u>	<u>Burgess / Creighton extension from Hilburn Dr to US 29</u>	FDOT			<u>\$1,000,000</u>	<u>\$1,000,000</u>		<u>\$2,000,000</u>	<u>G</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>TPO Transportation Improvement Program Priority #8, pg 15. ROW & Const. funds committed in out years</u>
<u>Congestion Improvements</u>	<u>Countywide</u>	<u>LOST III</u>		<u>\$1,808,532</u>	<u>\$737,000</u>	<u>\$1,018,000</u>	<u>\$1,018,000</u>	<u>\$4,581,532</u>		<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>Projects to improve traffic and freight flow.</u>

<u>Dirt Rd Paving</u>	<u>Countywide</u>	<u>LOST III</u>	<u>\$2,100,000</u>	<u>\$2,300,000</u>	<u>\$2,500,000</u>	<u>\$2,500,000</u>	<u>\$3,000,000</u>	<u>\$12,400,000</u>	<u>R</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>Revolving Maintenance</u> <u>Program to prevent</u> <u>sediment run-off and</u> <u>reduce road repair.</u>
<u>Gulf Beach Hwy</u> <u>(SR292) Corridor</u> <u>Study Projects</u>	<u>Navy Blvd to</u> <u>Sorrento</u>	<u>TPO/LOST III</u>		<u>\$1,500,000</u>				<u>\$1,500,000</u>	<u>G</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>TPO pg 2.2. Design</u> <u>underway, ROW funded</u> <u>in 2013.</u>
<u>Highway 297A</u> <u>Widening</u>		<u>LOST III</u>				<u>\$3,000,000</u>		<u>\$3,000,000</u>	<u>G</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	
<u>ITS Application</u>		<u>LOST III / TPO</u>		<u>\$1,462,936</u>	<u>\$1,462,936</u>			<u>\$2,925,872</u>	<u>G</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>TPO priority #6 with</u> <u>annual funding</u>
<u>JPA Design Box</u>		<u>LOST III</u>					<u>\$300,154</u>	<u>\$300,154</u>	<u>G</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>Funds to Support the</u> <u>advancement of any 5-</u> <u>year FDOT projects if</u> <u>determined as a need.</u>
<u>Kingsfield Rd</u> <u>Extension</u>	<u>Hwy 97 to Hwy</u> <u>99</u>	<u>LOST III</u>	<u>\$5,520,000</u>					<u>\$5,520,000</u>	<u>G</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>Improvements to support</u> <u>new traffic patterns and</u> <u>increased use by freight.</u>
<u>Neighborhood</u> <u>Enhancements</u>	<u>Countywide</u>	<u>LOST III</u>		<u>\$1,400,000</u>	<u>\$700,000</u>	<u>\$700,000</u>	<u>\$2,800,000</u>	<u>\$5,600,000</u>	<u>G</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>Program to provide</u> <u>amenities based on</u> <u>warranted needs.</u>
<u>Nine Mile Rd</u> <u>Improvements</u>	<u>Pine Forest to</u> <u>Hwy 29</u>	<u>FDOT TRIP</u>	<u>\$675,000</u>		<u>\$2,445,000</u>			<u>\$3,120,000</u>	<u>DG</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u>	<u>TRIP funds awarded to</u> <u>update PD&E and Design.</u>

<u>Phase 1</u>										<u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>Let for A&E service in</u> <u>2009.</u>
<u>Nine Mile Rd Improvements Phase 2</u>	<u>Mobile Hwy to</u> <u>Pine Forest</u>	<u>FDOT</u>	<u>\$1,500,000</u>					<u>\$1,500,000</u>	<u>DG</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>FDOT Work Program, pg</u> <u>12</u>
<u>Olive Rd Corridor - Phase I</u>	<u>Davis and Old</u> <u>Palafox</u>	<u>LOST III</u>	<u>\$5,900,000</u>					<u>\$5,900,000</u>	<u>G</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>FDOT deeded road to the</u> <u>county in 2011. Design</u> <u>currently underway</u> <u>construction expected in</u> <u>2013</u>
<u>Perdido Key Design</u>	<u>AL state line to</u> <u>ICWW Bridge</u>	<u>FDOT TRIP/</u> <u>LOST III</u>			<u>\$2,732,000</u>			<u>\$2,732,000</u>	<u>DG</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>FDOT Work Program, pg</u> <u>22, Design Funds pushed</u> <u>due to a Federal Required</u> <u>EIS</u>
<u>Perdido Key Construction</u>	<u>Perdido Key Dr</u> <u>between AL and</u> <u>the south end</u> <u>of the ICWW</u> <u>Bridge</u>	<u>LOST IV /</u> <u>FDOT TRIP</u>							<u>DG</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	
<u>Perdido Key Drive PD&E</u>	<u>Perdido Key Dr</u> <u>between AL</u> <u>and the south</u> <u>end of the</u> <u>ICWW Bridge</u>	<u>FDOT</u>		<u>\$496,000</u>	<u>\$2,500,000</u>			<u>\$2,996,000</u>	<u>G</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>FDOT Work Program, pg</u> <u>19, Active with EIS.</u>
<u>Sorrento PD&E</u>	<u>ICWW Bridge to</u> <u>Blue Angel</u> <u>Pkwy</u>	<u>FDOT</u>							<u>DG</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>FDOT Work Program, pg</u> <u>16. PD&E 90% Complete,</u> <u>30% Design Active</u> <u>(Funding occurred in</u> <u>previous FY's)</u>
<u>Pinestead / Longleaf Design & Construction</u>		<u>LOST III</u>	<u>\$157,064</u>		<u>\$8,000,000</u>	<u>\$8,190,000</u>		<u>\$16,347,064</u>	<u>G</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u>	<u>TPO priority #11.</u>

										MOB 8-1.6	
<u>Resurfacing</u>	<u>Countywide</u>	<u>LOST III</u>	<u>\$1,228,674</u>	<u>\$3,452,804</u>	<u>\$1,750,000</u>	<u>\$1,732,689</u>	<u>\$1,584,622</u>	<u>\$9,748,789</u>	<u>R</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>Annual Program</u>
<u>Sidewalks Design / Construction</u>	<u>Countywide</u>	<u>LOST III</u>	<u>\$600,000</u>	<u>\$600,000</u>	<u>\$600,000</u>	<u>\$600,000</u>	<u>\$600,000</u>	<u>\$3,000,000</u>	<u>G</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>County Wide Safe Walk to School support program.</u>
<u>Traffic Calming</u>	<u>Countywide</u>	<u>LOST III</u>				<u>\$200,000</u>		<u>\$200,000</u>	<u>G</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>County Wide Program for identified Neighborhood Traffic areas.</u>
<u>W Roberts Rd Widening</u>		<u>LOST III</u>	<u>\$250,000</u>					<u>\$250,000</u>	<u>R</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	<u>Improvements to support new traffic patterns due to Sector Plan</u>
<u>Hwy 29 Connector / Beltway</u>	<u>I10 Beulah Interchange / Hwy 29</u>	<u>LOST III</u>		<u>\$2,000,000</u>				<u>\$2,000,000</u>	<u>G</u>	<u>MOB 8-1.1;</u> <u>MOB 8-1.3;</u> <u>MOB 8-1.4;</u> <u>MOB 8-1.5;</u> <u>MOB 8-1.6</u>	

DRAINAGE											
Project Name	Location	Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Total Project Cost	Code	Comp Plan Objectives	Notes
<u>Avery Street Drainage</u>	<u>Avery</u>	<u>LOST III</u>			<u>\$1,000,000</u>					<u>COA 1.1.5 INF 3.1.9</u>	
<u>Beach Haven</u>	<u>Beach Haven</u>	<u>LOST III</u>			<u>\$1,700,000</u>					<u>COA 1.1.5 INF 3.1.9</u>	
<u>Coral Creek Subdivision</u>	<u>Coral Creek</u>	<u>LOST III</u>		<u>\$785,000</u>						<u>COA 1.1.5 INF 3.1.9</u>	
<u>Cove Avenue/Barmel</u>		<u>LOST III</u>		<u>\$1,328,000</u>						<u>COA 1.1.5 INF 3.1.9</u>	
<u>Crescent Lake</u>		<u>LOST III</u>				<u>\$4,000,000</u>				<u>COA 1.1.5 INF 3.1.9</u>	
<u>Drainage Basin Studies</u>		<u>LOST III</u>	<u>\$450,000</u>							<u>COA 1.1.5 INF 3.1.9</u>	
<u>Eleven Mile Creek Restoration</u>		<u>LOST III</u>			<u>\$1,000,000</u>					<u>COA 1.1.5 INF 3.1.9</u>	
<u>Englewood Drainage Improvements</u>		<u>LOST III</u>			<u>\$1,000,000</u>					<u>COA 1.1.5 INF 3.1.9</u>	
<u>Fairchild Drainage Project</u>		<u>LOST III</u>			<u>\$100,000</u>	<u>\$600,000</u>				<u>COA 1.1.5 INF 3.1.9</u>	
<u>Ferry Pass Zones 4&5</u>		<u>LOST III</u>			<u>\$120,000</u>					<u>COA 1.1.5 INF 3.1.9</u>	
<u>Ferry Pass Zone 2</u>		<u>LOST III</u>			<u>\$180,000</u>					<u>COA 1.1.5 INF 3.1.9</u>	
<u>Gulf Beach Hwy</u>		<u>LOST III</u>	<u>\$6,000,000</u>							<u>COA 1.1.5 INF 3.1.9</u>	
<u>Hwy 297 Drainage</u>		<u>LOST III</u>					<u>\$1,772,000</u>			<u>COA 1.1.5 INF 3.1.9</u>	
<u>Jackson St, Elysian Drainage</u>		<u>LOST III</u>	<u>\$1,500,000</u>							<u>COA 1.1.5 INF 3.1.9</u>	
<u>L St, Pond Expansion</u>		<u>LOST III</u>	<u>\$600,000</u>							<u>COA 1.1.5 INF 3.1.9</u>	
<u>Myrtle Grove Jackson</u>		<u>LOST III</u>				<u>\$1,350,000</u>				<u>COA 1.1.5 INF 3.1.9</u>	
<u>Rebel Rd</u>		<u>LOST III</u>					<u>\$2,000,000</u>			<u>COA 1.1.5 INF 3.1.9</u>	
<u>Water Quality/Flood Control</u>		<u>LOST III</u>					<u>\$190,000</u>			<u>COA 1.1.5 INF 3.1.9</u>	
PARKS & REC											
Project Name	Location	Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Total Project Cost	Code	Comp Plan Objectives	Notes
<u>Bayou Grande Development & Maintenance</u>		<u>LOST III</u>		<u>\$200,000</u>	<u>\$1,700,000</u>					<u>CHAPTER 13 GOAL REC 1</u>	
<u>Land Adquisition</u>		<u>LOST III</u>	<u>\$200,000</u>	<u>\$200,000</u>	<u>\$200,000</u>	<u>\$200,000</u>	<u>\$200,000</u>			<u>CHAPTER 13 GOAL REC 1</u>	
<u>MdDaid Community Center</u>		<u>LOST III</u>								<u>CHAPTER 13 GOAL REC 1</u>	
<u>Park Development</u>		<u>LOST III</u>	<u>\$736,899</u>	<u>\$1,510,702</u>	<u>\$1,110,702</u>	<u>\$1,110,702</u>	<u>\$1,110,702</u>			<u>CHAPTER 13 GOAL REC 1</u>	
<u>Park Maintenance Equipment</u>		<u>LOST III</u>	<u>\$68,182</u>	<u>\$68,182</u>	<u>\$68,182</u>	<u>\$68,182</u>	<u>\$68,182</u>			<u>CHAPTER 13 GOAL REC 1</u>	
<u>Park Mowing</u>		<u>LOST III</u>								<u>CHAPTER 13 GOAL REC 1</u>	
<u>Equestrian Center Sound System Improvement</u>		<u>LOST III</u>								<u>CHAPTER 13 GOAL REC 1</u>	
SOLID WASTE											
Project Name	Location	Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Total Project Cost	Code	Comp Plan Objectives	Notes
<u>Landfill Mining</u>	<u>Section 5</u>	<u>Solid Waste Fund</u>		<u>\$200,000</u>	<u>\$8,831,000</u>	<u>\$200,000</u>	<u>\$5,921,000</u>			<u>OBJ INF 2.1</u>	
<u>Leachate Pipeline to International Paper</u>		<u>Solid Waste Fund</u>	<u>\$1,300,000</u>							<u>OBJ INF 2.1</u>	
<u>Landfill Gas Expansion</u>										<u>OBJ INF 2.1</u>	
<u>Landfill Gas Migration</u>										<u>OBJ INF 2.1</u>	

FY 2012-2016 CIE Annual Update

Back-up documents






FY 2012-2016 CIE Annual Update

CIP Projects 2012-2013 Map



Project Name	Project Type
Bridge Renovations	Transportation
Congestion Improvement s	Transportation
Dirt Road Paving	Transportation
ITS Application	Transportation
JPA Design Box	Transportation
Neighborhood Enhancements	Transportation
FDOT Work Program	Transportation
Resurfacing	Transportation
SidewalksDesign/ Construction	Transportation
SidewalksDistrict 1	Transportation
Traffic Calming	Transportation
Drainage Basin Studies	Drainage
Ferry Pass Zones4 & 5	Drainage
Ferry Pass Zone 2	Drainage
Water Quality / Flood Control	Drainage
Land Acquisition	Parksand Recreation
McDavid Community Center	Parksand Recreation
Park Development	Parksand Recreation
Park Maintenance Equipment	Parksand Recreation
Park Mowing	Parksand Recreation

Legend

-  Major Road
 Street
 Escambia County
 City of Pensacola
 Town of Century

Capital Improvement Projects

- Drainage
- Parks and Recreation
- Solid Waste
- Transportation

Map created on November 21, 2012

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"This map was prepared by the Escambia County GIS Division and is provided for information purposes only. It is not to be used for development of construction plans or any type of engineering services based on the information depicted herein and is maintained for the function of this office only. It is not intended for conveyance, nor is it a survey. The data is not guaranteed accurate or suitable for any use other than that for which it was gathered."



FY 2012-2016 CIE Annual Update

Office of Management & Budget Documentation

**Escambia County Government
Office of Management & Budget
Adopted Capital Improvement Program**

Description	Adopted Total 2012/13	2013/14	2014/15	2015/16	2016/17
FUND: GENERAL FUND					
Animal Services					
1 Surgical Equipment Replacements	2,500	0	0	0	0
Information Resources					
1 Laptops (213)	253,500	0	0	0	0
1 Network Switches (25)	102,500	0	0	0	0
Facilities Management					
1 Air Conditioner Upgrade (Judicial Building)	6,890	0	0	0	0
1 E-Z Go Gas Carry-All Cart	6,757	0	0	0	0
1 Ford F-250 Service Vehicles (3)	82,652	0	0	0	0
1 Ford F-350 Utility Vehicle	42,746	0	0	0	0
1 Geothermal Well Installation & Consulting	125,200	0	0	0	0
1 Install Additional AC Unit for Communications Room (Central Office Complex)	19,965	0	0	0	0
1 Light Retrofit @ Miscellaneous Buildings - Energy Conservation (Misc Bldgs)	37,437	0	0	0	0
1 Replace Boiler Condensation Tanks & Piping (Main Jail)	140,000	0	0	0	0
1 Web Interface (Judicial Building)	6,857	0	0	0	0
Public Information					
1 Production Room Equipment Replacement	35,000	0	0	0	0
Supervisor of Elections					
1 Cisco Switch	7,000	0	0	0	0
1 Server	14,000	0	0	0	0
Total General Fund	883,004	0	0	0	0
FUND: OTHER GRANTS AND PROJECTS					
Florida Boating Improvement Funds					
110 Acquisition of property and Constructing a Boat Ramp on Perdido Bay	60,000	0	0	0	0
Total Other Grants and Projects Fund	60,000	0	0	0	0
FUND: ARTICLE V FUND					
State Attorney - Escambia County (Circuit Criminal)					
115 Laptops (15)	21,000	0	0	0	0
State Attorney - Santa Rosa County					
115 Network Printers (2)	3,600	0	0	0	0
115 Network Switch	1,000	0	0	0	0
State Attorney - Okaloosa County					
115 Laptops (10)	14,000	0	0	0	0
Public Defender - Escambia County					
115 STAC and BOMS annual maintenance fees	11,950	0	0	0	0
Public Defender - Santa Rosa Technology					
115 STAC and BOMS annual maintenance fees	11,950	0	0	0	0
Public Defender - Okaloosa Technology					
115 STAC and BOMS annual maintenance fees	11,950	0	0	0	0
Public Defender - Walton Technology					
115 STAC and BOMS annual maintenance fees	11,950	0	0	0	0
Court Technology					
115 Laptops (10)	14,500	0	0	0	0
Court Security Division - Escambia County					

**Escambia County Government
Office of Management & Budget
Adopted Capital Improvement Program**

Description	Adopted Total 2012/13	2013/14	2014/15	2015/16	2016/17
115 Security Equipment	5,000	0	0	0	0
Total Article V Fund	106,900	0	0	0	0
FUND: CDBG HUD ENTITLEMENT FUND					
2012 HUD Community Block Development					
129 Fire Hydrant/Main Upgrade Improvements	120,000	0	0	0	0
129 County Facility H/C Access Improvements	50,000	0	0	0	0
129 Neighborhood Improvement Projects (CRA & County Projects TBD)	200,719	0	0	0	0
2011 HUD Community Block Development					
129 Fire Hydrant/Main Upgrade Improvements	15,150	0	0	0	0
129 County Facility H/C Access Improvements	45,000	0	0	0	0
129 Neighborhood Improvement Projects (CRA & County Projects TBD)	225,095	0	0	0	0
2010 HUD Community Block Development					
129 County Facility H/C Access Improvements	70,000	0	0	0	0
129 Neighborhood Improvement Projects (CRA & County Projects TBD)	110,000	0	0	0	0
2009 HUD Community Block Development					
129 Neighborhood Improvement Projects (CRA & County Projects TBD)	60,000	0	0	0	0
2008 HUD Community Block Development					
129 County Facility H/C Access Improvements	5,087	0	0	0	0
Total CDBG HUD Entitlement Fund	901,051	0	0	0	0
FUND: COMMUNITY REDEVELOPMENT FUND					
Community Redevelopment Brownsville					
151 Property Acquisition - Frontera Circle	175,000	0	0	0	0
151 Pace Boulevard Lighting	25,000	0	0	0	0
Community Redevelopment Warrington					
151 Navy Boulevard Improvements	50,000	0	0	0	0
Community Redevelopment Barrancas					
151 Lexington Terrace Park Improvements	100,000	0	0	0	0
Total Community Redevelopment Fund	350,000	0	0	0	0
FUND: MASTER DRAINAGE BASINS					
Engineering					
181 Drainage Projects	38,765	0	0	0	0
Total Master Drainage Basins	38,765	0	0	0	0
FUND: LOCAL OPTION SALES TAX III					
Public Facilities & Projects					
352 District IV Project	0	0	0	0	880,000
352 Libraries/Community Center	0	0	0	0	875,000
352 Maintenance Shop/Storage - Main Jail	0	0	0	0	125,000
352 Old Molino School	0	125,000	0	0	0
352 Wedgewood School	260,000	0	0	0	0
352 Voting Machine Replacements - Supervisor of Elections	3,533,483	0	180,620	85,000	0
352 4-H Barn/Pig Farm	0	250,000	0	0	0
352 Englewood/Boys & Girls Club	0	150,000	0	0	0
352 Stefanie Road Building Expansion/4H	1,350,000	0	0	0	0
Judicial Capital Improvements					
352 Build out Judges Chambers on 5th Floor	0	2,000,000	0	0	0
Neighborhood & Environmental Services (NESD)					
352 Beachhaven Drainage Project	0	0	0	215,000	0
352 Canoe Creek Erosion Control	16,833	0	0	0	0
352 Chronic Homeless Transition/Transitional Housing for the Homeless	0	500,000	0	0	0

Escambia County Government
Office of Management & Budget
Adopted Capital Improvement Program

Description	Adopted Total 2012/13	2013/14	2014/15	2015/16	2016/17
352 CRA Sewer Expansion: Beach Haven, Bellshead, Mob Hwy., Englewood	0	0	0	0	228,000
352 Environmentally Sensitive Lands Acquisition and Mitigation Bank	83,167	100,000	100,000	100,000	100,000
352 Navy Boulevard Project	790,000	982,000	10,000	0	0
352 Palafox Commerce Park Infrastructure	0	0	190,000	0	0
Parks and Recreation					
352 Bayou Grande Park Development & Maintenance	0	300,000	1,700,000	0	0
352 Land Acquisition	200,000	200,000	200,000	200,000	200,000
352 McDavid Community Center	0	0	0	0	0
352 Park Development	736,899	1,510,702	1,110,702	1,110,702	1,110,702
352 Park Maintenance Equipment	68,182	68,182	68,182	68,182	68,182
352 Park Mowing	0	0	0	0	0
352 Equestrian Center Sound System Improvement	0	0	0	0	0
Fire Services					
352 Fire Station Kingsfield & 29	0	0	0	0	0
352 Fire Station in Beulah	0	0	1,904,380	0	0
352 Vehicle/Apparatus Replacement	250,000	998,659	998,659	998,659	998,659
Public Safety					
352 3/4 Ton Cab/Chassis and/or 4WD P/U	50,370	51,880	53,385	54,933	55,000
352 Ambulances	680,000	700,000	720,000	925,000	950,000
352 Defibrillators	0	0	960,000	0	0
352 Handheld Pulse OX/Cap Machines	0	40,000	0	0	0
352 Laptop Computers	31,200	32,400	44,800	34,800	35,000
352 Mobile Radios	38,400	39,200	40,000	52,000	55,000
352 Portable Suctions	0	0	0	27,000	0
352 Stairchairs	0	0	30,000	0	0
352 Stretchers	0	0	150,000	0	0
352 Animal Transport Unit	15,347	15,807	16,281	16,770	17,000
352 Audio Visual Equipment Replacement	100,000	0	0	0	0
352 Portable Generator Replacement	0	0	22,000	22,000	0
352 Public Safety Vehicle 4x4 (Pre/Post Disaster)	0	38,000	135,000	62,000	0
352 Tractor/Chassis Replacement for Command Vehicle	0	0	300,000	0	0
Transportation					
352 Beulah Road Improvements/Beltway	0	0	0	0	700,000
352 Bobe Street Sidewalks	0	0	300,000	0	0
352 Bridge Renovations	3,016,666	1,516,666	1,263,170	1,270,162	1,016,666
352 Burgess Road Sidewalks	0	0	0	350,000	0
352 Congestion Improvements	0	1,808,532	737,000	1,018,000	1,018,000
352 Dirt Road Paving	2,100,000	2,300,000	2,500,000	2,500,000	3,000,000
352 E Street (Leonard to Cervantes)	0	0	0	400,000	0
352 East/West Longleaf Drive	157,064	0	8,000,000	8,190,000	0
352 Drainage	0	0	0	3,000,000	0
352 Hwy 297A Widening (Box) and Drainage	0	0	0	0	0
352 I-10 Interchange/Beulah	0	0	0	0	0
352 ITS Application (Box)	0	0	0	0	1,462,936
352 JPA/Design Box	0	0	0	0	300,154
352 Kingsfield Extension	5,520,000	0	0	0	0
352 Live Oak/Sunset Avenue Sidewalk Project to Navy Point Bridge	300,000	0	0	0	0
352 Neighborhood Enhancements	0	1,400,000	700,000	700,000	2,800,000
352 Olive Road	5,900,000	0	0	0	0
352 Resurfacing	1,228,674	3,452,804	1,750,000	1,732,689	1,584,622
352 Sidewalks	500,000	500,000	500,000	500,000	900,000
352 Sidewalks District I	100,000	100,000	100,000	100,000	100,000
352 Traffic Calming	0	0	0	200,000	0
352 West Roberts Road (Lane Widening)	250,000	0	0	0	0
Drainage					
352 Avery Street Drainage	0	0	1,000,000	0	0
352 Beach Haven	0	0	1,700,000	0	0
352 Coral Creek Subdivision Drainage	0	785,000	0	0	0
352 Cove Avenue/Barmel Drainage	0	1,328,000	0	0	0
352 Crescent Lake	0	0	0	4,000,000	0
352 Drainage Basin Studies	450,000	0	0	0	0
352 Eleven Mile Creek Restoration	0	0	1,000,000	0	0
352 Englewood Drainage/Neighborhood Improvements	0	0	1,000,000	0	0
352 Fairchild Drainage Project	0	0	100,000	600,000	0
352 Ferry Pass Zone 4 & 5	0	0	120,000	0	0
352 Ferry Pass, Zone 2 Drainage Project	0	0	180,000	0	0
352 Gulf Beach Highway	0	6,000,000	0	0	0

**Escambia County Government
Office of Management & Budget
Adopted Capital Improvement Program**

Description	Adopted Total 2012/13	2013/14	2014/15	2015/16	2016/17
352 Highway 297 Drainage	0	0	0	0	1,772,000
352 Jackson Street, Elysian Drainage Improvements	0	1,500,000	0	0	0
352 L Street Pond Expansion	0	600,000	0	0	0
352 Myrtle Grove Jackson	0	0	0	1,350,000	0
352 Rebel Road	0	0	0	0	2,000,000
352 Water Quality/Flood Control	0	0	0	0	190,000
Sheriff					
352 Sheriff Facilities	0	0	0	0	7,561,796
352 Sheriff P25 Radios	240,000	240,000	240,000	240,000	0
352 Vehicle Replacement	2,941,818	2,941,818	2,941,818	2,941,818	3,181,818
Total Local Option Sales Tax III Fund	30,908,103	32,449,650	33,065,997	33,064,715	31,405,535
FUND: SOLID WASTE FUND					
Administration Division					
401 Desktop PC's (2)	2,800	0	0	0	0
401 eCivis Software Licensing	5,000	0	0	0	0
401 Laptop Computers (5)	7,000	0	0	0	0
401 Printers (2)	3,500	0	0	0	0
Engineering & Environmental Quality Division					
401 Extended Cab 4x4 Pickup Truck	30,000	0	0	0	0
401 Desktop PC (1)	1,200	0	0	0	0
401 Desktop PC (2) (SX280 & Optiplex)	2,800	0	0	0	0
401 Laptop Computer (1)	2,000	0	0	0	0
Recycling Division					
401 Recycling Containers (7)	25,000	0	0	0	0
401 Roll-Off Truck	175,000	0	0	0	0
401 4WD Utility Vehicle	30,000	0	0	0	0
Palafox Transfer Station					
401 Resurface Tipping Floor	125,000	0	0	0	0
401 Install Irrigation System	15,000	0	0	0	0
Operations Division					
401 Bulldozer (60,000lb.)	300,000	0	0	0	0
401 Desktop PC (Optiplex)	1,400	0	0	0	0
401 Dump Truck (25 Ton 6x6 Articulated)	400,000	0	0	0	0
401 Hydraulic Excavator (80,000lb.)	400,000	0	0	0	0
401 Laptop Computer (1)	1,400	0	0	0	0
401 Printer	2,000	0	0	0	0
401 Tip Loader (4 yd High)	275,000	0	0	0	0
401 Water Truck Conversion	100,000	0	0	0	0
Projects Division					
401 Landfill Mining - Section 5	0	200,000	8,831,000	200,000	5,921,000
401 Leachate Pipeline to International Paper	1,300,000	0	0	0	0
Total Solid Waste Fund	3,204,100	200,000	8,831,000	200,000	5,921,000
FUND: BUILDING INSPECTIONS FUND					
Administration Division					
406 Replacement Laptops (5)	10,000	0	0	0	0
Total Building Inspections Fund	10,000	0	0	0	0
FUND: EMERGENCY MANAGEMENT SERVICES					
EMS Billing Business Ops					
408 Copier/Scanner	7,000	0	0	0	0
Total Emergency Management Services Fund	7,000	0	0	0	0
FUND: CIVIC CENTER FUND					

**Escambia County Government
Office of Management & Budget
Adopted Capital Improvement Program**

Description	Adopted Total 2012/13	2013/14	2014/15	2015/16	2016/17
409 Building Exterior Doors	0	75,000	0	0	0
409 Credit Card Machines	20,000	0	0	0	0
409 Event Cabling Package	0	0	0	0	100,000
409 Exterior Lighting Fixtures Building Mounted	0	25,000	0	0	0
409 Hot Water Heaters (6)	0	0	0	50,000	0
409 HVAC Split Systems (4)	0	0	0	50,000	0
409 Ice Machines (10)	0	0	50,000	0	0
409 Irrigation System	0	0	50,000	0	0
409 Landscaping	30,000	0	0	0	0
409 New Zamboni	0	0	0	100,000	0
409 Plumbing Renovation (Visitors Locker Room)	0	0	100,000	0	0
409 Production Van (10 passenger)	0	50,000	0	0	0
409 Retractable Seating Replacement	0	0	0	0	100,000
409 Rebuild Munters Dehumidifiers (3)	120,000	0	0	0	0
409 Sound System	0	50,000	0	0	0
409 Tables and Chairs	30,000	0	0	0	0
Total Civic Center Fund	200,000	200,000	200,000	200,000	200,000
FUND: INTERNAL SERVICE FUND					
501 Wellness Equipment	10,000	0	0	0	0
Total Civic Center Fund	10,000	0	0	0	0
GRAND TOTAL:	36,678,923	32,912,150	42,096,997	33,464,715	38,466,535

FORECAST

Description	FY 2012/2013	FY 2013/2014	FY 2014/2015	FY 2015/2016	FY 2016/2017
Countywide Property Tax Base	13,425,794	13,560,052	13,695,652	13,832,609	13,970,935
Unincorporated Property Tax Base	9,403,344	9,497,377	9,592,351	9,688,275	9,785,157
Historical % Increase in Ad Valorem	-0.31%	0.99%	0.99%	0.99%	0.99%
Countywide Millage Rate	6.9755	6.9755	6.9755	6.9755	6.9755
Law Enforcement Millage Rate	0.685	0.685	0.685	0.685	0.685

LOST III Planning					
Revenue and Project Projections					
	Budget 2013	Budget 2014	Budget 2015	Budget 2016	Budget 2017
Revenue	\$33,970,929.00	\$34,480,493.00	\$34,997,700.00	\$35,522,666.00	\$36,055,506.00
LAP Grant/10 Mile & Brosnaham					
LAP Grant/Crabtree Church & Sunshine Hill Rd					
Pinestead/Longleaf TIP Grant					
Bayou Chico/Jones Swamp Grant					
Maplewood Grant					
FDOT Funds					
FEMA/DCA Reimbursements					
Miscellaneous Grants					
Equestrian Revenues	150,000.00				
Interest					
Insurance Proceeds					
Sale of Equipment/Land					
ECUA Contributions					
Prior Year Refund/PJC					
Reimbursements					
UWF Campus Agreement					
Miscellaneous Revenues					
Stimulus Money					
Transfers from Fund 350					
Loan Proceeds					
Less: 5% Anticipated Receipts	(1,706,046.00)	(1,724,025.00)	(1,749,885.00)	(1,776,133.00)	(1,802,775.00)
Total Revenue	\$32,414,883.00	\$32,756,468.00	\$33,247,815.00	\$33,746,533.00	\$34,252,731.00
Expenses:					
Public Safety	915,317.00	917,287.00	2,471,466.00	1,194,503.00	1,112,000.00
Public Facilities	5,143,483.00	525,000.00	180,620.00	85,000.00	1,880,000.00
Judicial	0.00	2,000,000.00	0.00	0.00	0.00
NESD	890,000.00	1,582,000.00	300,000.00	315,000.00	328,000.00
Parks	1,703,201.55	2,260,701.55	3,260,701.55	2,060,701.55	1,560,701.55
Fire Services	998,658.73	998,658.73	2,903,038.73	998,658.73	998,658.73
Sheriff	3,181,818.18	3,181,818.18	3,181,818.18	3,181,818.18	10,743,614.18
Transportation	19,072,404.00	11,078,002.00	15,850,170.00	19,960,851.00	12,882,378.00
Drainage	450,000.00	10,213,000.00	5,100,000.00	5,950,000.00	3,962,000.00
Total Expenses	\$32,354,882.45	\$32,756,467.45	\$33,247,814.45	\$33,746,532.45	\$33,467,352.45

	Escambia County Local Option Sales Tax III					
	Public Facilities/Community Services					
	110267					
		Budget	Budget	Budget	Budget	Budget
#	Project	2013	2014	2015	2016	2017
	As Yet Unnamed Project/ District IV					880,000.00
	Libraries/Community Center	0.00	0.00		0.00	875,000.00
	Maintenance Shop/Storage - Main Jail		0.00			125,000.00
08PF0045	Old Molino School		125,000			
09PF0023	Wedgewood School	260,000.00				
08PF0028	Replacement of voting machines	3,533,483.00		180,620.00	85,000.00	
12PF1675	Stephanie Road Building Expansion/4H	1,350,000.00				
	4-H Barn/Pig Farm		250,000.00			
12PF1973	Englewood/Boys & Girls Club		150,000.00			
	Total	\$5,143,483.00	\$525,000.00	\$180,620.00	\$85,000.00	\$1,880,000.00

	Escambia County Local Option Sales Tax III					
	Parks & Recreation					
	210802/220802					
		Budget	Budget	Budget	Budget	Budget
#	Project	2013	2014	2015	2016	2017
	Bayou Grande Park Development & Maintenance		300,000.00	1,700,000.00		
08PR0025	Brosnaham Soccer Center Development & Maintenance	90,909.09	90,909.09	90,909.09	90,909.09	90,909.09
08PR0031	Equestrian Center Development & Maintenance ¹ - 350231	233,409.09	90,909.09	90,909.09	590,909.09	90,909.09
12PR1688	Land Acquisition	200,000.00	200,000.00	200,000.00	200,000.00	200,000.00
08PR0058	Park Development	1,110,701.55	1,510,701.55	1,110,701.55	1,110,701.55	1,110,701.55
08PR0068	Park Maintenance Equipment	68,181.82	68,181.82	68,181.82	68,181.82	68,181.82
	Total	\$1,703,201.55	\$2,260,701.55	\$3,260,701.55	\$2,060,701.55	\$1,560,701.55

	Escambia County Local Option Sales Tax III					
	Natural Resources/Community Redevelopment					
	220102					
		Budget	Budget	Budget	Budget	Budget
#	Project	2013	2014	2015	2016	2017
	Beachhaven Drainage Project				215,000.00	
09NE0018	Creek and Stream Restoration	16,832.50				
	Chronic Homeless Transition/ Transitional Housing for the Homeless		500,000.00			
10NE0018	CRA Sewer Expansion: Beach Haven, Bellshead, Mob Hwy., Englewood	0.00	0.00			228,000.00
08NE0028	Environmentally Sensitive Lands Acquisition and Mitigation Bank	83,167.50	100,000.00	100,000.00	100,000.00	100,000.00
12NE1992	Navy Boulevard Project	790,000.00	982,000.00	10,000.00		
	Palafox Commerce Park Infrastructure		0.00	190,000.00		
		\$890,000.00	\$1,582,000.00	\$300,000.00	\$315,000.00	\$328,000.00

	Escambia County Local Option Sales Tax III					
	Court System					
	410149					
		Budget	Budget	Budget	Budget	Budget
#	Project	2013	2014	2015	2016	2017
	Build out Circuit Courtroom 4th Floor	\$0.00				
	Build out Judges Chambers on 5th Floor		2,000,000.00			
	Elevator Modernization for Judicial Bldg.	0.00				
12JS1882	Judicial Center Improvements					
08JS0012	Security System-Judicial Center/Juvenile					
	Total	\$0.00	\$2,000,000.00	\$0.00	\$0.00	\$0.00

	Escambia County Local Option Sales Tax III					
	Fire Services					
	330228					
		Budget	Budget	Budget	Budget	Budget
#	Project	2013	2014	2015	2016	2017
	Debt Service/330229	748,658.00	748,658.00	748,658.00	600,000.00	610,805.00
09FS0021	Fire Station in Beulah			1,904,380.00		
10FS0045	Fire Station Kingsfield & 29	\$0.00		\$0.00		
08FS0018	Vehicle/Apparatus Replacement	250,000.73	250,000.73	250,000.73	398,658.73	387,853.73
	Total	\$998,658.73	\$998,658.73	\$2,903,038.73	\$998,658.73	\$998,658.73

	Escambia County Local Option Sales Tax III					
	Public Safety					
	330435					
		Budget	Budget	Budget	Budget	Budget
#	Project	2013	2014	2015	2016	2017
08PS0018	3/4 Ton Cab/Chassis and/or 4WD P/U	\$50,370.00	\$51,880.00	\$53,385.00	\$54,933.00	\$55,000.00
08PS0028	Ambulances	680,000.00	700,000.00	720,000.00	925,000.00	950,000.00
	Defibrillators			960,000.00		
	Handheld Pulse OX/Cap Machines		40,000.00			
	Laptop Computers	31,200.00	32,400.00	44,800.00	34,800.00	35,000.00
	Mobile Radios	38,400.00	39,200.00	40,000.00	52,000.00	55,000.00
	Portable Suctions				27,000.00	
	Stairchairs			30,000.00		
	Stretchers			150,000.00		
08PS0048	Animal Transport Unit	15,347.00	15,807.00	16,281.00	16,770.00	17,000.00
10PS0058	Audio Visual Equipment Replacement	100,000.00				
08PS0108	Portable Generator Replacement			22,000.00	22,000.00	
08PS0078	Public Safety Vehicle 4x4 (Pre/Post Disaster)		38,000.00	135,000.00	62,000.00	
08PS0128	Tractor/Chassis Replacement for Command Vehicle			300,000.00		
		\$915,317.00	\$917,287.00	\$2,471,466.00	\$1,194,503.00	\$1,112,000.00

	Escambia County Local Option Sales Tax III					
	Sheriff					
	540115					
		Budget	Budget	Budget	Budget	Budget
#	Project	2013	2014	2015	2016	2017
06SH0028/07SH0019	Sheriff Facilities		0.00			7,561,796.00
	Sheriff's P25 Radios	240,000.00	240,000.00	240,000.00	240,000.00	
08SH0018	Vehicle Replacement	2,941,818.18	2,941,818.18	2,941,818.18	2,941,818.18	3,181,818.18
	Total	\$3,181,818.18	\$3,181,818.18	\$3,181,818.18	\$3,181,818.18	\$10,743,614.18

	Escambia County Local Option Sales Tax III				
	Transportation and Drainage				
	210107				
#	Project	Budget 2013	Budget 2014	Budget 2015	Budget 2016
	Transportation				
08EN0021	Beulah Road Improvements/Beltway				700,000.00
12EN2003	Bobe Street Sidewalks			300,000.00	
	Bridge Renovations	3,016,666.00	1,516,666.00	1,263,170.00	1,016,666.00
	Burgess Road Sidewalks				350,000.00
	Congestion Improvements	0.00	1,808,532.00	737,000.00	1,018,000.00
08EN0068	Dirt Road Paving	2,100,000.00	2,300,000.00	2,500,000.00	2,500,000.00
	E Street (Leonard to Cervantes)				400,000.00
08EN0078	East/West Longleaf Drive	157,064.00		8,000,000.00	8,190,000.00
08EN0105	Drainage				3,000,000.00
11EN1028	ITS Application (Box)				1,462,936.00
10EN0068	JPA/Design Box	0.00			300,154.00
08EN0132	to Navy Point Bridge	300,000.00			
12EN1738	Neighborhood Enhancements	0.00	1,400,000.00	700,000.00	700,000.00
10EN0363	Olive Road	5,900,000.00			
08EN0208	Resurfacing	1,228,674.00	3,452,804.00	1,750,000.00	1,732,689.00
08EN0228	Sidewalks	500,000.00	500,000.00	500,000.00	500,000.00
08EN0211	Sidewalks District I	100,000.00	100,000.00	100,000.00	100,000.00
08EN0268	Traffic Calming				200,000.00
11EN0905	West Roberts Road (Lane Widening)	250,000.00			
11EN1405	Kingsfield Extension	5,520,000.00			
	Total Transportation	\$19,072,404.00	\$11,078,002.00	\$15,850,170.00	\$19,960,851.00
	Drainage				
10EN0433	Avery Street Drainage			1,000,000.00	
08EN0272	Beach Haven			1,700,000.00	
08EN0301	Coral Creek Subdivision Drainage	0.00	785,000.00		
	Cove Avenue/Barmel Drainage		1,328,000.00		0.00
	Crescent Lake				4,000,000.00
	Drainage Basin Studies	450,000.00	0.00	0.00	0.00
	Eleven Mile Creek Restoration			1,000,000.00	0.00
	Improvements			1,000,000.00	
08EN0524	Fairchild Drainage Project			100,000.00	600,000.00
08EN0324	Ferry Pass Zone 4 & 5			120,000.00	
08EN0334	Ferry Pass, Zone 2 Drainage Project			180,000.00	
12EN1742	Gulf Beach Highway		6,000,000.00		
	Highway 297 Drainage				1,772,000.00
	Jackson Street, Elysian Drainage				
	Improvements		1,500,000.00		
	L Street Pond Expansion		600,000.00		
09EN0572	Myrtle Grove Jackson			1,350,000.00	0.00
	Rebel Road	0.00		0.00	2,000,000.00
	Water Quality/Flood Control	0.00	0.00	0.00	190,000.00
	Total Drainage	\$450,000.00	\$10,213,000.00	\$5,100,000.00	\$3,962,000.00

FY 2012-2016 CIE Annual Update

**Parks & Recreation LOS Analysis
Report w/ Recreational Service District &
Park Location Map**

Parks / Open Space LOS Analysis
Michael Rhodes, Department Director
Parks & Recreation

The current LOS standard for recreation and open space, as identified in the Escambia County Parks and Recreation Comprehensive Master Plan and in Comprehensive Plan Policy REC 1.3.6, is listed as follows:

Barrier Island RSD 1 acre/1000 people within the Recreation Service District.

Urban RSD 1 acre/1000 people within the Recreation Service District.

Suburban RSD 1 acre/1000 people within the Recreation Service District.

Rural RSD 1 acre/1000 people within the Recreation Service District.

When reviewing the current park inventory, Escambia County meets and or exceeds the adopted LOS for parks and recreation.

Recreation Service District	Park Classification	Acreage	Number of Locations
Barrier Island	Neighborhood	5.98	7
	Community Centers	0	0
	Regional	918	8
	Undeveloped	0	0
	TOTAL	923.98	15
Urban	Neighborhood	84.85	44
	Community Centers	16	5
	Regional	251.7	17
	Undeveloped	385	1
	TOTAL	737.55	67
Suburban	Neighborhood	99.38	24
	Community Centers	7	2
	Regional	762.65	19
	Undeveloped	7	2
	TOTAL	876.03	46
Recreation Service District	Park Classification	Acreage	Number of Locations
Rural	Neighborhood	9	4
	Community Centers	12	5
	Regional	291	12
	Undeveloped	0	0
	TOTAL	312	21

Escambia County has identified revised standards to include park categories, special use parks and amenities for the development of future and existing park inventory. The newly proposed LOS Standards for Parks and Recreational Facilities by Population are identified in the Escambia County 2007 EAR, Table 4.10.

The justification for including park development funding in the Capital Improvement Program is for the addition of park amenities, such as, playground structures, park shelters, sports fields and courts, open play spaces and nature trails.

Although the County has successfully maintained its adopted LOS standards for recreation and open space, these standards do not address the type of recreation or open space within each RSD, or any amenities provided on those properties. Therefore, additional LOS standards are needed.

NAME	TYPE	RSD	CATEGORY
HERITAGE LAKES NORTH	NEIGHBORHOOD UNIMPROVED	SUBURBAN / URBANIZING	NEIGHBORHOOD
INNERHARITY BEACH	PUBLIC BEACH	SUBURBAN / URBANIZING	NEIGHBORHOOD
SPANISH TRAIL VILLA	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
WILDLIFE SANCTUARY OF NW FLORIDA	NATURE PRESERVE	URBAN	COMMUNITY
AVIATION FIELD	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
BARBS FIELD ATHLETIC PARK	ATHLETIC	SUBURBAN / URBANIZING	COMMUNITY
BELLVIEW ATHLETIC PARK	ATHLETIC	SUBURBAN / URBANIZING	COMMUNITY
HARVEY C BRADBERRY - EARNEST WARD MEMORIAL PARK	ATHLETIC	RURAL	REGIONAL
BRENT ATHLETIC PARK	ATHLETIC	URBAN	REGIONAL
SANTA MARIA PLAZA	ATHLETIC	SUBURBAN / URBANIZING	COMMUNITY
DON SUTTON PARK	ATHLETIC	URBAN	REGIONAL
JOHN R JONES JR ATHLETIC PARK	ATHLETIC	URBAN	REGIONAL
LEWIS POWELL PARK	ATHLETIC	URBAN	COMMUNITY
MAYFAIR COMMUNITY CENTER	COMMUNITY CENTER	URBAN	COMMUNITY
MYRTLE GROVE ATHLETIC PARK	ATHLETIC	URBAN	REGIONAL
RAYMOND RIDDLES PARK	ATHLETIC	URBAN	COMMUNITY
CANTONMENT YOUTH ATHLETIC PARK	ATHLETIC	SUBURBAN / URBANIZING	REGIONAL
BOGIA	BOAT RAMP	RURAL	COMMUNITY
MYSTIC SPRINGS BOAT RAMP	BOAT RAMP	RURAL	COMMUNITY
CORNADA BOAT RAMP	BOAT RAMP	SUBURBAN / URBANIZING	NEIGHBORHOOD
COTTON LAKE	BOAT RAMP	RURAL	COMMUNITY
GALVEZ BOAT RAMP	BOAT RAMP	SUBURBAN / URBANIZING	REGIONAL
HERON BAYOU BOAT RAMP	BOAT RAMP	SUBURBAN / URBANIZING	COMMUNITY
MOLINO FAIRGROUNDS PARK BOAT RAMP	BOAT RAMP	RURAL	COMMUNITY
NAVY POINT BOAT RAMP	BOAT RAMP	URBAN	REGIONAL
PENSACOLA SHIPYARD BOAT RAMP	BOAT RAMP	URBAN	REGIONAL
FELIX MIGA COMMUNITY CENTER	COMMUNITY CENTER	URBAN	COMMUNITY
FORTE ESTATES PARK	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
SRIA - FORT PICKENS GATE BOAT RAMP	BOAT RAMP	BARRIER ISLANDS	REGIONAL
BEULAH PARK & COMMUNITY CENTER	COMMUNITY CENTER	SUBURBAN / URBANIZING	COMMUNITY
BLUFF SPRINGS	NEIGHBORHOOD UNIMPROVED	RURAL	COMMUNITY
BYRNEVILLE PARK & COMMUNITY CENTER	COMMUNITY CENTER	RURAL	COMMUNITY
DAVISVILLE COMMUNITY CENTER	COMMUNITY CENTER	RURAL	COMMUNITY
DORRIE MILLER PARK & COMMUNITY CENTER	COMMUNITY CENTER	URBAN	COMMUNITY
ENGLEWOOD PARK & COMMUNITY CENTER	COMMUNITY CENTER	URBAN	COMMUNITY
QUINTETTE ATHLETIC PARK & COMMUNITY CENTER	COMMUNITY CENTER	SUBURBAN / URBANIZING	COMMUNITY
AYONDALE PARK	NEIGHBORHOOD	SUBURBAN / URBANIZING	NEIGHBORHOOD
R L KING PARK	NEIGHBORHOOD	SUBURBAN / URBANIZING	NEIGHBORHOOD
BRENTWOOD PARK	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
BRISTOL PARK	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
CARRAGE HILLS/CHARBAR PARK	NEIGHBORHOOD	SUBURBAN / URBANIZING	NEIGHBORHOOD
CARVER PARK	NEIGHBORHOOD	SUBURBAN / URBANIZING	COMMUNITY
CHIMES WAY PARK	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
CORRY PARK I	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
MAX DICKSON PARK	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
DIEGO CIRCLE	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
HARVESTER HOMES PARK I	NEIGHBORHOOD	SUBURBAN / URBANIZING	NEIGHBORHOOD
HARVESTER HOMES PARK II	NEIGHBORHOOD	SUBURBAN / URBANIZING	NEIGHBORHOOD
LEXINGTON TERRACE PARK	COMMUNITY CENTER	URBAN	REGIONAL
JAUNITA WILLIAMS PARK	COMMUNITY CENTER	URBAN	COMMUNITY
LAKEWOOD PARK	GREENWAY	URBAN	NEIGHBORHOOD
LINCOLN PARK	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
MEADOWBROOK PARK I	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
MOLINO FAIRGROUNDS PARK	NATURE PRESERVE	RURAL	COMMUNITY
NAVY POINT WATERFRONT PARK	PUBLIC BEACH	URBAN	REGIONAL
O'CONNOR - COLLING COMMUNITY PARK	NEIGHBORHOOD	SUBURBAN / URBANIZING	COMMUNITY
OAKCREST PARK	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
OAKFIELD ACRES I	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
OLD ENSLEY SCHOOL PARK	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
OSCEOLA PARK I	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
REGENCY PARK	NEIGHBORHOOD	URBAN	COMMUNITY
SHADY TERRACE PARK	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
SHELL ROAD PARK	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
GENE PICKERILL PARK	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
ST AUGUSTINE PARK	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
TANGEN HEIGHTS PARK	NEIGHBORHOOD	SUBURBAN / URBANIZING	NEIGHBORHOOD
TULIP PARK	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
ASHTON BROSNAHAM PARK	ATHLETIC	SUBURBAN / URBANIZING	REGIONAL
HELLEN CARO ELEMENTARY SCHOOL	NEIGHBORHOOD	SUBURBAN / URBANIZING	NEIGHBORHOOD
LAKE STONE CAMPGROUND	SPECIAL USE	RURAL	REGIONAL
SRIA - PENSACOLA BEACH SOUND SIDE	NATURE PRESERVE	BARRIER ISLANDS	REGIONAL
PENSACOLA FISHING PIER	FISHING PIER	URBAN	REGIONAL
PERDIDO KEY (SANDY KEY)	BEACH ACCESS	BARRIER ISLANDS	REGIONAL
PERDIDO KEY 1 (GULF SIDE)	BEACH ACCESS	BARRIER ISLANDS	REGIONAL
PERDIDO KEY 2 (RIVER ROAD)	BEACH ACCESS	BARRIER ISLANDS	REGIONAL
MARIE ELLA DAVIS PARK & COMMUNITY CENTER	COMMUNITY CENTER	URBAN	COMMUNITY
OAK GROVE PARK & COMMUNITY CENTER	COMMUNITY CENTER	RURAL	COMMUNITY
AERO VISTA PARK	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
WEDGEWOOD PARK	NEIGHBORHOOD	URBAN	COMMUNITY
SRIA - CROWLEY PARK	NEIGHBORHOOD	BARRIER ISLANDS	NEIGHBORHOOD
WOODLANDS PARK	NEIGHBORHOOD	SUBURBAN / URBANIZING	NEIGHBORHOOD
CIVITAN PARK	NEIGHBORHOOD	URBAN	NEIGHBORHOOD
TWIN LAKES ESTATES PARK	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
RAINES TERRACE	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
RIVER GARDENS	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
BARRINGTON COURT	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
MAYFAIR PARK II	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
OAKFIELD ACRES II	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
BEGGS LANE PARK	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
CORRY PARK II	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
GONZALEZ PARK	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
SOUTH FAIRFIELD PARK	NEIGHBORHOOD	URBAN	NEIGHBORHOOD

NAME	TYPE	RSD	CATEGORY
BRENDA LANE PARK	NEIGHBORHOOD UNIMPROVED	URBAN	COMMUNITY
GARCON BAYOU NATURE PARK	NATURE PRESERVE	SUBURBAN / URBANIZING	COMMUNITY
SERENITY PARK	NEIGHBORHOOD UNIMPROVED	SUBURBAN / URBANIZING	NEIGHBORHOOD
RIVER ROAD PARK	NEIGHBORHOOD	BARRIER ISLANDS	NEIGHBORHOOD
OSCEOLA PARK II	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
MEADOWBROOK PARK II	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
OSCEOLA PARK III	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
OAK PARK	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
STAR LAKE	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
BRATT PARK	NEIGHBORHOOD UNIMPROVED	RURAL	NEIGHBORHOOD
PINE VALLEY	NEIGHBORHOOD UNIMPROVED	SUBURBAN / URBANIZING	NEIGHBORHOOD
BARRINEAU PARK & COMMUNITY CENTER	COMMUNITY CENTER	RURAL	COMMUNITY
BILL DICKSON PARK	NATURE PRESERVE	SUBURBAN / URBANIZING	REGIONAL
NAVY POINT TRIANGLE PARK	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
WALNUT HILL COMMUNITY CENTER	COMMUNITY CENTER	RURAL	COMMUNITY
PERDIDO RIVER WALK	GREENWAY	SUBURBAN / URBANIZING	REGIONAL
EMERALD SHORES PARKS	NEIGHBORHOOD UNIMPROVED	SUBURBAN / URBANIZING	NEIGHBORHOOD
LAKE STONE BOAT RAMP	BOAT RAMP	RURAL	REGIONAL
SRIA - QUIETWATER BEACH BOAT RAMP	BOAT RAMP	BARRIER ISLANDS	REGIONAL
MAYFAIR PARK I	ATHLETIC	URBAN	NEIGHBORHOOD
JONES SWAMP PRESERVE	GREENWAY	URBAN	REGIONAL
MOLINO FIRE DEPARTMENT PARK	NEIGHBORHOOD	RURAL	NEIGHBORHOOD
TREASURE HILLS PARK	NEIGHBORHOOD UNIMPROVED	SUBURBAN / URBANIZING	COMMUNITY
PERDIDO KIDS PARK	NEIGHBORHOOD	SUBURBAN / URBANIZING	REGIONAL
KINGSFIELD PARK	NEIGHBORHOOD UNIMPROVED	SUBURBAN / URBANIZING	COMMUNITY
SRIA - QUIETWATER BEACH RECREATION AREA	PUBLIC BEACH	BARRIER ISLANDS	REGIONAL
SRIA - CASINO BEACH RECREATION AREA	PUBLIC BEACH	BARRIER ISLANDS	REGIONAL
PERDIDO MANOR	NEIGHBORHOOD UNIMPROVED	SUBURBAN / URBANIZING	NEIGHBORHOOD
WOODRUM PARK	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
EL DORADO PARK	NEIGHBORHOOD UNIMPROVED	SUBURBAN / URBANIZING	NEIGHBORHOOD
VILLA DE CASA PARK	NEIGHBORHOOD UNIMPROVED	SUBURBAN / URBANIZING	NEIGHBORHOOD
HERITAGE LAKES	NEIGHBORHOOD UNIMPROVED	SUBURBAN / URBANIZING	NEIGHBORHOOD
SRIA - FORT PICKENS GATE RECREATION AREA	PUBLIC BEACH	BARRIER ISLANDS	REGIONAL
WATERS BEACH PARK	NEIGHBORHOOD UNIMPROVED	SUBURBAN/URBANIZED	NEIGHBORHOOD
MURR HEIGHTS PARK	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
BAYOU GRANDE BLVD RIGHT OF WAY	PUBLIC BEACH	URBAN	REGIONAL
WELLER BOAT RAMP	BOAT RAMP	SUBURBAN / URBANIZING	NEIGHBORHOOD
SRIA - PENSACOLA BEACH GULF PIER	FISHING PIER	BARRIER ISLANDS	REGIONAL
PERDIDO BAY COUNTRY CLUB ESTATES	NATURE PRESERVE	SUBURBAN / URBANIZING	NEIGHBORHOOD
MARINERS OAKS	GREENWAY	SUBURBAN / URBANIZING	NEIGHBORHOOD
YOKUM COURT	NEIGHBORHOOD UNIMPROVED	URBAN	NEIGHBORHOOD
LEXINGTON TERRACE PARK	GREENWAY	URBAN	REGIONAL
BLUFF SPRINGS	BOAT RAMP	RURAL	COMMUNITY
BILL DICKSON PARK	BOAT RAMP	SUBURBAN / URBANIZING	REGIONAL
QUINTETTE ATHLETIC PARK & COMMUNITY CENTER	ATHLETIC	SUBURBAN / URBANIZING	COMMUNITY
RIVER ROAD PARK II	NEIGHBORHOOD UNIMPROVED	BARRIER ISLANDS	NEIGHBORHOOD
ESCAMBIA COUNTY EQUESTRIAN CENTER	SPECIAL USE	SUBURBAN / URBANIZING	REGIONAL
JACK REDDIX PARK	NEIGHBORHOOD	SUBURBAN / URBANIZING	NEIGHBORHOOD
SRIA - PENSACOLA BEACH EAST	PUBLIC BEACH	BARRIER ISLANDS	REGIONAL
SOUTH ESCAMBIA SPORTS COMPLEX	ATHLETIC	SUBURBAN	REGIONAL



Santa Rosa County, FL

Legend

ESCAMBIA_COUNTY_PARKS

TYPE

- ATHLETIC
- BEACH ACCESS
- BOAT RAMP
- COMMUNITY CENTER
- FISHING PIER
- GREENWAY
- NATURE PRESERVE
- NEIGHBORHOOD
- NEIGHBORHOOD UNIMPROVED
- NEIGHBORHOOD UNIMPROVED
- PUBLIC BEACH
- SPECIAL USE

MAJOR_ROADS

- sde_vec ESCAMBIA.MAJOR_ROADS
- MAJOR_ROADS

SERVICE_DISTRICTS

RSD

- BARRIER ISLANDS
- RURAL
- SUBURBAN / URBANIZING
- URBAN

Alabama

PERDIDO RIVER

ESCAMBIA RIVER

ESCAMBIA BAY

PENSACOLA BAY

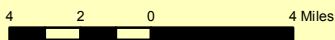
GULF BREEZE

SANTA ROSA SOUND

GULF OF MEXICO

ESCAMBIA COUNTY PARKS & SVC DISTRICTS 2012-2013

This map was prepared by the Escambia County Development Services and is provided for information purposes only. The data is not guaranteed accurate or suitable for any use other than



FY 2012-2016 CIE Annual Update

Solid Waste LOS Analysis Report

Solid Waste LOS Analysis - 2012

Brent Schneider

Department of Solid Waste Management

Manager Engineering & Environmental Quality

The adopted level of service standard for solid waste is a disposal rate of six pounds per capita per day. Escambia County continues to maintain its solid waste level of service commitments under the comprehensive plan, which is to provide adequate municipal solid waste disposal capacity of 6 pounds per capita per day by allocating funding for future landfill construction and closure of cells. These cells are required since the County must provide adequate disposal capacity for its citizens. The population growth is anticipated to be 1% for the near future, so the County funds the cell expansion as required to ensure there is no deficiency in required landfill capacity. Currently, the average waste acceptance is 700 tons/day and compaction density for our waste stream averages at least 1500 pounds per cubic yard. This compaction rate may change in the future as the methodology and waste compositions vary.

The Perdido Landfill has remaining filling capacity through the end of 2015 based on the current footprint. Perdido Landfill Mining Phase I was completed at the end of 2011 and will facilitate construction of the future expansion cell, Section 5 Cell 1A. Funding for construction of Section 5 Cell 1A will be included in Fiscal Years 2014 and 2015 at \$7,500,000. Construction of Section 5 Cell 1A will begin in early 2014 and will be available for use in early 2015 with a four-year capacity.

Funding for the closure costs are accrued and escrowed each year as required by Chapter 62-701, F.A.C.,. The total acreage for the Perdido Landfill facility is 955 acres, which includes permitted disposal areas, service areas, materials recycling and yard waste recycling, 352 acres, conservation 172 acres and future expansion (Section Six), 431 acres. The current build-out for disposal is 141 acres, through Section 5, Cell 3 providing solid waste disposal capacity through 2033. Disposal capacity in Section Six is estimated at 50 to 70 years. All capital projects underway and into the near future are fully funded.

Clearly, with the appropriately timed expansions, the County has sufficient capacity at the Perdido Landfill to accommodate current development and growth during the planning period.

FY 2012-2016 CIE Annual Update

Storm water/Drainage LOS Analysis Report

Stormwater / Drainage LOS Analysis
Joy Blackmon, County Engineer

Escambia County has determined that proper management of stormwater is necessary to reduce the frequency of flooding and to improve the quality of runoff reaching surface water bodies. To this end, the County contracted with stormwater consultants to develop a Stormwater Master Plan that was completed in November 1994. The plan included inventories of existing stormwater systems throughout the County, and it included detailed studies of 3 of the county's 41 major watershed drainage basins. Also in the plan, future stormwater improvement projects were identified and ranked according to selected criteria. The preliminary Capital Improvement Plan Project List contained 87 proposed projects, and from this list, the County Commission selected 30 of the projects to be completed in a 3-year Capital Improvement Plan (CIP). It was the County's intent to periodically update the Stormwater Master Plan and construct the projects that were identified in the Capital Improvement Plan Project List in an orderly fashion.

In 1998, Escambia County was issued its first National Pollutant Discharge Elimination System (NPDES) Permit for its Municipal Separate Storm Sewer System (MS4). This permit was renewed in January 2012. One of the requirements of the NPDES Permit is a long-term stormwater quality-monitoring program designed to document and illustrate improvements in the County's stormwater management program. The NPDES Stormwater Monitoring Plan will be implemented for the duration of the permit (5 years), and it has the goal of identifying sources and impacts of specific stormwater pollutants, as well as identifying the most cost-effective stormwater controls.

In addition to the county's NPDES Permit water quality monitoring requirement, the Florida Department of Environmental Protection (FDEP) is conducting additional water quality monitoring within the Escambia Bay System, and within the Perdido Bay System. This additional sampling is being done to confirm which waterbodies will comprise the new 303(d) Verified List of Impaired Waters. The waterbodies that are placed on the Verified List will be required to have Total Maximum Daily Loads (TMDLs) calculated for them. These TMDLs will restrict future allowable discharges in watersheds that have one or more impaired waters, and thus potentially restrict future economic development in those impaired watersheds. FDEP has encouraged local governments to stay involved in the TMDL process, so the county has elected to assist FDEP with the additional TMDL sampling, data collection, and analysis in Escambia and Perdido Bay watersheds. These TMDL monitoring activities, as well as the NPDES Stormwater Monitoring Plan permit requirement, have necessitated the need for Escambia County to become more actively involved in assessing water quality by employing water quality sampling personnel and purchasing water quality sampling equipment.

In September 2003, the County prepared the *Escambia County Ambient Water Quality Report*, which is the first phase of the countywide watershed management approach. This report provides a preliminary evaluation of the status of water quality in Escambia County utilizing the FDEP methodology described in Chapter 62-303 F.A.C. (*Identification of Impaired Surface Waters and Criteria for Surface Water Quality Classification*). In this report, statistical analysis of water quality data was utilized to list and rank Escambia County water bodies according to their degree of water quality impairment. This ranking enables the county to prioritize stormwater and water quality improvement projects in those watersheds that are most impaired and, therefore, most in need of improvement projects.

In December 2003, the county prepared the *LOST Funding for Stormwater Management – Flooding and Water Quality Enhancement Program Report*, which is a review of flooding and stormwater quality improvement projects funded by the County's Local Option Sales Tax (LOST) program. Projects included in the report are the paving and stabilization of dirt roads to reduce sedimentation and turbidity in streams, and the installation of structural stormwater Best Management Practices (BMPs) to reduce flooding and improve water quality. Projects that were completed are reviewed in the report, and projects that are proposed are discussed to examine their anticipated benefits. This report effectively analyzes the flooding and water quality enhancement benefits that have been achieved by the County, and it updates the County's Stormwater Master Plan basin by basin.

Of the County's 41 watershed drainage basins, detailed basin master plan studies have been completed for 18 of these basins. It is anticipated that additional basin studies will be contracted most successive years until all 41-basin master plan studies are completed. This watershed basin approach identifies current structural stormwater systems that exist in each drainage basin, surveys property owners within the basins to determine their concerns, and identifies recommended future stormwater and drainage projects that will reduce flooding and improve water quality in each basin.

Our current watershed study is focused on District 2 (Southwest area of the County). Existing basin studies are being reviewed to assist in prioritizing drainage projects in the District. The next basin study considered is Garcon Swamp and portions of the Southwest basin. Funds have been identified to initiate these basin studies during the 2013-2017 budget years.

The County currently continues the Basin study program in an effort to stay ahead of anticipated growth in terms of water quality and flood control, correct existing deficiencies with flooding and water quality, and develop reasonable cost estimates and priority schedules to ensure proper planning and funding of future infrastructure needs.

FY 2012-2016 CIE Annual Update

**Transportation & Traffic LOS Analysis Report
w/ De Minimis Report, Traffic Volume & LOS Report
and 2005 Federal Functional Classification Map**

Transportation & Traffic LOS Analysis for 2013 – 2017 CIP
Colby Brown, Division Manager

Escambia County has implemented approximately \$28 million of local funds (LOST III) from 2008 to 2011 with approximately \$36 million budgeted for FY 2012-13. An additional \$80 M is allocated between 2013 to 2017 part of which goes to ensure that we maintain the expected LOS on state and local roadways. Escambia County will continue to be a partner to ensure transportation needs are achieved.

Escambia County has a Concurrency Management System in place to integrate the updated transportation variables and ensure appropriate transportation infrastructure is available as development comes on-line. This system has been operational for more than ten years. The concurrency management system also ensures facilities will be in place to monitor development activities as well as area activities that may have an impact to county roadway infrastructure. The County will continue to use and pursue all alternatives to provide additional revenue sources to meet the growing demand for better mobility. These sources will include such resources as Proportionate Fair Share, Turn Lane Mitigation, Local Option Sales Tax, Transportation Regional Incentive Programs, County Incentive Grants, and Contributions by Development Agreements.

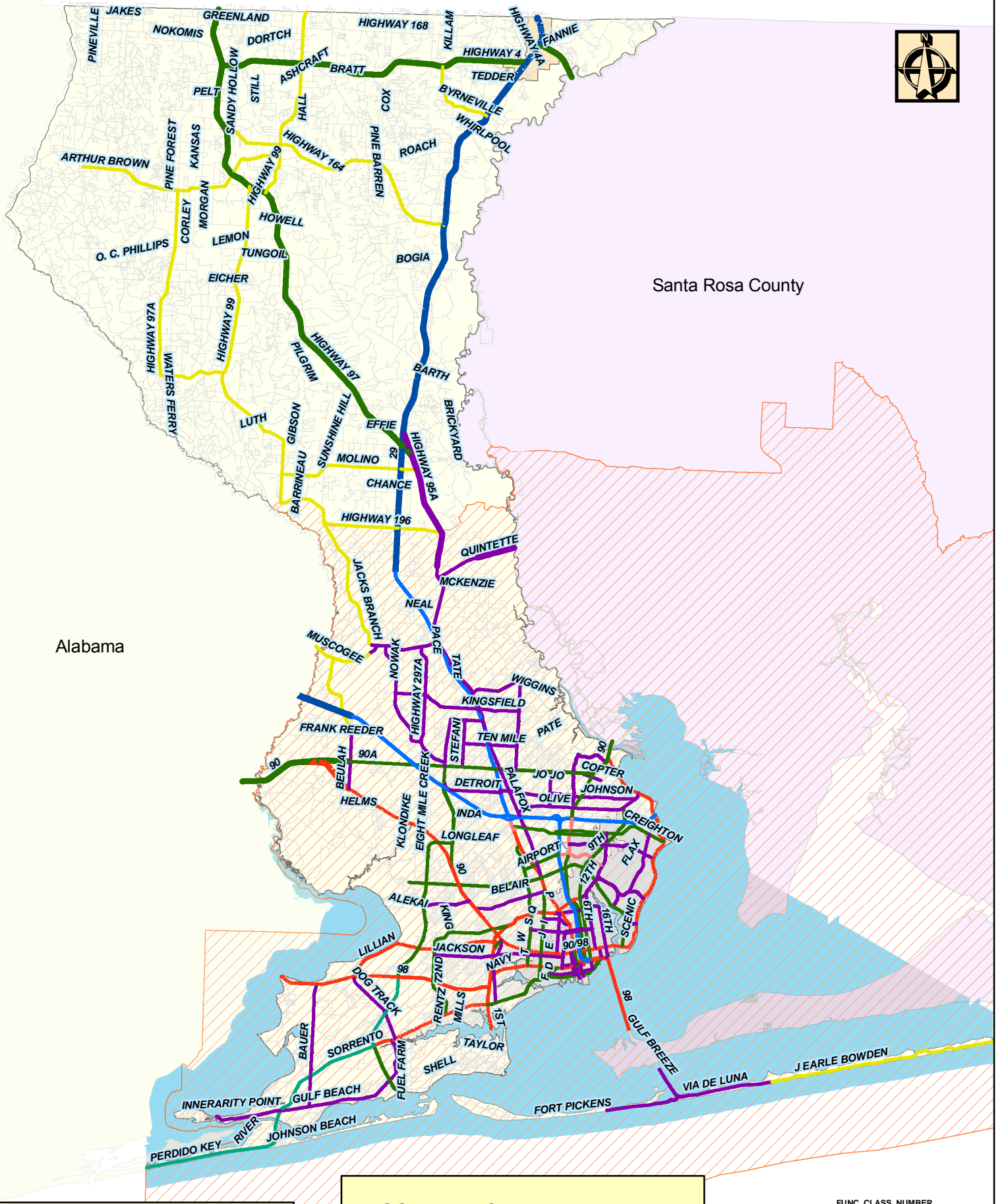
Escambia County conducts annual evaluations on all roadways exceeding 75% capacity used because Florida Department of Transportation (FDOT) annual counts have an 18 month delay for count data published. This will ensure no roadway will exceed capacity or action needed during the time laps. The typical concurrency report is based upon the Florida Traffic Information updated annually provided by FDOT. The FL-AL Transportation Planning Organization (TPO) runs the traffic models and prioritizes the list of FDOT projects as well as occasional County projects. Please reference the FL-AL TPO Cost Feasible Report and the Concurrency Management Systems Manual for more information on the methodology.

The Traffic Volume and Level of Service Report (LOS Report) for the County's roadway network is included in this report. The LOS standards for transportation are reviewed and adjusted (as necessary) to comply with the expected quality of travel. The County is exploring the link between transportation levels of service with respect to the expected future lane uses. The County will continue to provide LOS reports and potential mitigation options to County and local officials.

Escambia County De Minimus Records

Statewide trend of decreased traffic volumes have also been reflected on Escambia County roadways. The 2009 counts used in the county's traffic concurrency management system show that no roadway segments exceed 100 percent of capacity. Per s.163.3180(6) Florida Statutes there are no projects to report.

Road Name	Percent Capacity Used	Project Name	Evacuation Route



Alabama

Santa Rosa County

This map was prepared by Escambia County Development Services and is provided for information only. It is not to be used for development of construction plans or any other type of engineering services based on the information depicted herein and is maintained for the function of this office only. Data is not guaranteed accurate or suitable for any use other than that for which it gathered.

ESCAMBIA COUNTY FLORIDA 2005 FEDERAL FUNCTIONAL CLASSIFICATION

0 2 4 6 8 10 12
Miles

FUNC_CLASS_NUMBER
■ Principal Arterial-FHHS-SIS RURAL
■ Principal Arterial-Rural
■ Minor Arterial-Rural
■ Major Collector-Rural
■ Minor Collector-Rural
■ Principal Arterial-FHHS-SIS URBANIZED
■ Principal Arterial-Urbanized
■ Collector-Urbanized-Major & Minor
■ TRIP Funded Arterial
■ Emerging SIS Connector Funded Arterial
■ LOCAL ROAD
■ FL_AL TPO URBAN BOUNDARY

BUREAU: NEIGHBORHOOD & ENVIRONMENT SERVICES
DEPARTMENT: COMMUNITY AFFAIRS
DIVISION: MASS TRANSIT

MISSION STATEMENT

The mission of the Escambia County Area Transit System is to provide the citizens with mass transportation services throughout the Escambia County urban area in a safe, comfortable, efficient, and timely manner at a reasonable cost.

PROGRAM DESCRIPTION

Mass Transit is responsible for the County bus transportation program. This service is managed through a contract with First Transit. The program receives funding from passenger revenue, contributions from Escambia County, SRIA, UWF, FDOT, and FTA grants for capital expenses. ECAT also administers the Escambia County Complimentary Paratransit Service in compliance with the Americans with Disabilities Act, the County contribution to TDAC, the Non-urbanized area transportation program, and provides maintenance services to non-transit vehicles including fire service and EMS vehicles.

GOALS & OBJECTIVES – AT RECOMMENDED FUNDING LEVEL

- Maintain passenger ridership at the highest-level possible consistent with a service level determined by fiscal constraints.
- Maintain fare box revenue at the highest-level possible consistent with ridership and the latest BCC approved service level and fare structure.
- Reduce operating expenses to a minimum consistent with service level, fare box revenues, and federal, state and local contributions.

SIGNIFICANT CHANGES FOR 2012 – 2013

This FY13 ECAT budget is based on maintaining an overall cost that is in line with FY12. It is anticipated that farebox revenue will increase gradually as a result of the BCC approved FY08 fare increase and anticipated ridership increase. The FY12 service level will be maintained with adjustments as necessary due to TDP recommendations and fiscal constraints. Fuel cost increases may require further adjustments to the service level to remain within the funding constraints.

PERFORMANCE MEASURES

Fixed Route		2010-11	2011-12	2012-13
	<u>Description</u>	<u>Actual</u>	<u>Actual</u>	<u>Proposed</u>
Passenger Trips		1,152,375	1,318,201	1,320,000
Vehicle Miles per Capita		4.52	4.70	4.70
Passenger Trips per Capita		3.75	4.29	4.30
Revenue Miles between Roadcalls		9,382	8,914	9,400
Operating Revenue Per Operating Expense		20.1%	19.0%	19.0%
Operating Expense per Revenue Mile		\$4.87	\$4.96	\$4.96

PERFORMANCE MEASURES

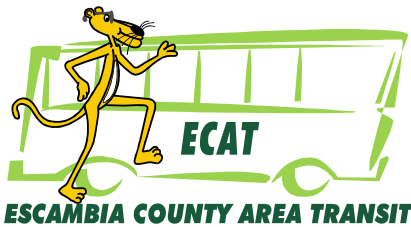
ADA Paratransit Service <u>Description</u>	2010-11 <u>Actual</u>	2011-12 <u>Actual</u>	2012-13 <u>Proposed</u>
Passenger Trips	56,381	56,186	56,200
Vehicle Miles per Capita	1.13	1.17	1.17
Passenger Trips per Capita	0.18	0.18	0.18
Operating Revenue Per Operating Expense	12.4%	11.6%	11.6%
Operating Expense per Revenue Mile	\$3.74	\$4.15	\$4.15

STAFFING ALLOCATION

<u>Position Classification</u>	<u>Pay Grade</u>	2010-11 <u>Authorized</u>	2011-12 <u>Authorized</u>	2012-13 <u>Proposed</u>
No County Employees at ECAT.				

FY 2012-2016 CIE Annual Update

**Mass Transit LOS Analysis Report
w/ ECAT Bus Routes Map & ECAT System Map**



MEMORANDUM

To: Marilyn Wesley, Director, Community Affairs Department

From: Chris Westbrook, Finance Director, ECAT

Date: April 5, 2012

Re: FY11/12 and FY12/13 Mass Transit Operating and Capital Budgets (Funds 104 & 320)

The attached information for the FY11/12 and FY12/13 Mass Transit Budget is provided in accordance with the Escambia County FY2011/2012 Budget Preparation Manual.

1. Expenditure Budgets for FUND 104 Cost Centers 360501, 360503, 360504, 360520, 360522, and for the FUND 320 FY2012 Capital Grant;
2. Revenue Estimates for Fund 104, Mass Transit Fund and Fund 320, FTA Capital Projects Fund.
3. ECAT Goals and Objectives

The Operating Budgets for Mass Transit have been prepared at the Current Service Level with no wage increases, however, cost increases have been estimated for some cost items, i.e. Group Health Plans, Workers Compensation and Florida Unemployment Insurance, PL/PD Insurance, and several material and supplies items. Fuel cost has been increased to \$3.75/gallon for FY2012, and to \$4.50/gallon for FY2013. Fuel increases also result in increased costs for ADA Paratransit Services purchased from the CTC. It should be noted that the FY11 Federal Budget, and FTA apportionments, have not been finalized, therefore FTA and FDOT funding included in these budgets are estimates based on passed apportionments.

FDOT Planning documents indicate that Escambia County will receive an additional \$ 1,498,333 in Service Development Funding for ECAT during fiscal years 2012, 2013, & 2014. This funding still must have final approval by both FDOT and the Governor, therefore it has not been included in these budgets. This funding provides for several routes already included in these budgets, and future service changes in accordance with the TDP currently being developed. If this funding is approved, it will result in a significant reduction in the County Contribution.

Please call me at 595-3228 ext. 218 if you require additional information.

cc: Larry Newsom, County Administrator
Kenneth Gordon, General Manager, ECAT
Regina Hall, Budget Analyst

Escambia County Area Transit System Map

Effective
August 2012



FY 2012-2016 CIE Annual Update

FL-AL TPO FY 2013-2017 TIP



FY 2013 -2017 Transportation Improvement Program (TIP)

Adopted: June 13, 2012

Amended: September 11, 2013

“...planning for the future transportation needs of the Pensacola FL-AL Urbanized Area...”

For information regarding this document, please contact:

Gary Kramer

TPO Staff/ WFRPC Transportation Planner

Gary.Kramer@wfrpc.org



Staff to the TPO

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Suite A Pensacola, FL
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Telephone – 1.800.226-8914
Fax - 850.637.1923

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

Public participation is solicited without regard to race, color, national origin, sex, age, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or those requiring language translations services (free of charge) should contact Rhonda Grice at (850) 332-7976, ext 214 or (1-800-995-8771 for TTY- Florida) or by email at Rhonda.grice@wfrpc.org

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The Transportation Improvement Program (TIP) is developed by the Florida-Alabama Transportation Planning Organization (TPO) on an annual basis. The TPO is a federally and state mandated and funded planning organization tasked with ensuring that transportation planning is continuing, cooperative, and comprehensive. The TPO is comprised of elected officials representing the planning area. The Florida-Alabama TPO has representatives for the following areas (number of seats on the TPO is based on populations):

- 5- Escambia County Commissioners
- 5- Santa Rosa County Commissioners
- 1- Baldwin County Commissioner
- 5- Pensacola City Council Members
- 1- Milton City Council Member
- 1- Gulf Breeze City Council Member

The purpose of the TIP is to provide a project listing that reflects the needs and desires of the TPO Study Area. The TIP is also developed to reflect the financial restraints within the various funding sources and programs. The TIP is a multi-year plan for transportation improvements within the TPO Study Area; it contains information about the type of work to be completed, project phasing, estimated costs, and funding sources. The Code of Federal Regulations defines the Transportation Improvement Program (TIP) as a “prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by a MPO (metropolitan planning organization) as part of the metropolitan planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53” [23 C.F.R 450.104]. Florida Statute requires the addition of a fifth year to the TIP [339.175(8)(c)(1)]. The TIP is also required to include all regionally significant projects, regardless of funding [23 C.F.R 450.324(d)].

The TIP is developed by the Florida-Alabama TPO in cooperation with the Florida Department of Transportation (FDOT), the Alabama Department of Transportation (ALDOT), Escambia County Area Transit (ECAT), Baldwin Rural Area Transportation System (BRATS), Pensacola International Airport, Peter Prince Field, the Port of Pensacola, and local governments. These cooperating agencies provide the Florida-Alabama TPO with estimates of available federal and state funds for use in development of the financial plan. The TIP is financially constrained for each year and identifies the federal, state, and regionally significant projects that can be implemented using existing revenue sources as well as those projects that are to be implemented through use of projected revenue sources based upon the FDOT and ALDOT Final Work Programs and locally dedicated transportation revenues.

In accordance with federal and state laws, this TIP covers four fiscal years and is consistent with the Florida Transportation Plan, the Florida-Alabama Long Range Transportation Plan (LRTP), the Congestion Management Process Plan (CMPP), and local government comprehensive plans. The TIP contains project information for the construction and maintenance of the transportation facilities of the TPO Study Area. Facility types vary from roads, highways, and bridges to seaports, airports, and bicycle and pedestrian accommodations. The TIP also includes project information for the various public transportation systems such as local bus and trolley systems and the Transportation Disadvantaged Program.

A list of commonly used acronyms is in this TIP as *Appendix 1*. A list of phase and funding codes is in this TIP as *Appendix 2*. For projects that have phases before or after the years covered by this TIP, *Appendix 3* provides detailed project status information.

Project Selection

Project selection is dependent on the priorities for the various projects and on financial constraints. The selection of priorities for the TPO Study Area involves various forms of input including input from the citizens and through the Citizens' Advisory Committee, Technical Coordinating Committee, and the Bicycle/Pedestrian Advisory Committee making recommendations to the TPO.

Projects are also selected as set forth in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) legislation that was signed into law by President Bush on August 10, 2005. All TPO's were expected to incorporate these requirements into their respective transportation plans effective July 1, 2007. The following lists important highlights of the SAFETEA-LU legislation:

1. TIP/STIP must be updated at least every four (4) years and contain four years worth of projects.
2. Plans must be consistent with planned growth and development plans (LRTP).
3. Security of the transportation system to be a "stand-alone" planning factor, and an increased priority from previous legislation.
4. MPO plans should include operational and management strategies to enhance the performance of the existing transportation facilities ability to relieve traffic congestion and maximize the safety of people and products.
5. Publish or make available its transportation plans, including any documents in electronic format such as the World Wide Web.
6. Congestion Management Process Plans (CMPP) in Transportation Management Areas (TMA): MPO must provide a process for "effective management" of transportation congestion.
7. Proposed TIP projects must be derived from locally developed public "human transit" transportation services including: Special Needs of Elderly Individuals and Individuals with Disabilities (See U.S.C. 49 sections 5310)
8. Visual aids should be included in TIP development such as photographs, charts, graphs, and any other visual aid that would enhance public knowledge of the project.

The Florida-Alabama TPO Project Priorities for Fiscal Years 2013-2017 are *Appendix 4*. The Northwest Florida Regional TPO's Project Priorities for Fiscal Years 2013-2017 are included as an appendix within the Florida-Alabama TPO's Project Priorities.

Public Involvement

The public participation process for the FY2013-2017 TIP began with the development of the TPO's Project Priorities. In May 2011, the draft Project Priorities were presented to the TPO, the Citizens' Advisory Committee, the Technical Coordinating Committee, and the Bicycle Pedestrian Advisory Committee. This review of the Project Priorities was advertised within TPO's agenda in the local newspapers and it was sent by news release to local media. Public Workshops to review and comment on the Project Priorities were held in May 2011. Notifications were sent to various community groups, inviting them to attend the workshops. In July, the proposed final Project Priorities were presented to the advisory committees for final review and to the TPO for adoption. The adoption of the Priorities in July 2011 was part of TPO agenda, so it was advertised in local newspapers and issued as a news release. A public hearing was held at that meeting to allow an additional opportunity for public involvement. The adopted Project Priorities are in *Appendix 4*.

In October 2011 FDOT held public workshops to gather public comments on the Tentative Five-Year Work Program which includes selected TPO Project Priorities. Also in October, FDOT presented the Tentative Five-Year Work Program to the TPO for endorsement; that TPO meeting was also advertised with the local media. Public comments gathered throughout the creation of the Project Priorities and in the review of the Tentative Work Program have been taken into account through each step of the planning process. As such, this TIP reflects a combination of the public's interests as well as the interests of the various government agencies that are participants in the TPO planning process.

In cases where public comment is significant, 23 Code of Federal Regulations (CFR) Part 450 requires the following: "When significant written and oral comments are received on the draft transportation plan or TIP (including the financial plan) as a result of the public participation process or the interagency consultation process required by EPA's conformity regulations [for air quality], a summary, analysis, and report on the disposition of comments shall be made part of the final plan and TIP." No such comments were received in the review of the Priorities and TIP so a summary of comments has not been provided.

Project Categories

Capacity – Projects such as widening existing roads or building roads on new alignments in the TIP are from the Cost Feasible Plan of the TPO Long Range Transportation Plan and the Project Priorities. Capacity projects can be on the Strategic Intermodal System (SIS) or off the SIS (also called Non-SIS). Capacity projects may also include “Funding Boxes” or “Action” fund different types of projects other than traditional road construction.

Transportation Systems Management (TSM) - Drawn from the FDOT Candidate list and the TPO Priorities for TSM Improvements, these projects may also be identified in the TPO’s CMPP. Some are part of studies by FDOT or local governments and are needed to improve mobility and /or safety at intersections and along existing roadways. TSM projects are typically low cost and can be constructed in less than two years with allocated District 3 funds.

Enhancement – Title 23 U.S.C. requires that a percent of the Surface Transportation Program (STP) funds only be available for transportation enhancement activities. Enhancement funds are distributed annually to each District pursuant to Section 339.135(4)(a), F.S., with the exception that each year, an amount of the state’s enhancement funds will be administered by the Central Environmental Management Office for use on statewide projects. New Transportation Enhancement Applications are taken bi-annually and re-submittal information is taken annually. New application forms and re-submittal information is submitted to the West Florida Regional Planning Council. FDOT District Three requires that applicants be Local Agency Program (LAP) Certified (or in the Process of LAP Certification) to qualify for Transportation Enhancement Funds. Applicants must fund 100% of the project cost upfront and will be reimbursed 100% by FDOT when funds are available. All projects must be built to State or Federal guidelines, depending on their location. Proposed transportation enhancement projects must be for one or more of the following activities as defined by federal legislation:

- (1) Provision of facilities for pedestrians and bicycles
- (2) The provision of safety and educational activities for pedestrians and bicyclists
- (3) Acquisition of scenic easements and scenic or historic sites
- (4) Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- (5) Landscaping and other scenic beautification
- (6) Historic preservation
- (7) Rehabilitation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)
- (8) Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- (9) Control and removal of outdoor advertising
- (10) Archaeological planning and research
- (11) Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- (12) Establishment of transportation museums

Corridor Management Plans and Improvements – The TPO's #1 Non-Strategic Intermodal System (Non-SIS) Project Priority is an annual funding request of \$130,000 per year to conduct studies of specific corridor to identify low-cost operational improvements. The TPO's #2 Non-Strategic Intermodal System (Non-SIS) Project Priority is an annual funding request of \$1,500,000 per year to construct the projects identified in the studies.

Public Transportation – Transit projects are drawn from the Transit Development Plan and the local transit operator provides priorities to the TPO. Projects for Community Transportation Coordinator (CTC) and the Escambia County Area Transit (ECAT) fixed route service are included in the TIP. The FTA is the primary funding source for ECAT projects, with supplementation by matching grants by the City of Pensacola and Escambia County. The CTC receives funding directly from the Commission for the Transportation Disadvantaged. In addition to the standard FTA funding, the TPO's #3 Non-Strategic Intermodal System (Non-SIS) Project Priority is an annual funding request of \$300,000 per year for transit.

Bicycle/Pedestrian – This is the TPO's #4 Non-Strategic Intermodal System (Non-SIS) Project Priority and has an annual funding request of \$350,000 per year to construct bicycle and pedestrian improvements. These projects are identified in the TPO Bicycle Pedestrian Plan and are added to the Long Range Transportation Plan.

Traffic Signal Coordination – This is the TPO's #5 Non-Strategic Intermodal System (Non-SIS) Project Priority and has an annual funding request of \$350,000 per year.

Intelligent Transportation Systems (ITS) - This is the TPO's #6 Non-Strategic Intermodal System (Non-SIS) Project Priority and has an annual funding request of \$2,800,000 per year to fund projects from the ITS Master Plan.

Aviation – Aviation projects are drawn from the master plans for the Pensacola International Airport and Peter Prince Field. These plans are developed by local authorities and reviewed by the DOT and the Federal Aviation Administration (FAA). Project Priorities are given to the TPO for inclusion in the report and may be funded by the FAA, FDOT, or the Airport Authority.

Seaport - Port projects are drawn from the adopted Port of Pensacola Master Plan.

Resurfacing – Also known as system preservation, these projects are selected by the FDOT. While the TPO may ask that particular roadways be examined for resurfacing needs, the priority for resurfacing is based on an engineering evaluation of pavement condition. Resurfacing projects on the State Highway System are funded through a statewide program.

Bridge – These projects are selected by the FDOT on criteria established through bridge inspections. Bridge Sufficiency Ratings are established by the FHWA and are on a 0 (worst) to 100 (best). Funds are generally available for rehabilitation work if the bridge rating falls below 80 and are available for replacement if the rating falls below 50.

Miscellaneous - Supplemental projects not fitting into any of the other category.

Other Considerations

Funding Codes and Categories – A list of funding codes and phase codes is provided in *Appendix 2*. As required by federal and state law, a summary of available funds by funding category is included in the forward of the TIP and a summary of funding by project type for the state and federally funded projects contained within the TIP is in *Appendix 6* [23 C.F.R. 450.324(a) and Subsection 339.175(8), F. S.]. The detailed project listing and financial summary contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S. C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53) [23 CFR 450.324 (h)].

Implemented Projects - Annually, FDOT and ALDOT produce a list of projects that have had federal funds obligated to them in the preceding year. This listing of projects for Fiscal Year 2011 is in *Appendix 5*.

Certification - The last Joint FDOT/TPO Certification was held in January 2012. The Joint FDOT/TPO Certification is an annual process in FDOT District 3. The last FHWA/FTA Certification was granted in December 2010.

Air Quality - TPO Staff for the Florida–Alabama, Okaloosa-Walton and Bay County Transportation Planning Organizations provide summary reports of eight hour average ozone readings to the TPO membership on a quarterly basis. In addition, Three Year Attainment Averages for ozone are reported annually. Statewide, the Division of Air Resource Management of the Florida Department of Environmental Protection monitors the air quality system. The system is comprised of 19 different state, local, and private air programs that provide ambient data to the system. The department operates the state's ambient air monitoring network, routinely recording data 24 hours per day. Regionally, there are five air quality monitors: two in Escambia County, one in Santa Rosa County, one in Okaloosa County and one in Bay County. The air is monitored for carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide. The monitors tend to be concentrated in areas with the largest population densities.

The Clean Air Act 42 U.S.C. §7401 et seq. (1970) authorizes the Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and to regulate emissions of hazardous air pollutants. The current NAAQS for ground level ozone (primarily vehicle exhaust) is 75 parts per billion (1998). The Clean Air Act also requires EPA to review the NAAQS every five years, which means that EPA will begin review of the 2008 standard in 2012 with the goal of releasing a standard based on the review of available science by 2014. The EPA will propose any appropriate revisions in the fall of 2013 and finalize any revisions to the standard in 2014.

Congestion Management Process Plan (CMPP) - The TPO updates the CMPPs annually. Projects identified through the CMPP process are added to the TSM Project Priority table for eventual funding in the TIP.

Transportation Disadvantaged (TD) - The Florida Commission for the Transportation Disadvantaged requires each county to submit Annual Performance Report to review the services provided and costs for those services. The Annual Performance Reports for Escambia and Santa Rosa County are in *Appendix 6*.

Northwest Florida Regional TPO (RTPO) - The Northwest Florida Regional Transportation Planning Organization (RTPO) was created by an interlocal agreement between the Florida-Alabama TPO and the Okaloosa-Walton TPO to study regional transportation issues affecting a four county region (Escambia, Santa Rosa, Okaloosa, and Walton Counties). The coordinated planning process includes the adoption of a Regional Network Map and Transportation Regional Incentive Program (TRIP) Priorities. The RTPO Priorities for Transportation Regional Incentive Program (TRIP) projects are contained with *Appendix 4* (This table is Appendix A of the Project Priorities).

Level of Effort - At the request of the Alabama Department of Transportation, the following statement is included in the FL-AL TPO TIP:

Projects in the STIP/TIP, which are referred to as LEVEL of EFFORT (LVOE), represent certain unidentified projects which will be authorized during the given fiscal year. These projects are placed in the STIP/TIP according to selected funding programs with their anticipated apportionments for each fiscal year within the plan. The selected funding programs include:

- Transportation Enhancement Projects
- Safety Projects such as hazard elimination, roadway and rail, high speed rail, seat belt, blood alcohol content, etc.
- Transportation and Community System Preservation
- Recreational Trails
- Federal Aid Resurfacing Program
- GARVEE Bond Projects
- County Allocated Funds such as Off-System Bridge, Optional Bridge, and STP non-urban
- Federal Transit Sections 5311 (non-urban) and 5310 (Elderly and Disabilities)

Any of these LVOE type projects are pre-approved by the TPO and will not require any further MPO action prior to authorization. The TPO will be notified as soon as the specific projects within their urban areas are selected and will have five days to decline the project.

Department of Economic Opportunity (DEO) Review of the TIP – After the TIP is adopted by the TPO it is submitted to the DEO for review. The DEO reviews the TIP to ensure it is consistent with local and state planning efforts. The results of the review are then sent to the TPO (once letter is received it will be located in *Appendix 7*).

FDOT Review of the TIP – FDOT reviews the TIP to ensure it is consistent with all applicable Federal and State laws. The results of the review are then sent to the TPO (once letter is received it will be located in *Appendix 8*).

How do I get to full project costs and other project details?

Transportation projects for Baldwin, Escambia, and Santa Rosa counties are either within the Florida-Alabama TPO planning area boundary or in the non TPO area.

The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project.

Full Project Costs in TPO Planning Area Boundary

Projects on the Strategic Intermodal System (SIS) - The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. Costs on the TIP pages for projects on the SIS will have historical costs, five years of the current TIP, and five years beyond the current TIP, which may or may not be the total project cost. If there is no CST phase, then the entry will probably not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational project, there may not be a total cost provided but rather additional details on that program.

The SIS is a network of high priority transportation facilities which includes the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. All projects on the SIS will have a SIS identifier on the TIP page.

For costs beyond the ten year window, access to the Long Range Transportation Plan (LRTP) is provided. The link to the LRTP is <http://wfrpc.org/2035UpdateWeb/Florida-Alabama/FL-AL-TPO2035Update.htm>. The LRTP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project in the LRTP (See example TIP page below). If there is no LRTP reference in the TIP, full project cost for that project is provided in the TIP.

Non SIS projects - The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. Costs on the TIP pages for projects not on the SIS will have historical costs and five years of the current TIP, which may or may not be the total project cost. If there is no CST phase, then the entry will probably not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational projects, there may not be a total cost provided but rather additional details on that program.

Total project costs and other project details will be accessible in the TIP for all non SIS projects in the TIP. All projects non SIS projects will have a Non-SIS identifier on the TIP page.

For costs beyond the five year window, access to the Long Range Transportation Plan (LRTP) is provided. The link to LRTP is <http://wfrpc.org/2035UpdateWeb/Florida-Alabama/FL-AL-TPO2035Update.htm>. The LRTP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project in the LRTP. If there is no LRTP reference in the TIP, full project cost for that project is provided in the TIP.

Full Projects Costs in the Non MPO area

Projects on the Strategic Intermodal System (SIS) - The SIS is a network of high priority transportation facilities which includes the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. Total project costs and other project details will be accessible through the Statewide Transportation Improvement Program (STIP) for highways on the SIS. The STIP page will have a SIS and a County identifier to aid you in finding the total project cost (See example below) The STIP is accessible at: <http://www.dot.state.fl.us/programdevelopmentoffice/Federal/stip.shtm>

The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. Costs on the STIP pages for projects on the SIS will have historical costs and ten years worth of project costs, which may or may not be the total project cost. If there is no CST phase, then the entry will probably not be reflective of the total project cost. The total project cost will be reflected in the SIS Strategic Intermodal System Plan available at: <http://www.dot.state.fl.us/planning/systems/mspi/plans/>. For some projects, such as resurfacing, safety or operational project, and other short term projects, the STIP page will reflect the total project cost available for projects on the SIS.

Non SIS projects in non MPO areas - All costs for non SIS projects in the non MPO areas will have a non SIS identifier. These costs will be provided by the Florida Department of Transportation (FDOT) District Office. Please contact the FDOT District Office at 1-888-638-0250 (Chipley) for additional information on these projects.

DISCLAIMER: The “Total Project Cost” amount displayed for each of the federal and state funded projects in the TIP represents 10 years of programming in the Florida Department of Transportation’s (FDOT’s) Work Program database for projects on the Strategic Intermodal System (SIS) (FYs 2013 through 2022), and 5 years of programming in the FDOT Work Program for non-SIS projects (FYs 2013 through 2017), plus historical cost information for all projects having expenditures paid by FDOT prior to FY2013. For a more comprehensive view of a particular project’s anticipated total project cost for all phases of the project, please refer to the MPO Long-Range Transportation Plan (LRTP).

Amendment Process

In accordance with 23 CFR Part 450 Subpart C Section 326, when the Transportation Improvement Program is amended, public participation is achieved through notices to the media and the holding of a public hearing. Amendments to the TIP are also made in accordance with Chapter 5 of the Metropolitan Planning Organization Program Management Handbook (MPO Handbook). An amendment is required when any one of the following criteria are met: (a) addition of new individual projects; (b) change adversely impacts financial constraint of the TIP; (c) change results in major scope changes; (d) deletion of a project from the TIP; or (e) change in project cost greater than 20% AND \$2.0 million. The TPO has also approved the following provisions in regards to modifications to the TIP (Resolution FL-AL 10-44):

1. The complete Transportation Improvement Program shall be adopted only upon a vote of TPO, assembled in a properly noticed public meeting;
2. In order to expedite amendments to the TIP, the TPO authorizes the Director of Transportation to administratively approve airport, public transportation, and seaport project amendments which do not materially affect surface transportation traffic volumes or traffic distribution in the vicinity of the subject airport, public transportation facility, or seaport;
3. The TPO authorizes the Director of Transportation to administratively approve roll-forward amendments to ensure that approved projects that did not get authorized by June 30 remain eligible for authorization after July 1, as described in *Sections 5.14.1 through 5.14.4* of the Department's *MPO Program Management Handbook*;
4. If the TPO is requested to amend its TIP on an emergency basis, such as during a period when the TPO is not scheduled to meet, the TPO authorizes its Chairman or the Director of Transportation to approve projects less than \$2.0 million;
5. The TPO also authorizes the Director of Transportation to administratively approve amendments to the TIP which do not meet any one of the five criteria which require a formal TIP amendment: (a) addition of new individual projects; (b) change adversely impacts financial constraint of the TIP; (c) change results in major scope changes; (d) deletion of a project from the TIP; or (e) change in project cost greater than 20% AND \$2.0 million;
6. The TPO requires the Director of Transportation to inform the TPO of all TIP amendments approved under these authorizations at least once per quarter; and
7. This resolution shall remain in effect until amended or replaced.

RESOLUTION FL-AL 12-15

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FY 2013-2017 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) is the organization designated by the Governors of Florida and Alabama as being responsible, together with the States of Florida and Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Florida-Alabama TPO Planning Area; and

WHEREAS, the Transportation Improvement Program (TIP) is adopted annually by the TPO and submitted to the Governors of the State of Florida and State of Alabama, to the Federal Transit Administration, and through the State of Florida to the Federal Highway Administration; and

WHEREAS, the TIP is periodically amended to maintain consistency with the Florida Department of Transportation Work Program; and

WHEREAS, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the TPO's TIP; and

WHEREAS, the Transportation Improvement Program (TIP) shall be endorsed annually upon a roll call vote by the TPO and submitted to the Governor of the State of Florida and the State of Alabama, to the Federal Transit Administration, and through the States of Florida and Alabama to the Federal Highway Administration;

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION THAT:

The TPO adopts the FY2013-2017 Transportation Improvement Program, with any changes that may have been presented.

Passed and duly adopted by the Florida- Alabama Transportation Planning Organization on this 13th day of June 2012.

**FLORIDA- ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

BY: 

Kevin White, Chairman

ATTEST: 

5-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ACBR - ADVANCE CONSTRUCTION (BRT)							
4229071	SR 10 (US 90)	1,577,000	0	0	0	0	1,577,000
4255191	SR 97	95,889	0	3,479,096	0	0	3,574,985
4300021	12TH AVENUE	532,426	410,000	6,686,493	0	0	7,628,919
4300031	CR 292A SUNSET AVE	227,792	310,000	9,278,602	0	0	9,816,394
4300041	STEFANI ROAD	200,116	0	1,869,274	0	0	2,069,390
Total		2,633,223	720,000	21,313,465	0	0	24,666,688
ACCM - ADVANCE CONSTRUCTION (CM)							
2224762	SR 8 (I-10)	0	27,077	0	0	0	27,077
Total		0	27,077	0	0	0	27,077
ACEN - ADVANCE CONSTRUCTION (EBNH)							
2186031	SR 95 (US 29)	0	4,576,432	5,800,000	0	0	10,376,432
Total		0	4,576,432	5,800,000	0	0	10,376,432
ACIM - ADVANCE CONSTRUCTION (IM)							
4295201	SR 8 (I-10)	0	4,561,881	0	0	0	4,561,881
Total		0	4,561,881	0	0	0	4,561,881
ACNH - ADVANCE CONSTRUCTION (NH)							
2186031	SR 95 (US 29)	0	6,101,822	6,000,000	0	43,779,693	55,881,515
2224771	SR 8 (I-10)	741,470	1,100,000	0	0	0	1,841,470
4130623	SR 8 (I-10)	0	0	0	9,357,963	0	9,357,963
Total		741,470	7,201,822	6,000,000	9,357,963	43,779,693	67,080,948
ACNP - ADVANCE CONSTRUCTION (NP)							
2224771	SR 8 (I-10)	635,345	50,127,946	0	0	0	50,763,291
4327361	SR 8 (I-10)	0	1,151,965	0	19,161,498	0	20,313,463
4328311	SR 8 (I-10)	0	473,005	0	4,754,084	0	5,227,089

5-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ACNP - ADVANCE CONSTRUCTION (NP)							
4331212	SR 750 (Airport Boulevard)	496,782	0	0	0	0	496,782
Total		1,132,127	51,752,916	0	23,915,582	0	76,800,625
ACSA - ACSA							
4167485	SR87	2,200,000	0	0	0	0	2,200,000
4216442	SR 30 (US 98)	3,422,072	0	0	0	0	3,422,072
4269711	SR 4	0	0	1,701,488	0	0	1,701,488
Total		5,622,072	0	1,701,488	0	0	7,323,560
ACSB - Surface Transportaiton Program (STP) Flex							
4229071	SR 10 (US 90)	6,630,000	0	0	0	0	6,630,000
4255192	SR 97	0	770,000	0	0	36,898	806,898
Total		6,630,000	770,000	0	0	36,898	7,436,898
ACSU - ADVANCE CONSTRUCTION (SU)							
2186052	SR 10 (US 90A) 9 MI	0	0	100,682	0	0	100,682
4216442	SR 30 (US 98)	791,759	0	0	0	0	791,759
4280581	ADVANCED TRAFFIC	0	0	1,929,287	1,457,567	0	3,386,854
4280582	Advanced Traffic Management System ITS Phase I,	0	1,296,104	0	0	0	1,296,104
Total		791,759	1,296,104	2,029,969	1,457,567	0	5,575,399
BRRP - STATE BRIDGE REPAIR & REHAB							
2203962	SR 10 (US 90)	39,026	0	0	0	0	39,026
4073105	SR 87	422,382	0	0	0	0	422,382
4074783	SR 10 (US 90)	0	698,641	0	0	0	698,641
4155752	SR 292	1,167,762	0	0	0	0	1,167,762
4269381	SR 87	0	184,063	0	0	0	184,063
Total		1,629,170	882,704	0	0	0	2,511,874

5-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	2015/16	2016/17	Total
BRT - FED BRIDGE REPL - ON SYSTEM							
4229071	SR 10 (US 90)	219,964	300,000	0	0	0	519,964
Total		219,964	300,000	0	0	0	519,964
BRTZ - FED BRIDGE REPL - OFF SYSTEM							
4134791	CR 97A	1,000	935,000	115,777	0	0	1,051,777
4228951	BAUER ROAD	1,470,206	0	0	0	0	1,470,206
4228971	BRICKYARD ROAD	149,174	0	0	0	0	149,174
4228981	FANNIE ROAD	61,329	0	0	0	0	61,329
4229001	CR 97A	2,316,193	0	0	0	0	2,316,193
4244581	S. PINEVILLE ROAD	84,094	1,290,196	0	0	0	1,374,290
4262331	BECK'S LAKE ROAD	63,255	0	2,026,228	0	0	2,089,483
4304651	CR 196	0	771,000	0	0	0	771,000
4304661	CR 99	1,000	935,000	91,732	0	0	1,027,732
4304671	DORTCH ROAD	1,000	660,000	91,732	0	1,204,580	1,957,312
4304691	CR 99A	1,000	605,000	289,329	0	2,392,431	3,287,760
4304701	SANDY HOLLOW ROAD	1,000	528,000	115,777	0	2,388,763	3,033,540
4304711	GRAVEL LAKE ROAD	1,000	495,000	115,777	0	1,730,130	2,341,907
4304721	PATRICIA DRIVE	1,000	880,000	347,637	0	0	1,228,637
Total		4,151,251	7,099,196	3,193,989	0	7,715,904	22,160,340
CM - CONGESTION MITIGATION - AQ							
2224762	SR 8 (I-10)	0	752,923	0	0	0	752,923
4125451	ESCAMBIA/SANTA ROSA	0	28,290	0	0	0	28,290
4169411	SR 291 DAVIS HWY	0	677,768	0	0	0	677,768
4216442	SR 30 (US 98)	960,067	0	0	0	0	960,067
4269291	SR 95 (US 29)	0	0	0	960,067	0	960,067

5-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CM - CONGESTION MITIGATION - AQ							
4269341	SR 289 9TH AVENUE	0	254,009	0	0	0	254,009
4269511	SR 727/SR 295 Fairfield Dr	0	0	480,472	0	0	480,472
4288461	SR 296 BAYOU BLVD	0	0	479,595	0	0	479,595
4317852	SR 289 9TH AVENUE	0	0	0	0	584,286	584,286
Total		960,067	1,712,990	960,067	960,067	584,286	5,177,477
D - UNRESTRICTED STATE PRIMARY							
4123522	FLORIDA-ALABAMA TPO	375,000	0	0	0	0	375,000
4146061	ROAD RANGERS SERVICE	391,000	403,000	415,000	427,000	439,810	2,075,810
Total		766,000	403,000	415,000	427,000	439,810	2,450,810
DDR - DISTRICT DEDICATED REVENUE							
4134351	SR 727 FAIRFIELD DR.	1,017,244	0	0	0	0	1,017,244
4156062	WEST FL REGIONAL PLN	200,000	200,000	200,000	200,000	200,000	1,000,000
4159312	PETER PRINCE FIELD	0	0	0	0	430,000	430,000
4167482	SR87	2,300,000	0	0	0	0	2,300,000
4169411	SR 291 DAVIS HWY	0	1,912,426	0	0	0	1,912,426
4203001	PENSACOLA GULF COAST	400,375	957,882	500,000	0	0	1,858,257
4203002	PENSACOLA GULF COAST	0	0	0	0	800,000	800,000
4216441	SR 30 (US 98)	0	82,738	0	0	0	82,738
4222571	ESCAMBIA COUNTY	270,177	215,318	617,495	595,711	0	1,698,701
4222601	ESCAMBIA COUNTY	400,000	400,000	400,000	420,000	420,000	2,040,000
4222942	PETER PRINCE FIELD	0	0	0	88,224	0	88,224
4230622	SR 30 (US 98) NAVY	0	0	264,898	0	0	264,898
4256332	PETER PRINCE FIELD	0	0	129,000	0	0	129,000
4269281	SR 752 TEXAR DRIVE	0	1,710,583	0	0	0	1,710,583

5-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	2015/16	2016/17	Total
DDR - DISTRICT DEDICATED REVENUE							
4269721	SR 281 AVALON BLVD	0	0	5,432,860	0	0	5,432,860
4302871	Escambia County Fixed Route Service Development	1,127,682	418,048	0	0	0	1,545,730
4307861	SR 292 PERDIDO KEY	774,188	0	4,498,456	0	0	5,272,644
Total		6,489,666	5,896,995	12,042,709	1,303,935	1,850,000	27,583,305
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
2186052	SR 10 (US 90A) 9 MI	0	0	183,604	0	0	183,604
2186054	SR 10 (US 90A) Nine Mile Road	10,000	0	0	0	0	10,000
2186202	SR 289 9th Avenue	1,000	0	0	0	0	1,000
2203962	SR 10 (US 90)	1,010	0	0	0	0	1,010
2224762	SR 8 (I-10)	0	78,000	0	0	0	78,000
4073105	SR 87	5,316	0	0	0	0	5,316
4074783	SR 10 (US 90)	0	4,375	0	0	0	4,375
4097927	SR292 Gulf Beach Hwy	88,376	0	0	0	0	88,376
4155752	SR 292	12,437	0	0	0	0	12,437
4167482	SR87	154,410	0	0	0	0	154,410
4167485	SR87	220,000	0	0	0	0	220,000
4167486	SR87	230,000	0	0	0	0	230,000
4167487	SR87	280,000	0	0	0	0	280,000
4169411	SR 291 DAVIS HWY	0	25,619	0	0	0	25,619
4216441	SR 30 (US 98)	0	159,564	0	0	0	159,564
4229071	SR 10 (US 90)	12,000	0	0	0	0	12,000
4230621	SR 294 CHIEF'S WAY	0	0	4,938	0	0	4,938
4230622	SR 30 (US 98) NAVY	0	0	3,818	0	0	3,818
4257454	SR 727 FAIRFIELD DR	0	7,357	0	8,092	0	15,449

5-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	2015/16	2016/17	Total
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4269281	SR 752 TEXAR DRIVE	0	18,097	0	0	0	18,097
4269291	SR 95 (US 29)	0	0	0	188,761	0	188,761
4269341	SR 289 9TH AVENUE	0	54,459	0	0	0	54,459
4269351	SR 10A (US 90)	0	19,543	0	0	0	19,543
4269381	SR 87	0	43,104	0	0	0	43,104
4269511	SR 727/SR 295 Fairfield Dr	0	0	30,912	0	0	30,912
4269531	SR 291 DAVIS HWY	0	0	33,339	0	0	33,339
4269711	SR 4	0	0	94,895	0	0	94,895
4269721	SR 281 AVALON BLVD	0	0	46,478	0	0	46,478
4276481	SR 296 BEVERLY PKWY	10,300	0	0	0	0	10,300
4280582	Advanced Traffic Management System ITS Phase I,	0	500	0	0	0	500
4288461	SR 296 BAYOU BLVD	0	0	19,028	0	0	19,028
4293081	SR 292 N Pace Blvd	1,000	0	0	0	0	1,000
4293113	SR 292 Barrancs Ave	1,000	0	0	0	0	1,000
4298651	SR 87 STEWART STREET	10,300	0	0	0	0	10,300
4307851	SR 10A (US 90)	43,373	0	24,659	0	0	68,032
4307861	SR 292 PERDIDO KEY	77,418	0	40,020	0	0	117,438
4317851	SR 742 CREIGHTON RD	9,380	21,218	0	0	0	30,598
4317852	SR 289 9TH AVENUE	0	16,626	0	65,564	7,353	89,543
4317861	SR 296 BAYOU BLVD	18,480	10,609	0	0	0	29,089
4317871	SR 727 FAIRFIELD DR	6,720	7,957	0	0	0	14,677
4327361	SR 8 (I-10)	0	115,197	0	205,301	0	320,498
4328311	SR 8 (I-10)	0	47,301	0	65,574	0	112,875
4331131	SR8 (I-10)	25,000	0	0	0	0	25,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	2015/16	2016/17	Total
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4334481	SR 10A (MOBILE HWY) @ WOODSIDE DRIVE	0	10,407	0	16,391	5,859	32,657
Total		1,217,520	639,933	481,691	549,683	13,212	2,902,039
DPTO - DPTO							
4177611	PETER PRINCE FIELD	224,000	0	0	0	0	224,000
4203001	PENSACOLA GULF COAST	599,625	42,118	0	921,890	0	1,563,633
4217172	Florida-Alabama TPO Planning Section 5303 Grant	12,182	0	0	0	0	12,182
4222571	ESCAMBIA COUNTY	497,620	554,221	159,010	198,209	793,920	2,202,980
4222942	PETER PRINCE FIELD	0	0	0	138,976	0	138,976
4256331	PETER PRINCE FIELD	0	38,562	0	0	0	38,562
4302871	Escambia County Fixed Route Service Development	370,651	1,086,285	0	0	0	1,456,936
4309951	ESCAMBIA COUNTY	125,000	0	0	0	0	125,000
Total		1,829,078	1,721,186	159,010	1,259,075	793,920	5,762,269
DS - STATE PRIMARY HIGHWAYS & PTO							
2186031	SR 95 (US 29)	0	0	217,330	0	0	217,330
2186054	SR 10 (US 90A) Nine Mile Road	1,510,000	0	0	0	0	1,510,000
4167486	SR87	2,300,000	0	0	0	0	2,300,000
4167487	SR87	2,800,000	0	0	0	0	2,800,000
4216442	SR 30 (US 98)	12,368,794	0	0	0	0	12,368,794
4230621	SR 294 CHIEF'S WAY	0	0	395,618	0	0	395,618
4269341	SR 289 9TH AVENUE	0	973,221	0	0	0	973,221
4269351	SR 10A (US 90)	0	2,012,362	0	0	0	2,012,362
4269381	SR 87	0	4,672,393	0	0	0	4,672,393
4269511	SR 727/SR 295 Fairfield Dr	0	0	3,003,497	0	0	3,003,497
4269531	SR 291 DAVIS HWY	0	0	2,966,584	0	0	2,966,584

5-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	2015/16	2016/17	Total
DS - STATE PRIMARY HIGHWAYS & PTO							
4269711	SR 4	0	0	10,634,300	0	0	10,634,300
4307851	SR 10A (US 90)	433,738	0	2,541,986	0	0	2,975,724
4317852	SR 289 9TH AVENUE	0	166,260	0	0	0	166,260
4334481	SR 10A (MOBILE HWY) @ WOODSIDE DRIVE	0	104,070	0	0	465,495	569,565
Total		19,412,532	7,928,306	19,759,315	0	465,495	47,565,648
DSBC - GARCON POINT BRIDGE							
4153657	SR 281	0	76,515	0	78,810	0	155,325
Total		0	76,515	0	78,810	0	155,325
DU - STATE PRIMARY/FEDERAL REIMB							
4213682	ESCAMBIA COUNTY	142,000	0	0	0	0	142,000
4213712	SANTA ROSA COUNTY	173,570	0	0	0	0	173,570
4217172	Florida-Alabama TPO Planning Section 5303 Grant	97,456	0	0	0	0	97,456
Total		413,026	0	0	0	0	413,026
EB - EQUITY BONUS							
4134351	SR 727 FAIRFIELD DR.	5,153,296	0	0	0	0	5,153,296
4216441	SR 30 (US 98)	0	1,055,107	0	0	0	1,055,107
4216442	SR 30 (US 98)	1,930,448	0	0	0	0	1,930,448
4269291	SR 95 (US 29)	0	0	0	94,798	0	94,798
4269341	SR 289 9TH AVENUE	0	4,767,760	0	0	0	4,767,760
Total		7,083,744	5,822,867	0	94,798	0	13,001,409
EBBP - EQUITY BONUS SUPPLEMENTING BDG							
4134791	CR 97A	0	0	0	0	4,141,275	4,141,275
4228971	BRICKYARD ROAD	0	1,825,967	0	0	0	1,825,967
4228981	FANNIE ROAD	0	3,020,363	0	0	0	3,020,363

5-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	2015/16	2016/17	Total
EBBP - EQUITY BONUS SUPPLEMENTING BDG							
4244581	S. PINEVILLE ROAD	0	1,155,507	0	0	0	1,155,507
4304661	CR 99	0	0	0	0	5,014,705	5,014,705
4304721	PATRICIA DRIVE	0	0	0	0	3,582,208	3,582,208
Total		0	6,001,837	0	0	12,738,188	18,740,025
FAA - FEDERAL AVIATION ADMIN							
4256331	PETER PRINCE FIELD	0	1,465,376	0	0	0	1,465,376
Total		0	1,465,376	0	0	0	1,465,376
FCO - PRIMARY/FIXED CAPITAL OUTLAY							
4254943	MILTON OPS	95,000	0	0	0	0	95,000
Total		95,000	0	0	0	0	95,000
FTA - FEDERAL TRANSIT ADMINISTRATION							
4202761	ESCAMBIA COUNTY	4,032,000	1,344,000	1,344,000	1,344,000	1,344,000	9,408,000
4202762	Escambia County Veterans Transportation Initiative	0	266,720	0	0	0	266,720
4202771	Escambia County Section 5307	3,100,000	0	0	0	0	3,100,000
4222581	Escambia County ECAT 5307 Capital	3,200,000	0	0	0	0	3,200,000
4222582	ESCAMBIA COUNTY	0	3,200,000	3,200,000	0	0	6,400,000
4234291	ESCAMBIA COUNTY 5307	3,200,000	0	0	0	0	3,200,000
4292621	ESCAMBIA COUNTY	0	0	0	3,200,000	3,200,000	6,400,000
4309952	Section 5310 CAP-OP	173,290	0	0	0	0	173,290
4309953	Section 5307 Operating	2,400,000	0	0	0	0	2,400,000
4309954	Section 5339 Capital	300,084	0	0	0	0	300,084
Total		16,405,374	4,810,720	4,544,000	4,544,000	4,544,000	34,848,094
GRSC - GROWTH MANAGEMENT FOR SCOP							
4256911	CR 191 MUNSON HWY	0	2,071,371	0	0	0	2,071,371

5-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	2015/16	2016/17	Total
GRSC - GROWTH MANAGEMENT FOR SCOP							
Total		0	2,071,371	0	0	0	2,071,371
HRRR - HRRR							
4296702	CR 99 SOUTH HWY 99	0	0	713,755	0	0	713,755
4296782	CR 97 JACKS BRANCH	0	1,000	0	0	0	1,000
Total		0	1,000	713,755	0	0	714,755
HSP - HSP							
4269531	SR 291 DAVIS HWY	0	0	738,340	0	0	738,340
4288722	CR 197	1,080,000	0	0	0	0	1,080,000
4296701	CR 99 SOUTH HWY 99	0	302,500	0	0	0	302,500
4296702	CR 99 SOUTH HWY 99	0	0	4,287,245	0	0	4,287,245
4296703	CR196 Barrineau Rd	132,500	0	0	0	0	132,500
4296782	CR 97 JACKS BRANCH	0	2,600,000	0	0	0	2,600,000
Total		1,212,500	2,902,500	5,025,585	0	0	9,140,585
LF - LOCAL FUNDS							
100060018	CR 99 and South 7th Street	12,000	0	0	0	0	12,000
2186202	SR 289 9th Avenue	3,000,000	0	0	0	0	3,000,000
4153781	SR 291 DAVIS HIGHWAY	38,371	0	0	0	0	38,371
4159312	PETER PRINCE FIELD	0	0	0	0	120,000	120,000
4177611	PETER PRINCE FIELD	56,000	0	0	0	0	56,000
4202761	ESCAMBIA COUNTY	1,008,000	336,000	336,000	336,000	336,000	2,352,000
4202762	Escambia County Veterans Transportation Initiative	0	66,680	0	0	0	66,680
4202771	Escambia County Section 5307	775,000	0	0	0	0	775,000
4203001	PENSACOLA GULF COAST	333,333	333,333	166,667	307,297	0	1,140,630
4203002	PENSACOLA GULF COAST	0	0	0	0	266,667	266,667

5-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	2015/16	2016/17	Total
LF - LOCAL FUNDS							
4210111	SR 292 PERDIDO KEY	0	1,227,379	0	0	0	1,227,379
4210112	SR292 (Sorrento Road)	0	0	0	20,000,000	0	20,000,000
4210121	SR173 (Blue Angel Parkway)	0	0	15,000,000	0	0	15,000,000
4210141	Pinestead-Longleaf Connector	0	0	8,000,000	0	0	8,000,000
4213682	ESCAMBIA COUNTY	142,000	0	0	0	0	142,000
4213712	SANTA ROSA COUNTY	173,570	0	0	0	0	173,570
4216441	SR 30 (US 98)	0	792,971	0	0	0	792,971
4216442	SR 30 (US 98)	558,699	0	0	0	0	558,699
4217172	Florida-Alabama TPO Planning Section 5303 Grant	12,182	0	0	0	0	12,182
4217331	ESCAMBIA COUNTY ECAT	0	0	0	75,000	75,000	150,000
4222571	ESCAMBIA COUNTY	767,697	769,539	776,505	793,920	793,920	3,901,581
4222581	Escambia County ECAT 5307 Capital	800,000	0	0	0	0	800,000
4222582	ESCAMBIA COUNTY	0	800,000	800,000	0	0	1,600,000
4222942	PETER PRINCE FIELD	0	0	0	56,800	0	56,800
4231516	PORT OF PENSACOLA	650,000	0	0	0	0	650,000
4234291	ESCAMBIA COUNTY 5307	800,000	0	0	0	0	800,000
4256331	PETER PRINCE FIELD	0	38,562	0	0	0	38,562
4256332	PETER PRINCE FIELD	0	0	32,250	0	0	32,250
4256911	CR 191 MUNSON HWY	0	764,704	0	0	0	764,704
4292621	ESCAMBIA COUNTY	0	0	0	800,000	800,000	1,600,000
4302871	Escambia County Fixed Route Service Development	1,498,333	1,504,333	0	0	0	3,002,666
4309951	ESCAMBIA COUNTY	125,000	0	0	0	0	125,000
4309952	Section 5310 CAP-OP	173,290	0	0	0	0	173,290
4309953	Section 5307 Operating	2,400,000	0	0	0	0	2,400,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	2015/16	2016/17	Total
LF - LOCAL FUNDS							
4309954	Section 5339 Capital	75,021	0	0	0	0	75,021
Escambia	US 29 Connector	0	2,700,000	0	0	0	2,700,000
SR1	Watkins Street Extension	0	0	0	0	3,200,000	3,200,000
SR18	Navarre Community Access Road	0	0	0	2,000,000	0	2,000,000
SR21	Navarre US98 Pedestrian Overpass	0	0	0	1,200,000	0	1,200,000
SR22	US98	0	792,971	0	0	0	792,971
SR23	US98	558,699	0	0	0	0	558,699
Total		13,957,195	10,126,472	25,111,422	25,569,017	5,591,587	80,355,693
LFF - LOCAL FUND - FOR MATCHING F/A							
4217331	ESCAMBIA COUNTY ECAT	31,250	75,000	75,000	0	0	181,250
Total		31,250	75,000	75,000	0	0	181,250
LFR - LOCAL FUNDS/REIMBURSIBLE							
4257452	Navy Blvd Alternate Sidewalk (2nd St.)	300,000	0	600,000	0	0	900,000
Total		300,000	0	600,000	0	0	900,000
PL - METRO PLAN (85% FA; 15% OTHER)							
4238381	FLORIDA-ALABAMA TPO	631,938	631,709	0	0	0	1,263,647
4279311	FLORIDA-ALABAMA TPO	0	0	631,473	631,473	0	1,262,946
4317401	FLORIDA-ALABAMA	0	0	0	0	631,473	631,473
Total		631,938	631,709	631,473	631,473	631,473	3,158,066
PORT - SEAPORTS							
4231516	PORT OF PENSACOLA	1,640,000	0	0	0	0	1,640,000
Total		1,640,000	0	0	0	0	1,640,000
SA - STP, ANY AREA							
4153781	SR 291 DAVIS HIGHWAY	1,533,892	0	0	0	0	1,533,892

5-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	2015/16	2016/17	Total
SA - STP, ANY AREA							
4167484	SR 87	0	880,192	0	0	0	880,192
4216441	SR 30 (US 98)	0	16,778,066	0	0	0	16,778,066
4216442	SR 30 (US 98)	260,206	0	0	0	0	260,206
4246141	SR 298 LILLIAN HWY	1,526,851	0	0	0	0	1,526,851
4269341	SR 289 9TH AVENUE	0	565,993	0	0	0	565,993
4288461	SR 296 BAYOU BLVD	0	0	1,481,883	0	0	1,481,883
4317852	SR 289 9TH AVENUE	0	0	0	147,561	0	147,561
4334481	SR 10A (MOBILE HWY) @ WOODSIDE DRIVE	0	0	0	246,614	0	246,614
Total		3,320,949	18,224,251	1,481,883	394,175	0	23,421,258
SCOP - SMALL COUNTY OUTREACH PROGRAM							
4256911	CR 191 MUNSON HWY	0	222,741	0	0	0	222,741
Total		0	222,741	0	0	0	222,741
SE - STP, ENHANCEMENT							
4216443	McClure Drive Sidewalks	25,588	0	0	0	0	25,588
4280991	West Spencer Field Road	921,811	0	0	0	0	921,811
4281191	CRABTREE CHURCH RD	0	0	1,388,744	0	0	1,388,744
4317011	TIGER POINT BLVD	6,700	0	0	66,000	0	72,700
Total		954,099	0	1,388,744	66,000	0	2,408,843
SIB1 - STATE INFRASTRUCTURE BANK							
4320041	PENSACOLA GULF COAST	6,100,000	0	0	0	0	6,100,000
Total		6,100,000	0	0	0	0	6,100,000
SR2E - SAFE ROUTES - EITHER							
4337671	Escambia County Wide K-8	1,000	0	0	0	0	1,000
4337681	Myrtle Grove Elementary	1,000	0	0	0	0	1,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	2015/16	2016/17	Total
SR2E - SAFE ROUTES - EITHER							
Total		2,000	0	0	0	0	2,000
SR2S - SR2S							
4276401	BELLVIEW ELEMENTARY	369,488	0	0	0	0	369,488
4337671	Escambia County Wide K-8	220,000	0	0	0	0	220,000
4337681	Myrtle Grove Elementary	975,000	0	0	0	0	975,000
Total		1,564,488	0	0	0	0	1,564,488
STPAA - Surface Transportation Program Any Area (ALDOT)							
100060119	Baldwin County	35,000	0	0	0	0	35,000
100060120	Baldwin County	0	350,000	0	0	0	350,000
Total		35,000	350,000	0	0	0	385,000
STPLL - Surface Transportation Program Lillian (ALDOT)							
100056119	Funding for Future Project	40,503	0	0	0	0	40,503
100056120	Funding for Future Project	0	40,503	0	0	0	40,503
100056121	Funding for Future Project	0	0	40,503	0	0	40,503
100057805	Funding for Future Project	0	0	0	40,503	0	40,503
100057806	Funding for Future Project	0	0	0	0	40,503	40,503
100060018	CR 99 and South 7th Street	48,000	0	0	0	0	48,000
Total		88,503	40,503	40,503	40,503	40,503	250,515
SU - STP, URBAN AREAS > 200K							
2186052	SR 10 (US 90A) 9 MI	0	0	2,161,179	0	1,725,253	3,886,432
2186931	ESCAMBIA/SANTA ROSA	388,129	122,000	320,000	87,285	150,000	1,067,414
2186936	ESCAMBIA/SANTA ROSA	1	1	0	3	0	5
4097927	SR292 Gulf Beach Hwy	3,410,312	0	1,767,142	0	0	5,177,454
4097929	ESCAMBIA COUNTY	150,000	150,000	150,000	150,000	130,000	730,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	2015/16	2016/17	Total
SU - STP, URBAN AREAS > 200K							
4125451	ESCAMBIA/SANTA ROSA	300,000	192,920	0	0	0	492,920
4125452	ESCAMBIA/SANTA ROSA	0	0	300,000	300,000	300,000	900,000
4167484	SR 87	0	1,119,808	0	0	0	1,119,808
4216441	SR 30 (US 98)	0	1,113,006	0	0	0	1,113,006
4216442	SR 30 (US 98)	886,548	0	0	0	0	886,548
4217331	ESCAMBIA COUNTY ECAT	125,000	300,000	300,000	300,000	300,000	1,325,000
4256051	SR 10A (US 90)	396,556	0	0	0	0	396,556
4257452	Navy Blvd Alternate Sidewalk (2nd St.)	0	0	0	300,000	0	300,000
4257453	SR 30 (US 98) NAVY	0	0	0	0	350,500	350,500
4257454	SR 727 FAIRFIELD DR	0	73,573	0	300,000	0	373,573
4276481	SR 296 BEVERLY PKWY	316,300	439,662	0	0	0	755,962
4280581	ADVANCED TRAFFIC	0	1,561,592	0	2,345,318	0	3,906,910
4280582	Advanced Traffic Management System ITS Phase I,	0	499,988	0	0	0	499,988
4298651	SR 87 STEWART STREET	309,451	0	248,802	0	0	558,253
4317851	SR 742 CREIGHTON RD	93,800	920,472	0	475,231	0	1,489,503
4317861	SR 296 BAYOU BLVD	184,800	56,024	0	935,396	0	1,176,220
4317871	SR 727 FAIRFIELD DR	67,200	127,315	0	342,520	0	537,035
4318831	SR 30/10 (US 98/90)	0	0	0	0	1,500,000	1,500,000
4331131	SR8 (I-10)	2,000,000	0	0	0	0	2,000,000
Total		8,628,097	6,676,361	5,247,123	5,535,753	4,455,753	30,543,087
TALT -							
4335761	SR 4	0	53,668	207,900	0	0	261,568
Total		0	53,668	207,900	0	0	261,568
TMBC - GARCON POINT BRIDGE							
4168131	GARCON POINT TOLL	79,585	79,585	79,585	79,585	80,185	398,525

5-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	2015/16	2016/17	Total
TMBC - GARCON POINT BRIDGE							
Total		79,585	79,585	79,585	79,585	80,185	398,525
TOBC - GARCON POINT BRIDGE							
4050151	TOLL OPERATIONS	1,378,803	916,525	911,000	925,000	890,000	5,021,328
Total		1,378,803	916,525	911,000	925,000	890,000	5,021,328
TRIP - TRIP							
4210111	SR 292 PERDIDO KEY	0	1,227,379	0	0	0	1,227,379
Total		0	1,227,379	0	0	0	1,227,379

3-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	Total
ACBR - ADVANCE CONSTRUCTION (BRT)					
4093341	SR30 (US98) - Phillip D. Beall Sr Bridge	0	4,400,000	20,060,477	24,460,477
4229071	SR 10 (US 90)	1,577,000	0	0	1,577,000
4255191	SR 97	95,889	0	3,479,096	3,574,985
4300021	12TH AVENUE	532,426	410,000	6,686,493	7,628,919
4300031	CR 292A SUNSET AVE	227,792	310,000	9,278,602	9,816,394
4300041	STEFANI ROAD	200,116	0	1,869,274	2,069,390
Total		2,633,223	5,120,000	41,373,942	49,127,165
ACCM - ADVANCE CONSTRUCTION (CM)					
2224762	SR 8 (I-10)	0	27,077	0	27,077
Total		0	27,077	0	27,077
ACEN - ADVANCE CONSTRUCTION (EBNH)					
2186031	SR 95 (US 29)	0	4,576,432	5,800,000	10,376,432
Total		0	4,576,432	5,800,000	10,376,432
ACIM - ADVANCE CONSTRUCTION (IM)					
4295201	SR 8 (I-10)	0	4,561,881	0	4,561,881
Total		0	4,561,881	0	4,561,881
ACNH - ADVANCE CONSTRUCTION (NH)					
2186031	SR 95 (US 29)	0	6,101,822	6,000,000	12,101,822
2224771	SR 8 (I-10)	741,470	1,100,000	0	1,841,470
Total		741,470	7,201,822	6,000,000	13,943,292
ACNP - ADVANCE CONSTRUCTION (NP)					
2224771	SR 8 (I-10)	635,345	50,127,946	0	50,763,291
4327361	SR 8 (I-10)	0	1,151,965	0	1,151,965
4328311	SR 8 (I-10)	0	473,005	0	473,005

3-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	Total
4331212	SR 750 (Airport Boulevard)	496,782	0	0	496,782
Total		1,132,127	51,752,916	0	52,885,043
ACSA - ACSA					
4167485	SR87	2,200,000	0	0	2,200,000
4216442	SR 30 (US 98)	3,422,072	0	0	3,422,072
4269711	SR 4	0	0	1,701,488	1,701,488
Total		5,622,072	0	1,701,488	7,323,560
ACSB - Surface Transportaiton Program (STP) Flex					
4229071	SR 10 (US 90)	6,630,000	0	0	6,630,000
4255192	SR 97	0	770,000	0	770,000
Total		6,630,000	770,000	0	7,400,000
ACSU - ADVANCE CONSTRUCTION (SU)					
2186052	SR 10 (US 90A) 9 MI	0	0	100,682	100,682
4216442	SR 30 (US 98)	791,759	0	0	791,759
4280581	ADVANCED TRAFFIC	0	0	1,929,287	1,929,287
4280582	Advanced Traffic Management System ITS Phase I,	0	1,296,104	0	1,296,104
Total		791,759	1,296,104	2,029,969	4,117,832
BRP - STATE BRIDGE REPLACEMENT					
4093341	SR30 (US98) - Phillip D. Beall Sr Bridge	0	0	7,354,121	7,354,121
Total		0	0	7,354,121	7,354,121
BRRP - STATE BRIDGE REPAIR & REHAB					
2203962	SR 10 (US 90)	39,026	0	0	39,026
4073105	SR 87	422,382	0	0	422,382
4074783	SR 10 (US 90)	0	698,641	0	698,641
4155752	SR 292	1,167,762	0	0	1,167,762

3-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	Total
4269381	SR 87	0	184,063	0	184,063
Total		1,629,170	882,704	0	2,511,874
BRT - FED BRIDGE REPL - ON SYSTEM					
4093341	SR30 (US98) - Phillip D. Beall Sr Bridge	2,208,638	0	0	2,208,638
4229071	SR 10 (US 90)	219,964	300,000	0	519,964
Total		2,428,602	300,000	0	2,728,602
BRTZ - FED BRIDGE REPL - OFF SYSTEM					
4134791	CR 97A	1,000	935,000	115,777	1,051,777
4228951	BAUER ROAD	1,470,206	0	0	1,470,206
4228971	BRICKYARD ROAD	149,174	0	0	149,174
4228981	FANNIE ROAD	61,329	0	0	61,329
4229001	CR 97A	2,316,193	0	0	2,316,193
4244581	S. PINEVILLE ROAD	84,094	1,290,196	0	1,374,290
4262331	BECK'S LAKE ROAD	63,255	0	2,026,228	2,089,483
4304651	CR 196	0	771,000	0	771,000
4304661	CR 99	1,000	935,000	91,732	1,027,732
4304671	DORTCH ROAD	1,000	660,000	91,732	752,732
4304691	CR 99A	1,000	605,000	289,329	895,329
4304701	SANDY HOLLOW ROAD	1,000	528,000	115,777	644,777
4304711	GRAVEL LAKE ROAD	1,000	495,000	115,777	611,777
4304721	PATRICIA DRIVE	1,000	880,000	347,637	1,228,637
Total		4,151,251	7,099,196	3,193,989	14,444,436
CM - CONGESTION MITIGATION - AQ					
2224762	SR 8 (I-10)	0	752,923	0	752,923
4125451	ESCAMBIA/SANTA ROSA	0	28,290	0	28,290

3-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	Total
4169411	SR 291 DAVIS HWY	0	677,768	0	677,768
4216442	SR 30 (US 98)	960,067	0	0	960,067
4269341	SR 289 9TH AVENUE	0	254,009	0	254,009
4269511	SR 727/SR 295 Fairfield Dr	0	0	480,472	480,472
4288461	SR 296 BAYOU BLVD	0	0	479,595	479,595
Total		960,067	1,712,990	960,067	3,633,124
D - UNRESTRICTED STATE PRIMARY					
4123522	FLORIDA-ALABAMA TPO	375,000	0	0	375,000
4146061	ROAD RANGERS SERVICE	391,000	403,000	415,000	1,209,000
Total		766,000	403,000	415,000	1,584,000
DDR - DISTRICT DEDICATED REVENUE					
4134351	SR 727 FAIRFIELD DR.	1,017,244	0	0	1,017,244
4156062	WEST FL REGIONAL PLN	200,000	200,000	200,000	600,000
4167482	SR87	2,300,000	0	0	2,300,000
4169411	SR 291 DAVIS HWY	0	1,912,426	0	1,912,426
4203001	PENSACOLA GULF COAST	400,375	957,882	500,000	1,858,257
4216441	SR 30 (US 98)	0	82,738	0	82,738
4222571	ESCAMBIA COUNTY	270,177	215,318	617,495	1,102,990
4222601	ESCAMBIA COUNTY	400,000	400,000	400,000	1,200,000
4230622	SR 30 (US 98) NAVY	0	0	264,898	264,898
4256332	PETER PRINCE FIELD	0	0	129,000	129,000
4269281	SR 752 TEXAR DRIVE	0	1,710,583	0	1,710,583
4269721	SR 281 AVALON BLVD	0	0	5,432,860	5,432,860
4302871	Escambia County Fixed Route Service Development	1,127,682	418,048	0	1,545,730
4307861	SR 292 PERDIDO KEY	774,188	0	4,498,456	5,272,644

3-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	Total
Total		6,489,666	5,896,995	12,042,709	24,429,370
DIH - STATE IN-HOUSE PRODUCT SUPPORT					
2186052	SR 10 (US 90A) 9 MI	0	0	183,604	183,604
2186054	SR 10 (US 90A) Nine Mile Road	10,000	0	0	10,000
2186202	SR 289 9th Avenue	1,000	0	0	1,000
2203962	SR 10 (US 90)	1,010	0	0	1,010
2224762	SR 8 (I-10)	0	78,000	0	78,000
4073105	SR 87	5,316	0	0	5,316
4074783	SR 10 (US 90)	0	4,375	0	4,375
4097927	SR292 Gulf Beach Hwy	88,376	0	0	88,376
4155752	SR 292	12,437	0	0	12,437
4167482	SR87	154,410	0	0	154,410
4167485	SR87	220,000	0	0	220,000
4167486	SR87	230,000	0	0	230,000
4167487	SR87	280,000	0	0	280,000
4169411	SR 291 DAVIS HWY	0	25,619	0	25,619
4216441	SR 30 (US 98)	0	159,564	0	159,564
4229071	SR 10 (US 90)	12,000	0	0	12,000
4230621	SR 294 CHIEF'S WAY	0	0	4,938	4,938
4230622	SR 30 (US 98) NAVY	0	0	3,818	3,818
4257454	SR 727 FAIRFIELD DR	0	7,357	0	7,357
4269281	SR 752 TEXAR DRIVE	0	18,097	0	18,097
4269341	SR 289 9TH AVENUE	0	54,459	0	54,459
4269351	SR 10A (US 90)	0	19,543	0	19,543
4269381	SR 87	0	43,104	0	43,104

3-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	Total
4269511	SR 727/SR 295 Fairfield Dr	0	0	30,912	30,912
4269531	SR 291 DAVIS HWY	0	0	33,339	33,339
4269711	SR 4	0	0	94,895	94,895
4269721	SR 281 AVALON BLVD	0	0	46,478	46,478
4276481	SR 296 BEVERLY PKWY	10,300	0	0	10,300
4280582	Advanced Traffic Management System ITS Phase I,	0	500	0	500
4288461	SR 296 BAYOU BLVD	0	0	19,028	19,028
4293081	SR 292 N Pace Blvd	1,000	0	0	1,000
4293113	SR 292 Barrancs Ave	1,000	0	0	1,000
4298651	SR 87 STEWART STREET	10,300	0	0	10,300
4307851	SR 10A (US 90)	43,373	0	24,659	68,032
4307861	SR 292 PERDIDO KEY	77,418	0	40,020	117,438
4317851	SR 742 CREIGHTON RD	9,380	21,218	0	30,598
4317852	SR 289 9TH AVENUE	0	16,626	0	16,626
4317861	SR 296 BAYOU BLVD	18,480	10,609	0	29,089
4317871	SR 727 FAIRFIELD DR	6,720	7,957	0	14,677
4327361	SR 8 (I-10)	0	115,197	0	115,197
4328311	SR 8 (I-10)	0	47,301	0	47,301
4331131	SR8 (I-10)	25,000	0	0	25,000
4334481	SR 10A (MOBILE HWY) @ WOODSIDE DRIVE	0	10,407	0	10,407
Total		1,217,520	639,933	481,691	2,339,144
DITS - DITS					
4147061	Pensacola ITS Project	2,605,000	2,604,500	2,604,561	7,814,061
Total		2,605,000	2,604,500	2,604,561	7,814,061
DPTO - DPTO					

3-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	Total
4177611	PETER PRINCE FIELD	224,000	0	0	224,000
4203001	PENSACOLA GULF COAST	599,625	42,118	0	641,743
4217172	Florida-Alabama TPO Planning Section 5303 Grant	12,182	0	0	12,182
4222571	ESCAMBIA COUNTY	497,620	554,221	159,010	1,210,851
4256331	PETER PRINCE FIELD	0	38,562	0	38,562
4302871	Escambia County Fixed Route Service Development	370,651	1,086,285	0	1,456,936
4309951	ESCAMBIA COUNTY	125,000	0	0	125,000
Total		1,829,078	1,721,186	159,010	3,709,274
DS - STATE PRIMARY HIGHWAYS & PTO					
2186031	SR 95 (US 29)	0	0	217,330	217,330
2186054	SR 10 (US 90A) Nine Mile Road	1,510,000	0	0	1,510,000
4167486	SR87	2,300,000	0	0	2,300,000
4167487	SR87	2,800,000	0	0	2,800,000
4216442	SR 30 (US 98)	12,368,794	0	0	12,368,794
4230621	SR 294 CHIEF'S WAY	0	0	395,618	395,618
4269341	SR 289 9TH AVENUE	0	973,221	0	973,221
4269351	SR 10A (US 90)	0	2,012,362	0	2,012,362
4269381	SR 87	0	4,672,393	0	4,672,393
4269511	SR 727/SR 295 Fairfield Dr	0	0	3,003,497	3,003,497
4269531	SR 291 DAVIS HWY	0	0	2,966,584	2,966,584
4269711	SR 4	0	0	10,634,300	10,634,300
4307851	SR 10A (US 90)	433,738	0	2,541,986	2,975,724
4317852	SR 289 9TH AVENUE	0	166,260	0	166,260
4334481	SR 10A (MOBILE HWY) @ WOODSIDE DRIVE	0	104,070	0	104,070
Total		19,412,532	7,928,306	19,759,315	47,100,153

3-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	Total
DSBC - GARCON POINT BRIDGE					
4153657	SR 281	0	76,515	0	76,515
Total		0	76,515	0	76,515
DU - STATE PRIMARY/FEDERAL REIMB					
4213682	ESCAMBIA COUNTY	142,000	0	0	142,000
4213712	SANTA ROSA COUNTY	173,570	0	0	173,570
4217172	Florida-Alabama TPO Planning Section 5303 Grant	97,456	0	0	97,456
Total		413,026	0	0	413,026
EB - EQUITY BONUS					
4134351	SR 727 FAIRFIELD DR.	5,153,296	0	0	5,153,296
4216441	SR 30 (US 98)	0	1,055,107	0	1,055,107
4216442	SR 30 (US 98)	1,930,448	0	0	1,930,448
4269341	SR 289 9TH AVENUE	0	4,767,760	0	4,767,760
Total		7,083,744	5,822,867	0	12,906,611
EBBP - EQUITY BONUS SUPPLEMENTING BDG					
4228971	BRICKYARD ROAD	0	1,825,967	0	1,825,967
4228981	FANNIE ROAD	0	3,020,363	0	3,020,363
4244581	S. PINEVILLE ROAD	0	1,155,507	0	1,155,507
Total		0	6,001,837	0	6,001,837
FAA - FEDERAL AVIATION ADMIN					
4256331	PETER PRINCE FIELD	0	1,465,376	0	1,465,376
Total		0	1,465,376	0	1,465,376
FCO - PRIMARY/FIXED CAPITAL OUTLAY					
4254943	MILTON OPS	95,000	0	0	95,000
Total		95,000	0	0	95,000

3-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	Total
FTA - FEDERAL TRANSIT ADMINISTRATION					
4202761	ESCAMBIA COUNTY	4,032,000	1,344,000	1,344,000	6,720,000
4202762	Escambia County Veterans Transportation Initiative	0	266,720	0	266,720
4202771	Escambia County Section 5307	3,100,000	0	0	3,100,000
4211583	Job Access Commute Section 5316	403,063	127,869	127,869	658,801
4211584	Job Access Commute Section 5316	304,630	100,000	100,000	504,630
4211593	New Freedom Section 5317	176,607	46,831	46,831	270,269
4211594	New Freedom Section 5317	206,052	69,916	71,462	347,430
4222581	Escambia County ECAT 5307 Capital	3,200,000	0	0	3,200,000
4222582	ESCAMBIA COUNTY	0	3,200,000	3,200,000	6,400,000
4234291	ESCAMBIA COUNTY 5307	3,200,000	0	0	3,200,000
4309952	Section 5310 CAP-OP	173,290	0	0	173,290
4309953	Section 5307 Operating	2,400,000	0	0	2,400,000
4309954	Section 5339 Capital	300,084	0	0	300,084
Total		17,495,726	5,155,336	4,890,162	27,541,224
GRSC - GROWTH MANAGEMENT FOR SCOP					
4256911	CR 191 MUNSON HWY	0	2,071,371	0	2,071,371
Total		0	2,071,371	0	2,071,371
HRRR - HRRR					
4296702	CR 99 SOUTH HWY 99	0	0	713,755	713,755
4296782	CR 97 JACKS BRANCH	0	1,000	0	1,000
Total		0	1,000	713,755	714,755
HSP - HSP					
4269531	SR 291 DAVIS HWY	0	0	738,340	738,340
4288722	CR 197	1,080,000	0	0	1,080,000

3-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	Total
4296701	CR 99 SOUTH HWY 99	0	302,500	0	302,500
4296702	CR 99 SOUTH HWY 99	0	0	4,287,245	4,287,245
4296703	CR196 Barrineau Rd	132,500	0	0	132,500
4296782	CR 97 JACKS BRANCH	0	2,600,000	0	2,600,000
Total		1,212,500	2,902,500	5,025,585	9,140,585
LF - LOCAL FUNDS					
100060018	CR 99 and South 7th Street	12,000	0	0	12,000
2186202	SR 289 9th Avenue	3,000,000	0	0	3,000,000
4153781	SR 291 DAVIS HIGHWAY	38,371	0	0	38,371
4177611	PETER PRINCE FIELD	56,000	0	0	56,000
4202761	ESCAMBIA COUNTY	1,008,000	336,000	336,000	1,680,000
4202762	Escambia County Veterans Transportation Initiative	0	66,680	0	66,680
4202771	Escambia County Section 5307	775,000	0	0	775,000
4203001	PENSACOLA GULF COAST	333,333	333,333	166,667	833,333
4210111	SR 292 PERDIDO KEY	0	1,227,379	0	1,227,379
4210121	SR173 (Blue Angel Parkway)	0	0	15,000,000	15,000,000
4210141	Pinestead-Longleaf Connector	0	0	8,000,000	8,000,000
4211583	Job Access Commute Section 5316	403,063	127,869	127,869	658,801
4211584	Job Access Commute Section 5316	70,450	25,000	25,000	120,450
4211593	New Freedom Section 5317	176,607	46,831	46,831	270,269
4211594	New Freedom Section 5317	48,332	17,480	15,366	81,178
4213682	ESCAMBIA COUNTY	142,000	0	0	142,000
4213712	SANTA ROSA COUNTY	173,570	0	0	173,570
4216441	SR 30 (US 98)	0	792,971	0	792,971
4216442	SR 30 (US 98)	558,699	0	0	558,699

3-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	Total
4217172	Florida-Alabama TPO Planning Section 5303 Grant	12,182	0	0	12,182
4222571	ESCAMBIA COUNTY	767,697	769,539	776,505	2,313,741
4222581	Escambia County ECAT 5307 Capital	800,000	0	0	800,000
4222582	ESCAMBIA COUNTY	0	800,000	800,000	1,600,000
4231516	PORT OF PENSACOLA	650,000	0	0	650,000
4234291	ESCAMBIA COUNTY 5307	800,000	0	0	800,000
4256331	PETER PRINCE FIELD	0	38,562	0	38,562
4256332	PETER PRINCE FIELD	0	0	32,250	32,250
4256911	CR 191 MUNSON HWY	0	764,704	0	764,704
4302871	Escambia County Fixed Route Service Development	1,498,333	1,504,333	0	3,002,666
4309951	ESCAMBIA COUNTY	125,000	0	0	125,000
4309952	Section 5310 CAP-OP	173,290	0	0	173,290
4309953	Section 5307 Operating	2,400,000	0	0	2,400,000
4309954	Section 5339 Capital	75,021	0	0	75,021
Escambia	US 29 Connector	0	2,700,000	0	2,700,000
SR22	US98	0	792,971	0	792,971
SR23	US98	558,699	0	0	558,699
Total		14,655,647	10,343,652	25,326,488	50,325,787
LFF - LOCAL FUND - FOR MATCHING F/A					
4217331	ESCAMBIA COUNTY ECAT	31,250	75,000	75,000	181,250
Total		31,250	75,000	75,000	181,250
LFR - LOCAL FUNDS/REIMBURSIBLE					
4257452	Navy Blvd Alternate Sidewalk (2nd St.)	300,000	0	600,000	900,000
Total		300,000	0	600,000	900,000
PL - METRO PLAN (85% FA; 15% OTHER)					

3-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	Total
4238381	FLORIDA-ALABAMA TPO	631,938	631,709	0	1,263,647
4279311	FLORIDA-ALABAMA TPO	0	0	631,473	631,473
Total		631,938	631,709	631,473	1,895,120
PORT - SEAPORTS					
4231516	PORT OF PENSACOLA	1,640,000	0	0	1,640,000
Total		1,640,000	0	0	1,640,000
SA - STP, ANY AREA					
4153781	SR 291 DAVIS HIGHWAY	1,533,892	0	0	1,533,892
4167484	SR 87	0	880,192	0	880,192
4216441	SR 30 (US 98)	0	16,778,066	0	16,778,066
4216442	SR 30 (US 98)	260,206	0	0	260,206
4246141	SR 298 LILLIAN HWY	1,526,851	0	0	1,526,851
4269341	SR 289 9TH AVENUE	0	565,993	0	565,993
4288461	SR 296 BAYOU BLVD	0	0	1,481,883	1,481,883
Total		3,320,949	18,224,251	1,481,883	23,027,083
SCOP - SMALL COUNTY OUTREACH PROGRAM					
4256911	CR 191 MUNSON HWY	0	222,741	0	222,741
Total		0	222,741	0	222,741
SE - STP, ENHANCEMENT					
4216443	McClure Drive Sidewalks	25,588	0	0	25,588
4280991	West Spencer Field Road	921,811	0	0	921,811
4281191	CRABTREE CHURCH RD	0	0	1,388,744	1,388,744
4317011	TIGER POINT BLVD	6,700	0	0	6,700
Total		954,099	0	1,388,744	2,342,843
SIB1 - STATE INFRASTRUCTURE BANK					

3-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	Total
4320041	PENSACOLA GULF COAST	6,100,000	0	0	6,100,000
Total		6,100,000	0	0	6,100,000
SR2E - SAFE ROUTES - EITHER					
4337671	Escambia County Wide K-8	1,000	0	0	1,000
4337681	Myrtle Grove Elementary	1,000	0	0	1,000
Total		2,000	0	0	2,000
SR2S - SR2S					
4276401	BELLVIEW ELEMENTARY	369,488	0	0	369,488
4337671	Escambia County Wide K-8	220,000	0	0	220,000
4337681	Myrtle Grove Elementary	975,000	0	0	975,000
Total		1,564,488	0	0	1,564,488
STPAA - Surface Transportation Program Any Area (ALDOT)					
100060119	Baldwin County	35,000	0	0	35,000
100060120	Baldwin County	0	350,000	0	350,000
Total		35,000	350,000	0	385,000
STPLL - Surface Transportation Program Lillian (ALDOT)					
100056119	Funding for Future Project	40,503	0	0	40,503
100056120	Funding for Future Project	0	40,503	0	40,503
100056121	Funding for Future Project	0	0	40,503	40,503
100060018	CR 99 and South 7th Street	48,000	0	0	48,000
Total		88,503	40,503	40,503	169,509
SU - STP, URBAN AREAS > 200K					
2186052	SR 10 (US 90A) 9 MI	0	0	2,161,179	2,161,179
2186931	ESCAMBIA/SANTA ROSA	388,129	122,000	320,000	830,129
2186936	ESCAMBIA/SANTA ROSA	1	1	0	2

3-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	Total
4097927	SR292 Gulf Beach Hwy	3,410,312	0	1,767,142	5,177,454
4097929	ESCAMBIA COUNTY	150,000	150,000	150,000	450,000
4125451	ESCAMBIA/SANTA ROSA	300,000	192,920	0	492,920
4125452	ESCAMBIA/SANTA ROSA	0	0	300,000	300,000
4167484	SR 87	0	1,119,808	0	1,119,808
4216441	SR 30 (US 98)	0	1,113,006	0	1,113,006
4216442	SR 30 (US 98)	886,548	0	0	886,548
4217331	ESCAMBIA COUNTY ECAT	125,000	300,000	300,000	725,000
4256051	SR 10A (US 90)	396,556	0	0	396,556
4257454	SR 727 FAIRFIELD DR	0	73,573	0	73,573
4276481	SR 296 BEVERLY PKWY	316,300	439,662	0	755,962
4280581	ADVANCED TRAFFIC	0	1,561,592	0	1,561,592
4280582	Advanced Traffic Management System ITS Phase I,	0	499,988	0	499,988
4298651	SR 87 STEWART STREET	309,451	0	248,802	558,253
4317851	SR 742 CREIGHTON RD	93,800	920,472	0	1,014,272
4317861	SR 296 BAYOU BLVD	184,800	56,024	0	240,824
4317871	SR 727 FAIRFIELD DR	67,200	127,315	0	194,515
4331131	SR8 (I-10)	2,000,000	0	0	2,000,000
Total		8,628,097	6,676,361	5,247,123	20,551,581
TALT -					
4335761	SR 4	0	53,668	207,900	261,568
Total		0	53,668	207,900	261,568
TMBC - GARCON POINT BRIDGE					
4168131	GARCON POINT TOLL	79,585	79,585	79,585	238,755
Total		79,585	79,585	79,585	238,755

3-Year Summary of Projects by Funding Category

Project #	Project Name	2012/13	2013/14	2014/15	Total
TOBC - GARCON POINT BRIDGE					
4050151	TOLL OPERATIONS	1,378,803	916,525	911,000	3,206,328
Total		1,378,803	916,525	911,000	3,206,328
TRIP - TRIP					
4210111	SR 292 PERDIDO KEY	0	1,227,379	0	1,227,379
Total		0	1,227,379	0	1,227,379

5-Year Summary of Funding Source

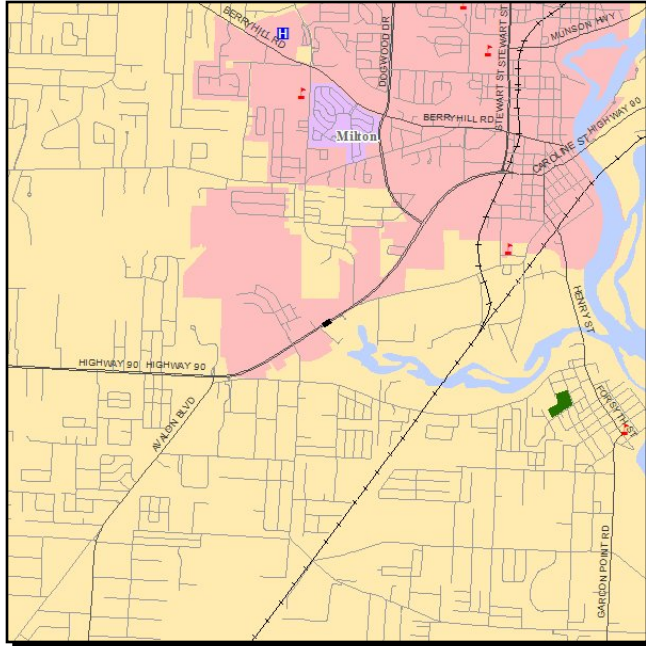
Funding Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
	118,457,450	159,266,922	119,914,676	77,189,986	84,650,907	559,479,941
Total	118,457,450	159,266,922	119,914,676	77,189,986	84,650,907	559,479,941

Section 1 - Bridge

2203962

SR 10 (US 90)

Non-SIS



Work Summary: BRIDGE REPAIR/REHABILITATION

From: OVER POND CREEK

To: BRIDGE NO. 580066

Lead Agency: FDOT

Length: 0.069 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	DIH	1,010	0	0	0	0	1,010
CEI	BRRP	10,746	0	0	0	0	10,746
CST	BRRP	28,280	0	0	0	0	28,280
Total		40,036	0	0	0	0	40,036

Prior Cost < 2012/13: 37,715

Future Cost > 2016/17: 0

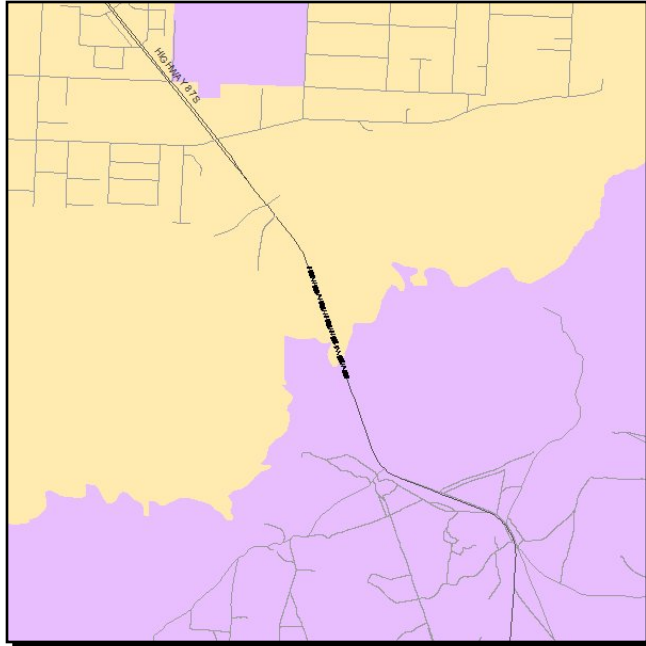
Total Project Cost: 77,751

Project Description:

4073105

SR 87

Non-SIS



Work Summary: BRIDGE REPAIR/
REHABILITATION

From: EAST BAY RIVER

To: BRIDGE NO. 580017

Lead Agency: FDOT

Length: 0.049 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	DIH	5,316	0	0	0	0	5,316
CEI	BRRP	78,982	0	0	0	0	78,982
CST	BRRP	343,400	0	0	0	0	343,400
Total		427,698	0	0	0	0	427,698

Prior Cost < 2012/13: 48,169

Future Cost > 2016/17: 0

Total Project Cost: 475,867

Project Description:

4074783

SR 10 (US 90)

Non-SIS



Work Summary:

BRIDGE REPAIR/
REHABILITATION

From:

SANTA ROSA CO BR. REHAB

To:

BR NOS.580004,54,05,07,56

Lead Agency:

FDOT

Length:

0.582 mi

LRTP #:

Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	DIH	0	4,375	0	0	0	4,375
CEI	BRRP	0	130,640	0	0	0	130,640
CST	BRRP	0	568,001	0	0	0	568,001
Total		0	703,016	0	0	0	703,016

Prior Cost < 2012/13: 50,877

Future Cost > 2016/17: 0

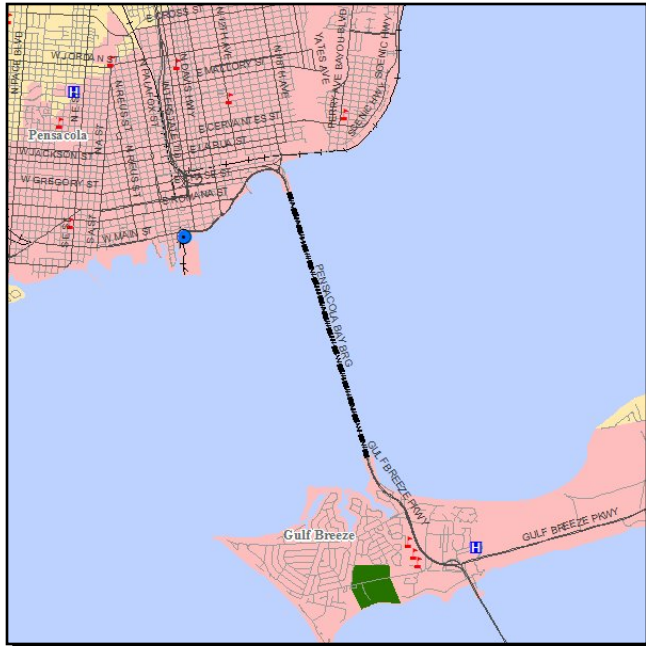
Total Project Cost: 753,893

Project Description:

4093341

SR30 (US98) - Phillip D. Beall Sr Bridge

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** Pensacola Bay Bridge #480035
To: 3 Mile Bridge Replacement
Lead Agency: FDOT **Length:** 2.967 mi
LRTP #: #35 in Modification Report p.C-3

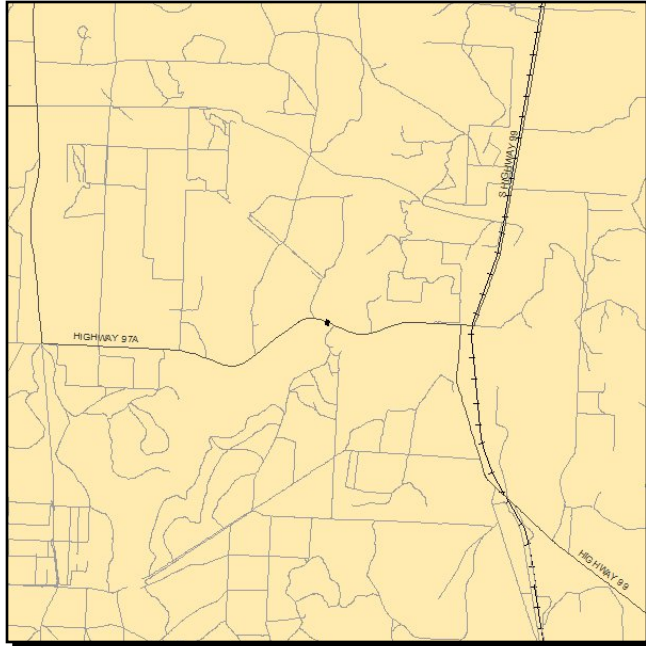
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	BRT	2,208,638	0	0	0	0	2,208,638
PE	ACBR	0	4,400,000	0	0	0	4,400,000
ROW	ACBR	0	0	20,060,477	0	0	20,060,477
ROW	BRP	0	0	7,354,121	0	0	7,354,121
CST		0	0	0	0	104,000,000	104,000,000
CEI	DIH	0	0	0	0	429,328	429,328
CEI	BRP	0	0	0	0	29,337,979	29,337,979
ENV	BRP	0	0	0	0	4,220,000	4,220,000
CST	BRP	0	0	0	0	111,859,456	111,859,456
CST	BNBR	0	0	0	0	300,000,000	300,000,000
Total		2,208,638	4,400,000	27,414,598	0	549,846,763	583,869,999

Prior Cost < 2012/13: 2,803,575
Future Cost > 2016/17: 0
Total Project Cost: 586,673,574
Project Description:

4134791

CR 97A

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** OVER BOGGY CREEK

To: BRIDGE NO.480105

Lead Agency: FDOT

Length: 0.023 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	BRTZ	1,000	935,000	0	0	0	936,000
ROW	BRTZ	0	0	115,777	0	0	115,777
CEI	EBBP	0	0	0	0	602,691	602,691
CST	EBBP	0	0	0	0	3,538,584	3,538,584
Total		1,000	935,000	115,777	0	4,141,275	5,193,052

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 5,193,052

Project Description: This project is NOT within the TPO planning area.

4155752

SR 292

Non-SIS



Work Summary: BRIDGE - PAINTING
From: ICWW GULF BEACH
To: BRIDGE NO. 480118
Lead Agency: FDOT
Length: 0.410 mi
LRTP #: Final Report p.186

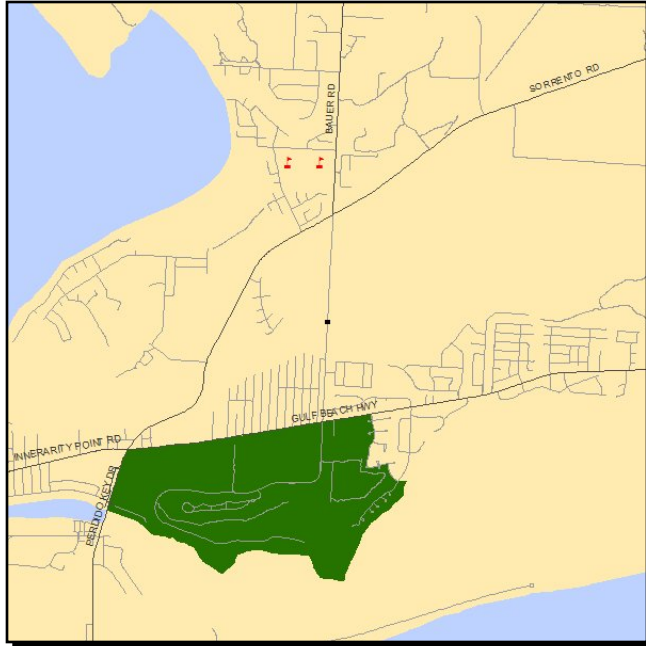
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	DIH	12,437	0	0	0	0	12,437
CEI	BRRP	218,362	0	0	0	0	218,362
CST	BRRP	949,400	0	0	0	0	949,400
Total		1,180,199	0	0	0	0	1,180,199

Prior Cost < 2012/13: 59,976
Future Cost > 2016/17: 0
Total Project Cost: 1,240,175
Project Description:

4228951

BAUER ROAD

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** OVER UNNAMED BRANCH

To: BRIDGE NO. 484078

Lead Agency: FDOT

Length: 0.011 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	BRTZ	149,702	0	0	0	0	149,702
CST	BRTZ	1,320,504	0	0	0	0	1,320,504
Total		1,470,206	0	0	0	0	1,470,206

Prior Cost < 2012/13: 585,866

Future Cost > 2016/17: 0

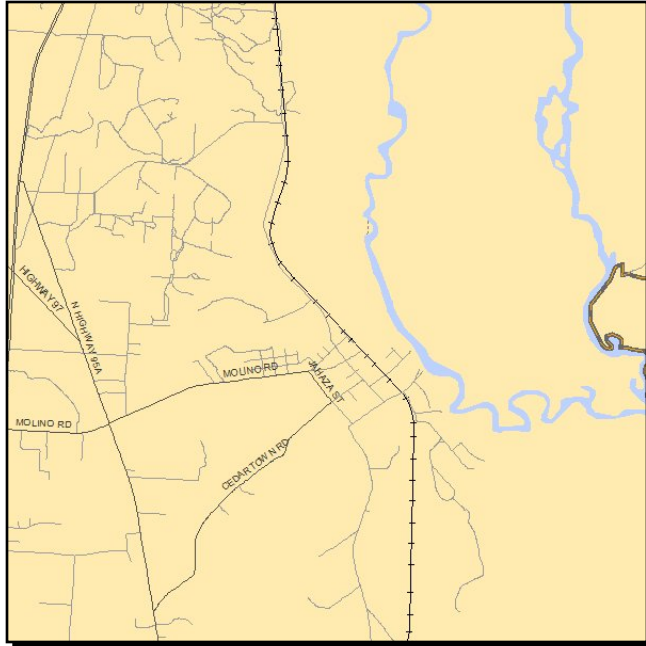
Total Project Cost: 2,056,072

Project Description: Replace low level bridge east of Sorrento Rd (SR292) and north of Dog Track Rd (CR297)

4228971

BRICKYARD ROAD

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** OVER UNNAMED BRANCH

To: BRIDGE NO. 484053

Lead Agency: FDOT

Length: 0.005 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW	BRTZ	149,174	0	0	0	0	149,174
CEI	EBBP	0	279,812	0	0	0	279,812
CST	EBBP	0	1,546,155	0	0	0	1,546,155
Total		149,174	1,825,967	0	0	0	1,975,141

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

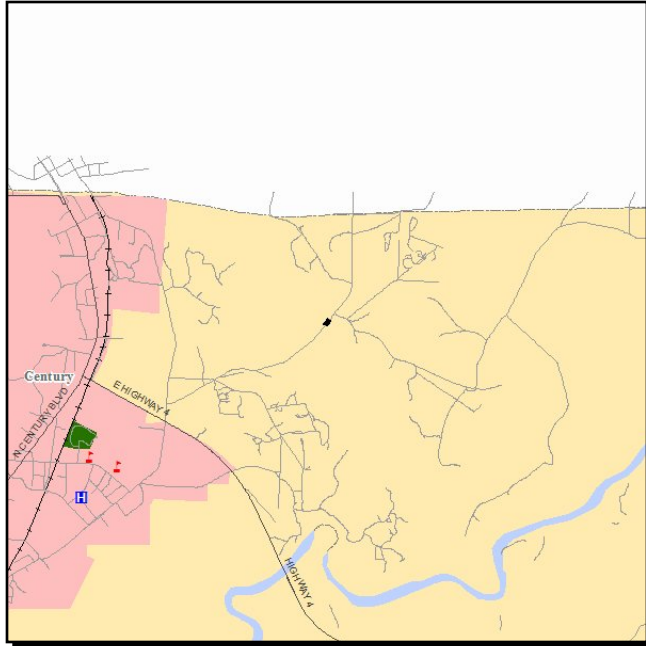
Total Project Cost: 1,975,141

Project Description: This project is NOT within the TPO planning area.
Replace low level bridge east of Molino.

4228981

FANNIE ROAD

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:**
To: BRIDGE NO. 484045
Lead Agency: FDOT
Length: 0.22 mi
LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW	BRTZ	61,329	0	0	0	0	61,329
CEI	EBBP	0	463,297	0	0	0	463,297
CST	EBBP	0	2,557,066	0	0	0	2,557,066
Total		61,329	3,020,363	0	0	0	3,081,692

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

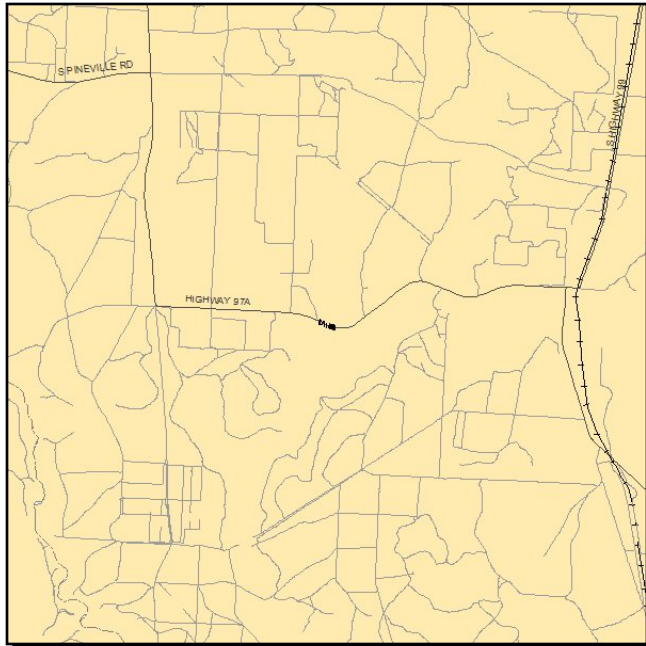
Total Project Cost: 3,081,692

Project Description: This project is NOT within the TPO Planning Area.
 Replace low level bridge northeast of Century.

4229001

CR 97A

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** OVER W FORK OF BOGGY CK

To: BRIDGE NO. 480106

Lead Agency: FDOT

Length: 0.123 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	BRTZ	614,174	0	0	0	0	614,174
CST	BRTZ	1,702,019	0	0	0	0	1,702,019
Total		2,316,193	0	0	0	0	2,316,193

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 2,316,193

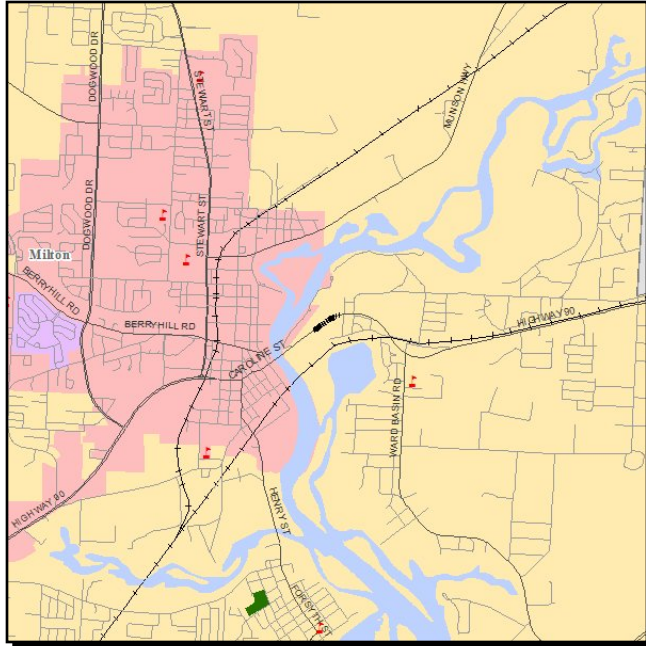
Project Description: Replace low level bridge west of Bay Springs

This project is NOT within the TPO Planning Area

4229071

SR 10 (US 90)

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** OVER MACAVIS BAYOU

To: BRIDGE NO. 580013

Lead Agency: FDOT

Length: 0.436 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	ACBR	1,325,336	0	0	0	0	1,325,336
ROW	ACBR	251,664	0	0	0	0	251,664
PE	DIH	12,000	0	0	0	0	12,000
CST	ACSB	6,630,000	0	0	0	0	6,630,000
ROW	BRT	219,964	300,000	0	0	0	519,964
Total		8,438,964	300,000	0	0	0	8,738,964

Prior Cost < 2012/13: 3,479,356

Future Cost > 2016/17: 0

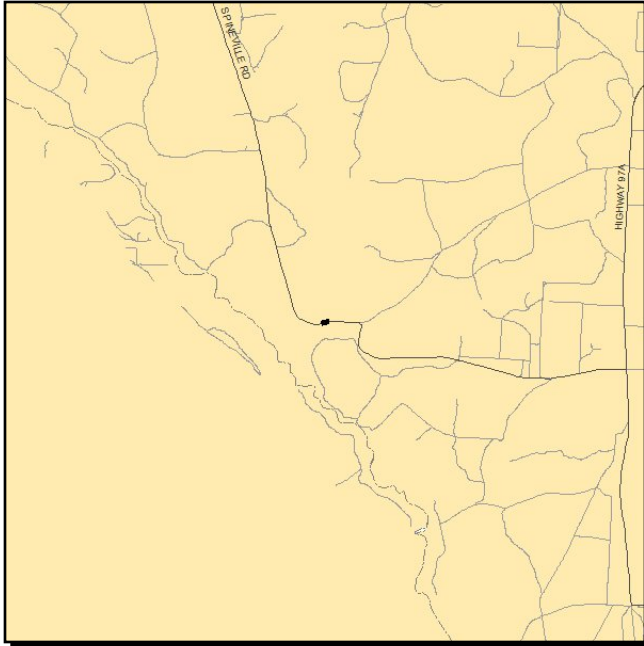
Total Project Cost: 12,218,320

Project Description: Replace low level bridge in Milton - Structurally Deficient

4244581

S. PINEVILLE ROAD

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** BRUSHY CREEK BRIDGE

To: BRIDGE NO. 484007

Lead Agency: FDOT

Length: 0.012 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW	BRTZ	84,094	0	0	0	0	84,094
CEI	BRTZ	0	375,587	0	0	0	375,587
CST	EBBP	0	1,155,507	0	0	0	1,155,507
CST	BRTZ	0	914,609	0	0	0	914,609
Total		84,094	2,445,703	0	0	0	2,529,797

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

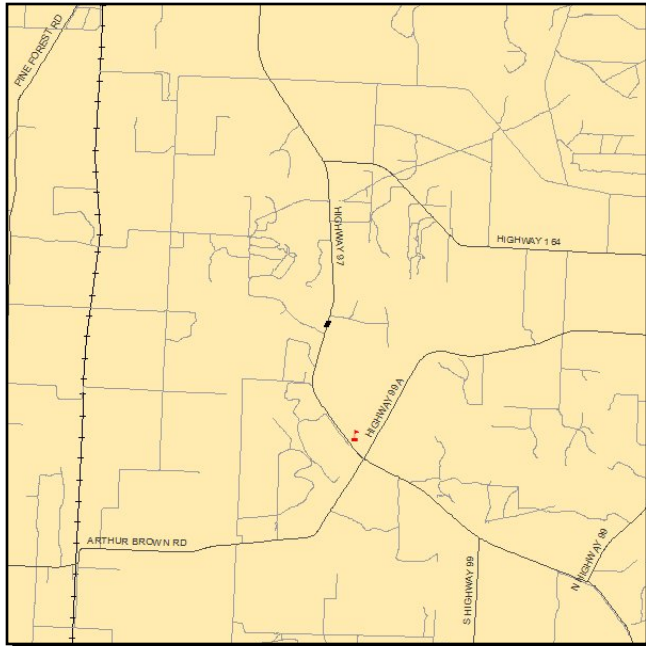
Total Project Cost: 2,529,797

Project Description: This project is NOT within the TPO Planning Area.
Replace low level bridge.

4255191

SR 97

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** LITTLE PINE BARREN CREEK

To: BRIDGE NO.480017

Lead Agency: FDOT

Length: 0.335 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW	ACBR	95,889	0	0	0	0	95,889
CEI	ACBR	0	0	503,696	0	0	503,696
CST	ACBR	0	0	2,975,400	0	0	2,975,400
Total		95,889	0	3,479,096	0	0	3,574,985

Prior Cost < 2012/13: 63,298

Future Cost > 2016/17: 0

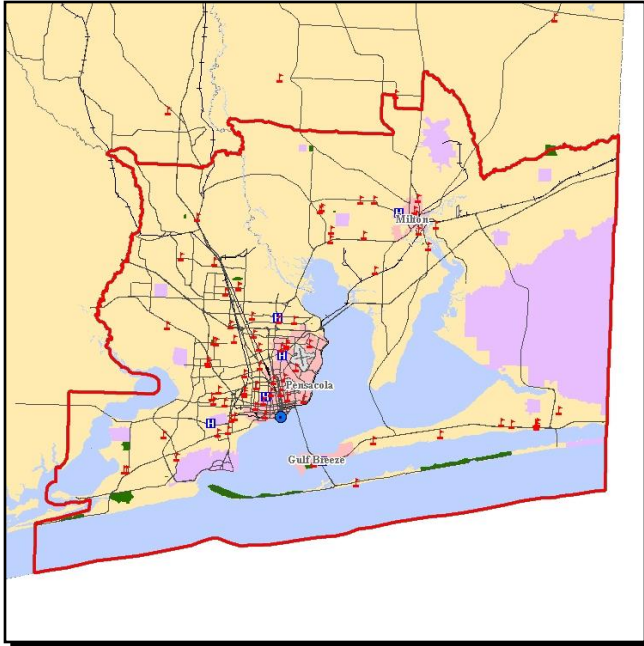
Total Project Cost: 3,638,283

Project Description: This project is NOT within the TPO Planning Area.
Replace low level bridge over Little Pine Barren Creek.

4255192

SR 97

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** OVER SANDY HOLLOW CREEK

To: BRIDGE NO. 480018

Lead Agency: FDOT

Length: .008 MI

LRTP #: Final Report p. 186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	ACSB	0	770,000	0	0	0	770,000
ROW	ACSB	0	0	0	0	36,898	36,898
Total		0	770,000	0	0	36,898	806,898

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

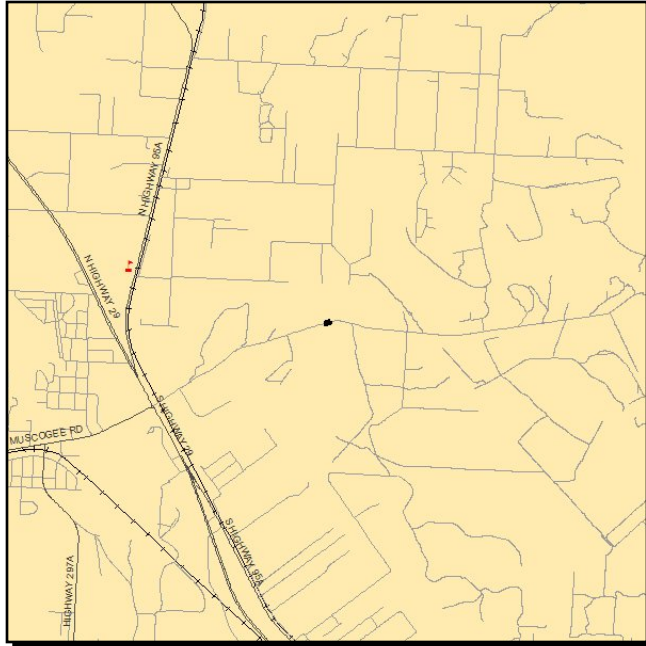
Total Project Cost: 806,898

Project Description: Project located outside the TPO Boundary. Project is included for Rural Work Program reference. SR 97 bridge replacement over Sandy Hollow Creek.

4262331

BECK'S LAKE ROAD

Non-SIS



Work Summary: BRIDGE REPLACEMENT From: OVER UNNAMED BRANCH BR.

To: BRIDGE NO. 484036

Lead Agency: FDOT

Length: 0.006 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW	BRTZ	63,255	0	0	0	0	63,255
CEI	BRTZ	0	0	311,516	0	0	311,516
CST	BRTZ	0	0	1,714,712	0	0	1,714,712
Total		63,255	0	2,026,228	0	0	2,089,483

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

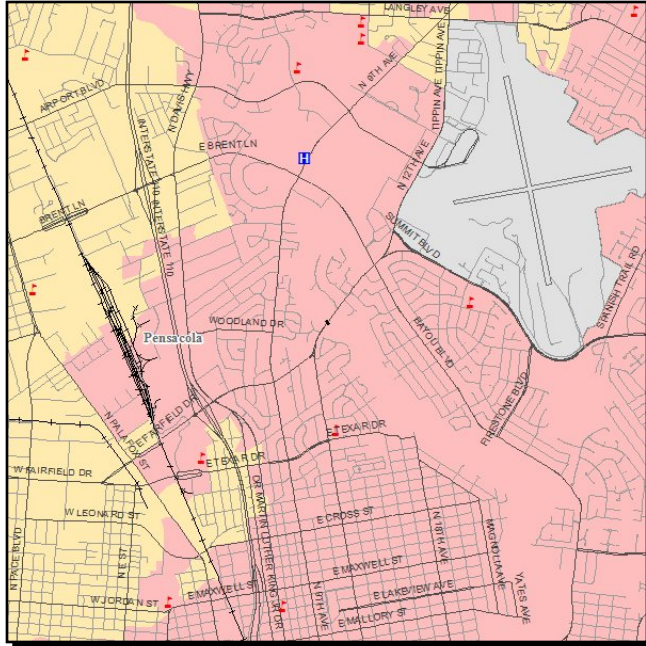
Total Project Cost: 2,089,483

Project Description: Replace low level bridge in N. Gonzalez

4300021

12TH AVENUE

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** BAYOU TEXAR BRIDGE
To: BRIDGE NO. 485005
Lead Agency: FDOT
Length: 0.020 mi
LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW	ACBR	532,426	410,000	0	0	0	942,426
CEI	ACBR	0	0	969,359	0	0	969,359
CST	ACBR	0	0	5,717,134	0	0	5,717,134
Total		532,426	410,000	6,686,493	0	0	7,628,919

Prior Cost < 2012/13: 0
Future Cost > 2016/17: 0
Total Project Cost: 7,628,919
Project Description: Replace low level bridge

4300031

CR 292A SUNSET AVE

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** BAYOU GRANDE BRIDGE

To: BRIDGE NO. 480096

Lead Agency: FDOT

Length: 0.114 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW	ACBR	227,792	310,000	0	0	0	537,792
CEI	ACBR	0	0	1,349,524	0	0	1,349,524
CST	ACBR	0	0	7,929,078	0	0	7,929,078
Total		227,792	310,000	9,278,602	0	0	9,816,394

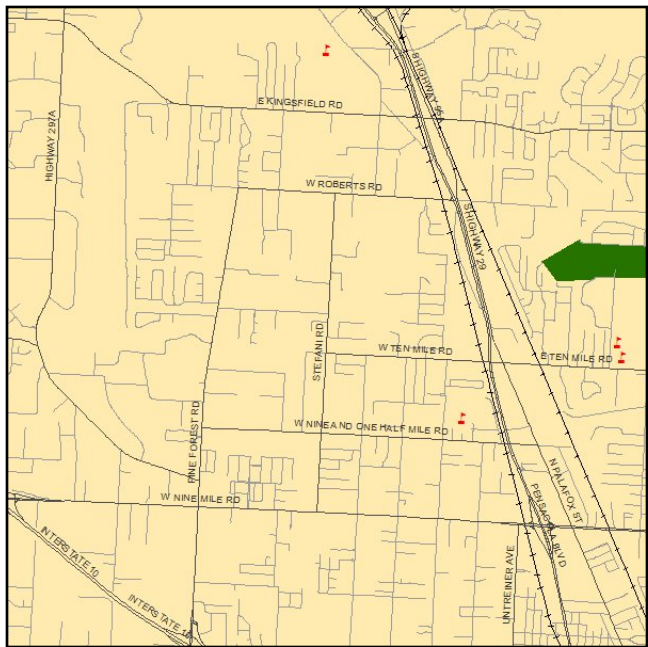
Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 9,816,394

Project Description: Replace low level bridge

Non-SIS



To: BRIDGE NO. 480041

Length: 0.006 mi

L RTP #: Final Report p.186

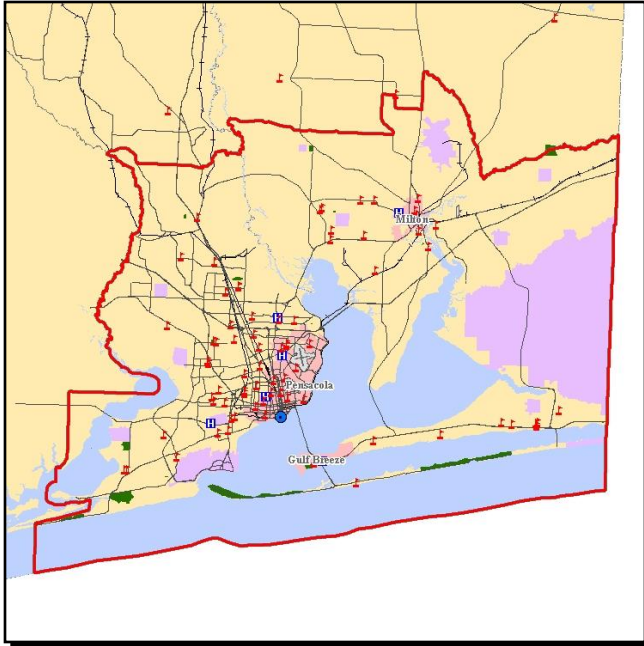
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW	ACBR	200,116	0	0	0	0	200,116
CEI	ACBR	0	0	286,229	0	0	286,229
CST	ACBR	0	0	1,583,045	0	0	1,583,045
Total		200,116	0	1,869,274	0	0	2,069,390

Project Description:	Replace low level bridge
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4304651

CR 196

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** Over Jacks Branch Bridge

To: NO 480088

Lead Agency: FDOT

Length: .021 MI

LRTP #: Final Report p. 186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	BRTZ	0	771,000	0	0	0	771,000
Total		0	771,000	0	0	0	771,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 771,000

Project Description: This project will let before the Federal Year begins. Please amend the 2012/2013 - 2016/2017 TIP to show this project. Replace low level bridge near Molino, Sufficiency Rating = 30.2.

4304661

CR 99

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** OVER PINE BARREN CREEK

To: BRIDGE NO. 480098

Lead Agency: FDOT

Length: 0.038 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	BRTZ	1,000	935,000	0	0	0	936,000
ROW	BRTZ	0	0	91,732	0	0	91,732
CEI	EBBP	0	0	0	0	729,804	729,804
CST	EBBP	0	0	0	0	4,284,901	4,284,901
Total		1,000	935,000	91,732	0	5,014,705	6,042,437

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

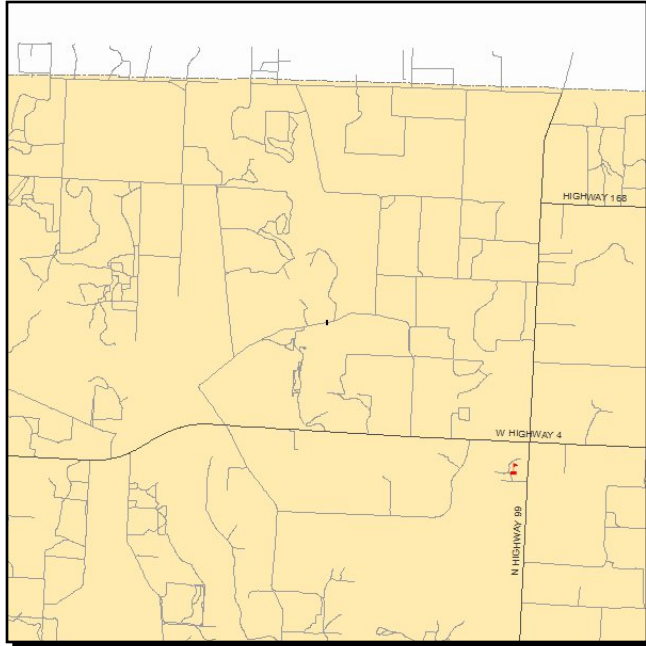
Total Project Cost: 6,042,437

Project Description: This project is NOT within the TPO planning area.

4304671

DORTCH ROAD

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** OVER BEAVER DAM CREEK

To: BRIDGE NO. 484017

Lead Agency: FDOT

Length: 0.011 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	BRTZ	1,000	660,000	0	0	0	661,000
ROW	BRTZ	0	0	91,732	0	0	91,732
CEI	BRTZ	0	0	0	0	236,486	236,486
CST	BRTZ	0	0	0	0	968,094	968,094
Total		1,000	660,000	91,732	0	1,204,580	1,957,312

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

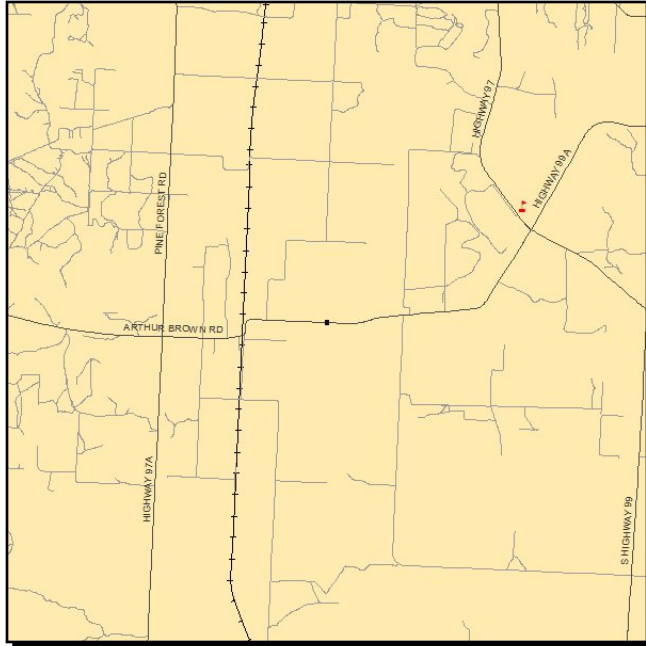
Total Project Cost: 1,957,312

Project Description: This project is NOT within the TPO planning area.

4304691

CR 99A

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** OVER BOGGY CREEK

To: BRIDGE NO. 484030

Lead Agency: FDOT

Length: 0.009 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	BRTZ	1,000	605,000	0	0	0	606,000
ROW	BRTZ	0	0	289,329	0	0	289,329
CEI	BRTZ	0	0	0	0	367,265	367,265
CST	BRTZ	0	0	0	0	2,025,166	2,025,166
Total		1,000	605,000	289,329	0	2,392,431	3,287,760

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

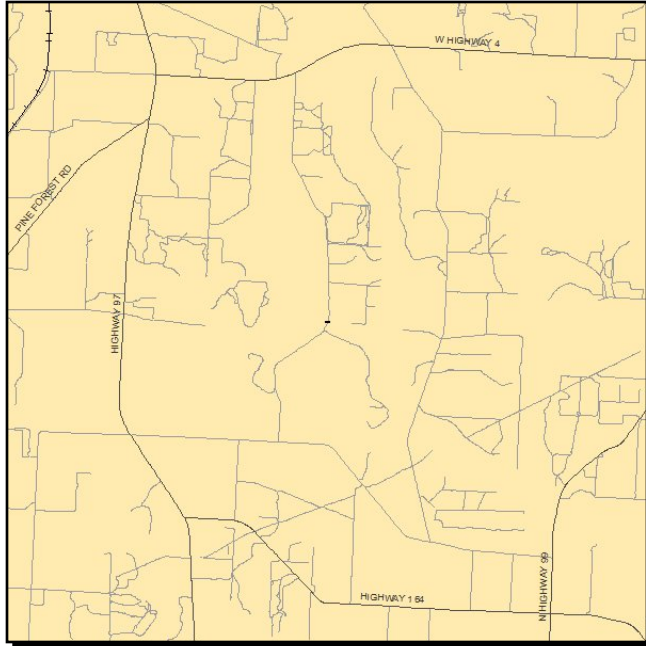
Total Project Cost: 3,287,760

Project Description: This project is NOT within the TPO planning area.

4304701

SANDY HOLLOW ROAD

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** OVER SANDY HOLLOW CREEK

To: BRIDGE NO. 484051

Lead Agency: FDOT

Length: 0.009 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	BRTZ	1,000	528,000	0	0	0	529,000
ROW	BRTZ	0	0	115,777	0	0	115,777
CEI	BRTZ	0	0	0	0	366,702	366,702
CST	BRTZ	0	0	0	0	2,022,061	2,022,061
Total		1,000	528,000	115,777	0	2,388,763	3,033,540

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

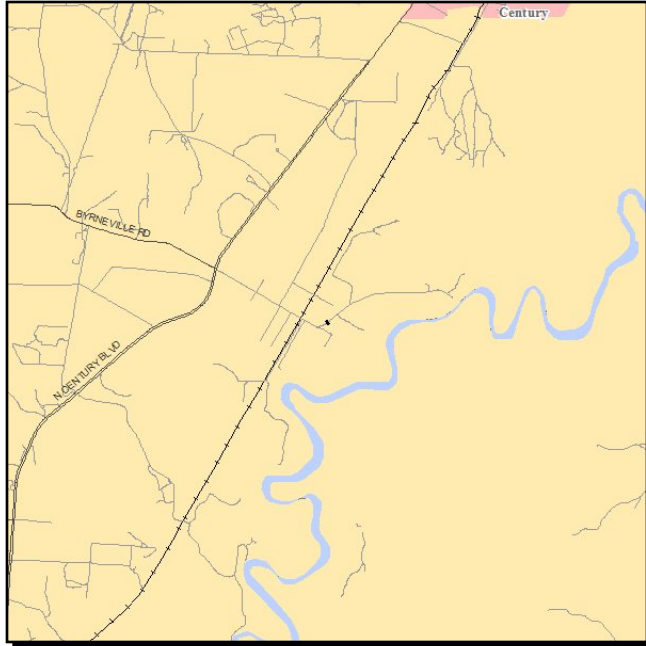
Total Project Cost: 3,033,540

Project Description: This project is NOT within the TPO planning area.

4304711

GRAVEL LAKE ROAD

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** OVER PRITCHETT MILL

To: BRIDGE NO. 484052

Lead Agency: FDOT

Length: 0.006 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	BRTZ	1,000	495,000	0	0	0	496,000
ROW	BRTZ	0	0	115,777	0	0	115,777
CEI	BRTZ	0	0	0	0	265,594	265,594
CST	BRTZ	0	0	0	0	1,464,536	1,464,536
Total		1,000	495,000	115,777	0	1,730,130	2,341,907

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

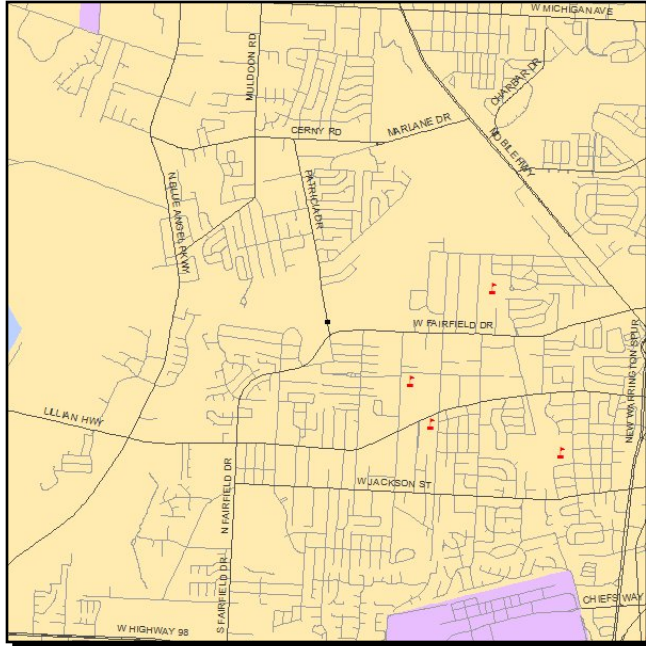
Total Project Cost: 2,341,907

Project Description: This project is NOT within the TPO planning area.

4304721

PATRICIA DRIVE

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** OVER BAYOU MARCUS CREEK
To: BRIDGE NO. 484069
Lead Agency: FDOT
Length: 0.023 mi
LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	BRTZ	1,000	880,000	0	0	0	881,000
ROW	BRTZ	0	0	347,637	0	0	347,637
CEI	EBBP	0	0	0	0	521,329	521,329
CST	EBBP	0	0	0	0	3,060,879	3,060,879
Total		1,000	880,000	347,637	0	3,582,208	4,810,845

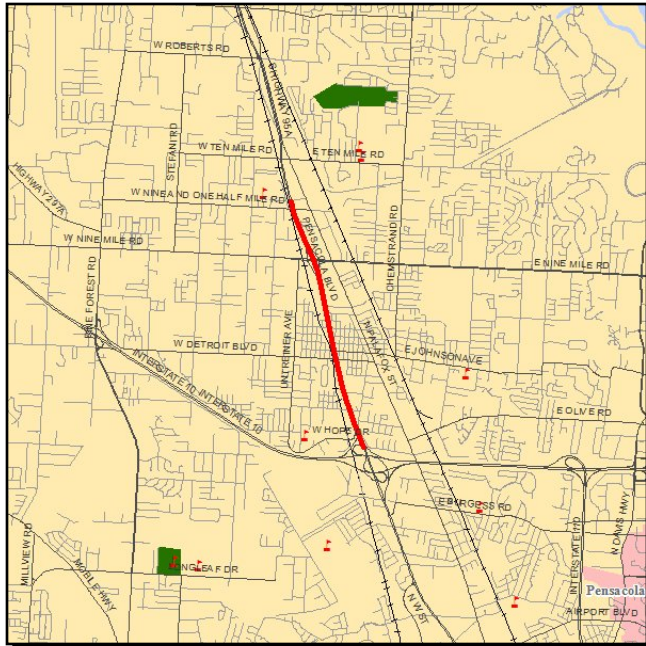
Prior Cost < 2012/13: 0
Future Cost > 2016/17: 0
Total Project Cost: 4,810,845
Project Description:

Section 2 - Capacity

2186031

SR 95 (US 29)

Non-SIS



Work Summary: RIGHT OF WAY - FUTURE CAPACITY

From: SR 8 (I-10)
To: N OF SR 10 (US90A) 9MI

Lead Agency: FDOT

Length: 2.584 mi
LRTP #: #56 in Modification Report p.C-3

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW	ACEN	0	4,576,432	5,800,000	0	0	10,376,432
ROW	ACNH	0	6,101,822	6,000,000	0	0	12,101,822
ENV	DS	0	0	217,330	0	0	217,330
CST	ACNH	0	0	0	0	38,808,000	38,808,000
CEI	ACNH	0	0	0	0	4,971,693	4,971,693
Total		0	10,678,254	12,017,330	0	43,779,693	66,475,277

Prior Cost < 2012/13: 3,917,677

Future Cost > 2016/17: 0

Total Project Cost: 70,392,954

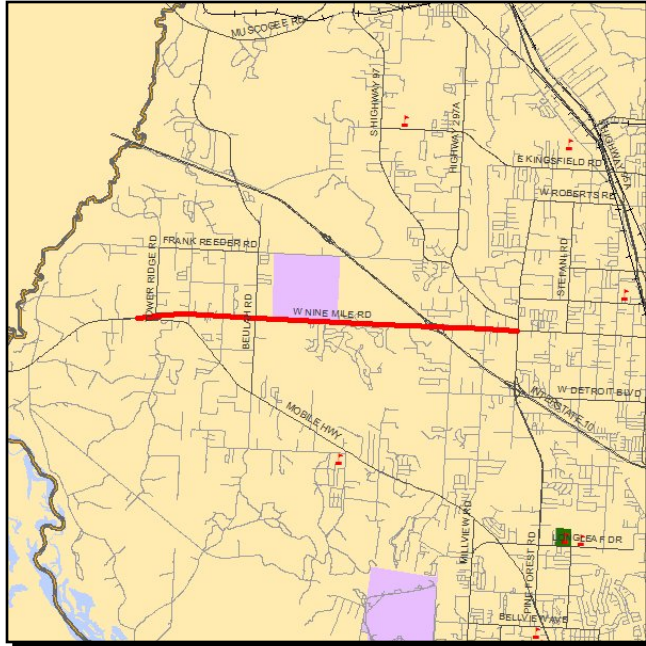
Project Description: SIS Project Priority #1 (p.17)

Right-of-way (ROW) acquisition for future 6-lane with bike lanes and sidewalks.

2186054

SR 10 (US 90A) Nine Mile Road

Non-SIS



Work Summary: PD&E/EMO STUDY

From: SR 10A (US 90)

To: SR 297 (Pine Forest Road)

Lead Agency: FDOT

Length: 5.814

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PDE	DS	1,510,000	0	0	0	0	1,510,000
PDE	DIH	10,000	0	0	0	0	10,000
Total		1,520,000	0	0	0	0	1,520,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

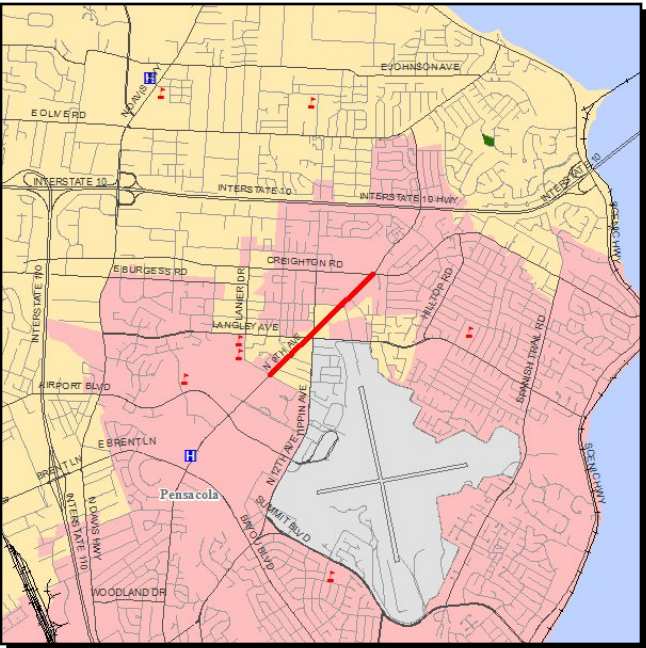
Total Project Cost: 1,520,000

Project Description: PD&E Study & IMR for I-10 Interchange, original PD&E under 218519-1. Part of MPO#14 2012: from Mobile Highway to Pine Forest Road.
The eastern limit in the 2020 LRTP was west of I-10.
The total project cost \$14,535,534 in the 2035 LRTP is from I-10 to Pine Forest Road.

2186202

SR 289 9th Avenue

Non-SIS



Work Summary: PD&E/EMO STUDY **From:** Underwood Ave
To: SR742 Creighton Rd

Lead Agency: Escambia

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PDE	LF	3,000,000	0	0	0	0	3,000,000
PDE	DIH	1,000	0	0	0	0	1,000
Total		3,001,000	0	0	0	0	3,001,000

Prior Cost < 2012/13: 0
Future Cost > 2016/17: 0
Total Project Cost: 3,001,000
Project Description:

2224762

SR 8 (I-10)

SIS



Work Summary: PRELIM ENG FOR FUTURE CAPACITY

From: @ SR 95 (US 29)

To: Phase 1

Lead Agency: FDOT

Length: 2.936 mi

LRTP #: #22 in Modification Report p.C-3*

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DIH	0	78,000	0	0	0	78,000
PE	ACCM	0	27,077	0	0	0	27,077
PE	CM	0	752,923	0	0	0	752,923
Total		0	858,000	0	0	0	858,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 4,685,598

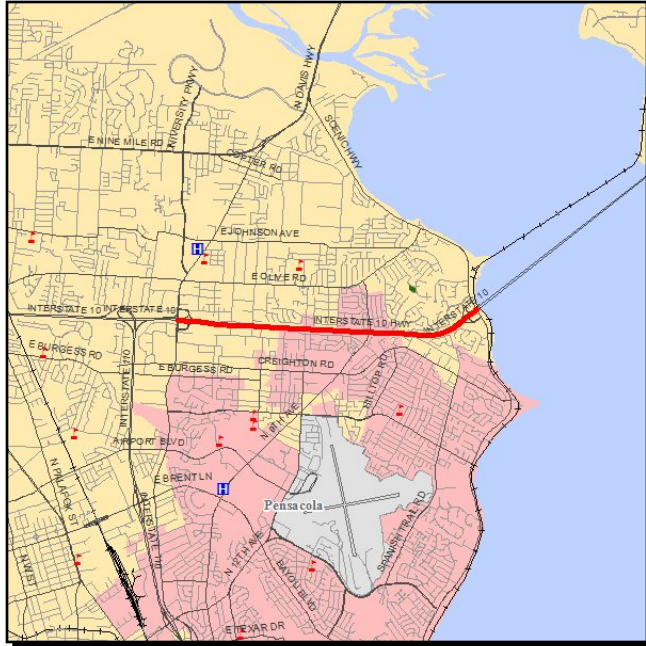
Total Project Cost: 5,543,598

Project Description: *For costs not in Cost Feasible Plan, refer to #52 in Needs Plan Amendment Report (p.D-5)

2224771

SR 8 (I-10)

Non-SIS



Work Summary: ADD LANES & RECONSTRUCT

From: SR 291 DAVIS HIGHWAY

To: SR 10A (US 90) SCENIC

Lead Agency: FDOT

Length: 2.886 mi

LRTP #: #2224771 in Modification Report

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW	ACNH	741,470	1,100,000	0	0	0	1,841,470
CST	ACNP	635,345	44,994,386	0	0	0	45,629,731
CEI	ACNP	0	5,133,560	0	0	0	5,133,560
Total		1,376,815	51,227,946	0	0	0	52,604,761

Prior Cost < 2012/13: 5,510,971

Future Cost > 2016/17: 0

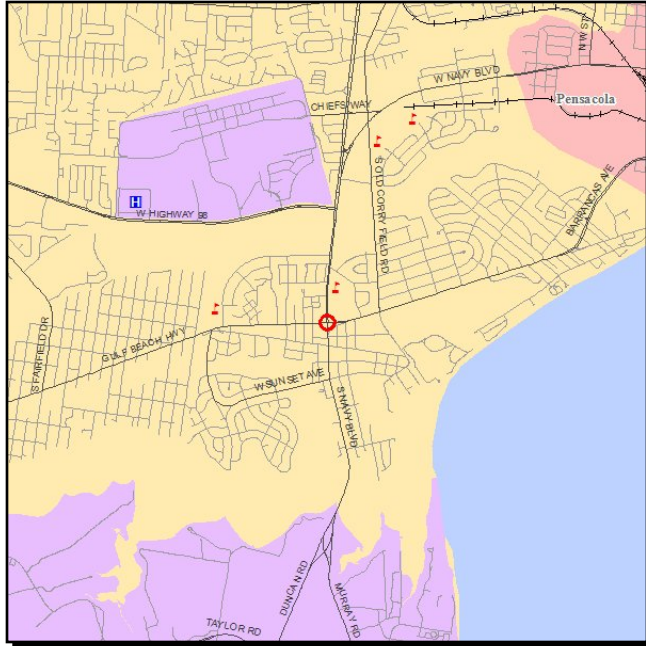
Total Project Cost: 58,115,732

Project Description: Committed SIS Project Priority (p.14)
6-lane of I-10
Replacement of Scenic Hwy overpass at I-10 with new 4-lane overpass

4097927

SR292 Gulf Beach Hwy

Non-SIS



Work Summary: ADD TURN LANE(S)

From: Merritt Street

To: South 3rd Street

Lead Agency: FDOT

Length: 0.326 mi

LRTP #: Corridor Improvement
Box in Mod. Report

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW	SU	3,410,312	0	0	0	0	3,410,312
ROW	DIH	88,376	0	0	0	0	88,376
CEI	SU	0	0	271,537	0	0	271,537
CST	SU	0	0	1,495,605	0	0	1,495,605
Total		3,498,688	0	1,767,142	0	0	5,265,830

Prior Cost < 2012/13: 31,939

Future Cost > 2016/17: 0

Total Project Cost: 5,297,769

Project Description: Non-SIS Project Priority #2 (p.15 and p.45)
Operational improvements on Gulf Beach Hwy including additional westbound thru lane at Navy Blvd.

4097929

ESCAMBIA COUNTY

Non-SIS



Work Summary: CORRIDOR/SUBAREA PLANNING

From: PLANNING STUDIES UPDATES

To:

Lead Agency: TPO

Length: 0.100 mi

LRTP #: Corridor Plan Box in Mod. Report p.C-3

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PLN	SU	150,000	150,000	150,000	150,000	130,000	730,000
Total		150,000	150,000	150,000	150,000	130,000	730,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 730,000

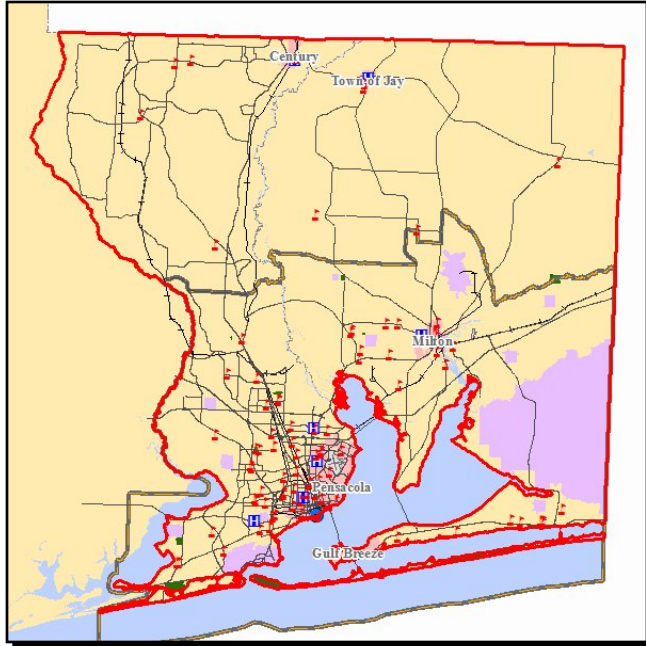
Project Description: Non-SIS Project Priority #1 (p.15 and p.45)

Corridor Management Plan (CMP) looking at operational and safety improvements.

4125451

ESCAMBIA/SANTA ROSA

Non-SIS



Work Summary: TRAFFIC SIGNALS

From: COORD. TRAFFIC SIGNAL

To: OPERATIONS

Lead Agency: City of Pensacola

Length: 0.004 mi

LRTP #: ITS & Signal Timing in Modification Report

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST	SU	300,000	192,920	0	0	0	492,920
CST	CM	0	28,290	0	0	0	28,290
Total		300,000	221,210	0	0	0	521,210

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 521,210

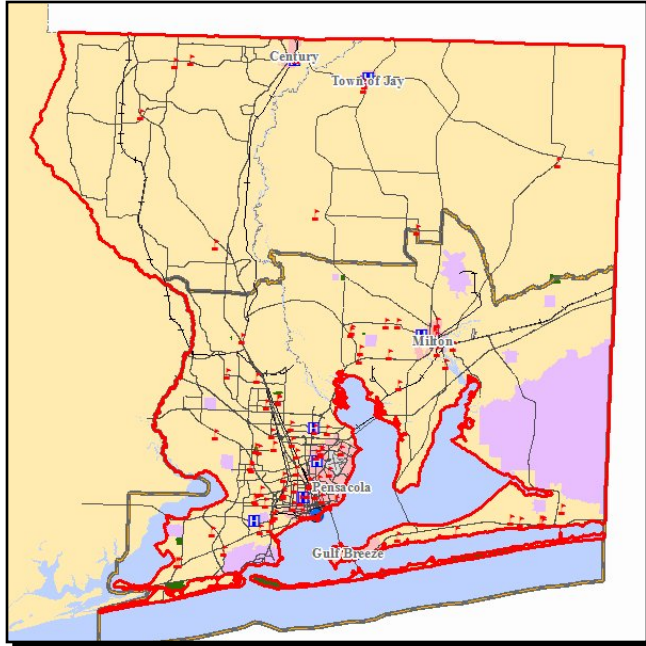
Project Description: Non-SIS Project Priority #5 (p.15 and p.31-35)

Updating of signal timing in Escambia and Santa Rosa Counties

4125452

ESCAMBIA/SANTA ROSA

Non-SIS



Work Summary: TRAFFIC SIGNALS

From: COORD. TRAFFIC SIGNAL

To: OPERATIONS

Lead Agency: City of Pensacola

LRTP #: ITS & Signal Timing Box
in Mod. Report p.C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS	SU	0	0	300,000	300,000	300,000	900,000
Total		0	0	300,000	300,000	300,000	900,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 900,000

Project Description: Non-SIS Project Priority #5 (p.15 and p.31-35)

4130623

SR 8 (I-10)

Non-SIS



Work Summary: RIGHT OF WAY - FUTURE CAPACITY

From: ESCAMBIA BAY BRIDGE

To: E SR 281 AVALON BLVD

Lead Agency: FDOT

Length: 2.756 mi

LRTP #: #26 in Modification Report p. C-3

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW	ACNH	0	0	0	9,357,963	0	9,357,963
Total		0	0	0	9,357,963	0	9,357,963

Prior Cost < 2012/13: 4,319,808

Future Cost > 2016/17: 33,365,722

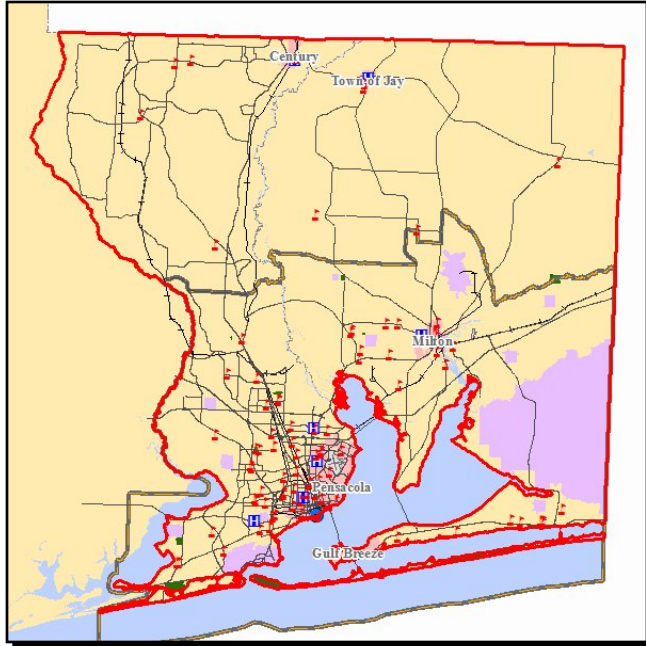
Total Project Cost: 47,043,493

Project Description: SIS Project Priority #2 and #3 (p.17)

4147061

Pensacola ITS Project

Non-SIS



Work Summary: TRAFFIC MANAGEMENT CENTERS
From: Video Monitoring
To: Pensacola Bay Br #480035
Lead Agency: FDOT
LRTP #: ITS & Signal Timing Box in

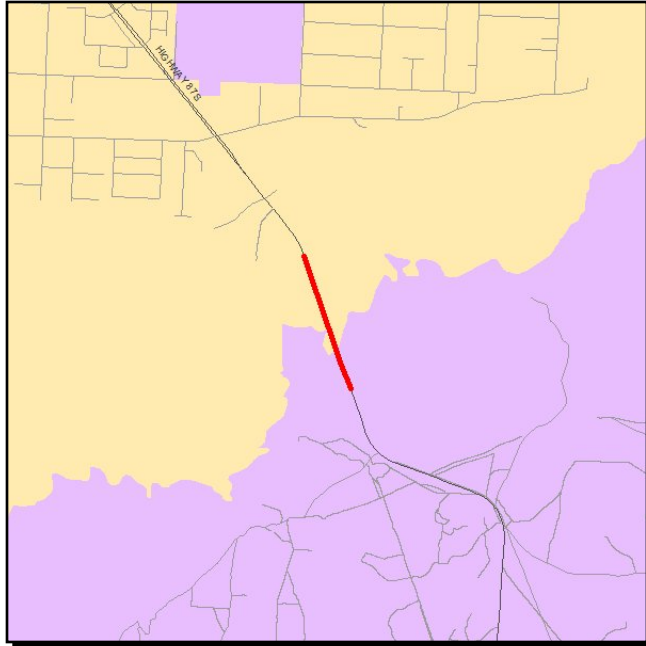
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS	DITS	2,605,000	2,604,500	2,604,561	2,604,561	2,605,500	13,024,122
Total		2,605,000	2,604,500	2,604,561	2,604,561	2,605,500	13,024,122

Prior Cost < 2012/13: 0
Future Cost > 2016/17: 0
Total Project Cost: 13,024,122
Project Description: Traffic Management Center
 Non-SIS Project Priority #6 (p.15 & p.42)

4167482

SR87

Non-SIS



Work Summary: PRELIMINARY ENGINEERING

From: End of Clear Breek Bridge

To: South of Coldwater Creek

Lead Agency: FDOT

Length: 5.447 mi

LRTP #: #52 in Modification Report p.C-3*

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DIH	154,410	0	0	0	0	154,410
PE	DDR	2,300,000	0	0	0	0	2,300,000
Total		2,454,410	0	0	0	0	2,454,410

Prior Cost < 2012/13: 3,842

Future Cost > 2016/17: 0

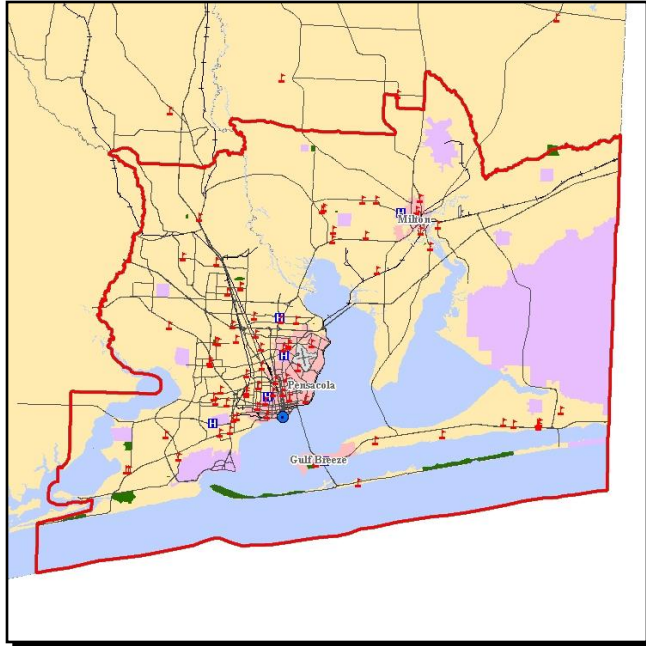
Total Project Cost: 2,458,252

Project Description: Non-SIS Project Priority #12 (p.15) - Limits are from CR87A (Langley St) to TPO Urban Area Boundary
PD&E was under 4167481
*For costs not in Cost Feasible Plan, refer to #52 in Needs Plan Amendment Report (p.D-8)

4167484

SR 87

Non-SIS



Work Summary: PD&E/EMO STUDY

From: North of Clear Creek Bridge

To: US90/SR 87S

Lead Agency: FDOT

LRTP #: NO 54 in modification report PD-3.

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PDE	SU	0	1,119,808	0	0	0	1,119,808
PDE	SA	0	880,192	0	0	0	880,192
Total		0	2,000,000	0	0	0	2,000,000

Prior Cost < 2012/13: 501,127

Future Cost > 2016/17: 0

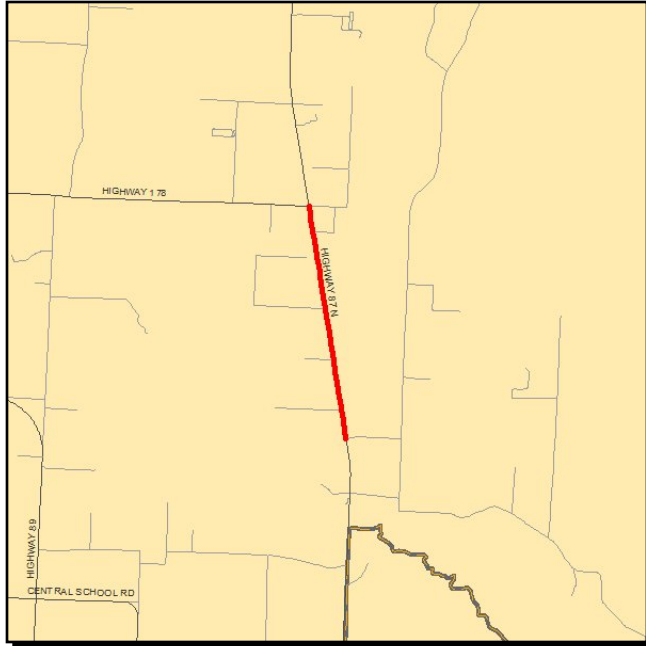
Total Project Cost: 2,501,127

Project Description: SR 87 PD&E Study to include a Triangular Study Area defined by the following three points:
 1) North of Clear Creek Bridge
 2) Intersection of US 90/Glover Lane
 3) Intersection of US 90/SR 87S

4167485

SR87

Non-SIS



Work Summary: PRELIMINARY ENGINEERING

From: South of Coldwater Creek

To: CR178/Van Jernigan

Lead Agency: FDOT

LRTP #: #52 in Modification Report p.C-3*

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DIH	220,000	0	0	0	0	220,000
PE	ACSA	2,200,000	0	0	0	0	2,200,000
Total		2,420,000	0	0	0	0	2,420,000

Prior Cost < 2012/13: 3,082

Future Cost > 2016/17: 0

Total Project Cost: 2,423,082

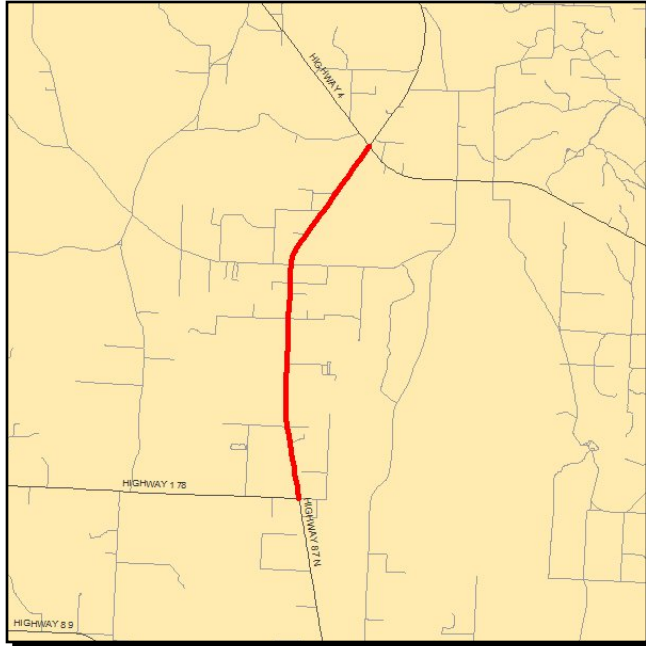
Project Description: Non-SIS Project Priority #10 (p.16) - Limits are from CR87A (Langley St) to TPO Urban Area Boundary
PD&E was under 4167481

*For costs not in Cost Feasible Plan, refer to #52 in Needs Plan Amendment Report (p.D-8)

4167486

SR87

Non-SIS



Work Summary: PRELIMINARY ENGINEERING

From: CR178/Van Jernigan

To: North of SR4

Lead Agency: FDOT

LRTP #: #52 in Modification Report p.C-3*

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DIH	230,000	0	0	0	0	230,000
PE	DS	2,300,000	0	0	0	0	2,300,000
Total		2,530,000	0	0	0	0	2,530,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

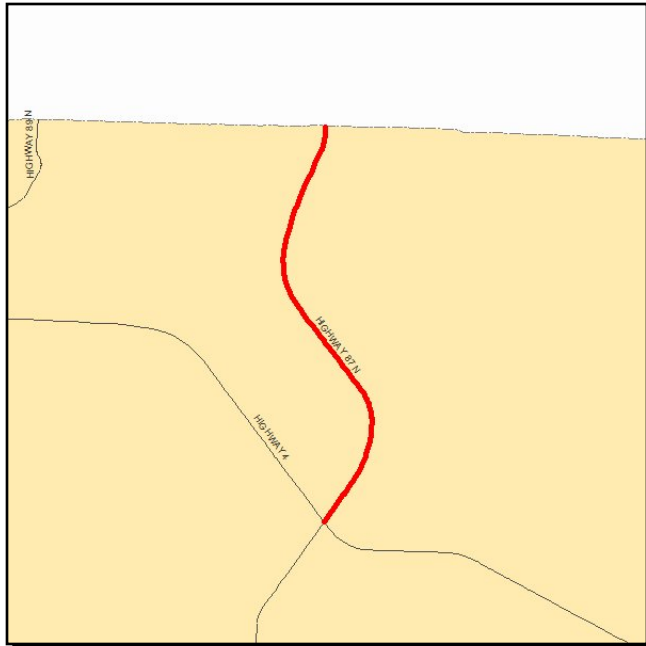
Total Project Cost: 2,530,000

Project Description: Non-SIS Project Priority #10 (p.16) - Limits are from CR87A (Langley St) to TPO Urban Area Boundary
 PD&E was under 4167481
 *For costs not in Cost Feasible Plan, refer to #52 in Needs Plan Amendment Report (p.D-8)

4167487

SR87

Non-SIS



Work Summary: PRELIMINARY
ENGINEERING

From: North of SR4

To: Alabama State Line

Lead Agency: FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DIH	280,000	0	0	0	0	280,000
PE	DS	2,800,000	0	0	0	0	2,800,000
Total		3,080,000	0	0	0	0	3,080,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 3,080,000

Project Description: This project is NOT within the TPO planning area.
PD&E was under 4167481

4210111

SR 292 PERDIDO KEY

Non-SIS



Work Summary: PRELIM ENG FOR FUTURE CAPACITY

From: ALABAMA STATE LINE

To: INNERARITY POINT RD

Lead Agency: Escambia

Length: 6.956 mi

LRTP #: #46 in Modification Report p.C-3 & p.C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	TRIP	0	1,227,379	0	0	0	1,227,379
PE	LF	0	1,227,379	0	0	0	1,227,379
Total		0	2,454,758	0	0	0	2,454,758

Prior Cost < 2012/13: 3,096,129

Future Cost > 2016/17: 0

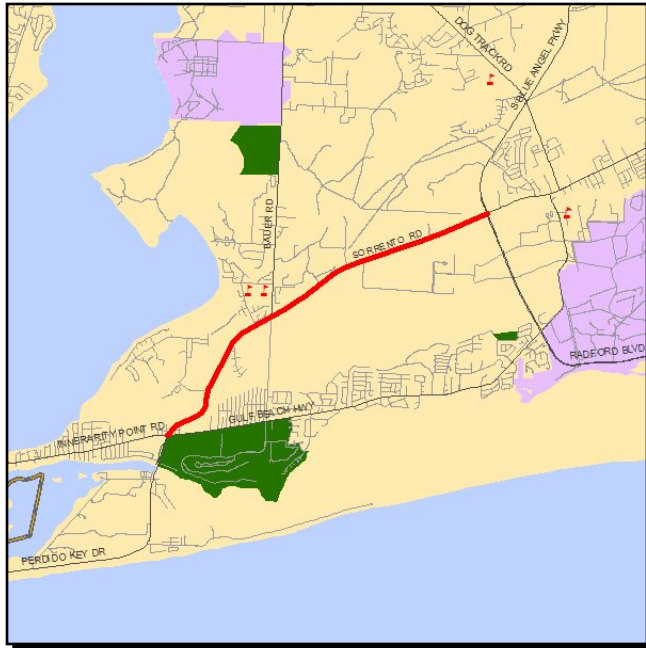
Total Project Cost: 5,550,887

Project Description: Funded by the Transportation Regional Incentive Program(TRIP)
Design of future 4-lane of Perdido Key Rd.

4210112

SR292 (Sorrento Road)

Non-SIS



Work Summary: WIDEN ROAD

From: Innerarity Point Road

To: SR173 (Blue Angel Pkwy)

Lead Agency: Escambia

Length: 6.0

LRTP #: #51 in Modification
Report p. C-3 & C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW	LF	0	0	0	20,000,000	0	20,000,000
Total		0	0	0	20,000,000	0	20,000,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

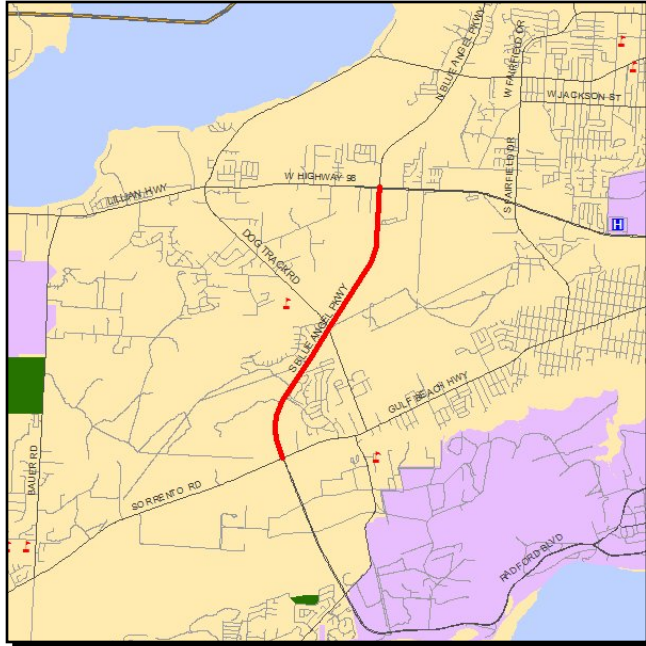
Total Project Cost: 20,000,000

Project Description: PD&E was funded with \$2,350,000 in 2006
Design was funded with \$3,703,870 in 2008

4210121

SR173 (Blue Angel Parkway)

Non-SIS



Work Summary: WIDEN ROAD

From: SR292 (Sorrento Road/Gulf Beach Hwy)

To: SR30 (US98)

Lead Agency: Escambia

Length: 3.2

LRTP #: #5 in Modification Report p. C-3 & C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW	LF	0	0	15,000,000	0	0	15,000,000
Total		0	0	15,000,000	0	0	15,000,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

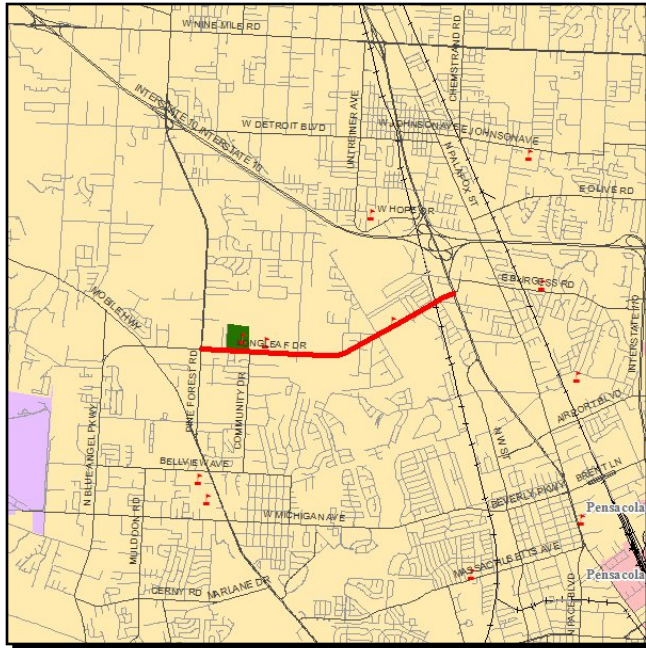
Total Project Cost: 15,000,000

Project Description: PD&E was funded with \$1,300,000 in 2006
Design was funded with \$2,000,282 in 2007
PD&E was funded with \$5,500 in 2012

4210141

Pinestead-Longleaf Connector

Non-SIS



Work Summary: NEW ROAD CONSTRUCTION

From: (SR297) Pine Forest Rd

To: US29 (SR95)

Lead Agency: Escambia

Length: 2.9

LRTP #: #49 in Modification Report p. C-3 & C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW	LF	0	0	8,000,000	0	0	8,000,000
Total		0	0	8,000,000	0	0	8,000,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

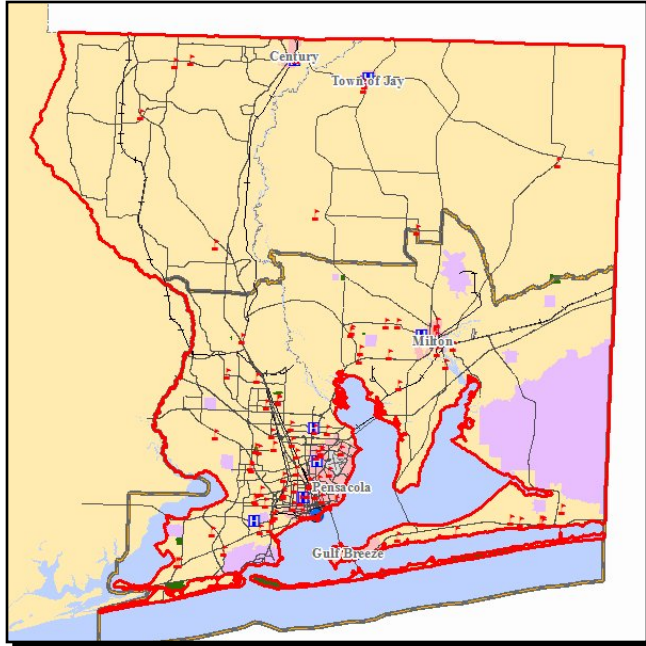
Total Project Cost: 8,000,000

Project Description: PD&E was funded with \$1,300,000 in 2006
Design was funded with \$1,638,500 in 2008

4280581

ADVANCED TRAFFIC

Non-SIS



Work Summary:

TRAFFIC CONTROL
DEVICES/SYSTEM

From:

MANAGEMENT SYSTEM

To:

ITS PHASE I

Lead Agency:

FDOT

LRTP #:

ITS & Signal Timing Box
in Mod. Report p.C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	SU	0	500	0	0	0	500
CST	SU	0	1,561,092	0	2,345,318	0	3,906,410
CST	ACSU	0	0	1,929,287	1,457,567	0	3,386,854
Total		0	1,561,592	1,929,287	3,802,885	0	7,293,764

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 7,293,764

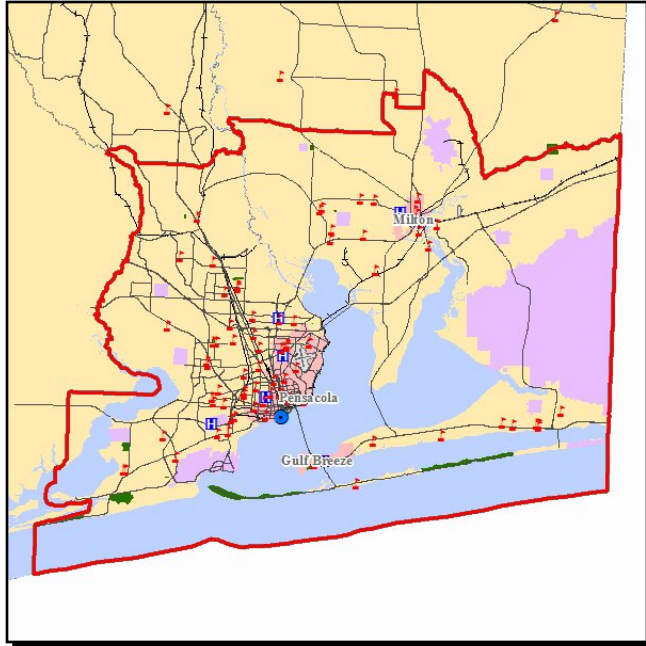
Project Description: Non-SIS Project Priority #6 (p.16 & p.43)

Intelligent Transportation System (ITS)

4318831

SR 30/10 (US 98/90)

Non-SIS



Work Summary:

CORRIDOR/SUBAREA
PLANNING

From:

CORRIDOR MANAGEMENT

To:

IMPROVEMENT PROJECTS

Lead Agency:

Santa Rosa

Length:

1.000 mi

LRTP #:

Corridor Improvement
Box in Mod. Report

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST	SU	0	0	0	0	1,500,000	1,500,000
Total		0	0	0	0	1,500,000	1,500,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

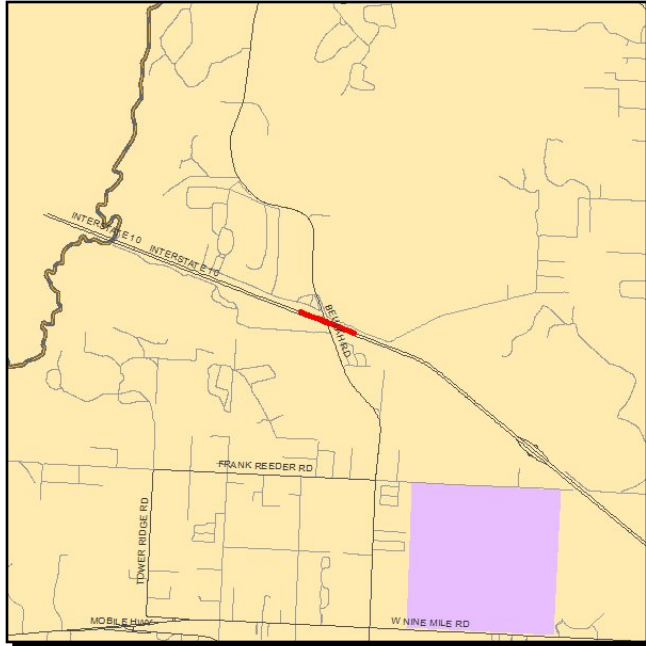
Total Project Cost: 1,500,000

Project Description: Non-SIS Project Priority #2 (p.15 and p.45)

4331131

SR8 (I-10)

Non-SIS



Work Summary:

P. D. & E. STUDY &
DESIGN

From: at CR99 Beulah Rd

To:

LRTP #: 19 & 72 in Modification
Report

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PDE	SU	2,000,000	0	0	0	0	2,000,000
PDE	DIH	25,000	0	0	0	0	25,000
Total		2,025,000	0	0	0	0	2,025,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

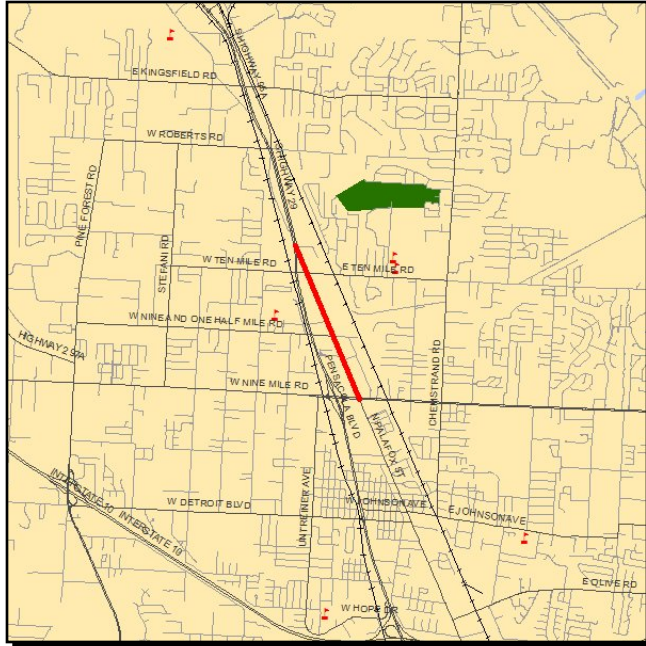
Total Project Cost: 2,025,000

Project Description: PD&E/IJR for proposed I-10 Interchange to support county's effort on PD&E study on Beulah Rd.

Escambia

US 29 Connector

Non-SIS



Work Summary: P. D. & E. STUDY & DESIGN

From: US90 (9 Mile Rd)

To: US29

Lead Agency: Escambia

LRTP #: 19 & 72 in Modification Report

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PDE	LF	0	2,700,000	0	0	0	2,700,000
Total		0	2,700,000	0	0	0	2,700,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

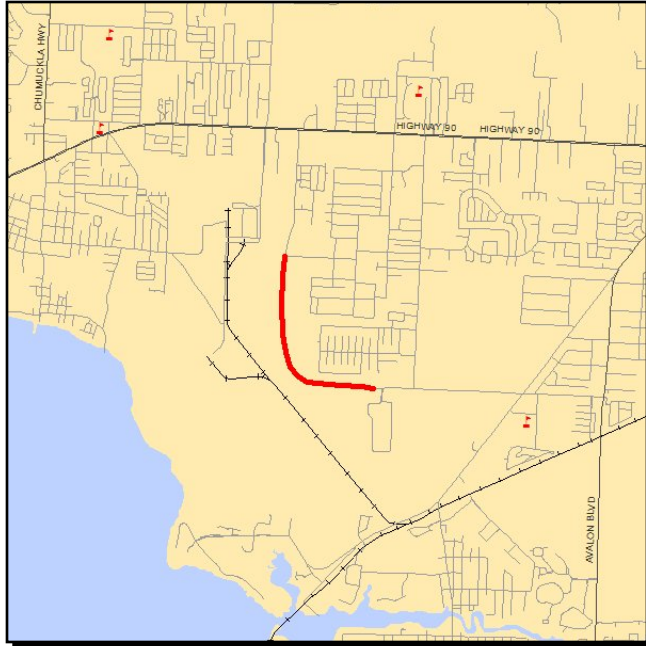
Total Project Cost: 2,700,000

Project Description: US290 Connector from US90 (9 Mile Rd) to US29, including an interchange at I-10 and Beulah Rd

SR1

Watkins Street Extension

Non-SIS



Work Summary:

From:

To:

Lead Agency: Santa Rosa

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	LF	0	0	0	0	1,200,000	1,200,000
ROW	LF	0	0	0	0	2,000,000	2,000,000
Total		0	0	0	0	3,200,000	3,200,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

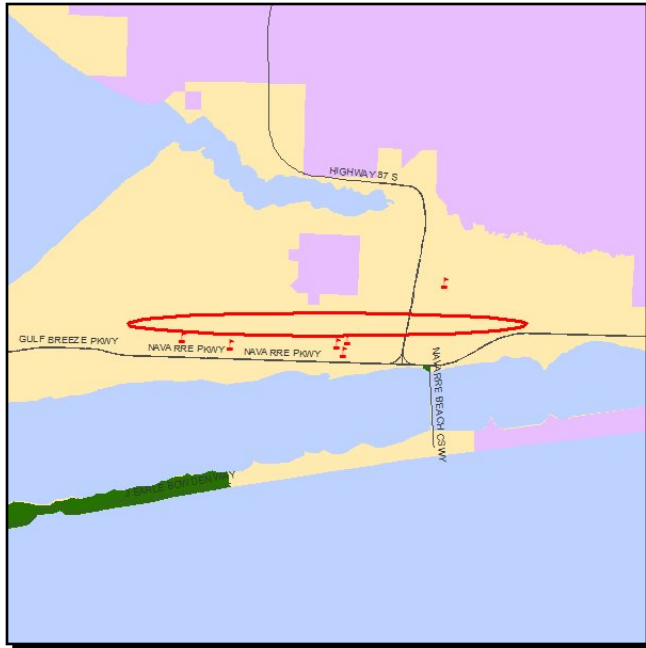
Total Project Cost: 3,200,000

Project Description: Extend Watkins Street from its southern terminus to Sterling Way

SR18

Navarre Community Access Road

Non-SIS



Work Summary:

From:

To:

Lead Agency: Santa Rosa

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST	LF	0	0	0	2,000,000	0	2,000,000
Total		0	0	0	2,000,000	0	2,000,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 2,000,000

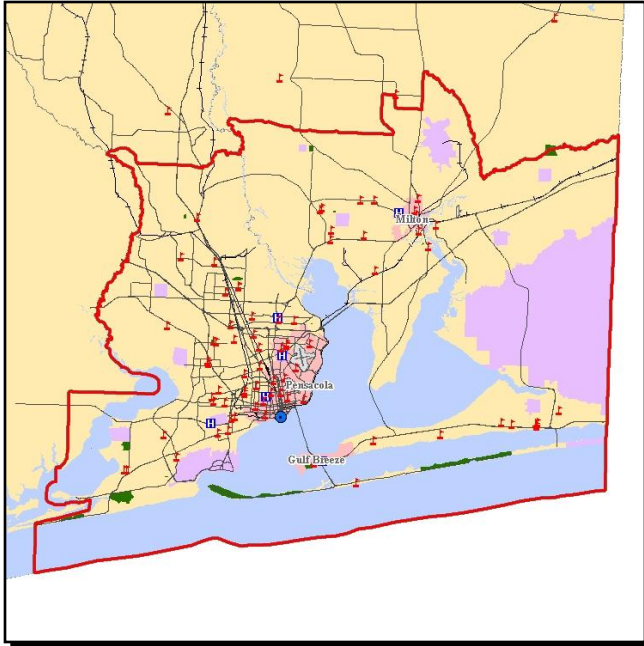
Project Description: Project development study, design, ROW acquisition as needed, and construction

Section 3 - Bike/ Pedestrian

100060018

CR 99 and South 7th Street

Non-SIS



Work Summary: PAVE SHOULDERS

From: SR 42 (US 98) and CR 99

To: Spansih Cove Drive and Boat Ramp

Lead Agency: ALDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	STPLL	48,000	0	0	0	0	48,000
PE	LF	12,000	0	0	0	0	12,000
Total		60,000	0	0	0	0	60,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 60,000

Project Description: Add Paved Shoulders

4216443

McClure Drive Sidewalks

Non-SIS



Work Summary: SIDEWALK

From:

To:

Lead Agency: City of Gulf Breeze

Length: 0.187 mi

LRTP #: Bike/PEd Master Plan
box in Mod. Report

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	SE	1,000	0	0	0	0	1,000
CST	SE	24,588	0	0	0	0	24,588
Total		25,588	0	0	0	0	25,588

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

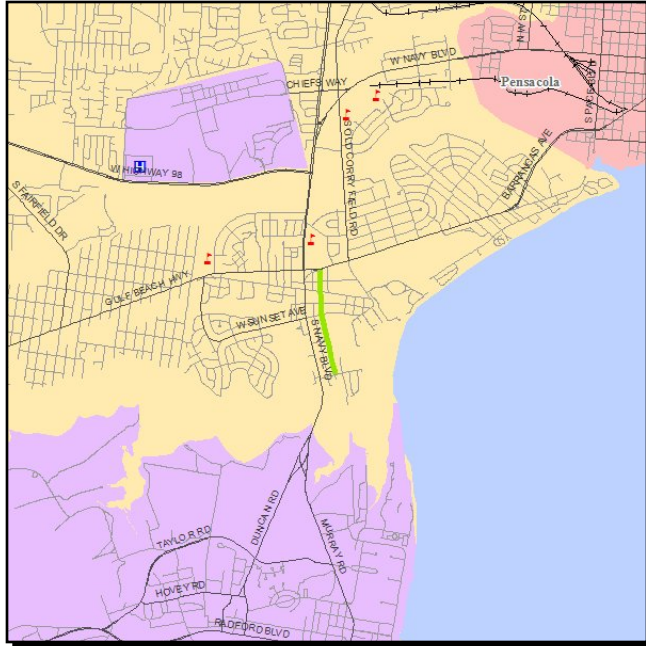
Total Project Cost: 25,588

Project Description: LAP Agreement with the City of Gulf Breeze for sidewalk on McClure Drive - 615 yards of concrete - sidewalk split out of US98 project # 4216441

4257452

Navy Blvd Alternate Sidewalk (2nd St.)

Non-SIS



Work Summary: PAVE SHOULDERS

From: Interbay Ave

To: Barrancas Ave

Lead Agency: Escambia

Length: 0.920 mi

LRTP #: Bike/Ped Master Plan
Box in Mod. Report

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST	LFR	300,000	0	600,000	0	0	900,000
CST	SU	0	0	0	300,000	0	300,000
Total		300,000	0	600,000	300,000	0	1,200,000

Prior Cost < 2012/13: 375,120

Future Cost > 2016/17: 0

Total Project Cost: 1,575,120

Project Description: This project is on 2nd St, from Interbay Ave to Barrancas Ave

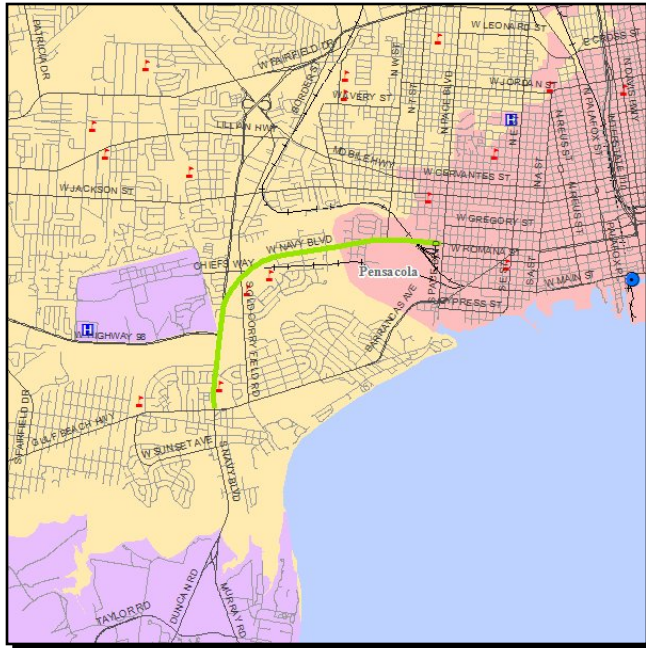
Non-SIS Project Priority #4 (p.15)

Bicycle/Pedestrian Project Priority #1 (p.29)

4257453

SR 30 (US 98) NAVY

Non-SIS



Work Summary: PAVE SHOULDERS

From: SR 292 GULF BEACH

To: SR 292 S PACE BLVD

Lead Agency: Escambia

Length: 3.301 mi

LRTP #: Bike/Ped Master Plan
Box in Mod. Report

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	SU	0	0	0	0	500	500
CST	SU	0	0	0	0	350,000	350,000
Total		0	0	0	0	350,500	350,500

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

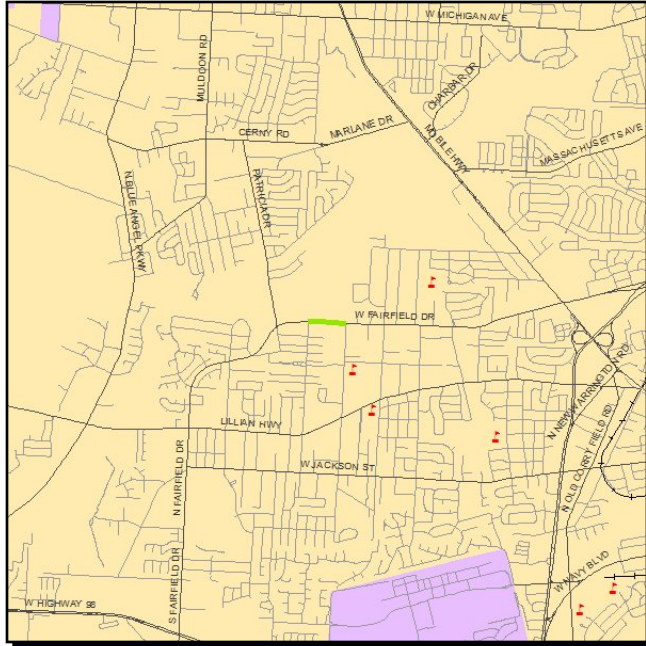
Total Project Cost: 350,500

Project Description: Non-SIS Project Priority #4 (p.15)
Bicycle/Pedestrian Project Priority #2 (p.29)

4257454

SR 727 FAIRFIELD DR

Non-SIS



Work Summary: SIDEWALK

From: N 69TH AVENUE

To: N 65TH AVENUE

Lead Agency: FDOT

Length: .250 MI

LRTP #: Bike/Ped Box in Mod
Rpt pg. D-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DIH	0	7,357	0	0	0	7,357
PE	SU	0	73,573	0	0	0	73,573
CST	DIH	0	0	0	8,092	0	8,092
CST	SU	0	0	0	300,000	0	300,000
Total		0	80,930	0	308,092	0	389,022

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

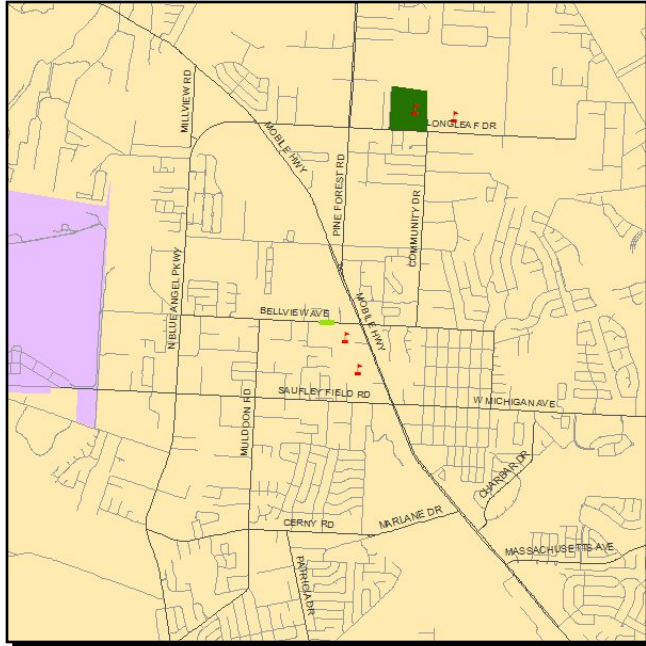
Total Project Cost: 389,022

Project Description: Non SIS Project Priority #5 (p. 16)
Bicycle & Pedestrian Project Priority #1 (p.31)
Add sidewalk on south side.

4276401

BELLVIEW ELEMENTARY

Non-SIS



Work Summary: SIDEWALK

From: SCHOOL

To: SIDEWALK PROJECT

Lead Agency: Escambia

Length: 0.700 mi

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	SR2S	1,000	0	0	0	0	1,000
CST	SR2S	368,488	0	0	0	0	368,488
Total		369,488	0	0	0	0	369,488

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 369,488

Project Description: This project is funded through the Safe Routes to School Program

4337671

Escambia County Wide K-8

Non-SIS



Work Summary: SIGNING/PAVEMENT MARKINGS

From: School Zone

To: Safety Upgrades

Lead Agency: Escambia

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	SR2E	1,000	0	0	0	0	1,000
CEI	SR2S	22,000	0	0	0	0	22,000
CST	SR2S	198,000	0	0	0	0	198,000
Total		221,000	0	0	0	0	221,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

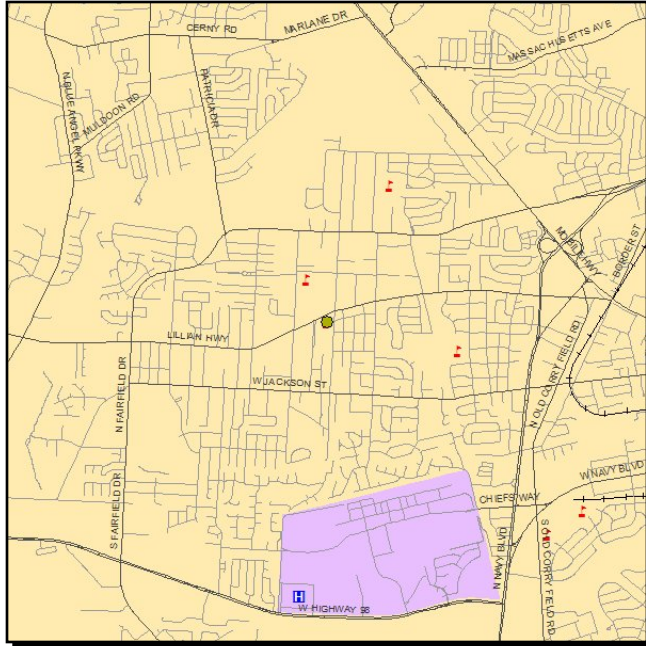
Total Project Cost: 221,000

Project Description: Design/Build of SRTS Speed Feedback to address K-9 Pedestrian Safety in Escambia County School Zones
SFAS Improve Pedestrian Safety

4337681

Myrtle Grove Elementary

Non-SIS



Work Summary: SIDEWALK

From: School

To: Sidewalk Project

Lead Agency: Escambia

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	SR2E	1,000	0	0	0	0	1,000
CEI	SR2S	97,500	0	0	0	0	97,500
CST	SR2S	877,500	0	0	0	0	877,500
Total		976,000	0	0	0	0	976,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

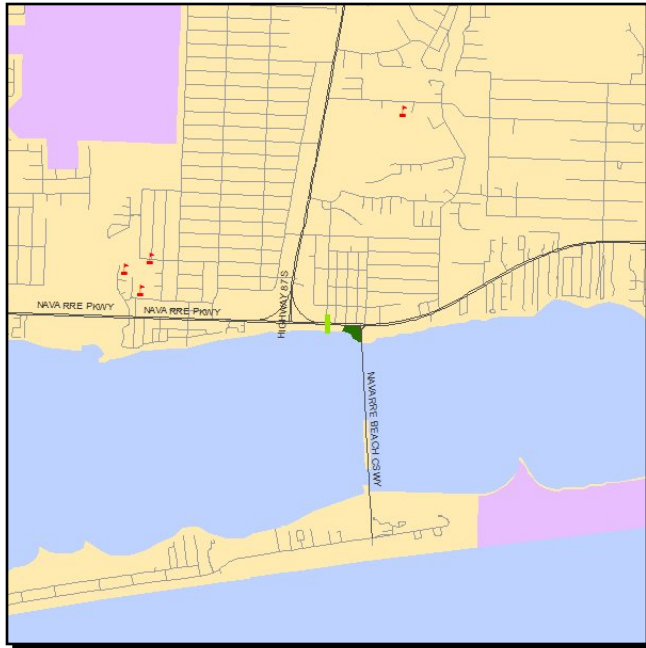
Total Project Cost: 976,000

Project Description: Design/Build Myrtle Grove Elementary RTS Sidewalk Project Along N 65th Avenue, Birkhead Drive, Flaxman Street and N 61st Avenue

SR21

Navarre US98 Pedestrian Overpass

Non-SIS



Work Summary: PEDESTRIAN/WILDLIFE From:
OVERPASS

To:

Lead Agency: Santa Rosa

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST	LF	0	0	0	1,200,000	0	1,200,000
Total		0	0	0	1,200,000	0	1,200,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 1,200,000

Project Description: Overpass location is just east the intersection of US98 and Presidio St in Navarre, FL

SR22

US98

Non-SIS



Work Summary: PAVE SHOULDERS
From: Gondolier Blvd
To: Gulf Breeze Zoo
Lead Agency: Santa Rosa

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST	LF	0	792,971	0	0	0	792,971
Total		0	792,971	0	0	0	792,971

Prior Cost < 2012/13: 0
Future Cost > 2016/17: 0
Total Project Cost: 792,971
Project Description: Expand shoulders to 8ft on north and south sides of US98

SR23

US98

Non-SIS



Work Summary: PAVE SHOULDERS
From: Gulf Breeze Zoo
To: Navarre Beach Causeway
Lead Agency: Santa Rosa

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST	LF	558,699	0	0	0	0	558,699
Total		558,699	0	0	0	0	558,699

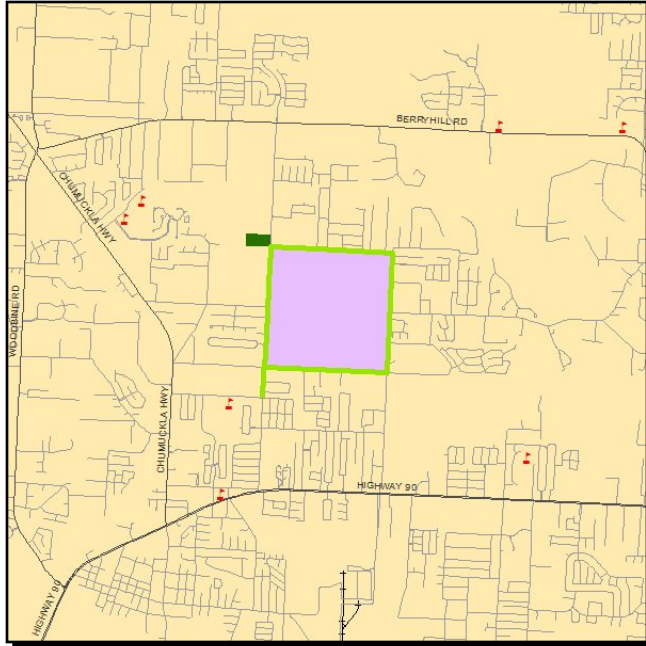
Prior Cost < 2012/13: 0
Future Cost > 2016/17: 0
Total Project Cost: 558,699
Project Description: Expand shoulders to 8ft on north and south sides of US98

Section 4 - Transportation Alternatives

4280991

West Spencer Field Road

Non-SIS



Work Summary: BIKE LANE/SIDEWALK **From:** Norris Road
To: West Spencer Field Road
Lead Agency: Santa Rosa **Length:** 4.250 mi
LRTP #: Enhancement Box in Modification Report

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	SE	500	0	0	0	0	500
CST	SE	921,311	0	0	0	0	921,311
Total		921,811	0	0	0	0	921,811

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 921,811

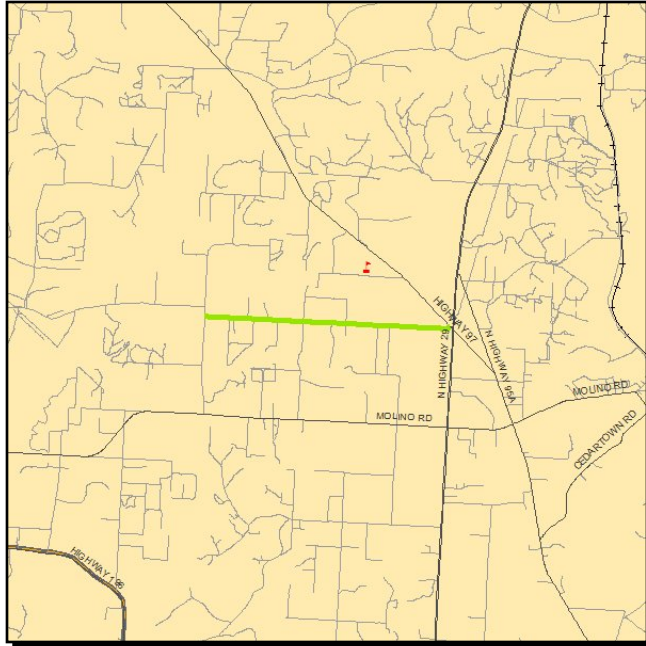
Project Description: Committed Enhancement Project Priority

Construct sidewalks on the west side of W. Spencer Field Road, from Norris Rd to S. Spencer Field Rd AND construct sidewalks all the way around NAS Spencer Outlying Field, on the field side of the road.

4281191

CRABTREE CHURCH RD

Non-SIS



Work Summary: PAVE SHOULDERS
From: SUNSHINE HILL ROAD
To: SR 97
Lead Agency: Escambia
Length: 2.594 mi

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	SE	0	0	500	0	0	500
CST	SE	0	0	1,388,244	0	0	1,388,244
Total		0	0	1,388,744	0	0	1,388,744

Prior Cost < 2012/13: 139,024

Future Cost > 2016/17: 0

Total Project Cost: 1,527,768

Project Description: This project is NOT within the TPO Planning Area

4317011

TIGER POINT BLVD

Non-SIS



Work Summary: SIDEWALK

From: COUNTY PARK ENTRANCE

To: SR 30 (US 98)

Lead Agency: Santa Rosa

Length: 0.417 mi

LRTP #: Enhancement Box in Modification Report

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	SE	6,700	0	0	0	0	6,700
CEI	SE	0	0	0	1,000	0	1,000
CST	SE	0	0	0	65,000	0	65,000
Total		6,700	0	0	66,000	0	72,700

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

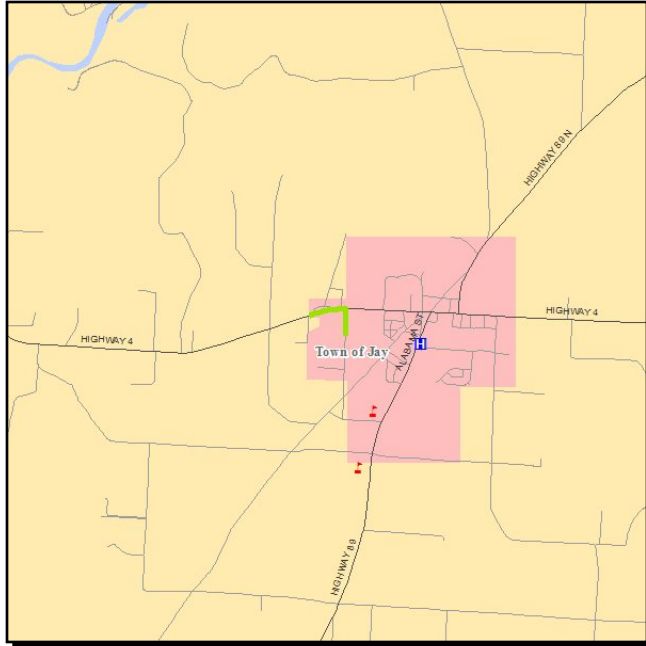
Total Project Cost: 72,700

Project Description: Enhancement Project Priority #1 (p.20)

4335761

SR 4

Non-SIS



Work Summary: SIDEWALK

From: MAX LANE

To: TOWN OF JAY CITY HALL

Lead Agency: Managed by FDOT

Length: .404 MI

LRTP #: Enhancement Box in
Mod. Rpt. p. D-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	TALT	0	53,668	0	0	0	53,668
CST	TALT	0	0	207,900	0	0	207,900
Total		0	53,668	207,900	0	0	261,568

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 261,568

Project Description: This project is not within the TPO Planning Area. Project is included in Rural Work Program for reference.
Add 5' Sidewalk to south side of SR 4.

Section 5 - TSM

4256051

SR 10A (US 90)

Non-SIS



Work Summary: ADD LEFT TURN LANE(S)

From: @ BLITHEWOOD DRIVE

To: INTERSECTION

Lead Agency: FDOT

Length: 0.215 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	SU	53,156	0	0	0	0	53,156
CST	SU	343,400	0	0	0	0	343,400
Total		396,556	0	0	0	0	396,556

Prior Cost < 2012/13: 26,337

Future Cost > 2016/17: 0

Total Project Cost: 422,893

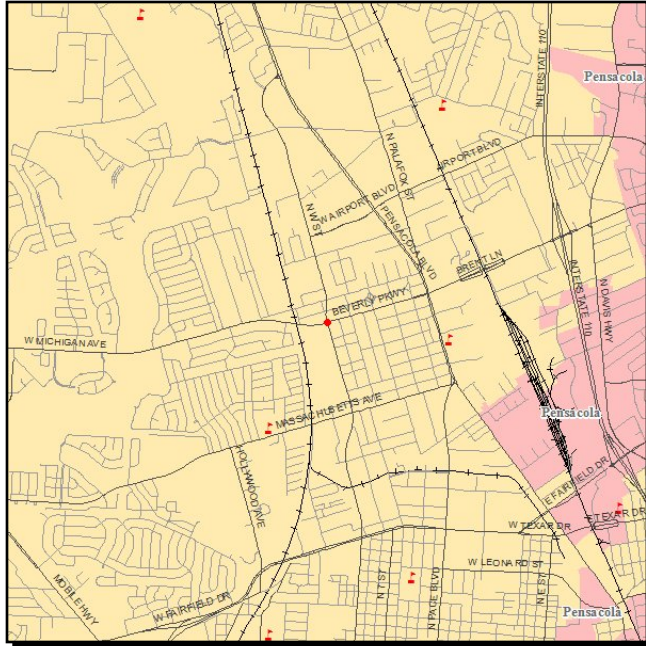
Project Description: Committed TSM Project Priority

Construction of Northbound Left Turn Lane(s) with 100' of storage

4276481

SR 296 BEVERLY PKWY

Non-SIS



Work Summary: ADD RIGHT TURN LANE(S)

From: @ CR 453 W STREET

To: INTERSECTION

Lead Agency: FDOT

Length: 0.085 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW	SU	316,300	0	0	0	0	316,300
ROW	DIH	10,300	0	0	0	0	10,300
CEI	SU	0	86,485	0	0	0	86,485
CST	SU	0	353,177	0	0	0	353,177
Total		326,600	439,662	0	0	0	766,262

Prior Cost < 2012/13: 22,944

Future Cost > 2016/17: 0

Total Project Cost: 789,206

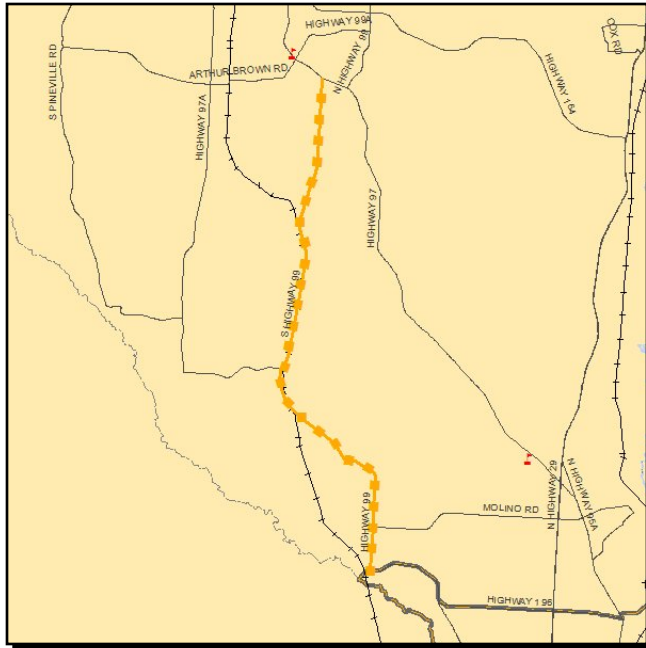
Project Description: Committed TSM Project Priority

Construct eastbound right turn lane with 125' of storage

4296701

CR 99 SOUTH HWY 99

Non-SIS



Work Summary:

From: CR 196

To: SR 97

Lead Agency: FDOT

Length: 15.000 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	HSP	0	302,500	0	0	0	302,500
Total		0	302,500	0	0	0	302,500

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

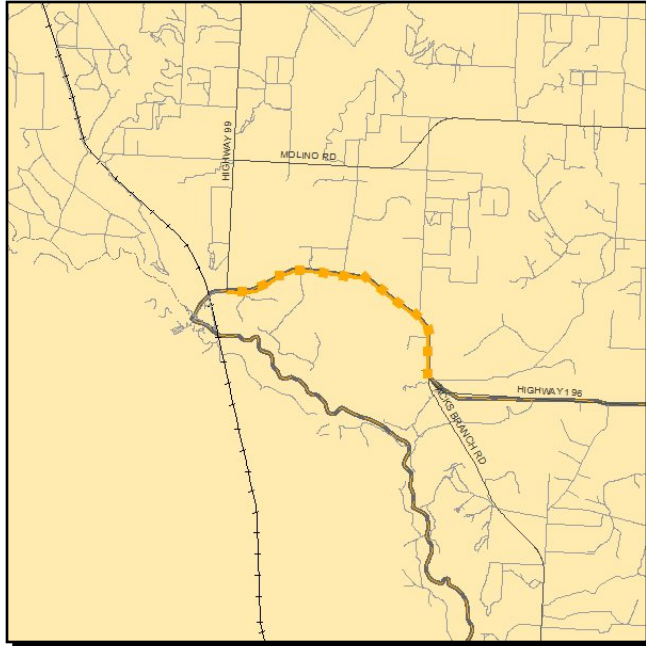
Total Project Cost: 302,500

Project Description: This project is NOT within the TPO planning area.
This is a safety study

4296703

CR196 Barrineau Rd

Non-SIS



Work Summary: PRELIMINARY
ENGINEERING

From: CR97

To: CR99 South Hwy 99

Lead Agency: FDOT

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	HSP	132,500	0	0	0	0	132,500
Total		132,500	0	0	0	0	132,500

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

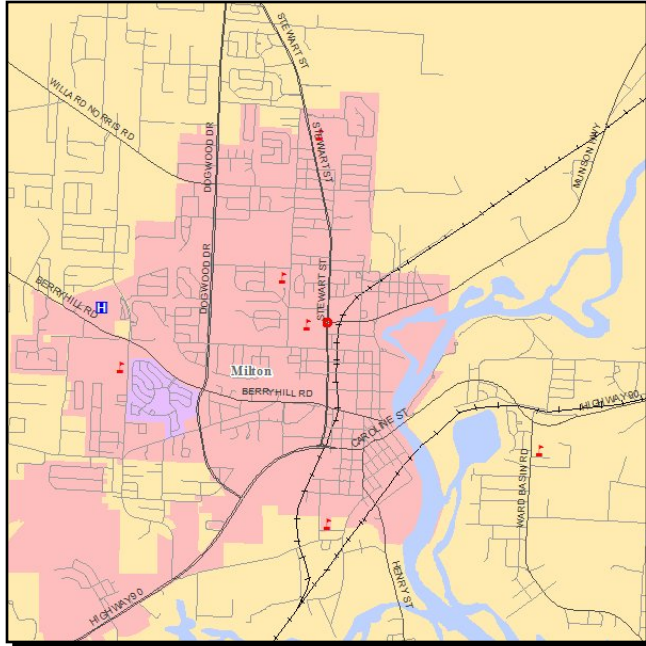
Total Project Cost: 132,500

Project Description: Safety Project, located west of Molino, construction under 4296704; Widen existing lanes, construct paved shoulders & audible markings. Project identified by the 5% FHWA Report as High Risk Rural Rd with lane departures

4298651

SR 87 STEWART STREET

Non-SIS



Work Summary: ADD RIGHT TURN LANE(S)

From: @ CR 191 MUNSON HIGHWAY

To: INTERSECTION

Lead Agency: FDOT

Length: 0.040 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW	SU	309,451	0	0	0	0	309,451
ROW	DIH	10,300	0	0	0	0	10,300
CEI	SU	0	0	49,800	0	0	49,800
CST	SU	0	0	199,002	0	0	199,002
Total		319,751	0	248,802	0	0	568,553

Prior Cost < 2012/13: 17,634

Future Cost > 2016/17: 0

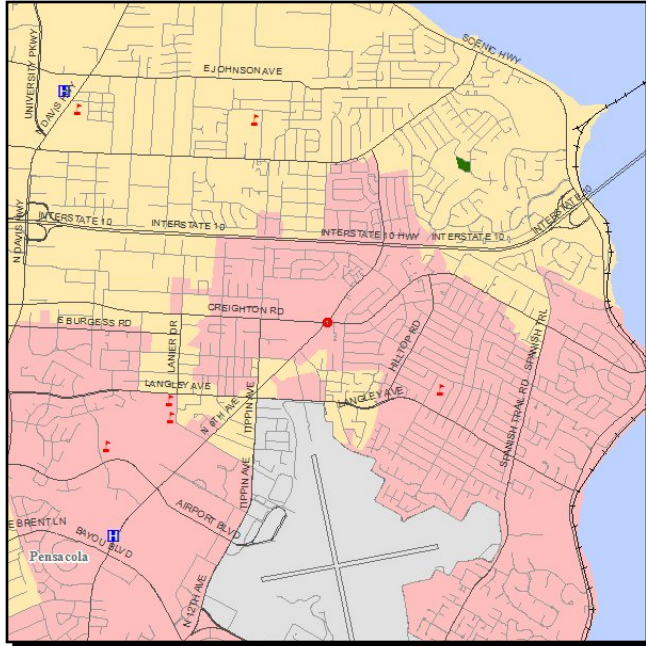
Total Project Cost: 586,187

Project Description: TSM Project Priority #7 (p.19)

4317851

SR 742 CREIGHTON RD

Non-SIS



Work Summary: ADD TURN LANE(S)
From: @ SR 289 9TH AVENUE
To: INTERSECTION
Lead Agency: FDOT
Length: 0.200 mi
LRTP #: Final Report p.186

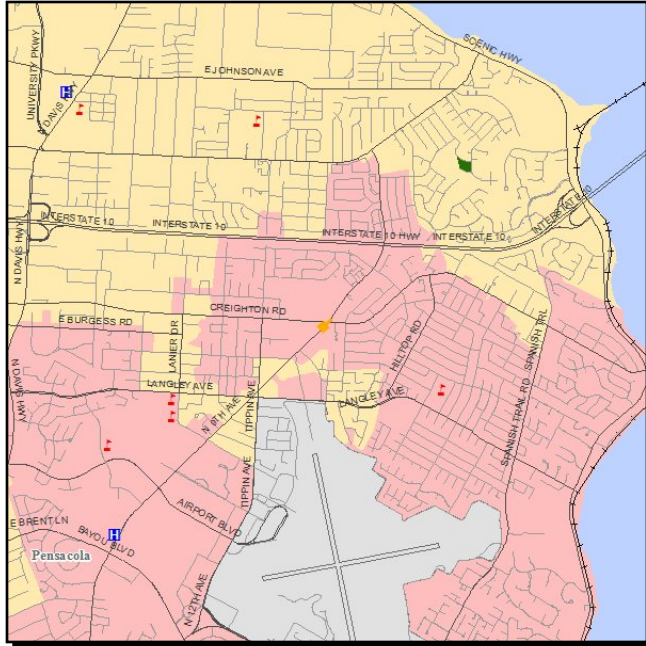
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DIH	9,380	0	0	0	0	9,380
PE	SU	93,800	0	0	0	0	93,800
ROW	SU	0	920,472	0	0	0	920,472
ROW	DIH	0	21,218	0	0	0	21,218
CEI	SU	0	0	0	93,666	0	93,666
CST	SU	0	0	0	381,565	0	381,565
Total		103,180	941,690	0	475,231	0	1,520,101

Prior Cost < 2012/13: 1,000
Future Cost > 2016/17: 0
Total Project Cost: 1,521,101
Project Description: TSM Project Priority #2 (p.19)

4317852

SR 289 9TH AVENUE

Non-SIS



Work Summary: ADD TURN LANE(S)

From: @ CR 742

To: CREIGHTON RD INTERSECTION

Lead Agency: Managed by FDOT

Length: .454 MI

LRTP #: Final Report p. 186

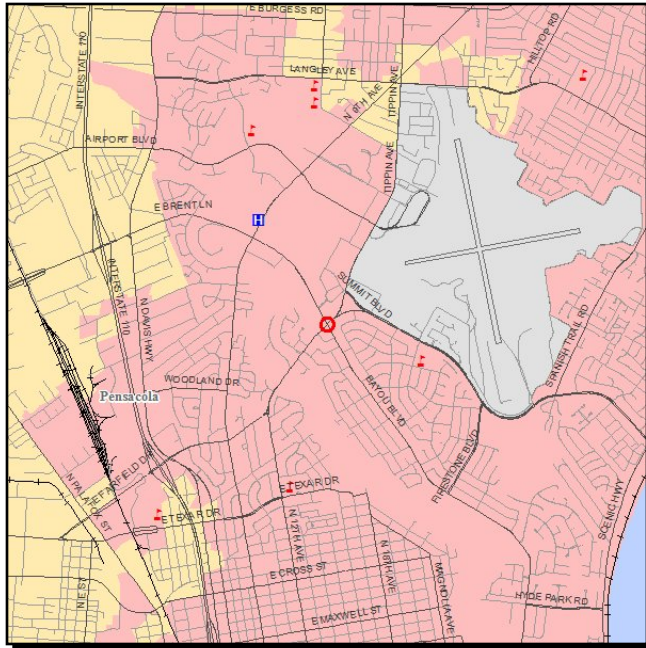
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DIH	0	16,626	0	0	0	16,626
PE	DS	0	166,260	0	0	0	166,260
ROW	DIH	0	0	0	65,564	0	65,564
ROW	SA	0	0	0	147,561	0	147,561
CST	DIH	0	0	0	0	7,353	7,353
CST	CM	0	0	0	0	584,286	584,286
Total		0	182,886	0	213,125	591,639	987,650

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 987,650

Project Description: TSM Project Priority #1 (p. 21)
Major intersection modification.
Add turn lanes on SR 289 from CR 742 to Creighton Rd.



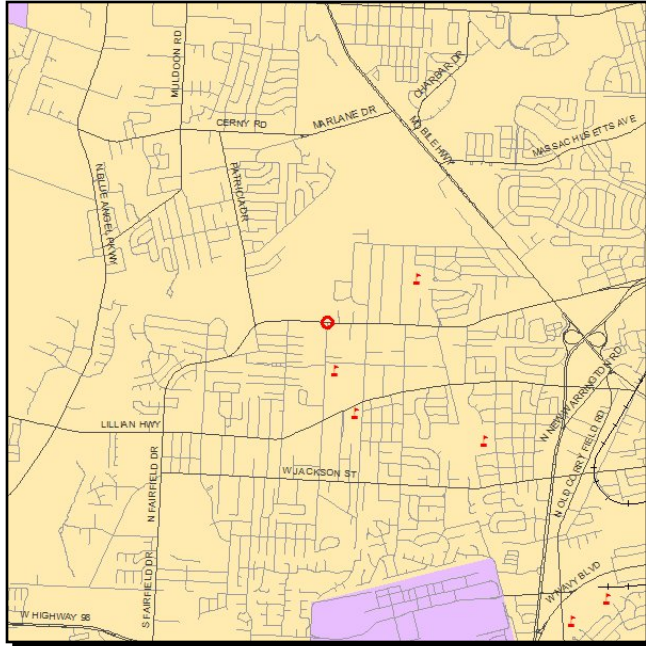
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DIH	18,480	0	0	0	0	18,480
PE	SU	184,800	0	0	0	0	184,800
ROW	SU	0	56,024	0	0	0	56,024
ROW	DIH	0	10,609	0	0	0	10,609
CEI	SU	0	0	0	183,656	0	183,656
CST	SU	0	0	0	751,740	0	751,740
Total		203,280	66,633	0	935,396	0	1,205,309

Section 5- TSM, Page 9

4317871

SR 727 FAIRFIELD DR

Non-SIS



Work Summary: ADD RIGHT TURN LANE(S)

From: @ N 65TH AVENUE

To: INTERSECTION

Lead Agency: FDOT

Length: 0.800 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DIH	6,720	0	0	0	0	6,720
PE	SU	67,200	0	0	0	0	67,200
ROW	SU	0	127,315	0	0	0	127,315
ROW	DIH	0	7,957	0	0	0	7,957
CEI	SU	0	0	0	69,160	0	69,160
CST	SU	0	0	0	273,360	0	273,360
Total		73,920	135,272	0	342,520	0	551,712

Prior Cost < 2012/13: 1,000

Future Cost > 2016/17: 0

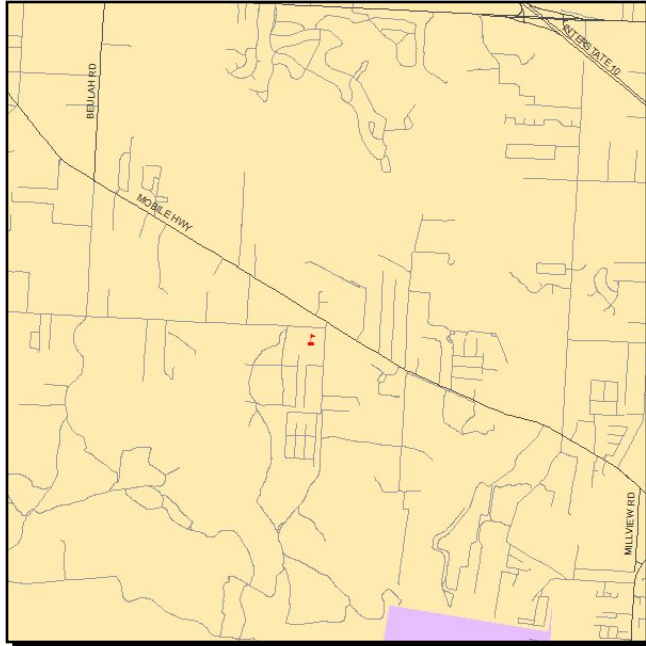
Total Project Cost: 552,712

Project Description: TSM Project Priority #14 (p.19)

4334481

SR 10A (MOBILE HWY) @ WOODSIDE DRIVE INTERSECTION

Non-SIS



Work Summary: ADD TURN LANE(S) **From:** SR 10 A (Mobile Highway)
To: @ Woodside Drive
Lead Agency: Managed by FDOT **Length:** .004 MI
LRTP #: Final Report p. 186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DIH	0	10,407	0	0	0	10,407
PE	DS	0	104,070	0	0	0	104,070
ROW	DIH	0	0	0	16,391	0	16,391
ROW	SA	0	0	0	246,614	0	246,614
CST	DS	0	0	0	0	465,495	465,495
CST	DIH	0	0	0	0	5,859	5,859
Total		0	114,477	0	263,005	471,354	848,836

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 848,836

Project Description: TSM Project Priority #6 (p. 21)
WB left turn on Mobile Highway

Section 6 - Miscellaneous

100056119

Funding for Future Project

Non-SIS



Work Summary: FUNDING ACTION
From: Lillian, Alabama
To:

Lead Agency: ALDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	STPLL	40,503	0	0	0	0	40,503
Total		40,503	0	0	0	0	40,503

Prior Cost < 2012/13: 0
Future Cost > 2016/17: 0
Total Project Cost: 40,503
Project Description:

100056120

Funding for Future Project

Non-SIS



Work Summary: FUNDING ACTION
From: Lillian, Alabama
To:

Lead Agency: ALDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	STPLL	0	40,503	0	0	0	40,503
Total		0	40,503	0	0	0	40,503

Prior Cost < 2012/13: 0
Future Cost > 2016/17: 0
Total Project Cost: 40,503
Project Description:

100056121

Funding for Future Project

Non-SIS



Work Summary: FUNDING ACTION From: Lillian, Alabama

To:

Lead Agency: ALDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	STPLL	0	0	40,503	0	0	40,503
Total		0	0	40,503	0	0	40,503

Prior Cost < 2012/13: 0
 Future Cost > 2016/17: 0
 Total Project Cost: 40,503
 Project Description:

100057805

Funding for Future Project

Non-SIS



Work Summary: FUNDING ACTION
From: Lillian, Alabama
To:

Lead Agency: ALDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	STPLL	0	0	0	40,503	0	40,503
Total		0	0	0	40,503	0	40,503

Prior Cost < 2012/13: 0
 Future Cost > 2016/17: 0
 Total Project Cost: 40,503
 Project Description:

100057806

Funding for Future Project

Non-SIS



Work Summary: FUNDING ACTION From: Lillian, Alabama

To:

Lead Agency: ALDOT

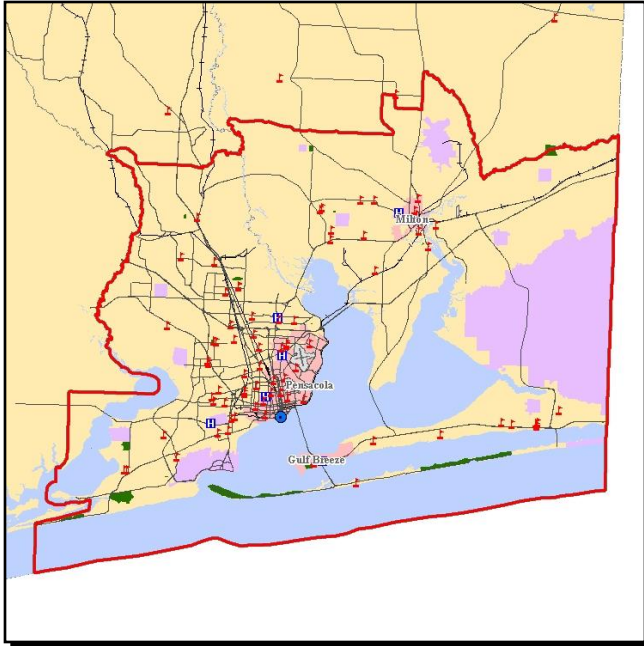
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	STPLL	0	0	0	0	40,503	40,503
Total		0	0	0	0	40,503	40,503

Prior Cost < 2012/13: 0
 Future Cost > 2016/17: 0
 Total Project Cost: 40,503
 Project Description:

100060119

Baldwin County

Non-SIS



Work Summary: CURB AND RAMP

From: State Routes

To: State Routes

Lead Agency: ALDOT

LRTP #: Final Report Page 186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	STPAA	35,000	0	0	0	0	35,000
Total		35,000	0	0	0	0	35,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

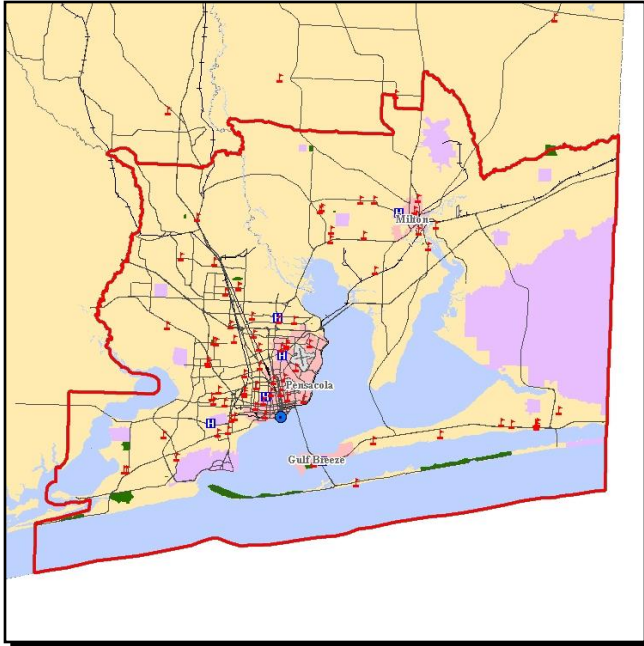
Total Project Cost: 35,000

Project Description: Curb and Ramp installation on state routes at various locations in Baldwin County.

100060120

Baldwin County

Non-SIS



Work Summary: CURB AND RAMP

From: State Routes

To: State Routes

Lead Agency: ALDOT

LRTP #: Final Report Page 186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST	STPAA	0	350,000	0	0	0	350,000
Total		0	350,000	0	0	0	350,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

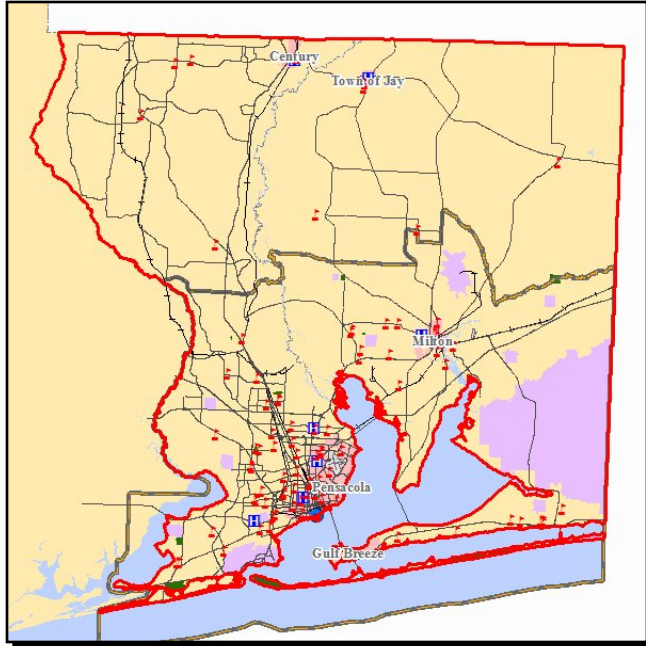
Total Project Cost: 350,000

Project Description: Curb and Ramp installation only on state routes at various locations in Baldwin County.

2186931

ESCAMBIA/SANTA ROSA

Non-SIS



Work Summary: FUNDING ACTION

From: URBAN FUNDING BOX

To: CONTINGENCY

Lead Agency: FDOT

LRTP #: Final Report p. 186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW	SU	260,000	88,000	159,000	0	150,000	657,000
PE	SU	28,000	0	0	0	0	28,000
CEI	SU	20,500	6,000	25,000	0	0	51,500
CST	SU	79,629	28,000	136,000	87,285	0	330,914
Total		388,129	122,000	320,000	87,285	150,000	1,067,414

Prior Cost < 2012/13: 567,933

Future Cost > 2016/17: 0

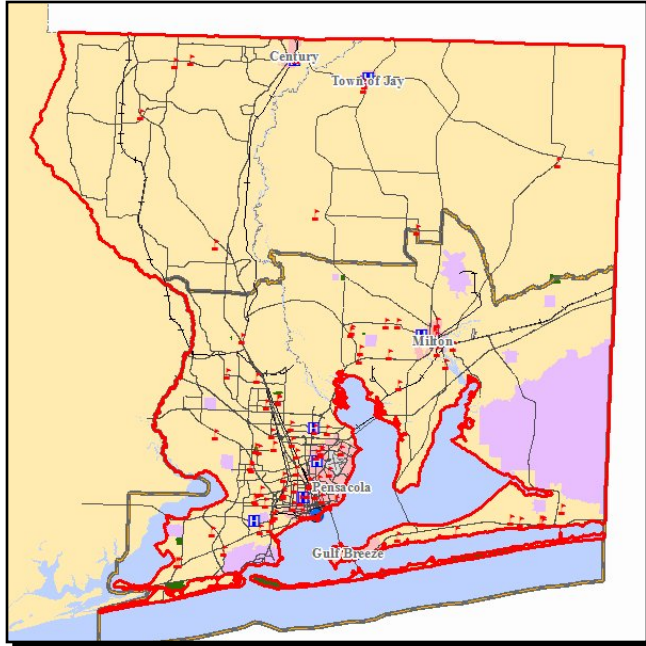
Total Project Cost: 1,635,347

Project Description: These funds are for contingencies and project cost overruns

2186936

ESCAMBIA/SANTA ROSA

Non-SIS



Work Summary: FUNDING ACTION

From: URBAN FUNDING BOX

To: RESERVES

Lead Agency: FDOT

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	SU	1	0	0	0	0	1
ROW	SU	0	1	0	0	0	1
CEI	SU	0	0	0	2	0	2
CST	SU	0	0	0	1	0	1
Total		1	1	0	3	0	5

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

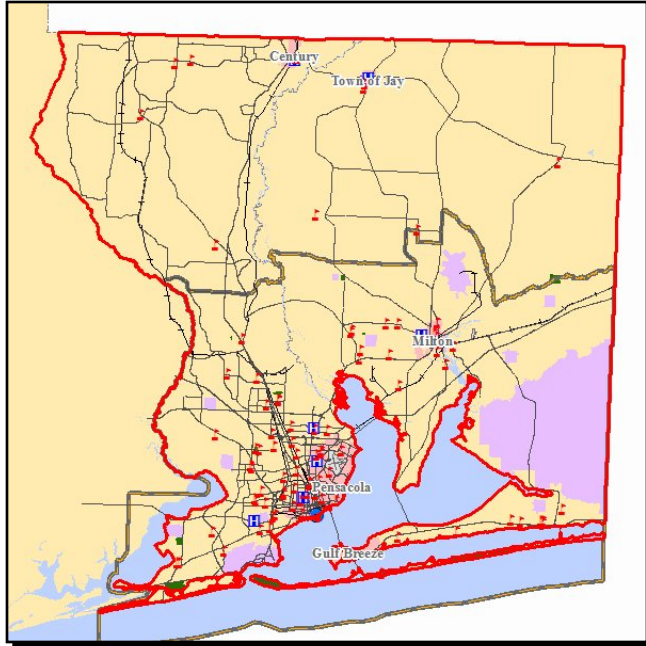
Total Project Cost: 5

Project Description:

4050151

TOLL OPERATIONS

Non-SIS



Work Summary: TOLL COLLECTION **From:** GARCON POINT BRIDGE

To:

Lead Agency: FDOT

Length: 3.496 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS	TOBC	1,378,803	916,525	911,000	925,000	890,000	5,021,328
Total		1,378,803	916,525	911,000	925,000	890,000	5,021,328

Prior Cost < 2012/13: 12,256,293

Future Cost > 2016/17: 925,000

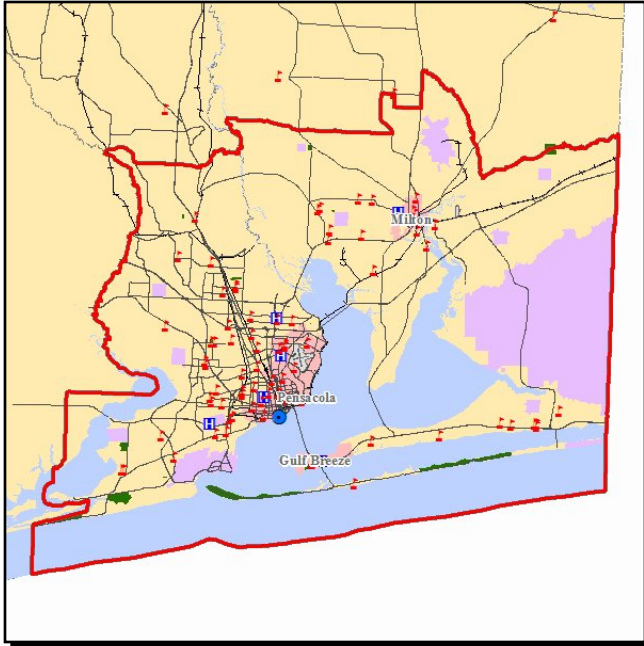
Total Project Cost: 18,202,621

Project Description:

4123522

FLORIDA-ALABAMA TPO

Non-SIS



Work Summary: PLANNING MODELS/DATA UPDATE

From: LRTP UPDATE

To:

Lead Agency: FDOT

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PLN	D	375,000	0	0	0	0	375,000
Total		375,000	0	0	0	0	375,000

Prior Cost < 2012/13: 0
Future Cost > 2016/17: 0
Total Project Cost: 375,000
Project Description:

4146061

ROAD RANGERS SERVICE

Non-SIS



Work Summary: REST AREA MAINT
CONTRACT

From: PATROL IN ESCAMBIA CO

To: INTERSTATE

Lead Agency: FDOT

Length: 22.890 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
MNT	D	391,000	403,000	415,000	427,000	439,810	2,075,810
Total		391,000	403,000	415,000	427,000	439,810	2,075,810

Prior Cost < 2012/13: 1,114,000

Future Cost > 2016/17: 0

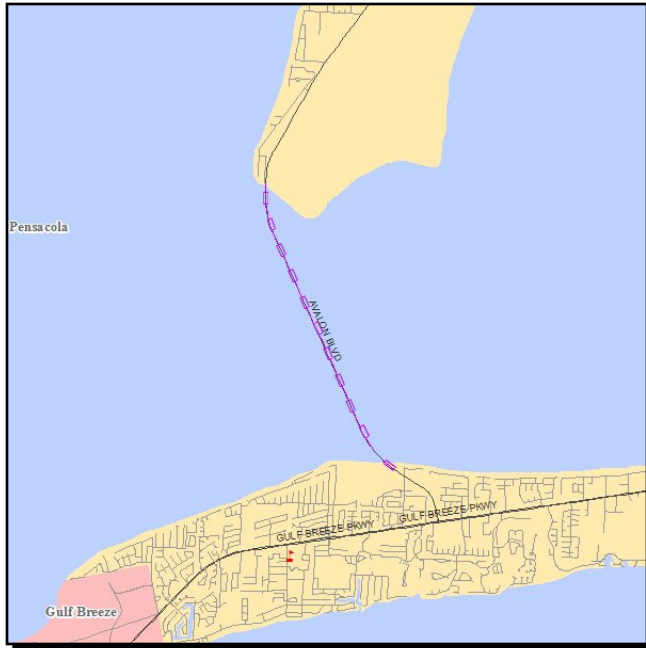
Total Project Cost: 3,189,810

Project Description:

4153657

SR 281

Non-SIS



Work Summary: TOLL PLAZA

From: GARCON POINT BRIDGE

To: BRIDGE NO. 580174

Lead Agency: FDOT

Length: 3.496 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DSBC	0	76,515	0	78,810	0	155,325
Total		0	76,515	0	78,810	0	155,325

Prior Cost < 2012/13: 140,993

Future Cost > 2016/17: 0

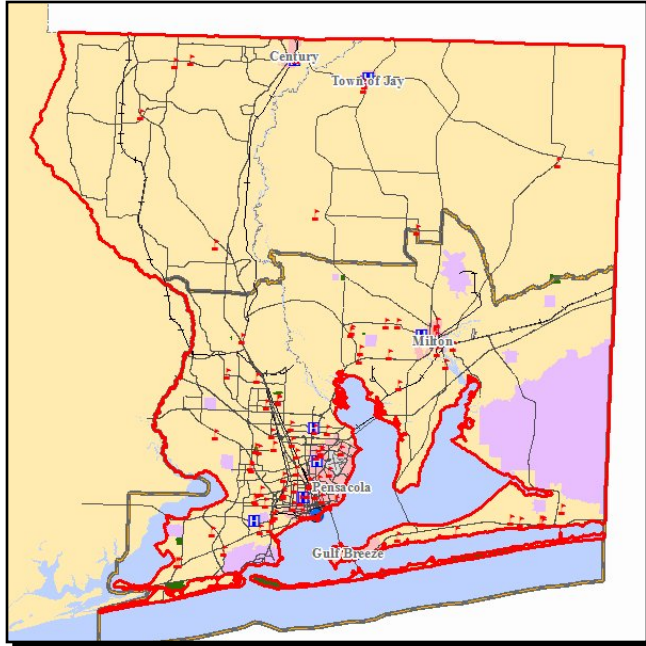
Total Project Cost: 296,318

Project Description:

4168131

GARCON POINT TOLL

Non-SIS



Work Summary: TOLL PLAZA

From: FACILITIES MAINTENANCE

To:

Lead Agency: FDOT

Length: 5.528 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
MNT	TMBC	79,585	79,585	79,585	79,585	80,185	398,525
Total		79,585	79,585	79,585	79,585	80,185	398,525

Prior Cost < 2012/13: 520,421

Future Cost > 2016/17: 320,740

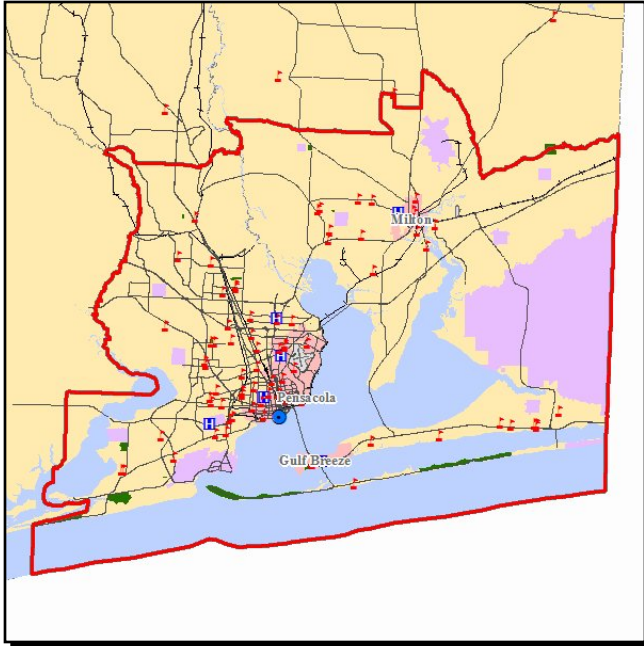
Total Project Cost: 1,239,686

Project Description:

4238381

FLORIDA-ALABAMA TPO

Non-SIS



Work Summary: TRANSPORTATION PLANNING

From: FY 12-13 UPWP

To:

Lead Agency: FDOT

LRTP #: Final Report p.186

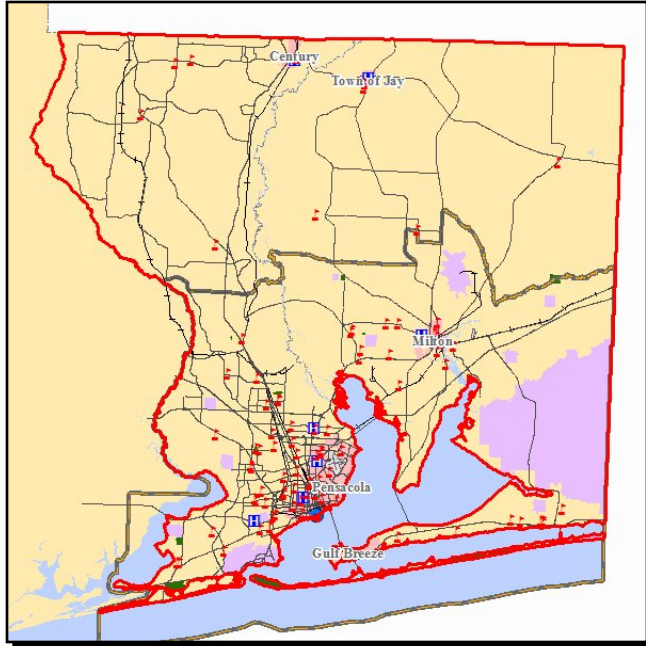
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PLN	PL	631,938	631,709	0	0	0	1,263,647
Total		631,938	631,709	0	0	0	1,263,647

Prior Cost < 2012/13: 0
 Future Cost > 2016/17: 0
 Total Project Cost: 1,263,647
 Project Description:

4254943

MILTON OPS

Non-SIS



Work Summary: FIXED CAPITAL OUTLAY **From:** RENOVATIONS

To:

Lead Agency: FDOT

LRTP #: Final Report p.186

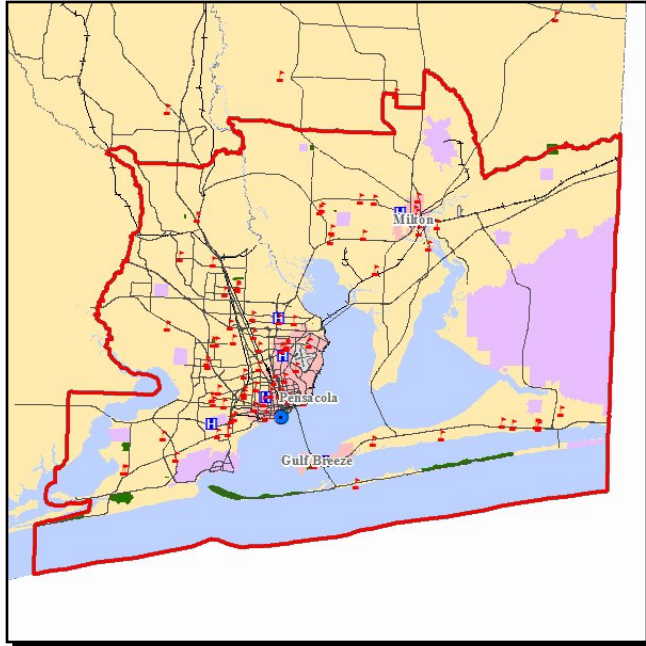
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST	FCO	95,000	0	0	0	0	95,000
Total		95,000	0	0	0	0	95,000

Prior Cost < 2012/13: 0
 Future Cost > 2016/17: 0
 Total Project Cost: 95,000
 Project Description:

4279311

FLORIDA-ALABAMA TPO

Non-SIS



Work Summary: TRANSPORTATION PLANNING

From: FY 15-16 UPWP

To:

Lead Agency: FDOT

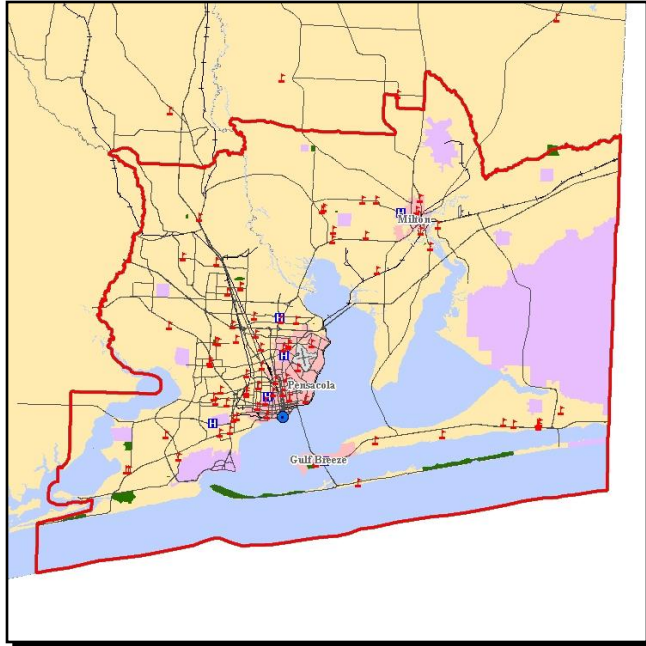
LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PLN	PL	0	0	631,473	631,473	0	1,262,946
Total		0	0	631,473	631,473	0	1,262,946

Prior Cost < 2012/13: 0
Future Cost > 2016/17: 0
Total Project Cost: 1,262,946
Project Description:

4280582

Advanced Traffic Management System ITS Phase I, Escambia County Non-SIS



Work Summary: ITS FREEWAY MANAGEMENT

From:

To:

Lead Agency: FDOT

Length: 27.428 MI

LRTP #: ITS Master Plan Box in Mod. Rpt. p. D4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	DIH	0	500	0	0	0	500
CST	ACSU	0	1,296,104	0	0	0	1,296,104
CEI	SU	0	235,000	0	0	0	235,000
CST	SU	0	264,988	0	0	0	264,988
Total		0	1,796,592	0	0	0	1,796,592

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

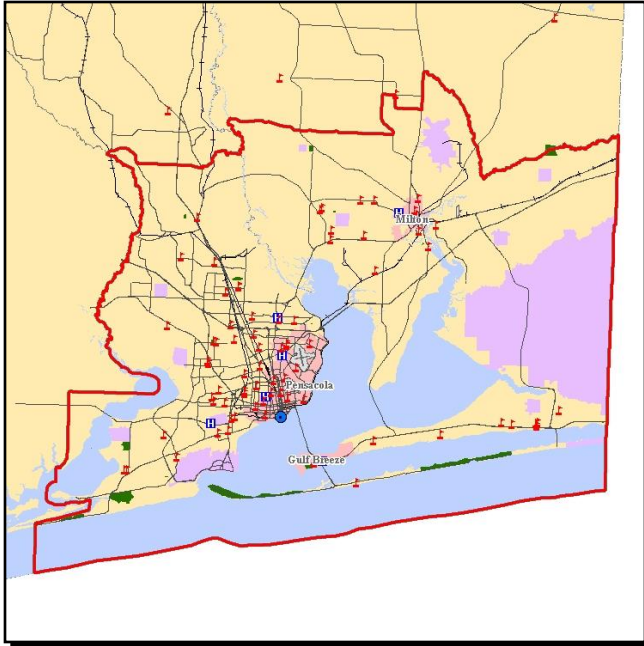
Total Project Cost: 1,796,592

Project Description: MPO PR #6 2010; DEPLOYED INFRASTRUCTURE IN SUPPORT OF REGIONAL ATMS PROJECT TO INCLUDE TELECOMMUNICATIONS ELEMENT, FIELDS EQUIP UPGRADES & CENTRAL OFFICE FACILITY COMPONENT EMPHASIS ON MAJOR CORRIDORS IN PENSACOLA URBAN AREA.

4288722

CR 197

Non-SIS



Work Summary: PAVE SHOULDERS
From: Fox Pond Trail
To: North of CR 182
Lead Agency: Santa Rosa
Length: 2.421
LRTP #: p. 186 in 2035 Final Report

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	HSP	180,000	0	0	0	0	180,000
CST	HSP	900,000	0	0	0	0	900,000
Total		1,080,000	0	0	0	0	1,080,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

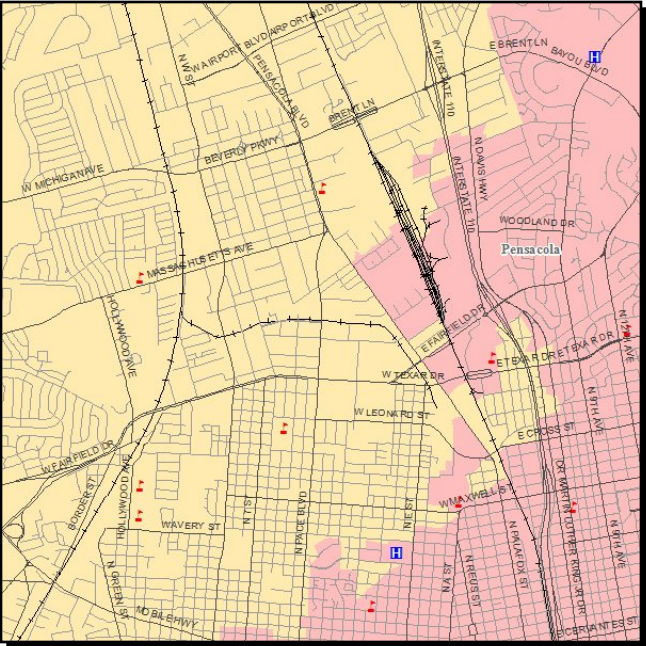
Total Project Cost: 1,080,000

Project Description: This project is NOT within the TPO planning area. Local Agency Program contract class.

4293081

SR 292 N Pace Blvd

Non-SIS



Work Summary:RAIL SAFETY PROJECT

From:Crossing # 663343M

To:

Lead Agency:FDOT

Length:.001

LRTP #:Final Report p. 186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	DIH	1,000	0	0	0	0	1,000
Total		1,000	0	0	0	0	1,000

Prior Cost < 2012/13:0

Future Cost > 2016/17:0

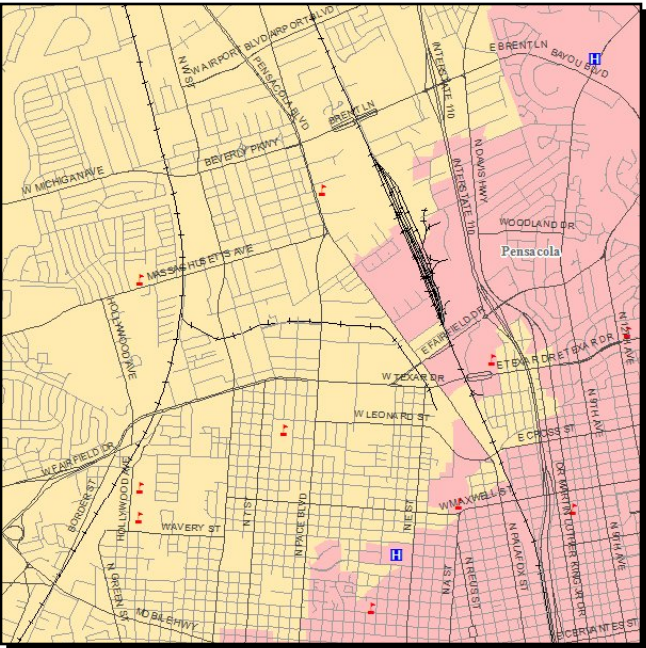
Total Project Cost:1,000

Project Description:

4293113

SR 292 Barrancs Ave

Non-SIS



Work Summary:RAIL SAFETY PROJECT

From:Crossing # 66332B

To:

Lead Agency:FDOT

Length:0.002

LRTP #:Final Report p. 186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	DIH	1,000	0	0	0	0	1,000
Total		1,000	0	0	0	0	1,000

Prior Cost < 2012/13:0

Future Cost > 2016/17:0

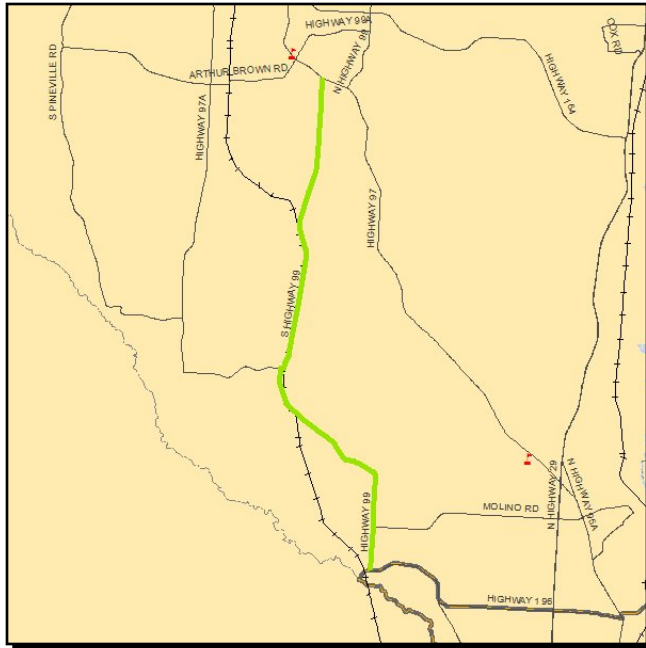
Total Project Cost:1,000

Project Description:

4296702

CR 99 SOUTH HWY 99

Non-SIS



Work Summary: PAVE SHOULDERS

From: CR 196

To: SR 97

Lead Agency: Escambia

Length: 15.000 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	HRRR	0	0	1,000	0	0	1,000
CST	HRRR	0	0	712,755	0	0	712,755
CST	HSP	0	0	4,287,245	0	0	4,287,245
Total		0	0	5,001,000	0	0	5,001,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

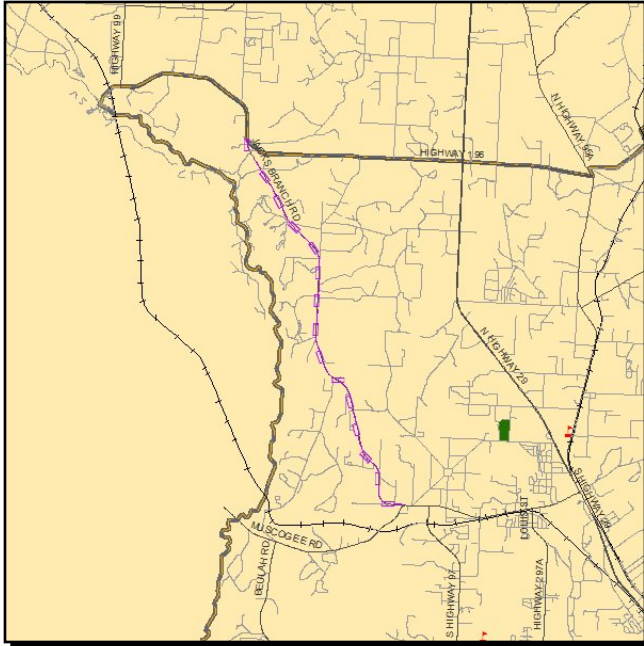
Total Project Cost: 5,001,000

Project Description: This project is NOT within the TPO planning area.

4296782

CR 97 JACKS BRANCH

Non-SIS



Work Summary: PAVE SHOULDERS

From: CR 184 MUSCOGEE ROAD

To: CR 196

Lead Agency: Escambia

Length: 6.257 mi

LRTP #: Final Report p.186

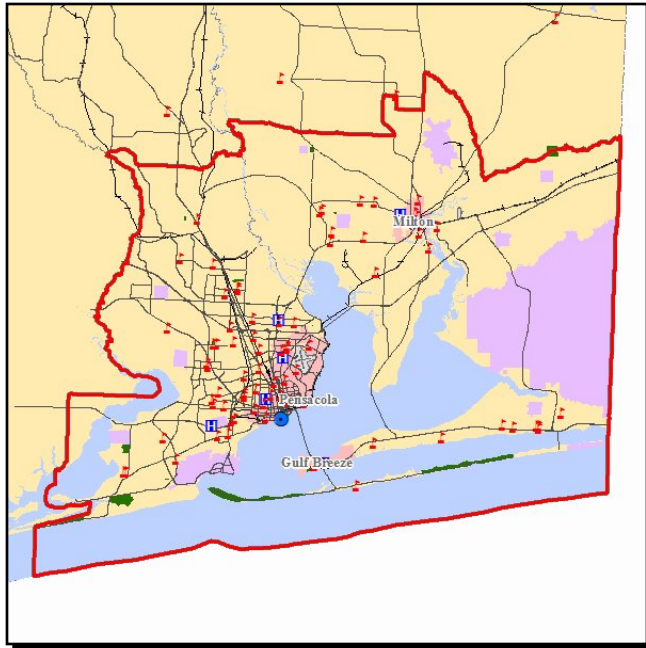
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	HRRR	0	1,000	0	0	0	1,000
CST	HSP	0	2,600,000	0	0	0	2,600,000
Total		0	2,601,000	0	0	0	2,601,000

Prior Cost < 2012/13: 0
 Future Cost > 2016/17: 0
 Total Project Cost: 2,601,000
 Project Description:

4317401

FLORIDA-ALABAMA

Non-SIS



Work Summary: TRANSPORTATION PLANNING

From: TPO 17-18 UPWP

To:

Lead Agency: FDOT

LRTP #: Final Report p.186

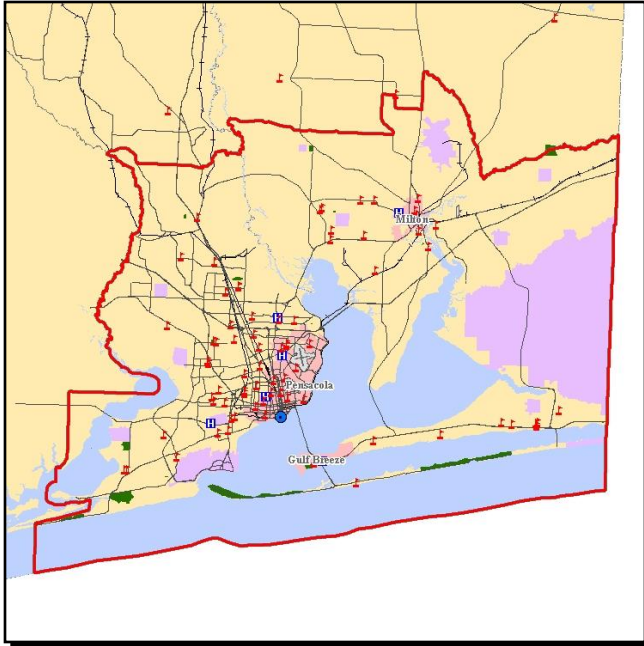
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PLN	PL	0	0	0	0	631,473	631,473
Total		0	0	0	0	631,473	631,473

Prior Cost < 2012/13: 0
 Future Cost > 2016/17: 0
 Total Project Cost: 631,473
 Project Description:

4331212

SR 750 (Airport Boulevard)

SIS



Work Summary: CORRIDOR/SUBAREA PLANNING

From: SR 8A (I-110)

To: Airport Entrance

Lead Agency: FDOT

Length: 2.118

LRTP #: 2035 LRTP Final Report Page 148

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PLN	ACNP	496,782	0	0	0	0	496,782
Total		496,782	0	0	0	0	496,782

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 496,782

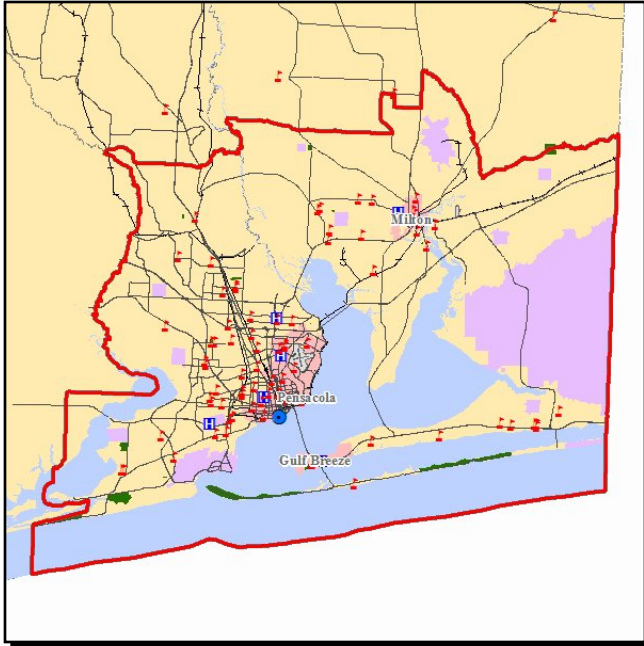
Project Description: Airport Boulevard Corridor Study in Pensacola

Section 7 - Public Transportation

4156062

WEST FL REGIONAL PLN

Non-SIS



Work Summary: COMMUTER TRANS. ASSISTANCE
From: REGIONAL COMMUTER
To: ASSISTANCE

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS	DDR	200,000	200,000	200,000	200,000	200,000	1,000,000
Total		200,000	200,000	200,000	200,000	200,000	1,000,000

Prior Cost < 2012/13: 100,226
Future Cost > 2016/17: 0
Total Project Cost: 1,100,226
Project Description:

4202761

ESCAMBIA COUNTY

Non-SIS



Work Summary:

CAPITAL FOR FIXED
ROUTE

From:

SECTION 5309 CAPITAL ECAT

To:

LRTP #:

O&M Box in Modification
Report p.C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	FTA	4,032,000	1,344,000	1,344,000	1,344,000	1,344,000	9,408,000
CAP	LF	1,008,000	336,000	336,000	336,000	336,000	2,352,000
Total		5,040,000	1,680,000	1,680,000	1,680,000	1,680,000	11,760,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 11,760,000

Project Description: Public Transportation Project Priority (p.21)

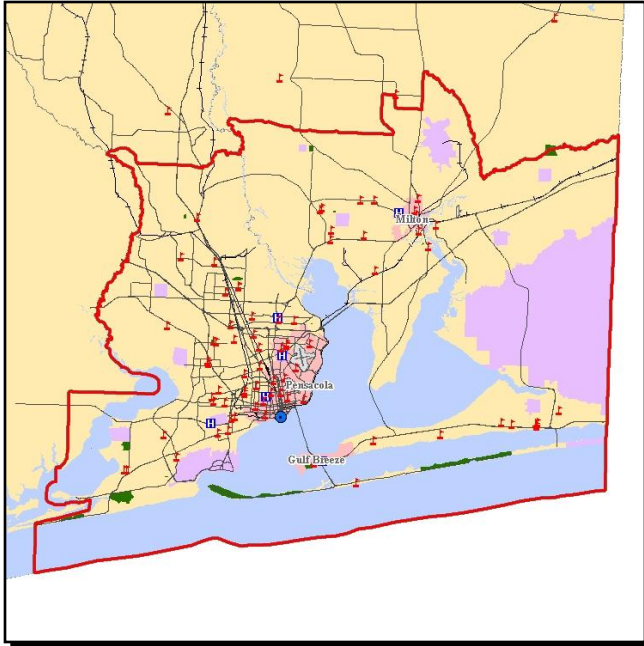
Purchase Buses and Miscellaneous Items

Map is to the ECAT facility not to a specific route

4202762

Escambia County Veterans Transportation Initiative

Non-SIS



Work Summary: CAPITAL FOR FIXED ROUTE

From:

To:

Lead Agency: Escambia

LRTP #: Transit box in Mod. Rpt
pg D-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	FTA	0	266,720	0	0	0	266,720
CAP	LF	0	66,680	0	0	0	66,680
Total		0	333,400	0	0	0	333,400

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

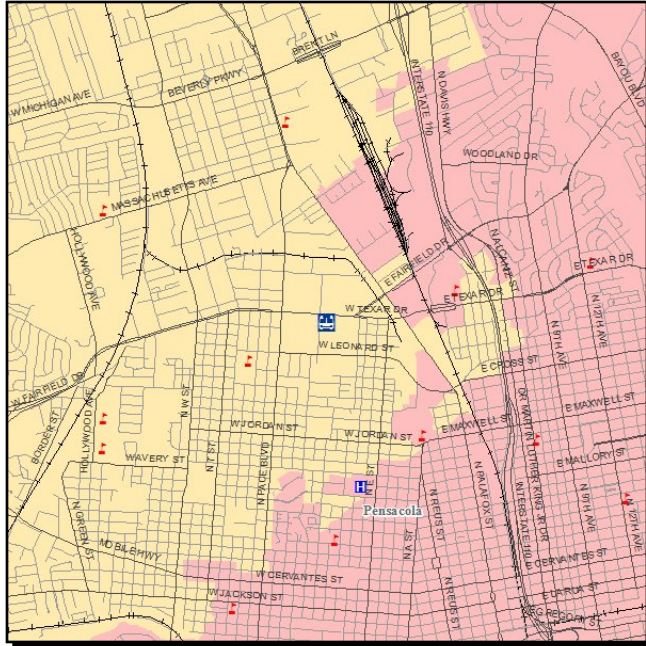
Total Project Cost: 333,400

Project Description: Program 16 Escambia County FTA Veterans Transportation Initiative
Escambia County Veterans Transportation Initiative Santa Rosa, Santa Rosa call center
Capital-call center toll credit may be used as local match

4202771

Escambia County Section 5307

Non-SIS



Work Summary: CAPITAL FOR FIXED ROUTE

From:

To:

LRTP #: O&M Box in Modification Report p.C-4

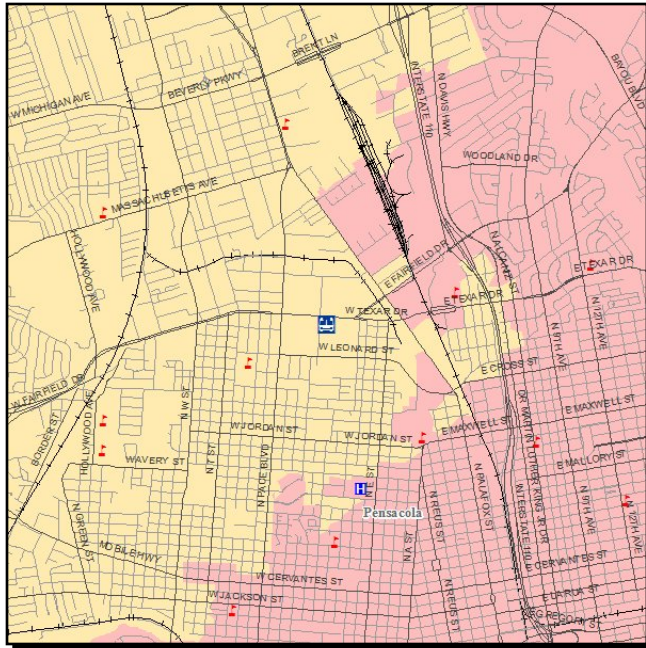
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	FTA	3,100,000	0	0	0	0	3,100,000
CAP	LF	775,000	0	0	0	0	775,000
Total		3,875,000	0	0	0	0	3,875,000

Prior Cost < 2012/13: 0
 Future Cost > 2016/17: 0
 Total Project Cost: 3,875,000
 Project Description:

4211583

Job Access Commute Section 5316

Non-SIS



Work Summary: OPERATING FOR FIXED ROUTE **From:**

To:

L RTP #: O&M Box in Modification
Report p.C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS	LF	403,063	127,869	127,869	127,869	127,809	914,479
OPS	FTA	403,063	127,869	127,869	127,869	127,809	914,479
Total		806,126	255,738	255,738	255,738	255,618	1,828,958

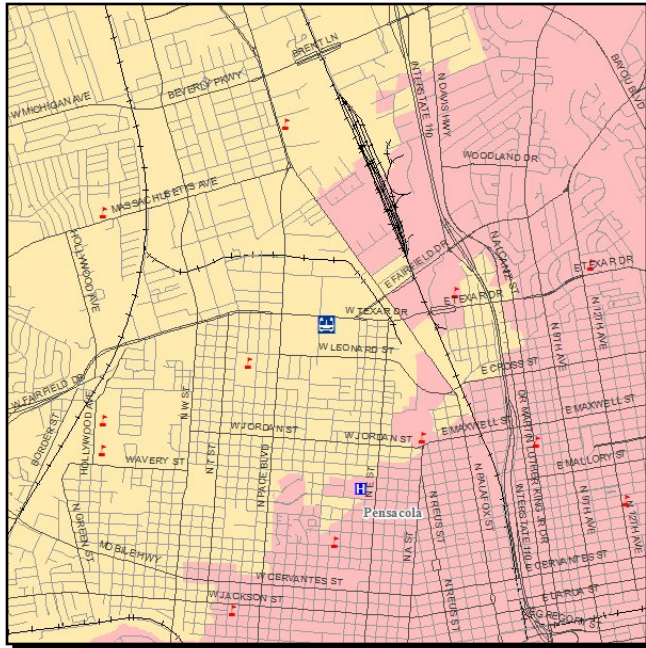
Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 1,828,958

Project Description: Public Transportation Project Priority (p.21)

Map is to the ECAT facility not to a specific route



L RTP #: O&M Box in Modification
Report p.C-4

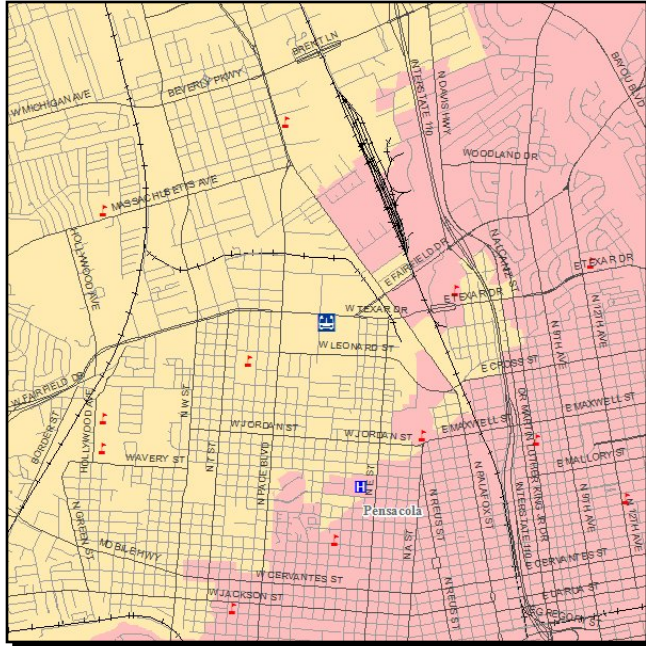
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	FTA	304,630	100,000	100,000	100,000	100,000	704,630
CAP	LF	70,450	25,000	25,000	25,000	25,000	170,450
Total		375,080	125,000	125,000	125,000	125,000	875,080

Map is to the ECAT facility not to a specific route

4211593

New Freedom Section 5317

Non-SIS



Work Summary: OPERATING FOR FIXED ROUTE

To:

LRTP #: O&M Box in Modification Report p.C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS	LF	176,607	46,831	46,831	46,831	46,831	363,931
OPS	FTA	176,607	46,831	46,831	46,831	46,831	363,931
Total		353,214	93,662	93,662	93,662	93,662	727,862

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 727,862

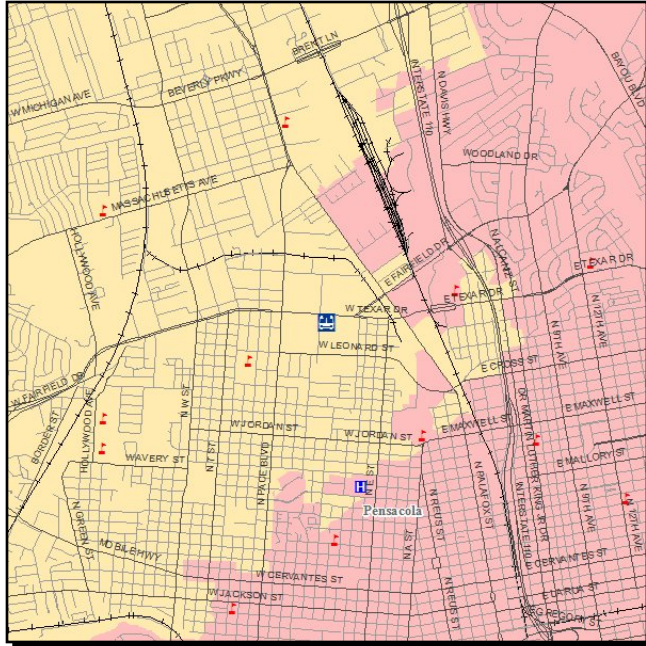
Project Description: Public Transportation Project Priority (p.21)

Map is to the ECAT facility not to a specific route

4211594

New Freedom Section 5317

Non-SIS



Work Summary: CAPITAL FOR FIXED ROUTE

From:

To:

LRTP #: O&M Box in Modification Report p.C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	FTA	206,052	69,916	71,462	73,084	81,000	501,514
CAP	LF	48,332	17,480	15,366	18,270	20,250	119,698
Total		254,384	87,396	86,828	91,354	101,250	621,212

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 621,212

Project Description: Public Transportation Project Priority (p.21)

Map is to the ECAT facility not to a specific route

4213682

ESCAMBIA COUNTY

Non-SIS



Work Summary:

OPERATING/ADMIN.
ASSISTANCE

From: TRANSIT

To: NON-URBANIZED AREA 5311

LRTP #: O&M Box in Modification
Report p.C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS	DU	142,000	0	0	0	0	142,000
OPS	LF	142,000	0	0	0	0	142,000
Total		284,000	0	0	0	0	284,000

Prior Cost < 2012/13: 246,860

Future Cost > 2016/17: 0

Total Project Cost: 530,860

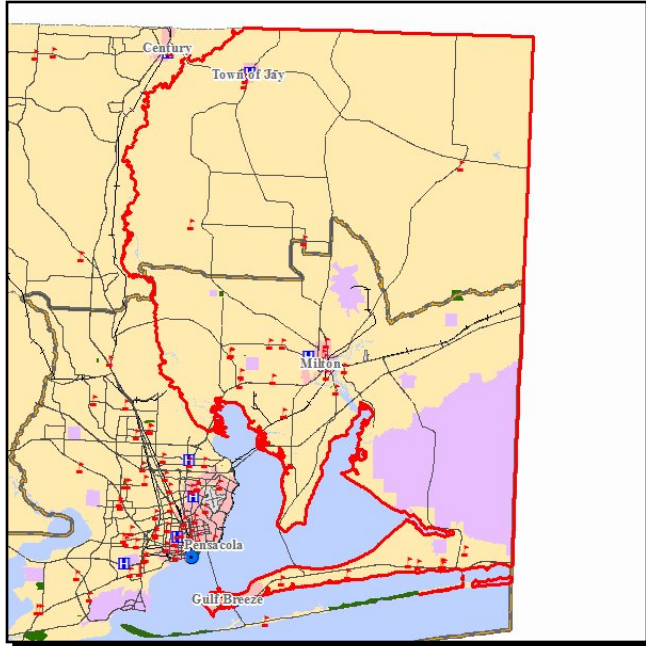
Project Description: Public Transportation Project Priority (p.21)

Map is to the ECAT facility not to a specific route

4213712

SANTA ROSA COUNTY

Non-SIS



Work Summary:

OPERATING/ADMIN.
ASSISTANCE

From: TRANSIT

To: NON-URBANIZED AREA 5311

LRTP #: O&M Box in Modification
Report p.C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS	DU	173,570	0	0	0	0	173,570
OPS	LF	173,570	0	0	0	0	173,570
Total		347,140	0	0	0	0	347,140

Prior Cost < 2012/13: 286,794

Future Cost > 2016/17: 0

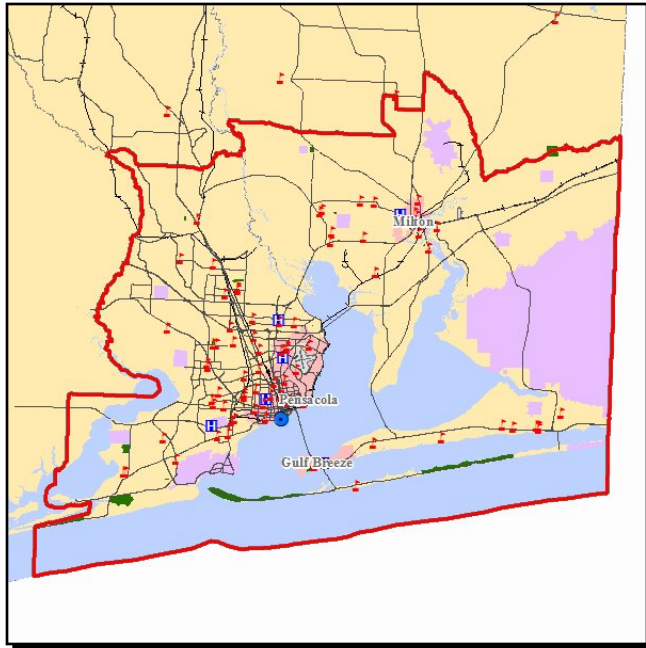
Total Project Cost: 633,934

Project Description: Public Transportation Project Priority (p.21)
Map is to the ECAT facility not to a specific route

4217172

Florida-Alabama TPO Planning Section 5303 Grant

Non-SIS



Work Summary:

From:

To:

LRTP #: O&M Box in Modification Report p.C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PLN	DU	97,456	0	0	0	0	97,456
PLN	DPTO	12,182	0	0	0	0	12,182
PLN	LF	12,182	0	0	0	0	12,182
Total		121,820	0	0	0	0	121,820

Prior Cost < 2012/13: 134,302

Future Cost > 2016/17: 0

Total Project Cost: 256,122

Project Description: Public Transportation Project Priority (p.21)
Transit Planning

Map is of the entire Planning Area

4217331

ESCAMBIA COUNTY ECAT

Non-SIS



Work Summary: CAPITAL FOR FIXED ROUTE

From: TRANSIT

To: PREVENTIVE MAINTENANCE

LRTP #: Capital Box in Modification Report

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	LFF	31,250	75,000	75,000	0	0	181,250
CAP	SU	125,000	300,000	300,000	300,000	300,000	1,325,000
CAP	LF	0	0	0	75,000	75,000	150,000
Total		156,250	375,000	375,000	375,000	375,000	1,656,250

Prior Cost < 2012/13: 781,250

Future Cost > 2016/17: 0

Total Project Cost: 2,437,500

Project Description: Capitalize Maintenance - Upgrade Technology and Equipment

Non-SIS Project Priority #3 (p.15)

Public Transportation Project Priority (p.21)

4222571

ESCAMBIA COUNTY

Non-SIS



Work Summary:

OPERATING FOR FIXED ROUTE

From:

ECAT TRANSIT

To:

OPERATING ASSISTANCE

LRTP #:

O&M Box in Modification Report p.C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS	DPTO	497,620	554,221	159,010	198,209	793,920	2,202,980
OPS	DDR	270,177	215,318	617,495	595,711	0	1,698,701
OPS	LF	767,697	769,539	776,505	793,920	793,920	3,901,581
Total		1,535,494	1,539,078	1,553,010	1,587,840	1,587,840	7,803,262

Prior Cost < 2012/13: 1,460,424

Future Cost > 2016/17: 0

Total Project Cost: 9,263,686

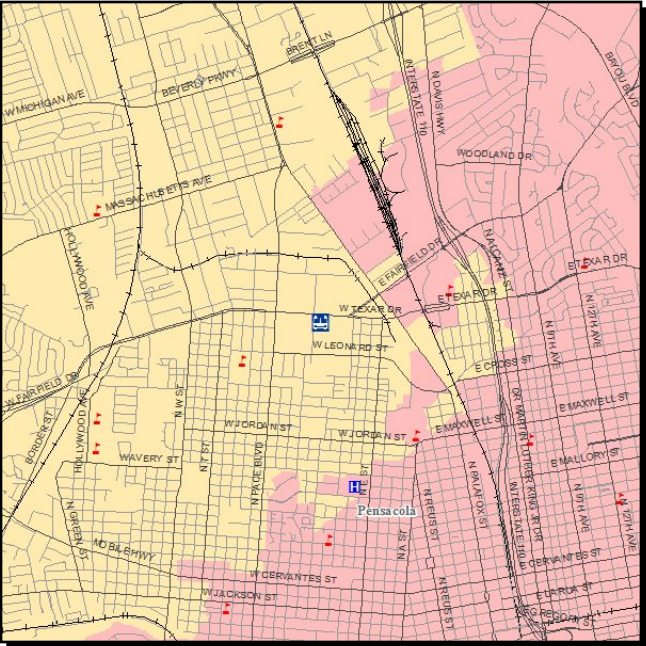
Project Description: Public Transportation Project Priority (p.21)

Map is to the ECAT facility not to a specific route

4222581

Escambia County ECAT 5307 Capital

Non-SIS



Work Summary: CAPITAL FOR FIXED ROUTE

From:

To:

LRTP #: O&M Box in Mod. Report p. C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	FTA	3,200,000	0	0	0	0	3,200,000
CAP	LF	800,000	0	0	0	0	800,000
Total		4,000,000	0	0	0	0	4,000,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 4,000,000

Project Description:

4222582

ESCAMBIA COUNTY

Non-SIS



Work Summary:

CAPITAL FOR FIXED
ROUTE

From: ECAT

To: SECTION 5307 CAPITAL

LRTP #: O&M Box in Modification
Report p.C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	FTA	0	3,200,000	3,200,000	0	0	6,400,000
CAP	LF	0	800,000	800,000	0	0	1,600,000
Total		0	4,000,000	4,000,000	0	0	8,000,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 8,000,000

Project Description: Public Transportation Project Priority (p.21)
Map is to the ECAT facility not to a specific route

4222601

ESCAMBIA COUNTY

Non-SIS



Work Summary:

URBAN CORRIDOR
IMPROVEMENTS

From:

CORRIDOR ECAT TRANSIT

To:

OPERATING ASSISTANCE

LRTP #:

O&M Box in Modification
Report p.C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS	DDR	400,000	400,000	400,000	420,000	420,000	2,040,000
Total		400,000	400,000	400,000	420,000	420,000	2,040,000

Prior Cost < 2012/13: 475,000

Future Cost > 2016/17: 0

Total Project Cost: 2,515,000

Project Description: Davis Hwy (SR291)

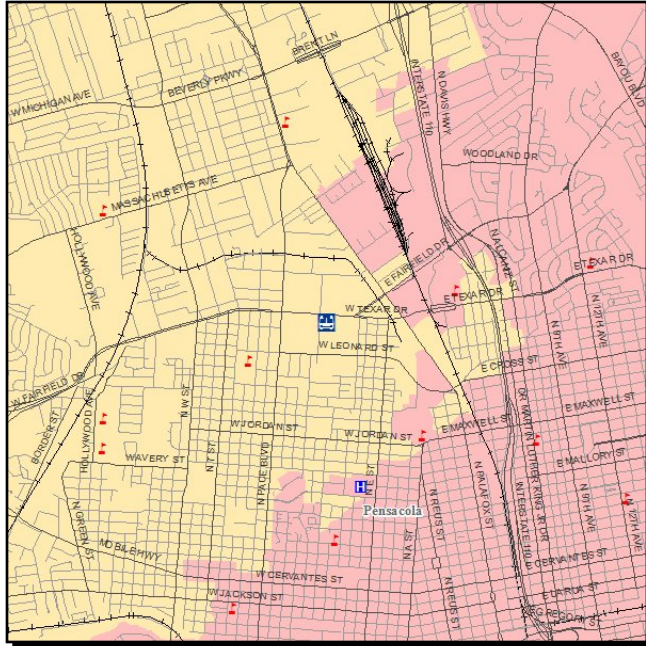
Public Transportation Project Priority (p.21)

Map is to the ECAT facility not to a specific route

4234291

ESCAMBIA COUNTY 5307

Non-SIS



Work Summary: CAPITAL FOR FIXED ROUTE

From: FIXED ROUTE

To:

LRTP #: O&M Box in Modification Report p.C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	FTA	3,200,000	0	0	0	0	3,200,000
CAP	LF	800,000	0	0	0	0	800,000
Total		4,000,000	0	0	0	0	4,000,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 4,000,000

Project Description: Public Transportation Project Priority (p.21)
Buses, Shelters, Preventative Maintenance

Map is to the ECAT facility not to a specific route

4292621

ESCAMBIA COUNTY

Non-SIS



Work Summary:

CAPITAL FOR FIXED
ROUTE

From: SECTION 5307

To:

LRTP #: O&M Box in Modification
Report p.C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	FTA	0	0	0	3,200,000	3,200,000	6,400,000
CAP	LF	0	0	0	800,000	800,000	1,600,000
Total		0	0	0	4,000,000	4,000,000	8,000,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 8,000,000

Project Description: Public Transportation Project Priority (p.21)
Map is to the ECAT facility not to a specific route

4302871

Escambia County Fixed Route Service Development

Non-SIS



Work Summary: OPERATING FOR FIXED From:
ROUTE

To:

LRTP #: O&M Box in Modification
Report p.C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS	DPTO	370,651	1,086,285	0	0	0	1,456,936
OPS	DDR	1,127,682	418,048	0	0	0	1,545,730
OPS	LF	1,498,333	1,504,333	0	0	0	3,002,666
Total		2,996,666	3,008,666	0	0	0	6,005,332

Prior Cost < 2012/13: 2,996,666

Future Cost > 2016/17: 0

Total Project Cost: 9,001,998

Project Description: Public Transportation Project Priority (p.21)
Express Services Naval Air - Downtown - Beach

Map is to the ECAT facility not to a specific route

4309951

ESCAMBIA COUNTY

Non-SIS



Work Summary:

TRANSIT SERVICE
DEMONSTRATION

From: ECAT MARKETING

To:

LRTP #: O&M Box in Modification
Report p.C-4

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS	DPTO	125,000	0	0	0	0	125,000
OPS	LF	125,000	0	0	0	0	125,000
Total		250,000	0	0	0	0	250,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 250,000

Project Description: Public Transportation Project Priority (p.21)

4309952

Section 5310 CAP-OP

Non-SIS



Work Summary:

From:

To:

Lead Agency: Escambia

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	FTA	173,290	0	0	0	0	173,290
CAP	LF	173,290	0	0	0	0	173,290
Total		346,580	0	0	0	0	346,580

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 346,580

Project Description: Capital-Operating

4309953

Section 5307 Operating

Non-SIS



Work Summary: OPERATING FOR FIXED ROUTE

From:

To:

Lead Agency: Escambia

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS	LF	2,400,000	0	0	0	0	2,400,000
OPS	FTA	2,400,000	0	0	0	0	2,400,000
Total		4,800,000	0	0	0	0	4,800,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 4,800,000

Project Description: Operating for Fixed Route ECAT

4309954

Section 5339 Capital

Non-SIS



Work Summary: CAPITAL FOR FIXED ROUTE
From:
To:

Lead Agency: Escambia

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	FTA	300,084	0	0	0	0	300,084
CAP	LF	75,021	0	0	0	0	75,021
Total		375,105	0	0	0	0	375,105

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 375,105

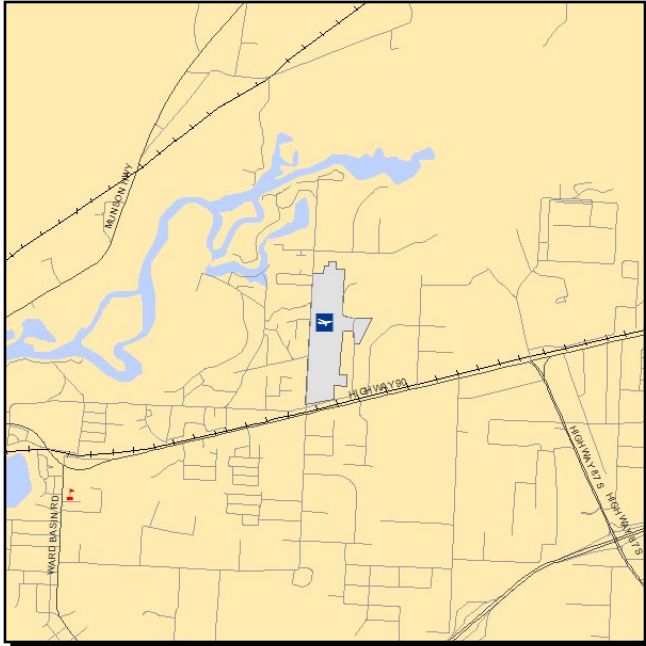
Project Description: Buses and Bus Facilities

Section 8 - Aviation

4159312

PETER PRINCE FIELD

Non-SIS



Work Summary: AVIATION

From:

To: CONSTRUCT 12 T-HANGARS

LRTP #: Final Report p.117-131

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	DDR	0	0	0	0	430,000	430,000
CAP	LF	0	0	0	0	120,000	120,000
Total		0	0	0	0	550,000	550,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

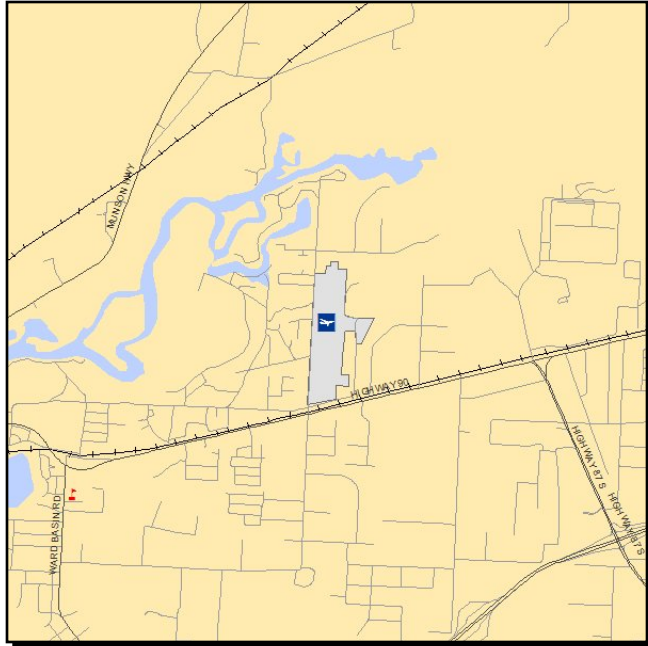
Total Project Cost: 550,000

Project Description: Peter Prince Field Project Priority #1 in FY17 (p.24)

4177611

PETER PRINCE FIELD

Non-SIS



Work Summary: AVIATION

From:

To: CONSTRUCT T-HANGARS

LRTP #: Final Report p.117-131

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	DPTO	224,000	0	0	0	0	224,000
CAP	LF	56,000	0	0	0	0	56,000
Total		280,000	0	0	0	0	280,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

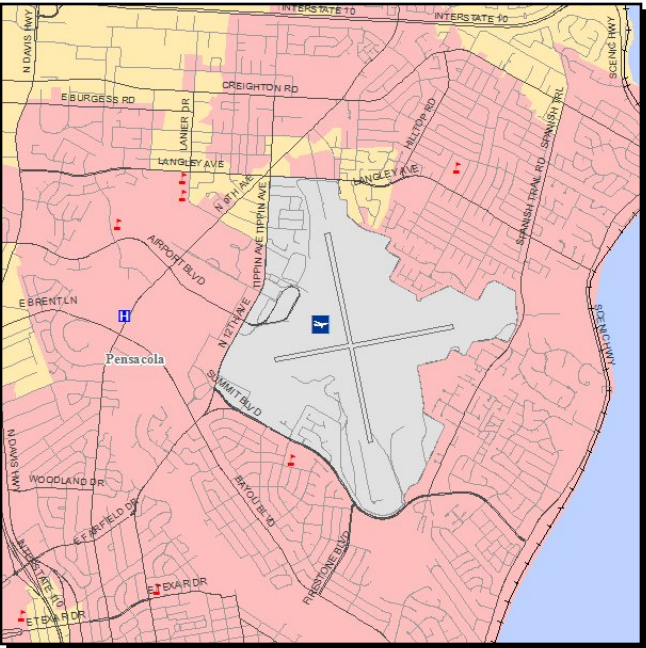
Total Project Cost: 280,000

Project Description: Peter Prince Field Project Priority #1 for FY13 (p.24)

4203002

PENSACOLA GULF COAST

Non-SIS



Work Summary:

AVIATION CAPACITY PROJECT

From:

REGIONAL AIRPORT

To:

LAND AQUISITION PH II

LRTP #:

Final Report p.117-131

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	DDR	0	0	0	0	800,000	800,000
CAP	LF	0	0	0	0	266,667	266,667
Total		0	0	0	0	1,066,667	1,066,667

Prior Cost < 2012/13:

0

Future Cost > 2016/17:

0

Total Project Cost:

1,066,667

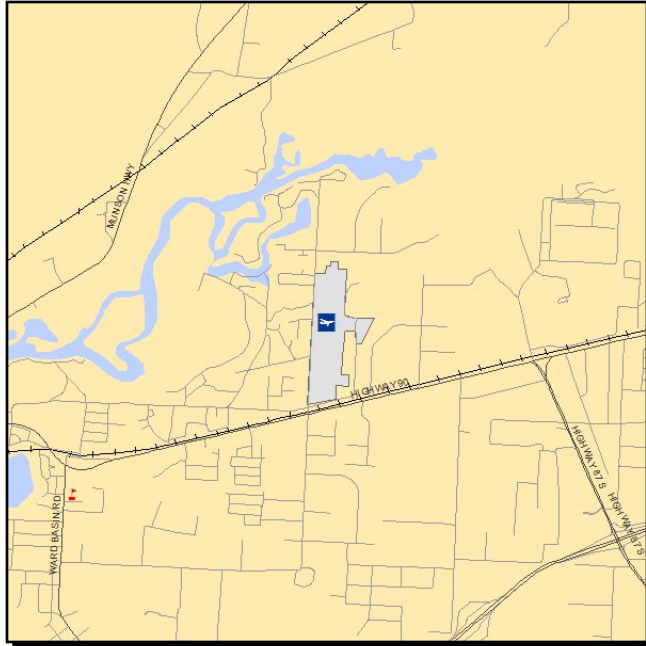
Project Description:

Pensacola International Airport Project Priority #1 in FY17 (p.23)

4222942

PETER PRINCE FIELD

Non-SIS



Work Summary:

AVIATION CAPACITY
PROJECT

From:

To:

CONSTRUCT EAST TAXIWAY

LRTP #: Final Report p.117-131

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	DPTO	0	0	0	138,976	0	138,976
CAP	DDR	0	0	0	88,224	0	88,224
CAP	LF	0	0	0	56,800	0	56,800
Total		0	0	0	284,000	0	284,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

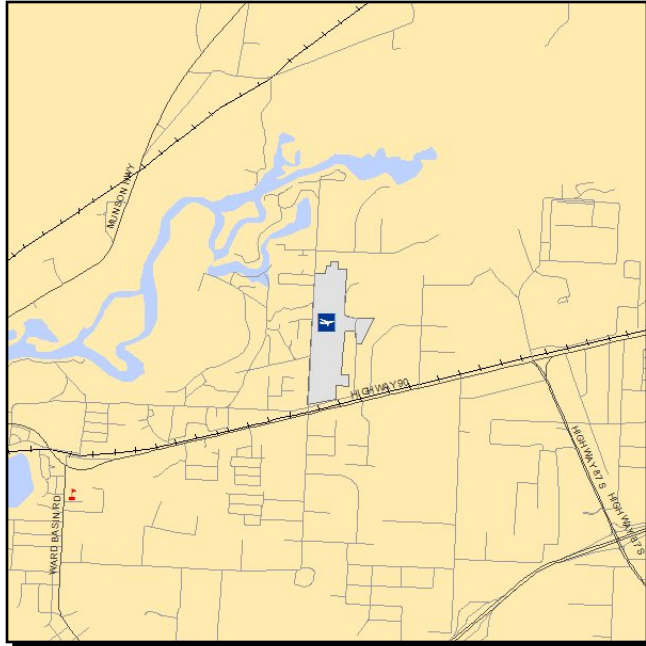
Total Project Cost: 284,000

Project Description: Peter Prince Field Project Priority #1 in FY2016 (p.24)

4256331

PETER PRINCE FIELD

Non-SIS



Work Summary:

AVIATION
PRESERVATION

From: RUNWAY

To: OVERLAY/PAVEMENT MAINT.

LRTP #: Final Report p.117-131

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	DPTO	0	38,562	0	0	0	38,562
CAP	LF	0	38,562	0	0	0	38,562
CAP	FAA	0	1,465,376	0	0	0	1,465,376
Total		0	1,542,500	0	0	0	1,542,500

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

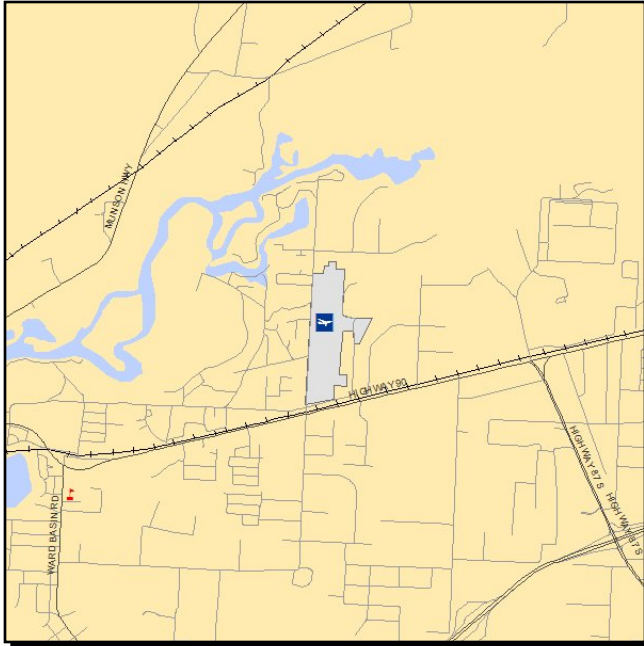
Total Project Cost: 1,542,500

Project Description: Peter Prince Field Project Priority #2 in FY2013 and #1 in FY2014 (p.24)

4256332

PETER PRINCE FIELD

Non-SIS



Work Summary:

AVIATION
PRESERVATION

From:

To:

CONSTRUCT TAXIWAYS

LRTP #: Final Report p.117-131

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	DDR	0	0	129,000	0	0	129,000
CAP	LF	0	0	32,250	0	0	32,250
Total		0	0	161,250	0	0	161,250

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

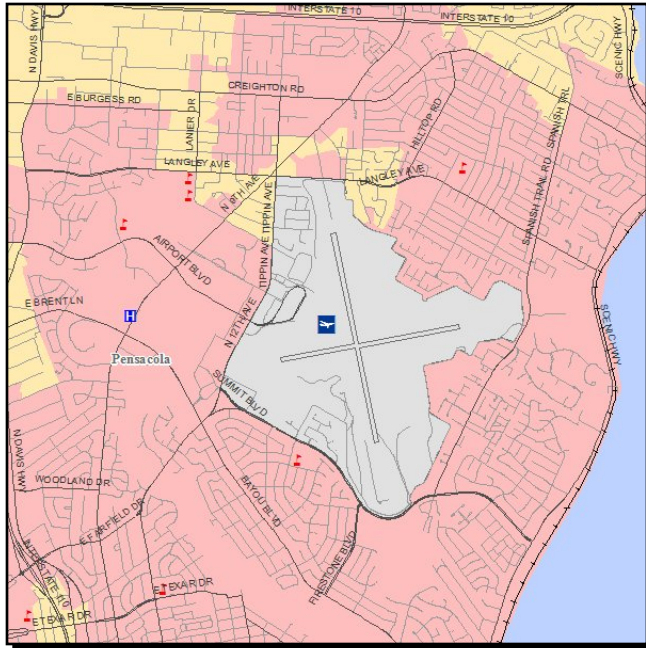
Total Project Cost: 161,250

Project Description: Peter Prince Field Project Priority #1 for FY2015 (p.24)

4320041

PENSACOLA GULF COAST

Non-SIS



Work Summary: AVIATION CAPACITY PROJECT

From: REGIONAL AIRPORT

To:

LRTP #: Final Report p.117-131

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	SIB1	6,100,000	0	0	0	0	6,100,000
Total		6,100,000	0	0	0	0	6,100,000

Prior Cost < 2012/13: 0
 Future Cost > 2016/17: 0
 Total Project Cost: 6,100,000
 Project Description:

Section 9 - Resurfacing

4134351

SR 727 FAIRFIELD DR.

Non-SIS



Work Summary: RESURFACING

From: SR 292 GULF BEACH HW

To: BRUCE STREET

Lead Agency: FDOT

Length: 5.437 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	EB	1,044,546	0	0	0	0	1,044,546
CST	DDR	1,017,244	0	0	0	0	1,017,244
CST	EB	4,108,750	0	0	0	0	4,108,750
Total		6,170,540	0	0	0	0	6,170,540

Prior Cost < 2012/13: 642,738

Future Cost > 2016/17: 0

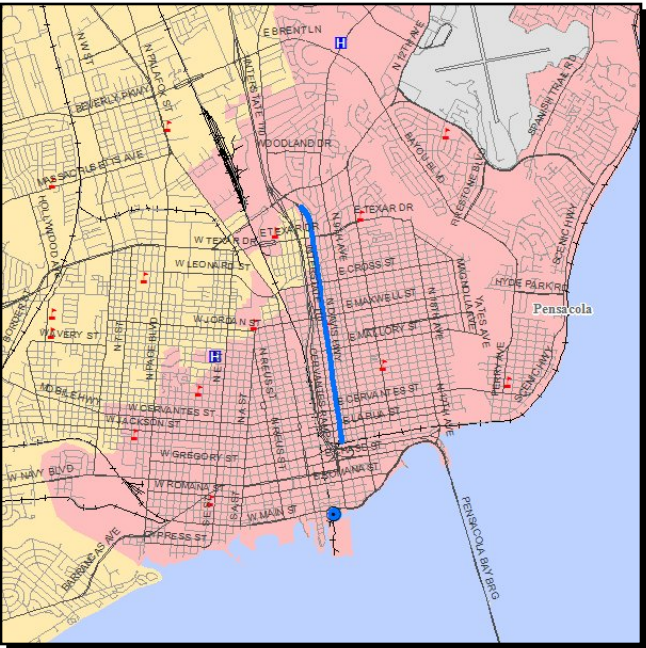
Total Project Cost: 6,813,278

Project Description:

4153781

SR 291 DAVIS HIGHWAY

Non-SIS



Work Summary: RESURFACING

From: WRIGHT STREET

To: HART DRIVE

Lead Agency: FDOT

Length: 2.368 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	SA	156,348	0	0	0	0	156,348
CST	LF	38,371	0	0	0	0	38,371
CST	SA	1,377,544	0	0	0	0	1,377,544
Total		1,572,263	0	0	0	0	1,572,263

Prior Cost < 2012/13: 579,424

Future Cost > 2016/17: 0

Total Project Cost: 2,151,687

Project Description:

4169411

SR 291 DAVIS HWY

Non-SIS



Work Summary: RESURFACING

From: N OF UNIV PARKWAY

To: SR 10 (US 90A) 9 MI RD

Lead Agency: FDOT

Length: 1.738 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	DIH	0	25,619	0	0	0	25,619
CST	CM	0	677,768	0	0	0	677,768
CEI	DDR	0	376,651	0	0	0	376,651
CST	DDR	0	1,535,775	0	0	0	1,535,775
Total		0	2,615,813	0	0	0	2,615,813

Prior Cost < 2012/13: 507,751

Future Cost > 2016/17: 0

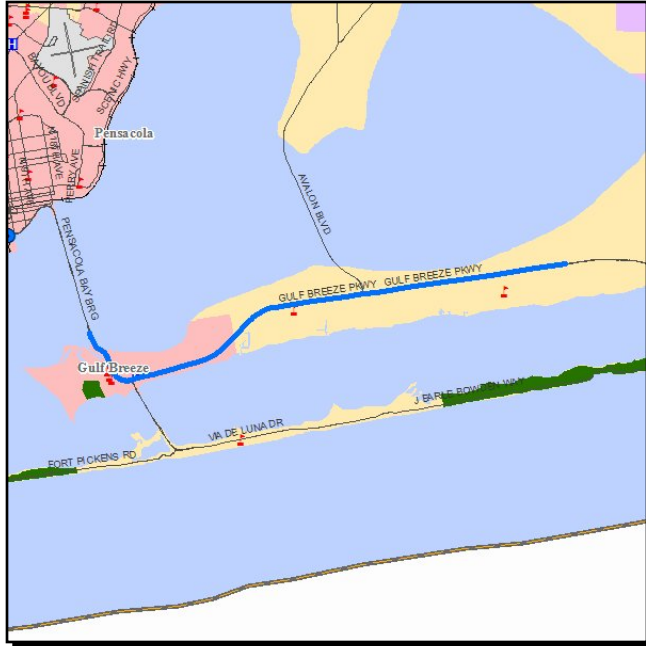
Total Project Cost: 3,123,564

Project Description:

4216441

SR 30 (US 98)

Non-SIS



Work Summary: RESURFACING

From: PENSACOLA BAY BRIDGE

To: THE ZOO ENTRANCE

Lead Agency: FDOT

Length: 12.774 mi

LRTP #: Final Report p.186

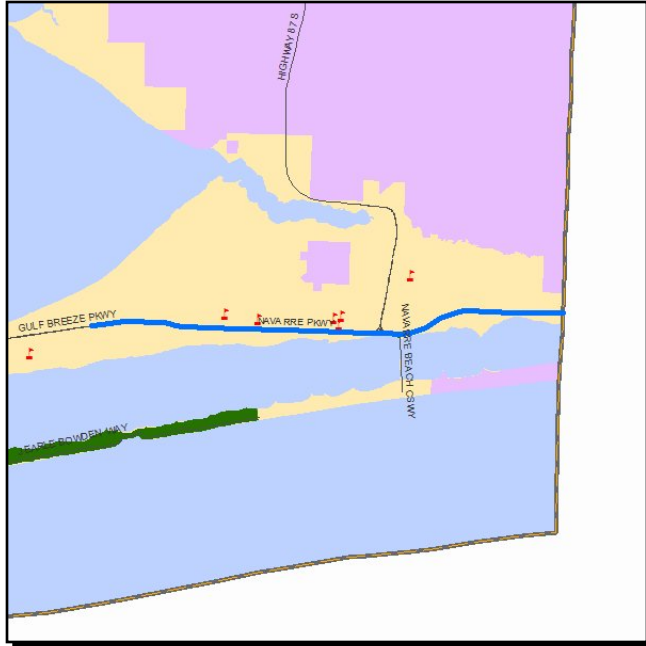
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	SA	0	2,584,274	0	0	0	2,584,274
CEI	DIH	0	159,564	0	0	0	159,564
CEI	SU	0	208,065	0	0	0	208,065
CST	DDR	0	82,738	0	0	0	82,738
CST	EB	0	1,055,107	0	0	0	1,055,107
CST	LF	0	792,971	0	0	0	792,971
CST	SU	0	904,941	0	0	0	904,941
CST	SA	0	14,193,792	0	0	0	14,193,792
Total		0	19,981,452	0	0	0	19,981,452

Prior Cost < 2012/13: 131,941
 Future Cost > 2016/17: 0
 Total Project Cost: 20,113,393
 Project Description:

4216442

SR 30 (US 98)

Non-SIS



Work Summary: RESURFACING

From: ZOO ENTRANCE

To: OKALOOSA COUNTY LINE

Lead Agency: FDOT

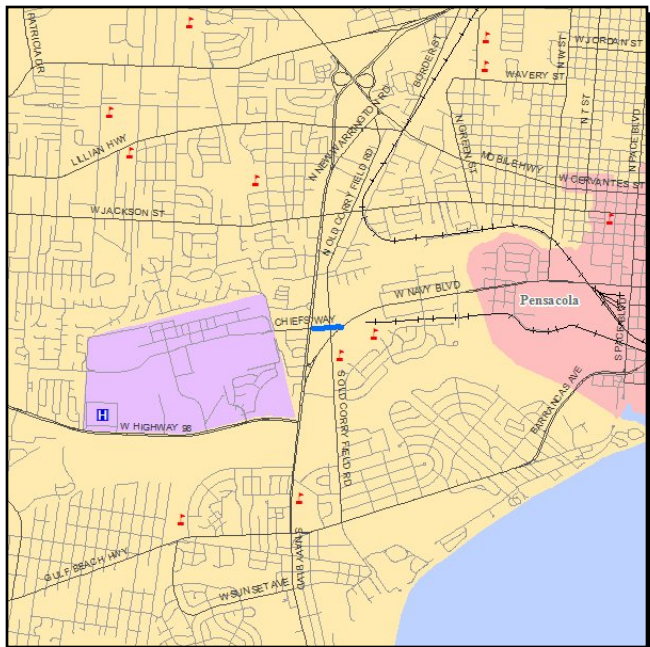
Length: 11.231 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST	ACSU	791,759	0	0	0	0	791,759
CST	DS	10,251,664	0	0	0	0	10,251,664
CEI	SU	264,307	0	0	0	0	264,307
CEI	DS	2,117,130	0	0	0	0	2,117,130
CST	EB	1,930,448	0	0	0	0	1,930,448
CEI	CM	146,995	0	0	0	0	146,995
CST	LF	558,699	0	0	0	0	558,699
CST	CM	813,072	0	0	0	0	813,072
CST	SU	622,241	0	0	0	0	622,241
CST	SA	260,206	0	0	0	0	260,206
CST	ACSA	3,422,072	0	0	0	0	3,422,072
Total		21,178,593	0	0	0	0	21,178,593

Prior Cost < 2012/13: 368,439
 Future Cost > 2016/17: 0
 Total Project Cost: 21,547,032
 Project Description:

Non-SIS



From: SR 295

Lead Agency: FDOT

Length: 0.181 mi

L RTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	DIH	0	0	4,938	0	0	4,938
CST	DS	0	0	321,784	0	0	321,784
CEI	DS	0	0	73,834	0	0	73,834
Total		0	0	400,556	0	0	400,556

Future Cost > 2016/17: 0

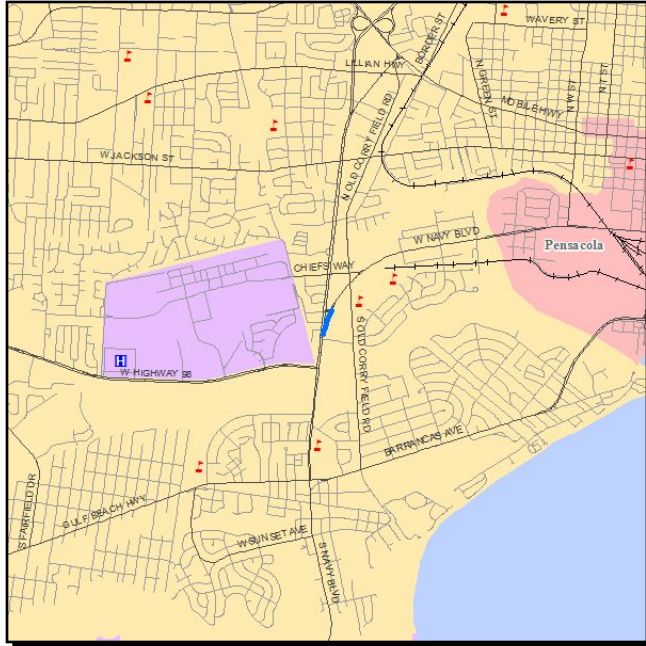
Total Project Cost: 603,816

Project Description:

4230622

SR 30 (US 98) NAVY

Non-SIS



Work Summary: RESURFACING

From: SR 295 WARRINGTON RD

To: NORTH OF DEWITT RD

Lead Agency: FDOT

Length: 0.167 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	DIH	0	0	3,818	0	0	3,818
CEI	DDR	0	0	49,534	0	0	49,534
CST	DDR	0	0	215,364	0	0	215,364
Total		0	0	268,716	0	0	268,716

Prior Cost < 2012/13: 105,727

Future Cost > 2016/17: 0

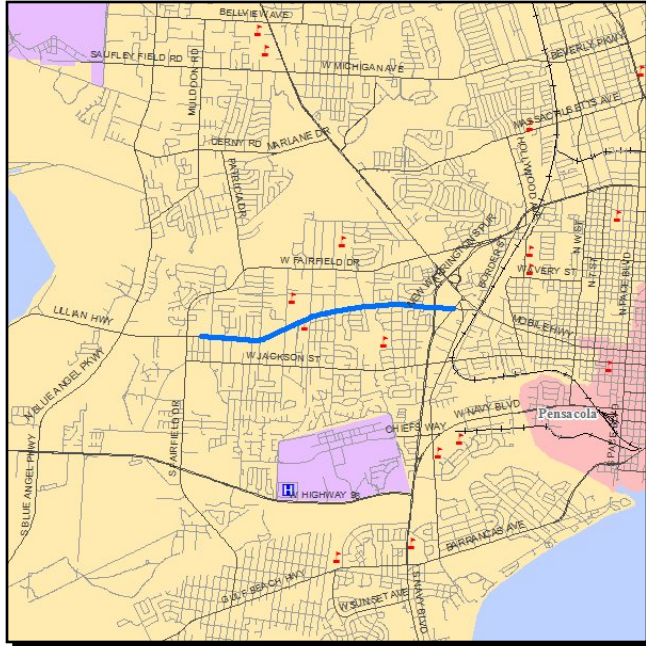
Total Project Cost: 374,443

Project Description:

4246141

SR 298 LILLIAN HWY

Non-SIS



Work Summary: RESURFACING

From: E. OF FAIRFIELD DR.

To: NEW WARRINGTON RD.

Lead Agency: FDOT

Length: 2.673 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	SA	379,929	0	0	0	0	379,929
CST	SA	1,146,922	0	0	0	0	1,146,922
Total		1,526,851	0	0	0	0	1,526,851

Prior Cost < 2012/13: 512,362

Future Cost > 2016/17: 0

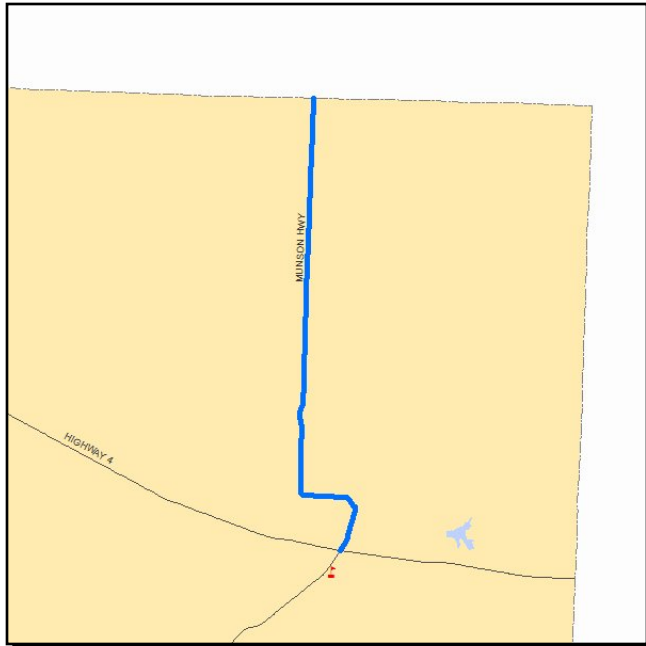
Total Project Cost: 2,039,213

Project Description:

4256911

CR 191 MUNSON HWY

Non-SIS



Work Summary: RESURFACING
From: SR 4
To: ALABAMA LINE
Lead Agency: Santa Rosa
Length: 10.695 mi
LRTP #: Final Report p.186

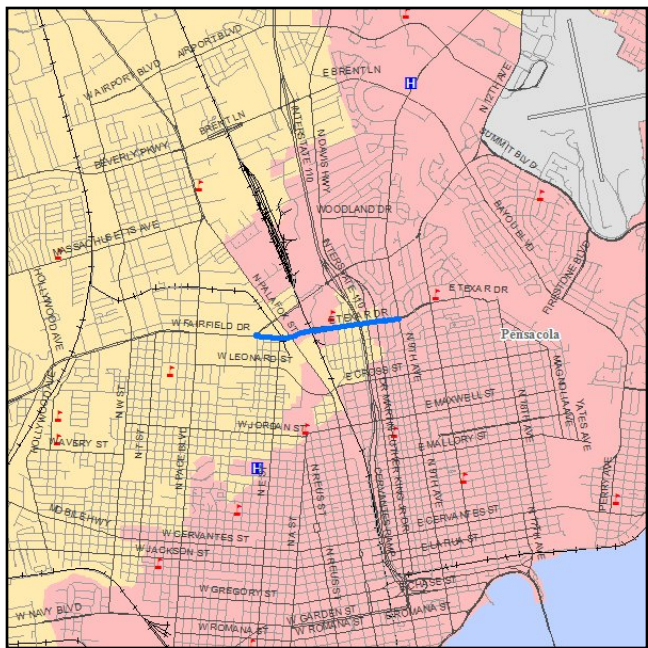
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST	LF	0	764,704	0	0	0	764,704
CST	SCOP	0	222,741	0	0	0	222,741
CST	GRSC	0	2,071,371	0	0	0	2,071,371
Total		0	3,058,816	0	0	0	3,058,816

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 3,058,816

Project Description: This project is NOT within the TPO planning area.



From: SR 295/727 FAIRFIELD

To: SR 289 9TH AVENUE

Length: 1.085 mi

L RTP #: Final Report p.186

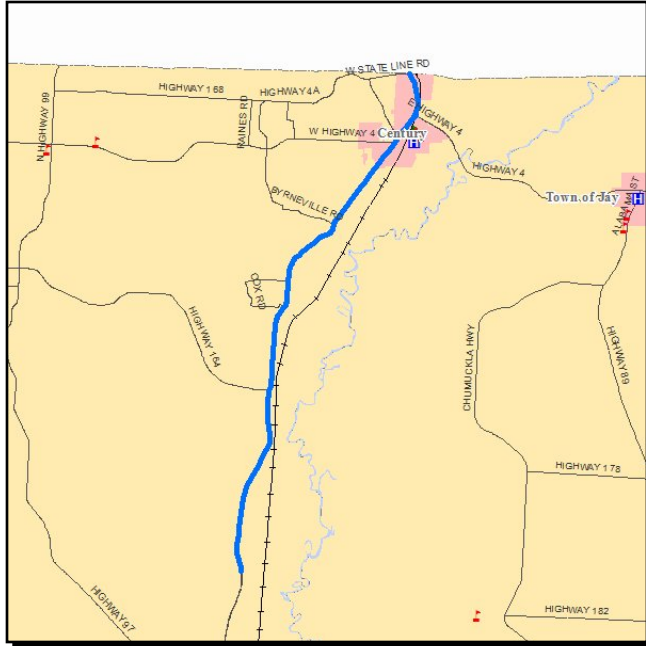
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	DIH	0	18,097	0	0	0	18,097
CEI	DDR	0	320,858	0	0	0	320,858
CST	DDR	0	1,389,725	0	0	0	1,389,725
Total		0	1,728,680	0	0	0	1,728,680

Prior Cost < 2012/13:	462,711
Future Cost > 2016/17:	0
Total Project Cost:	2,191,391
Project Description:	

4269291

SR 95 (US 29)

Non-SIS



Work Summary: RESURFACING

From: N OF CHAMPION DRIVE

Lead Agency: FDOT

To: ALABAMA STATE LINE

Length: 15.475 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	EB	0	0	0	94,798	0	94,798
CEI	CM	0	0	0	102,249	0	102,249
CEI	DIH	0	0	0	188,761	0	188,761
CST	CM	0	0	0	857,818	0	857,818
Total		0	0	0	1,243,626	0	1,243,626

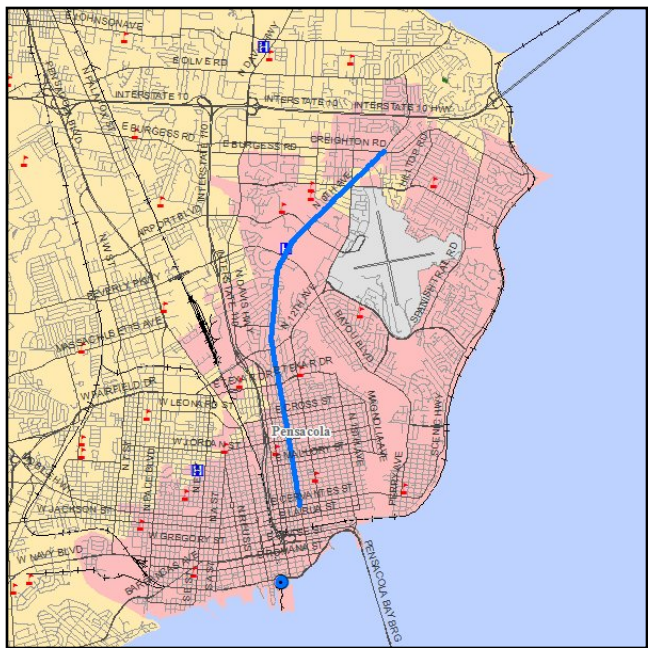
Prior Cost < 2012/13: 1,405,778

Future Cost > 2016/17: 0

Total Project Cost: 2,649,404

Project Description: This project is NOT within the TPO Planning Area

Non-SIS



From: SR 10A (US 90)

Lead Agency: FDOT

Length: 5.773 mi

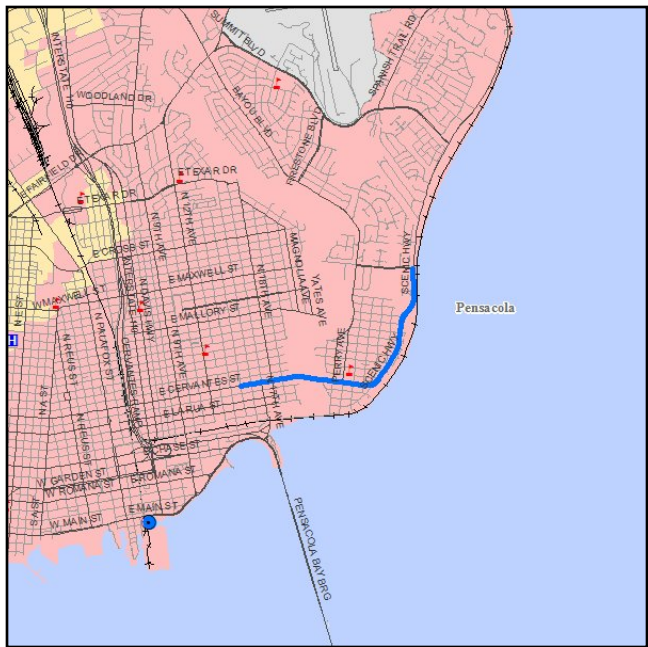
L RTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	DIH	0	54,459	0	0	0	54,459
CST	DS	0	68,405	0	0	0	68,405
CST	CM	0	254,009	0	0	0	254,009
CEI	DS	0	904,816	0	0	0	904,816
CST	SA	0	565,993	0	0	0	565,993
CST	EB	0	4,767,760	0	0	0	4,767,760
Total		0	6,615,442	0	0	0	6,615,442

Future Cost > 2016/17: 0

Total Project Cost: 7,745,077

Project Description:



From: 15TH AVENUE

To: HYDE PARK ROAD

Length: 2.081 mi

L RTP #: Final Report p.186

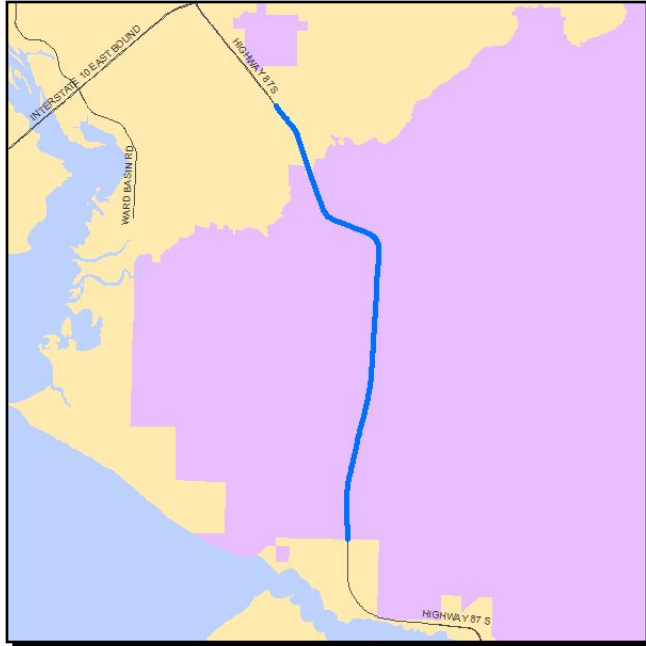
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	DIH	0	19,543	0	0	0	19,543
CST	DS	0	1,720,004	0	0	0	1,720,004
CEI	DS	0	292,358	0	0	0	292,358
Total		0	2,031,905	0	0	0	2,031,905

Prior Cost < 2012/13:	553,519
Future Cost > 2016/17:	0
Total Project Cost:	2,585,424
Project Description:	

4269381

SR 87

Non-SIS



Work Summary: RESURFACING

From: EGLIN AFB BOUNDARY

To: N OF YELLOW RIVER BR

Lead Agency: FDOT

Length: 9.159 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	DIH	0	43,104	0	0	0	43,104
CST	DS	0	3,990,580	0	0	0	3,990,580
CST	BRRP	0	184,063	0	0	0	184,063
CEI	DS	0	681,813	0	0	0	681,813
Total		0	4,899,560	0	0	0	4,899,560

Prior Cost < 2012/13: 715,540

Future Cost > 2016/17: 0

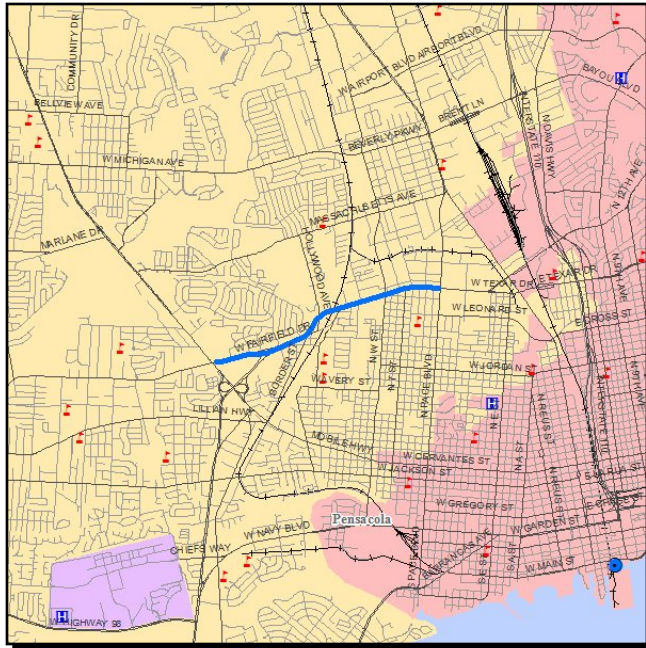
Total Project Cost: 5,615,100

Project Description:

4269511

SR 727/SR 295 Fairfield Dr

Non-SIS



Work Summary: RESURFACING

From: SR 10A (US 90)

To: SR 292 N PACE BLVD

Lead Agency: FDOT

Length: 2.308 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	CM	0	0	480,472	0	0	480,472
CEI	DIH	0	0	30,912	0	0	30,912
CST	DS	0	0	3,003,497	0	0	3,003,497
Total		0	0	3,514,881	0	0	3,514,881

Prior Cost < 2012/13: 555,275

Future Cost > 2016/17: 0

Total Project Cost: 4,070,156

Project Description:

4269711

SR 4

Non-SIS



Work Summary: RESURFACING

From: CR 87A MARKET ROAD

To: OKALOOSA COUNTY LINE

Lead Agency: FDOT

Length: 19.535 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	ACSA	0	0	1,701,488	0	0	1,701,488
CEI	DIH	0	0	94,895	0	0	94,895
CST	DS	0	0	10,634,300	0	0	10,634,300
Total		0	0	12,430,683	0	0	12,430,683

Prior Cost < 2012/13: 1,540,088

Future Cost > 2016/17: 0

Total Project Cost: 13,970,771

Project Description: This project is not within the TPO Boundary

4269721

SR 281 AVALON BLVD

Non-SIS



Work Summary: MAINTENANCE RESURFACING (FLEX)
From: GARCON POINTE BRIDGE
To: N OF SR 8 (I-10)
Lead Agency: FDOT
Length: 6.689 mi
LRTP #: Final Report p.186

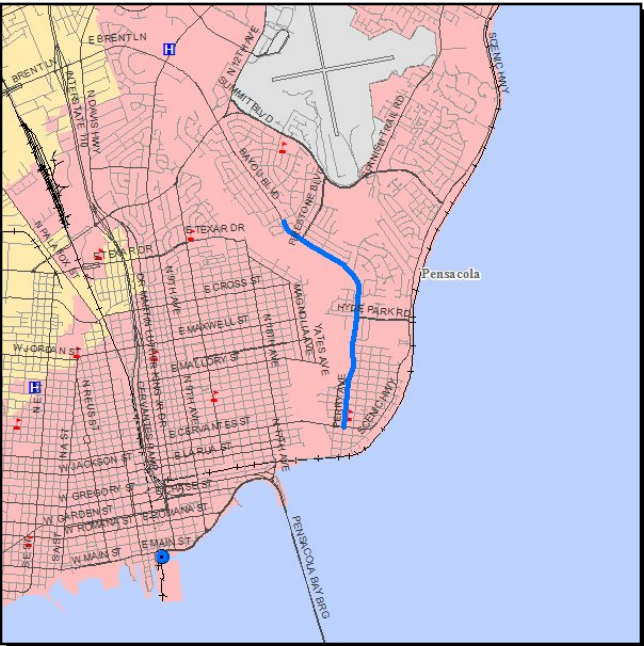
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	DIH	0	0	46,478	0	0	46,478
CEI	DDR	0	0	749,360	0	0	749,360
CST	DDR	0	0	4,683,500	0	0	4,683,500
Total		0	0	5,479,338	0	0	5,479,338

Prior Cost < 2012/13: 127,381
Future Cost > 2016/17: 0
Total Project Cost: 5,606,719
Project Description:

4288461

SR 296 BAYOU BLVD

Non-SIS



Work Summary: RESURFACING

From: DUPONT DRIVE

To: SR 10A (US 90)

Lead Agency: FDOT

Length: 2.235 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	SA	0	0	285,001	0	0	285,001
CEI	DIH	0	0	19,028	0	0	19,028
CST	CM	0	0	479,595	0	0	479,595
CST	SA	0	0	1,196,882	0	0	1,196,882
Total		0	0	1,980,506	0	0	1,980,506

Prior Cost < 2012/13: 433,333

Future Cost > 2016/17: 0

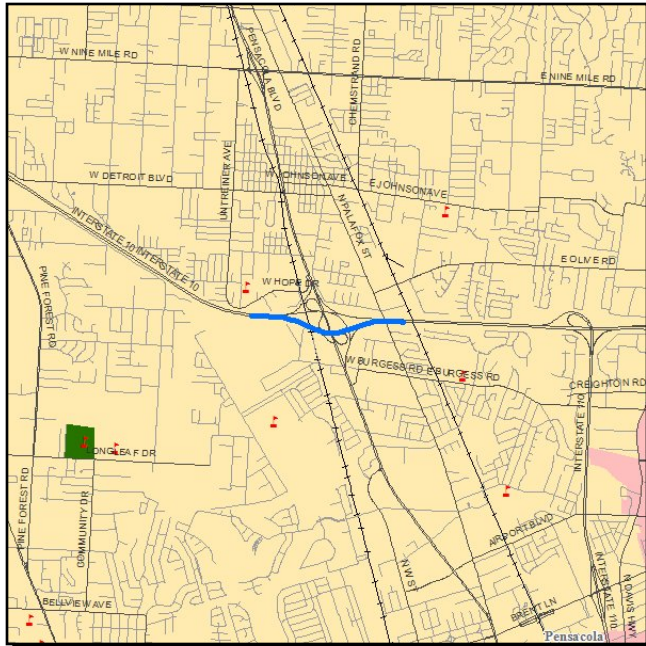
Total Project Cost: 2,413,839

Project Description:

4295201

SR 8 (I-10)

Non-SIS



Work Summary: RESURFACING

From: W OF SR 95 (US 29)

To: EAST OF CR 95A PALAFOX

Lead Agency: FDOT

Length: 3.612 mi

LRTP #: Final Report p.186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CEI	ACIM	0	654,017	0	0	0	654,017
CST	ACIM	0	3,907,864	0	0	0	3,907,864
Total		0	4,561,881	0	0	0	4,561,881

Prior Cost < 2012/13: 48,795

Future Cost > 2016/17: 0

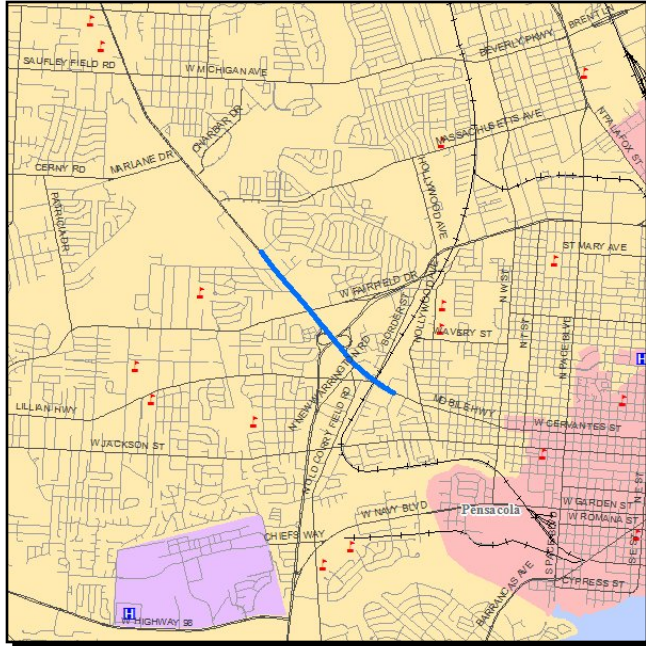
Total Project Cost: 4,610,676

Project Description:

4307851

SR 10A (US 90)

Non-SIS



Work Summary: RESURFACING

From: EDISON DRIVE

To: LYNCH STREET

Lead Agency: FDOT

Length: 1.564 mi

LRTP #: Final Report p.186

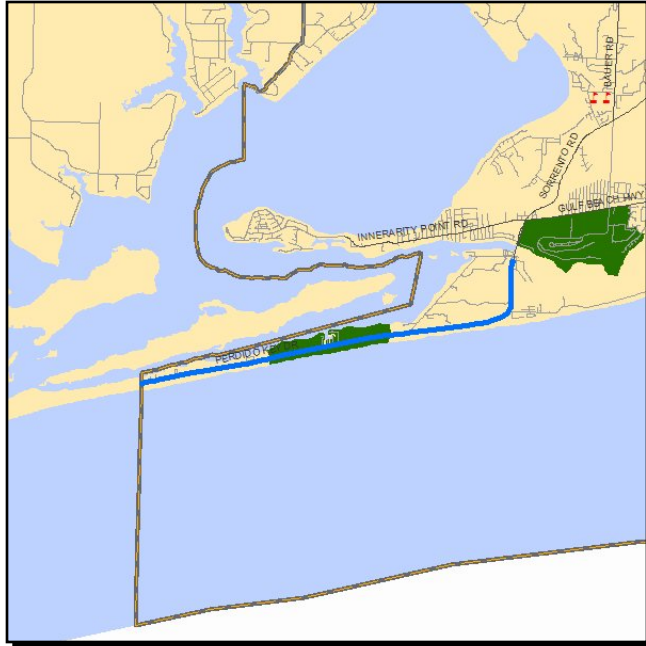
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DIH	43,373	0	0	0	0	43,373
PE	DS	433,738	0	0	0	0	433,738
CEI	DIH	0	0	24,659	0	0	24,659
CST	DS	0	0	2,172,637	0	0	2,172,637
CEI	DS	0	0	369,349	0	0	369,349
Total		477,111	0	2,566,645	0	0	3,043,756

Prior Cost < 2012/13: 1,000
 Future Cost > 2016/17: 0
 Total Project Cost: 3,044,756
 Project Description:

4307861

SR 292 PERDIDO KEY

Non-SIS



Work Summary: RESURFACING
From: ALABAMA STATE LINE
To: ICWW BRIDGE
Lead Agency: FDOT
Length: 6.306 mi
LRTP #: Final Report p.186

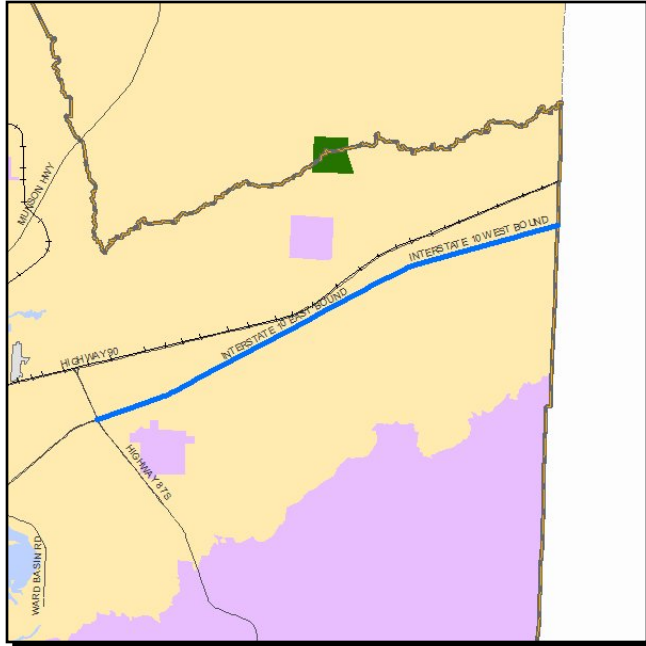
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DIH	77,418	0	0	0	0	77,418
PE	DDR	774,188	0	0	0	0	774,188
CEI	DIH	0	0	40,020	0	0	40,020
CEI	DDR	0	0	620,477	0	0	620,477
CST	DDR	0	0	3,877,979	0	0	3,877,979
Total		851,606	0	4,538,476	0	0	5,390,082

Prior Cost < 2012/13: 1,000
Future Cost > 2016/17: 0
Total Project Cost: 5,391,082
Project Description:

4327361

SR 8 (I-10)

SIS



Work Summary: RESURFACING

From: EAST OF SR 87

To: OKALOOSA COUNTY LINE

Lead Agency: Managed by FDOT

Length: 10.714 MI

LRTP #: Final Report p. 186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DIH	0	115,197	0	0	0	115,197
PE	ACNP	0	1,151,965	0	0	0	1,151,965
CST	DIH	0	0	0	205,301	0	205,301
CST	ACNP	0	0	0	19,161,498	0	19,161,498
Total		0	1,267,162	0	19,366,799	0	20,633,961

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 20,633,961

Project Description: Resurfacing SR 8 (I-10) from east of SR 87 to the Okaloosa County Line.

4328311

SR 8 (I-10)

SIS



Work Summary: RESURFACING
From: ESCAMBIA BAY BRIDGE
To: E SR 281 AVALON BLVD
Lead Agency: Managed by FDOT
Length: 3.766 MI
LRTP #: Final Report p. 186

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DIH	0	47,301	0	0	0	47,301
PE	ACNP	0	473,005	0	0	0	473,005
CST	DIH	0	0	0	65,574	0	65,574
CST	ACNP	0	0	0	4,754,084	0	4,754,084
Total		0	520,306	0	4,819,658	0	5,339,964

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 5,339,964

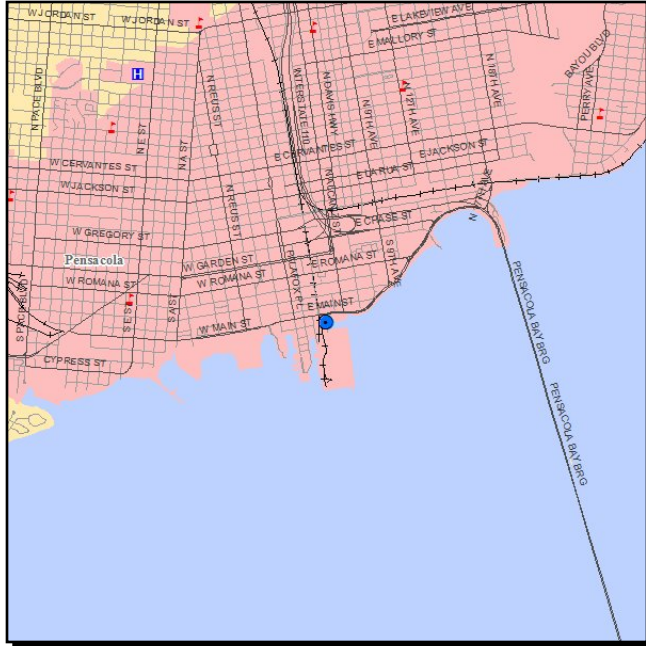
Project Description: Resurfacing of SR 8(I-10) from Escambia Bay Bridge to east of SR 281 /Avalon Boulevard.

Section 10 - Seaport

4231516

PORT OF PENSACOLA

Non-SIS



Work Summary:

SEAPORT CAPACITY PROJECT

From: BERTH 6 REHAB

To:

LRTP #: Final Report p.117-131

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP	PORT	1,640,000	0	0	0	0	1,640,000
CAP	LF	650,000	0	0	0	0	650,000
CAP		310,000	0	0	0	0	310,000
Total		2,600,000	0	0	0	0	2,600,000

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 2,600,000

Project Description: Port of Pensacola Project Priority #3 (p.25)

Appendix A

Acronyms/Definitions

ALDOT Alabama Department of Transportation: State agency responsible for transportation issues and planning in Alabama

BPAC Bicycle/Pedestrian Advisory Committee: Advisory committee utilized by metropolitan planning organizations (MPOs) for specialized citizen input into the transportation planning process.

BRATS Baldwin Rural Area Transportation System: Public Transit System

CAC Citizens' Advisory Committee: Advisory committee utilized by most metropolitan planning organizations (MPOs) for citizen input into the transportation planning process.

CFR Code of Federal Regulations: Compilation of the rules of the executive department and agencies of the federal government

CMAQ Congestion Mitigation and Air Quality Improvement Program: A new categorical funding program created under ISTEA which directs funding to projects that contribute to meeting national air quality standards in non-attainment areas for ozone and carbon monoxide.

CMPP Congestion Management Process Plan: This plan assists decision-makers in selecting cost effective, short term strategies to enhance the mobility of people and goods by rating the performance of existing transportation facilities

CTC Community Transportation Coordinators: People contracted by the Transportation Disadvantaged Commission to provide complete, cost-effective and efficient transportation services to transportation disadvantaged (TD) persons.

CTST Community Traffic Safety Team: Florida's Community Traffic Safety Teams (CTSTs) are locally based groups of highway safety advocates who are committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. Members include local city, county, state, and occasionally federal agencies, as well as private industry representatives and local citizens.

DCA Department of Community Affairs: State land planning agency responsible for a number of programs, including Chapters 163 and 380 of the Florida Statutes (F.S.).

DEP Florida Department of Environmental Protection: State agency responsible for the implementation of most of Florida's environmental regulations, including air monitoring and assessment; formerly the Departments of Natural Resources and Environmental Regulation.

ECAT Escambia County Area Transit: Public transportation system.

EMO Environmental Management Office: The office at the Florida Department of Transportation responsible for protecting and enhancing a sustainable human and natural environment while developing safe, cost effective, and efficient transportation systems.

EPA Environmental Protection Agency: A federal agency responsible for dealing with national environmental issues.

FAA Federal Aviation Administration: Federal entity responsible for overseeing air commerce, air traffic control, noise abatement and other related issues.

FDOT Florida Department of Transportation: State agency responsible for transportation issues and planning in Florida.

FHWA Federal Highway Administration: Division of the U.S. Department of Transportation responsible for administering federal highway transportation programs.

F.S. Florida Statutes: Documents in which Florida's laws are found.

FTA Federal Transit Administration: A statewide, comprehensive transportation plan which establishes long-range goals to be accomplished over a 20-25 year time frame; developed by Florida Department of Transportation (FDOT); updated on an annual basis.

FTP Florida Transportation Plan: A statewide, comprehensive transportation plan which establishes long-range goals to be accomplished over a 20-25 year time frame; developed by Florida Department of Transportation (FDOT); updated on an annual basis.

FY Fiscal Year: A budget year; runs from July 1 through June 30 for the state of Florida, and from October 1 through September 30 for the federal government.

ICE Intergovernmental Coordination Element: Required element of a local government comprehensive plan addressing coordination between adjacent local governments, and regional and state agencies; requirements for content are found in Rule 9J-5.015, F.A.C. and 163.3177(6)(h), F.S.

ITS Intelligent Transportation System: The use of computer and communications technology to facilitate the flow of information between traveler and system operators to improve mobility and transportation productivity.

JPA Joint Participation Agreement: Legal instrument describing intergovernmental tasks to be accomplished and/or funds to be paid between government agencies. K Design Hour Factor: Used to convert daily traffic counts to hourly traffic counts, and annual average traffic counts to peak season traffic counts; most road are designed

for peak hour, peak season traffic counts. LDR Land Development Regulations: Local development regulations used to implement comprehensive plans; required by 9J-5.006, F.A.C. and Chapter 163.3177(6)(a), F.S.

LAP Local Agency Program: Agreement negotiated between a Local Agency and FDOT allocating Federal funds to a transportation project.

LRC Long Range Component: The part of the Florida Transportation Plan (FTP) that addresses a time span of about 20 years; updated at least every five years to reflect changes in the issues, goals and long range objectives.

LRTP Long Range Transportation Plan: A 20 year forecast plan required of state planning agencies and TPO/MPOs; it must consider a wide range of social, environmental, energy and economic factors in determining overall regional goals and consider how transportation can best meet these goals.

MPO See TPO

MPOAC Metropolitan Planning Organization Advisory Council: An advisory council, consisting of one member from each TPO, which serves the principal forum for collaborative policy discussion in urban areas; it was created by law to assist the TPO/MPOs in carrying out the urbanized area transportation planning process.

NHS National Highway System: Specific major roads to be designated by September 30, 1995; the NHS will consist of 155,000 (plus or minus 15%) miles of road and represents one category of roads eligible for federal funds under ISTEA.

RTPO Regional Transportation Planning Organization:

ROW Right-of-Way: Real property that is used for transportation purposes; defines the extent of the corridor that can be used for the road and associated drainage.

RPC Regional Planning Council: A multipurpose organization composed of representatives of local governments and appointed representatives from the geographic area covered by the council, and designated as the primary organization to address problems and plan solutions that are of greater than local concern or scope; currently 11 regional planning councils exist in Florida.

SAFETEA-LU Safe, Accountable, Flexible, and Efficient Transportation Equity Act, a Legacy for Users: Federal legislation that was signed into law on August 10th 2005. This legislation built upon the ISTEA and TEA-21 premises but advocated a new direction in transportation planning, as evidenced by its name.

SIS Strategic Intermodal System: The SIS is a transportation system that is made up of statewide and regionally significant facilities and services (strategic), that contains all forms of transportation for moving both people and goods, including linkages that

provide for smooth and efficient transfers between modes and major facilities (intermodal), and that integrates individual facilities, services, forms of transportation (modes) and linkages into a single, integrated transportation network (system)

SRTS Safe Routes to School: The Safe Routes to School Program (SRTS) was authorized in August 2005 by Section 1404 of the federal transportation act, SAFETEA-LU (the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*). SRTS funds are administered through the seven FDOT Districts and overseen by the State Safe Routes to School Coordinator Program guidelines and other program documents have been developed to create a competitive application process for infrastructure projects and non-infrastructure programs.

STIP State Transportation Improvement Program: A staged, multiyear, statewide, intermodal program that is consistent with the state and metropolitan transportation plans; identifies the priority transportation projects to be done over the next three years; is developed by the Florida Department of Transportation (FDOT) and must be approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) at least every two years.

TCC Technical Coordinating Committee: A standing committee of most metropolitan planning organizations (MPOs); function is to provide advice on plans or actions of the MPO from planners, engineers and other staff members (not general citizens.)

TD Transportation Disadvantaged: People who are unable to transport themselves or to purchase transportation due to disability, income status or age.

TDP Transit Development Program: A plan developed by the transit operator and endorsed by the TPO; it addresses public transportation needs, operations, services, and contains a financial plan. The plan has a 10-year horizon, with a major update every five years, and it also requires annual updates.

TDSP Transportation Disadvantage Service Plan: A five year plan which reviews the need for Transportation Disadvantaged services, goals, objectives, and performance measures; it is updated annually.

TIP Transportation Improvement Program: A priority list of transportation projects developed by a metropolitan planning organization that is to be carried out within the five year period following its adoption; must include documentation of federal and state funding sources for each project and be consistent with adopted local comprehensive plans.

TPO (MPO) Transportation or Metropolitan Planning Organization: The forum for cooperative transportation decision-making; required for urbanized areas with populations over 50,000.

TSM Transportation Systems Management: Strategies to improve the efficiency of the transportation system through operational improvements such as the use of bus priority or reserved lanes, signalization, access management, turn restrictions, etc.

UPWP Unified Planning Work Program: Developed by Metropolitan Planning Organizations (MPOs); identifies all transportation and transportation air quality activities anticipated within the next one to two years, including schedule for completing, who is doing it, and products to be produced

Appendix B

Phase and Fund Codes

TIP Phase Codes

Group	Description	Type	Description
1	Planning (PLN)	1	In-House
2	Project Development & Environmental Study (PD&E)	2	Consultant/Contractor
3	Preliminary Engineering (PE)	3	Purchase
4	Right-of-Way (ROW)	4	Grant
5	Construction (CST)	5	Relocate
6	Construction Support (CEI)	6	Utility
7	Maintenance (MAINT)	7	Railroad
8	Operations (OPS)	8	Other Agency
9	Capital (CAP)	9	Indirect Support
A	Administration (ADMIN)	A	Contract Incentive
B	Research (RES)	B	Service Contract
C	Environmental (ENVIR)		

Fund Codes

The following pages were taken from the FDOT Work Program Instructions for the Tentative Work Program (FY 12/13 to 16/17). These pages contain definitions for the various funding codes used in the TIP.

Florida Department of Transportation
Active Fund Codes in FM

Fund	Description	Fund	Description	Fund	Description
ACAN	Advance Construction Any Area	DSBP	Pensacola Bay Bridge	LFNE	Local Funds not in Escrow
ACBR	Advance Construction (BRT)	DSBT	Turnpike/Reimbursed by toll	LFP	Local Funds for Participating
ACCM	Advance Construction (CM)	DSF	State Primary Matching Fund	LFR	Local Funds/Reimbursable
ACEM	Earmarks AC	DU	State Primary/Federal Reim	LFRF	Local Fund Reim.-Future
ACEN	Advance Construction (EBNH)	DWS	Weigh Stations-State 100%	LFU	Local Funds Unforeseen Work
ACEP	Advance Construction (EBBP)	EB	Equity Bonus	LHIP	Highway Infrastructure - 2010
ACIM	Advance Construction (IM)	EBBP	Equity Bonus – Bridge	MCSA	Motor Carrier Safety Assist.
ACNH	Advance Construction (NH)	EBNH	Equity Bonus - NH	MCSG	Motor Carrier Safety Grant
ACSA	Advance Construction (SA)	EBOH	Equity Bonus- Overhead	NCPD	National Corridor Plan and Dev
ACSE	Advance Construction (SE)	EM09	GAA Earmarks FY 2009	NH	Principal Arterials
ACSL	Advance Construction (SL)	EM10	GAA Earmarks FY 2010	NHAC	NH (AC/Regular)
ACSN	Advance Construction (SN)	EM11	GAA Earmarks FY 2011	NHBR	National Highways Bridges
ACSU	Advance Construction (SU)	ER05	Hurricanes 2005	NHTS	National Hwy Traffic Safety
BNBR	Amendment 4 Bonds (Bridges)	ER06	Hurricanes 2006	NSTP	New Starts Transit Program
BNCA	Bond - Controlled Access	ER08	Hurricanes 2008	OST	Office of the Secretary
BNDS	Bond – State	ER09	2009 Emergency Relief Events	PKBD	Turnpike Master Bond Fund
BNIR	Intrastate R/W and Bridge Bonds	ER10	2010 Emergency Relief Events	PKER	TPK Maintenance Reserve-ER
BNPK	Amendment 4 Bonds	F001	Federal Discretionary – US 19	PKLF	Local Support for Tpk
BRAC	BRT (AC/Regular)	F002	Corridors/Borders – US 19	PKM1	Tpk Toll Maintenance
BRP	State Bridge Replacement	F003	I-75 Discretionary	PKMT	Central Florida Beltway Trust Fund
BRRP	State Bridge Repair And Rehab	F004	Corridors/Borders – Boca Raton	PKOH	Tpk Indirect Costs
BRT	Fed Bridge Repl – On System	F330	Sec 330 STP Earmarks 2003	PKYI	Tpk Improvement
BRTD	Fed Bridge Repl - Discretionary	FAA	Federal Aviation Admin	PKYO	Tpk Toll Collection/Operation
BRTZ	BRT (AC/Regular)	FBD	Ferryboat Discretionary	PKYR	Tpk Maintenance Reserve
CFA	Contractor Funds Advance	FCO	Primary/Fixed Capital Outlay	PL	Metro Plan (85% FA; 15% other)
CIGP	County Incentive Grant Program	FD21	FDM-Dodge Island Tunnel	PLH	Forest Highways
CIGR	CIGP for Growth Management	FD22	FDM-Biscayne Blvd. – Miami	PLHD	Public Lands Highway Discr.
CM	Congestion Mitigation – ACQ	FD34	Fed-Airport Access Road – Jax	PORB	PORT funds returned from bonds
COE	Corp of Engineers (Non-Budget)	FEDR	Federal Research Activities	PORT	Seaports
D	Unrestricted State Primary	FEMA	Fed Emergency Mgt Assistance	RBRP	Reimbursable BRP Funds
DC	State Primary PE Consultants	FFTF	Federal Forfeiture Trust Fund	RECT	Recreational Trails
DCA	Department of Community Affairs	FGWB	Fixed Guideway Bond Projects	RED	Redistr. Of FA (SEC 1102F)
DDR	District Dedicated Revenue	FHPP	Federal High Priority Projects	RHH	Rail-Highway Xings – Hazard
DDRF	Dist Dedicated Rev Matching Fund	FLEM	FI Div of Emergency Management	RHP	Rail-Highway Xings – Prot. Dev.
DEM	Environmental Mitigation	FMA	Federal Maritime Admin	S112	STP, Earmarks – 2006
DEMW	Environmental Mitigation-Wetlands	FRA	Federal Railroad Administration	S115	STP, Earmarks – 2004
DEP	Depart of Environmental Protection	FRAD	FRA Grant Payback	S117	STP Earmarks – 2005
DER	Emergency Relief – State Funds	FRM6	Highway Priority Projects	S125	STP Earmarks - 2009
DFTA	Fed Pass - Through \$ From FTA	FSDU	Fed Stimulus, FTA Reimb	S126	Belleair Cswy Bridge Replace
DI	St. - S/W Inter/Intrastate Hwy	FSF1	Fed Stimulus, S/W Managed	S129	STP Earmarks - 2008
DIH	State In-house Product Support	FSFB	Fed Stimulus, Ferry Boat Disc	SA	STP, Any Area
DIOH	State 100% - Overhead	FSSE	Fed Stimulus, Enhancement	SAFE	Secure Airports for FL Economy
DIRS	Advanced Acquisition - Intra. Corr.	FSSL	Fed Stimulus, Areas <= 200K	SB	Scenic Byways
DIRT	State Funds Used on Tpk	FSSN	Fed Stimulus, Non-Urban	SBPG	Safety Belt Performance Grants
DIS	Strategic Intermodal System	FSSU	Fed Stimulus, Urban Areas > 200K	SCOP	Small County Outreach Program
DITS	Statewide ITS – State 100%	FTA	Federal Transit Administration	SCRA	Small County Resurfacing
DL	Local Funds - PTO – Budgeted	FTAD	FTA Funds Comm. By TD Comm.	SE	STP, Enhancement
DPTO	State PTO	FTAT	FHWA Transfer to FTA (non-bud)	SED	State Economic Development
DRA	Rest Areas – State 100%	GMR	Growth Management for SIS	SIB1	State Infrastructure Bank
DS	State Primary Highways And PTO	GR08	Gen Rev. Projects for 2008 GAA	SIBG	SIB funds – Growth Management
DSB	Pri Consult/Reimbursed by bonds	GRSC	Growth Management for SCOP	SL	STP, Areas < 200k
DSB0	Unallocated to Facility	HP	Federal Highway Planning	SN	STP, Mandatory, Non-Urban
DSB1	Skyway	HPP	High Priority Projects	SR	STP, RR Hazard Elimination
DSB2	Everglades Pkwy/Alligator Alley	HR	Federal Highway Research	SR2E	Safe Routes - Either
DSB3	Pinellas Bayway	HRRR	High Risk Rural Road	SR2N	Safe Rts to School – Non-infrastruc
DSB4	Miami-Dade Expressway Authority	HSP	Highway Safety Program	SR2S	Safe Rts to School – Infrastructure
DSB5	Beeline East	IBRC	Innovative Bridge Res & Const	SSM	Fed Support Services/Minority
DSB6	Tampa-Hillsborough Expr Auth	IM	Interstate Maintenance	ST10	STP Earmarks - 2010
DSB7	Mid-Bay Bridge Authority	IMAC	IM (AC/Regular)	SU	STP, Urban Areas > 200k
DSB9	Navarre Bridge	IMD	Interstate Maintenance Discret	TCP	Fuel Tax Compliance Project
DSBB	Orlando-Orange Co. Expr. Sys.	IRR	Indian Reservation Roads	TCSP	Trans., Community & System Pres.
DSBC	Garcon Point Bridge	IVH	Intelligent Vehicle Highway Sys	TDDR	Trans Disadv –DDR Use
DSBD	I-95 Express Lanes	LF	Local Funds	TDHC	Trans Disadv - Healthcare
DSBE	Emerald Coast Bridge Authority	LFD	"LF" for STTF Utility Work	TDTF	Trans Disadv - Trust Fund
DSBF	I-595	LFF	Local Fund - for Matching F/A	TFRT	Toll Facility Revolving Trust Fund

Florida Department of Transportation
Active Fund Codes in FM

Fund	Description	Fund	Description	Fund	Description
TIF2	TIFIA Loan – Rental Car Facility	TMBC	Garcon Point Bridge	TOBC	Garcon Point Bridge
TIFI	Trans. Infrast. Fin. & Innov. Act	TMBD	I-95 Express Lanes	TOBD	I-95 Express Lanes
TIMP	Transportation Improvement	TMBP	Toll Maint Pensacola Bridge	TOBF	I-595
TM01	Sunshine Skyway	TO01	Sunshine Skyway	TOBP	Toll Ops Pensacola Bay Bridge
TM02	Everglades Parkway	TO02	Everglades Parkway	TPF	Truck Parking Facilities Prog
TM03	Pinellas Bayway	TO03	Pinellas Bayway	TPFP	Truck Parking Facilities Prog
TM04	Miami - Dade Xway Authority	TO04	Miami-Dade Expressway Auth.	TRIP	Trans Regional Incentive Prog
TM05	Beachline East	TO05	Beeline East	TSIN	Safety for Non - Construction
TM06	Tampa-Hills. Expr. Auth.	TO06	Tampa-Hills. Expr. Auth.	TSIR	Safety for Research Activities
TM07	Mid-Bay Bridge Authority	TO07	Mid-Bay Bridge Authority	TSM	Transport Systems Mgmt.
TM08	Mayport Ferry Operation	TO08	Mayport Ferry Operation	USFW	US Fish and Wildlife Service
TM09	Navarre Bridge	TO09	Navarre Bridge	USGS	US Geological Survey
TM10	Sawgrass Expressway	TO10	Sawgrass Expressway	USHS	US Dept. of Homeland Security
TM11	Orl-Orange Co. Expr. Sys	TO11	Orl.-Orange Co. Expr. Sys.	VPPP	Value Pricing Pilot Program

Live code information is available to FDOT employees through the infonet at
<http://webapp02.dot.state.fl.us/fmsupportapps/itemsegmentsearch/QuickRef.aspx>

Federal and State Funding Codes

Funding Code	Funding Description	Fund Type	Funding Code	Funding Description	Fund Type
****	WILDCARD	State	LT	50% LOCAL MATCHING/TOPICS PGM	State
*12D	PREV OBLIG \$12M ST PRIMARY	State	M	FEDERAL AID URBAN FUNDS	State
*14D	PREV OBLIG \$14M ST PRIMARY	State	M 2	M ROLLUP OF W-32	State
*15A	PREV OBLIG \$15M FA PRIMARY	State	MA	MIN. ALLOCATION (ANY AREA)	State
*15B	PREV OBLIG \$15M FA SECONDARY	State	MABP	MIN. ALLOC. BRIDGES (NON-BRT)	Federal
*A	PREV OBLIGATED FED PRIMARY	State	MABR	MIN. ALLOC. BRIDGES (BRT)	Federal
*D	ST PRI-SUPPRESS FM WK PGM BAL	State	MAIM	MIN. ALLOC. (IM)	State
*DT	PREV OBLIG ST MATCH FOR TOPICS	State	MAIR	MIN. ALLOC. INTRASTATE SYSTEM	State
*T	PREV OBLIG TOPICS PPROGRAM	State	MANH	MIN. ALLOC. (NH)	Federal
15M	GEN REV FOR PRIMARY R/W (\$15M)	State	MAP	MILITARY AIRPORT PARTICIPATION	State
9th GT		Local	MBT2	FED URB SYS BARTOW/W-32	State
A	FEDERAL PRIMARY/STATE PRIMARY	State	MBV2	FED URB SYS BREVARD CNTY/W-32	State
A1	FEDERAL AID PRIMARY/RAILROAD	State	MCM6	FED URB SYS MIAMI/W-36	State
AC	ADVANCE CONSTRUCTION - BOX	State	MCP6	FED URB SYS ST. PETE/W-36	State
ACBA	ADVANCE CONSTRUCTION (BA)	State	MCSA	MOTOR CARRIER SAFETY - 80/20	State
ACBL	ADVANCE CONSTRUCTION (BL)	State	MCSG	MOTOR CARRIER SAFETY GRANT	State
ACBR	ADVANCE CONSTRUCTION (BRT)	Federal	MCT6	FED URB SYS TAMPA/W-36	State
ACBZ	ADVANCE CONSTRUCTION (BRTZ)	State	MDB2	FED URB SYS DAYTONA BEACH/W-32	State
ACCM	ADVANCE CONSTRUCTION (CM)	State	MFL2	FED URB SYS FT.LAUDERDALE/W-32	State
ACCP	ADVANCE CONSOLIDATED (CP)	State	MFL6	FED URB SYS FT.LAUDERDALE/W-36	State
ACEM	EARMARKS AC	State	MFM2	FED URB SYS FORT MYERS/W-32	State
ACEN	ADVANCE CONSTRUCTION (EBNH)	State	MG	MINIMUM GUARANTEE	Federal
ACEP	ADVANCE CONSTRUCTION (EBBP)	State	MGBP	MIN. GUARANTEE - BRIDGE SUPPL	Federal
ACER	ADVANCE CONSTRUCTION (ER)	State	MGNH	MINIMUM GUARANTEE FOR NH	State
ACF	ADVANCE CONSTRUCTION (FD/100%)	State	MGV2	FED URB SYS GAINESVILLE/W-32	State
ACF0	AC FOR HIGH PRIORITY (F0__)	Federal	MJX2	FED URB SYS JACKSONVILLE/W-32	State
ACFD	ADVANCE CONSTRUCTION (FD/OFA)	State	MJX6	FED URB SYS JACKSONVILLE/W-36	State
ACHR	ADVANCE CONSTRUCTION (HRE)	State	ML	MA, AREAS <= 200K	Federal
ACI	ADVANCE CONST/\$150M (I)	Federal	MLC2	FED URB SYS LAKE CITY/W-32	State
ACI2	ADVANCE CONST/\$64M (I)	State	MLK2	FED URB SYS LAKELAND/W-32	State
ACI3	ADVANCE CONSTRUCTION (I)	State	MLO2	FED URB SYS LIVE OAK W-32	State
ACI4	ADVANCE CONST/TAG REV (I)	State	MMI2	FED URB SYS MIAMI/W-32	State
ACI5	SUNSHINE SKYWAY	State	MMI6	FED URB SYS MIAMI/W-36	State
ACIM	ADVANCE CONSTRUCTION (IM)	Federal	MML6	FED URB SYS MELBURN-COCOA/W-36	State
ACIR	ADVANCE CONSTRUCTION (IR)	State	MNR2	FED URB SYS NW PRT RICHEY/W-32	State
ACM	ADVANCE CONST/URBAN (M...)	State	MNR6	FED URB SYS PASCO COUNTY/W-36	State
ACMA	ADVANCE CONSTRUCTION (MA)	State	MOC2	FED URB SYS OCALA/W-32	State
ACML	ADVANCE CONSTRUCTION (ML)	State	MOL2	FED URB SYS ORLANDO/W-32	State
ACNH	ADVANCE CONSTRUCTION (NH)	Federal	MOL6	FED URB SYS ORLANDO/W-36	State
ACPF	Airport Capital Projects Fund	Local	MPB2	FED URB SYS W PALM BEACH/W-32	State
ACPL	ADVANCE CONSTRUCTION (PL)	State	MPB6	FED URB SYS W PALM BEACH/W-36	State
ACSA	ACSA	Local	MPC2	FED URB SYS PANAMA CITY/W-32	State
ACSE	ADVANCE CONSTRUCTION (SE)	Federal	MPL2	FED URB SYS PLANT CITY/W-32	State
ACSH	ADVANCE CONSTRUCTION (SH)	State	MPZ2	FED URB SYS PENSACOLA/W-32	State
ACSL	ADVANCE CONSTRUCTION (SL)	State	MPZ6	FED URB SYS PENSACOLA/W-36	State
ACSN	ADVANCE CONSTRUCTION (SN)	Federal	MSA2	FED URB SYS ST AUGUSTINE/W-32	State
ACSP	ADVANCE CONSTRUCTION (SP)	State	MSB2	FED URB SYS SARASO-BRADEN/W-32	State
ACSR	ADVANCE CONSTRUCTION (SR)	State	MSB6	FED URB SYS SARASO-BRADEN/W-36	State
ACSS	ADVANCE CONSTRUCTION (SS)	Federal	MSP2	FED URB SYS ST.PETERSBURG/W-32	State
ACSU	ADVANCE CONSTRUCTION (SU)	Federal	MSP6	FED URB SYS ST.PETERSBURG/W-36	State
ACXA	ADVANCE CONSTRUCTION (XA)	Federal	MSTU	MSTU	Local
ACXL	ADVANCE CONSTRUCTION (XL)	Federal	MTA2	FED URB SYS TAMPA/W-32	State
ACXU	ADVANCE CONSTRUCTION (XU)	State	MTA6	FED URB SYS TAMPA/W-36	State
ADV	FEDERAL AID ADV R/W ACQUISIT	State	MTL2	FED URB SYS TALLAHASSEE/W-32	State
AIP	AIP	Local	MU	MA, URBAN AREAS > 200K	Federal
ASAP	CP - S.A.P.	State	MW2	P.A.R. ROLLUP OF W-32	State
ATF	ADMINISTRATIVE TRUST FUND	State	MW32	FEDERAL URBAN SYSTEM/W-32	State
AWPM	ALL-WEATHER PAVEMENT MARKING	State	MW36	FEDERAL URBAN SYSTEM/W-36	State
B	FED SECONDARY/STATE PRIMARY	State	N/A	CEI NOT ADDED/UPDATED	State

B1	90% FEDERAL - 10% RAILROAD	State	NCIIF	Neighborhood and Citywide Infrastructure Capital Improvement Fund	Local
BA	DONOR BONUS, ANY AREA	State	NCPD	NATIONAL CORRIDOR PLN & DEV	State
BDC	WORKING CAPITAL TRUST FUND-BDC	State	NFI	NFI	Local
BGP	50% FED AID - BIKEPATH	State	NH	PRINCIPLE ARTERIALS	Federal
BL	DB, AREAS <= 200K	State	NHAC	ADVANCE CONSTRUCTION (NH)	Federal
BMT	BETTERMENT - STATE PRIMARY	State	NHBR	NATIONAL HIGHWAYS BRIDGES	State
BNBR	AMENDMENT 4 BONDS (BRIDGES)	State	NHI	NAT'L HIWAY INSTITUTE TRAINING	State
BNCA	BOND - CONTROLLED ACCESS	State	NHIR	FIHS FROM NH FEDERAL FUNDS	Federal
BND	STATE SECONDARY BONDS	State	NHS	NATIONAL HIGHWAY SAFETY	State
BNDI	INTRASTATE R/W & BRIDGE BONDS	State	NHTS	NATIONAL HWY TRAFFIC SAFETY	State
BNDS	BOND - STATE	State	NRD	NATIONAL RIDESHARING DEVELOP	State
BNIR	INTRASTATE R/W & BRIDGE BONDS	State	NRDP	NATIONAL RIDESHARING FED AID	State
BNPK	AMENDMENT 4 BONDS (TURNPIKE)	State	NSTP	NEW STARTS TRANSIT PROGRAM	State
BOND	Bond Funding	Local	OCO	OTHER CAPITAL OUTLAY	State
BRAC	BRAC	Local	OCST	OCST	Local
BRP	STATE BRIDGE REPLACEMENT	State	OF	OF	Local
BRRP	STATE BRIDGE REPAIR & REHAB	State	ONE	One Cent Gas Tax Funding	Local
BRT	FED BRIDGE REPL - ON SYSTEM	Federal	OSR	OFF SYSTEM ROADS	State
BRTD	FED BRIDGE REPL--DISCRETIONARY	State	OVH	OVERHEAD	State
BRTZ	FED BRIDGE REPL - OFF SYSTEM	Federal	P00A	TURNPIKE BOND CONSTRUCTION-00	State
BU	DB, URBAN AREAS > 200K	State	P00B	TURNPIKE BOND CONSTRUCTION-00	State
BWD	BIKEWAY PATHS	State	P01A	TURNPIKE BOND CONSTRUCTION-01	State
BZAC		State	P02A	TURNPIKE BOND CONSTRUCTION-02	State
C	FEDERAL URBAN/STATE PRIMARY	State	P02B	TURNPIKE BOND CONSTRUCTION-02	State
CAF	CONTROL OF OUTDOOR ADVERTISING	State	P03A	TURNPIKE BOND CONSTRUCTION-03	State
CAND		Federal	P04A	TURNPIKE BOND CONSTRUCTION-04A	State
CDBG	CDBG	Local	P04B	TURNPIKE BOND CONSTRUCTION-04B	State
CFA	CONTRACTOR FUNDS ADVANCE	State	P05A	TURNPIKE BOND CONSTRUCTION-05	State
CGT	Community Gas Tax	Local	P06A	TURNPIKE BOND CONSTRUCTION-06	State
CIGP	COUNTY INCENTIVE GRANT PROGRAM	Local	P07A	TURNPIKE BOND CONSTRUCTION-07	State
CIGR	GROWTH MANAGEMENT FOR CIGP	State	P08A	TURNPIKE BOND CONSTRUCTION-08	State
CIP	CIP	Local	P09A	TURNPIKE BOND CONSTRUCTION-09	State
CIT III	CIT III	Local	P10A	TURNPIKE BOND CONSTRUCTION-10	State
CJF	FEDERAL JUNKYARD REMOVAL	State	P11A	TURNPIKE BOND CONSTRUCTION-11	State
CM	CONGESTION MITIGATION - AQ	State	P12A	TURNPIKE BOND CONSTRUCTION-12	State
COE	CORP OF ENGINEERS (NON-BUDGET)	State	P13A	TURNPIKE BOND CONSTRUCTION-13	State
COVC	COVENANT TO COMPLETE	State	P14A	TURNPIKE BOND CONSTRUCTION-14	State
COVO	COVENANT TO OPERATE	State	P15A	TURNPIKE BOND CONSTRUCTION-15	State
CP	FEDERAL CONSOLIDATED PRIMARY	State	P16A	TURNPIKE BOND CONSTRUCTION-16	State
CPP1	MIDP'T,CP CORAL & SANIBEL BRS.	State	P17A	TURNPIKE BOND CONSTRUCTION-17	State
CPR	CONSOLIDATED PRI-RESURFACING	State	P18A	TURNPIKE BOND CONSTRUCTION-18	State
CRA	CRA	Local	P19A	TURNPIKE BOND CONSTRUCTION-19	State
CSFF	CENTRAL & SO FLA FLOOD CONTROL	State	P89A	TURNPIKE BOND CONSTRUCTION-89	State
D	UNRESTRICTED STATE PRIMARY	State	P90A	TURNPIKE BOND CONSTRUCTION-90	State
D*	PRIMARY FUNDS FOR RIGHT-OF-WAY	State	P91A	TURNPIKE BOND CONSTRUCTION-91	State
D1	MASS TRANSIT AVIATION	State	P92A	TURNPIKE BOND CONSTRUCTION-92	State
D1OH	PTO AVIATION PRIMARY OVERHEAD	State	P92B	TURNPIKE BOND CONSTRUCTION-92	State
D2	MASS TRANSIT SURFACE	State	P93A	TURNPIKE BOND CONSTRUCTION-93	State
D2OH	PTO SURFACE PRIMARY OVERHEAD	State	P94A	TURNPIKE BOND CONSTRUCTION-94	State
DA	DEFENSE ACCESS	State	P95A	TURNPIKE BOND CONSTRUCTION-95	State
DAA	ADVANCED CORRIDOR ACQUISITION	State	P96A	TURNPIKE BOND CONSTRUCTION-96	State
DC	STATE PRIMARY PE CONSULTANTS	State	P97A	TURNPIKE BOND CONSTRUCTION-97	State
DCA	DEPT OF COMMUNITY AFFAIRS	State	P98A	TURNPIKE BOND CONSTRUCTION-98	State
DCB	PRIMARY CONSULT REIMB BY BND	State	P98B	TURNPIKE BOND CONSTRUCTION 98	State
DCM	STATE OFFSET OF CM FUNDS	State	P99A	TURNPIKE BOND CONSTRUCTION-99	State
DDR	DISTRICT DEDICATED REVENUE	State	P99B	TURNPIKE BOND CONSTRUCTION-99	State
DDRF	DDRF	Local	PCPF	Port Capital Projects Fund	Local
DEM	ENVIRONMENTAL MITIGATION	State	PFP	Penny for Pinellas	Local
DEMW	ENVIRONMEN MITIGATION-WETLANDS	State	PKBD	PKBD	Local
DEP	DEPT ENVIRONMENTAL PROTECTION	State	PKCA	TURNPIKE CONTROLLED ACCESS	State

DER	EMERGENCY RELIEF - STATE FUNDS	State	PKCF	TURNPIKE STTF CARRYFORWARD	State
DFTA	DFTA	Local	PKEA	TPK CONTROLLED ACCESS-ER	State
DI	ST. - S/W INTER/INTRASTATE HWY	State	PKEI	TPK IMPROVEMENT-ER	State
DIH	STATE IN-HOUSE PRODUCT SUPPORT	State	PKER	TPK MAINTENANCE RESERVE-ER	State
DIM	STATE - INTERMODAL DEVELOPMENT	State	PKFA	TPK CONTROLLED ACCESS-FEMA	State
DIOH	State 100% Overhead	State	PKFI	TPK IMPROVEMENT-FEMA	State
DIRS	ADV ACQ OF INTRASTATE CORR.	State	PKFR	TPK MAINTENANCE RESERVE-FEMA	State
DIRT	STATE FUNDS (DIRS) ON TPK	State	PKLF	PKLF	Local
DIS	DIS	Local	PKM1	TURNPIKE TOLL MAINTENANCE	State
DITS	DITS	Federal	PKMT	CENT. FL. BELTWAY TRUST FUND	State
DL	LOCAL FUNDS - PTO - BUDGETED	State	PKOH	TURNPIKE INDIRECT COSTS	State
DL1	STATE PRIMARY LOANED TO LOCALS	State	PKY	SUNSHINE PARKWAY BONDS	State
DL2	LOANED TO LOCAL SPONSORS	State	PKYB	\$40 MILLION TURNPIKE BONDS	State
DLR	D LOCAL REIM REV BUS PURCHASE	State	PKYC	TURNPIKE CANDIDATES	State
DM	ST BUDGETED (TRANSIT)	State	PKYE	TURNPIKE EXPANSION	State
DMF	ST BUDGETED (TRANSIT)-FIXED	State	PKYF	TURNPIKE FEEDER ROADS	State
DMT	ST BUDGETED (TRANSIT)-TR.DISAD	State	PKYI	PKYI	Local
DOC	PRIMARY OIL OVERCHARGE	State	PKYO	TURNPIKE TOLL COLLECTION/OPER.	State
DOH	STATE PRIMARY OVERHEAD	State	PKYR	PKYR	Local
DP	ECONOMIC DEVELOPMENT	State	PL	METRO PLAN (85% FA; 15% OTHER)	Federal
DPCPF	Downtown Parking Capital Projects Fund	Local	PLAC	METRO PLAN - AC/REGULAR	State
DPE	PE PRIMARY	State	PLER	PLANNING - EMERGENCY RELIEF	State
DPEB	PRIMARY REIMBURSED BY BOND	State	PLH	PUBLIC LANDS HIGHWAY	State
DPES	STATE PRIMARY PE FOR SPEC PROJ	State	PLHD	PUBLIC LANDS HIGHWAY DISCR	State
DPTO	DPTO	Local	PLRD	GOE R&D (ENV.,R/W & PLN.)	State
DR	D REVOLVING BUS PURCHASE	State	PMS	PAVEMENT MARKING	State
DRA	REST AREAS - STATE 100%	State	PORT	SEAPORTS	State
DS	STATE PRIMARY HIGHWAYS & PTO	State	PR	PERIODIC RESURFACING	State
DSB	PRI CONSULT/REIMBURSED BY BND	State	Private	Private	Local
DSB0	UNALLOCATED TO FACILITY	State	PRR	PLANNING AND RESEARCH	State
DSB1	SKYWAY	State	PTP1	PRIORITY TECH. PROGRAM GRANTS	State
DSB2	EVERGLADES PKY/ALLIGATOR ALLEY	State	PW	PUBLIC WORKS	State
DSB3	PINELLAS BAYWAY	State	QCP	FED AID PRIMARY/ADVANCE ACQ	State
DSB4	MIAMI-DADE EXPRESSWAY AUTH.	State	QI	100% FED AID LOANED/INTERSTATE	State
DSB5	DSB5	Local	QIR	FED AID LOAN/INTERSTATE REHAB	State
DSB6	TAMPA-HILLSBOROUGH EXPR. AUTH.	State	QM	FED URBAN LOAN FOR R/W	State
DSB7	MID-BAY BRIDGE AUTHORITY	State	QSU	R/W REVOLVING (1993)	State
DSB8	MAYPORT FERRY OPERATION	State	QXA	R/W REVOLVING FUND (FED '94)	State
DSB9	NAVARRE BRIDGE	State	R&R	Renewal and Replacement	Local
DSBA	SAWGRASS EXPRESSWAY	State	RA	RURAL FED AID/STATE PRIMARY	State
DSBB	ORLANDO-ORANGE CO. EXPR. SYS.	State	RB	RURAL FED AID SEC/STATE PRIM	State
DSBC	GARCON POINT BRIDGE	State	RBR	RESURFACING FOR RB FUNDS	State
DSBD	I-95 EXPRESS LANES	State	RBRP	REIMBURSABLE BRP FUNDS	Federal
DSBE	EMERALD COAST BRIDGE AUTHORITY	State	RECT	RECREATIONAL TRAILS	State
DSBF	I-595	State	RED	REDISTR. OF FA (SEC 1102F)	State
DSBT	TURNPIKE/REIMBURSED BY TOLL	State	REST	NHSD ACT 95 RESTORATION FUND	Federal
DSC	"D" FOR STATE CONSTRUCTION	State	RHH	RHH	Local
DSCA	STATE - CONTROLLED ACCESS	State	RHP	RAIL HIGHWAY X-INGS - PROT DEV	State
DSF	STATE PRIMARY MATCHING FUNDS	State	RHS	HAZARD REDUCTION	State
DSL	LOCAL GOVERNMENT COOP ASSIST	State	RM11	ROUT MAINT DIST 1 PRIMARY	State
DT	STATE PRIMARY MATCH FOR TOPICS	State	RM14	ROUT MAINT DIST 1 INTERSTATE	State
DTO	STATE PRIMARY/TRAFFIC OPERAT	State	RM16	ROUT MAINT DIST 1 MAINTENANCE	State
DU	STATE PRIMARY/FEDERAL REIMB	Federal	RM24	ROUT MAINT DIST 2 INTERSTATE	State
DU1	STATE PRIMARY/AVIATION	State	RM41	ROUT MAINT DIST 4 SYSTEM 1	State
DU16		Federal	RM44	ROUT MAINT DIST 4 SYSTEM 4	State
DU18		Federal	RM51	ROUT MAINT DIST 5 SYSTEM 1	State
DU2	STATE PRIMARY/UMTA REIMBURSED	State	RM54	ROUT MAINT DIST 5 SYSTEM 4	State
DU8		Federal	RM56	ROUT MAINT DIST 5 SYSTEM 6	State
DUR	D FED REIM REV BUS PURCHASE	State	RM61	ROUT MAINT DIST 6 SYSTEM 1	State
DWP	SEAPORT TRUST FUND	State	RM64	ROUT MAINT DIST 6 SYSTEM 4	State
DWS	WEIGH STATIONS - STATE 100%	State	ROS	OBSTACLE ELIMINATION/ROADSIDE	State
DX	MATERIALS & TESTING OVERHEAD	State	ROW Donate	Row Donate	Local

DZ	IN-HOUSE SUPPORT ADJUSTMENT	State	RRH	Rail Highway Crossing Hazard Devices	Federal
EB	EQUITY BONUS	State	RRO	RAIL-HWY CROSSING/OFF FED SYS	State
EBBP	EQUITY BONUS SUPPLEMENTING BDG	State	RRP	RAIL-HWY CROSSING/PROT DEVICES	State
EBNH	EBNH	Local	RRS	RAIL-HWY CROSSING/HAZARD ELIM	State
EBOH	EQUITY BONUS - OVERHEAD	State	RT	RURAL TRANSIT	State
EM09	EM09	Local	RU	NHSD ACT'95 URB REST SUBFUND	State
EMAC	EARMARKS AC/REGULAR	State	RWRF	R/W REVOLVING FUND	State
EQB	EQUITY BONUS	State	S	STATE SECONDARY (5TH/6TH CENT)	State
ER	100% FEDERAL EMERGENCY RELIEF	State	S112	S112	Local
ER01	HURRICANE FLOYD OFF-SYSTEM	State	S115	STP EARMARKS - 2004	State
ER02	SOUTH FLORIDA FLOODING	State	S117	STP EARMARKS - 2005	State
ER05	HURRICANES 2005	State	S125		State
ER06	HURRICANES 2006	State	S126	BELLEAIR CAUSEWAY BRIDGE REPL	State
ER07	2007 STORMS	State	S129	S129	Local
ER08	2008 STORMS	State	S7	STATE SECONDARY (7TH CENT)	State
ER41	FED EMERGENCY RELIEF (FL94-1)	State	S99A	TRANS TO SIB FROM NH,IM,BRT	State
ER51	E.R. FOR HEAVY RAINS & FLOODS	State	SA	STP, ANY AREA	Federal
ER52	FLOODING IN CHARLOTTE CO.	State	SABR	STP, BRIDGES	State
ER53	EMERGENCY REPAIR (HURR. ERIN)	State	SAFE	SECURE AIRPORTS FOR FL ECONOMY	State
ER61	OPAL - DISASTER - HURRICANE	State	SANH	STP, INTERSTATE	State
ER71	EMERGENCY RELIEF(TS JOSEPHINE)	State	SAP	SPECIAL APPROPRIATION PRIMARY	State
ER81	FEB. '98 STORM	State	SB	SCENIC BYWAYS	Federal
ER82	HURRICANE GEORGES	State	SBS	SEAT BELT SAFETY INCENT. GRANT	State
ER83	HURRICANE EARL	State	SCOP	SMALL COUNTY OUTREACH PROGRAM	State
ER84	FOREST FIRES OF 5/25/98	State	SCOR	CONCRETE CORROSION INHIBITORS	State
ER91	HURRICANE IRENE	State	SCRA	SMALL COUNTY RESURFACING	State
ERH	100% FED EMERGENCY- HURRICANE	State	SE	STP, ENHANCEMENT	Federal
F001	FEDERAL DISCRETIONARY - US19	State	SECT	SECT 5309	Local
F002	CORRIDORS/BORDERS - US19 - D07	State	SED	STATE ECONOMIC DEVELOPMENT	State
F003	I-75 DISCRETIONARY	State	Sewer	Sewer	Local
F004	CORRIDOR/BORDERS-BOCA RATON	State	SF1	STATE FUNDED 100%	State
F330		Federal	SFWM	SOUTHWEST FLA WATER MANAGEMENT	State
FAA	FEDERAL AVIATION ADMIN	Federal	SH	STP, HAZARD ELIMINATION	Federal
FBD	FERRYBOAT DISCRETIONARY	State	SIB1	STATE INFRASTRUCTURE BANK	State
FCO	PRIMARY/FIXED CAPITAL OUTLAY	State	SIB2	SIB - TRANSIT PROJECTS	State
FCO1	FIXED CAPITAL OUTLAY (061)FNDS	State	SIBA	ADD'L FEDERAL FUNDS FOR SIB	State
FCO3	FIXED CAPITAL OUTLAY (063)FNDS	State	SIBD	STATE FUNDED INFRASTRUCTURE	State
FCO8	FIXED CAPITAL OUTLAY (068)FNDS	State	SIBE	SIB FUNDS - EMERGENCY	State
FD	FEDERAL DEMO. PROJECT (ISTEA)	State	SIBG	SIB GROWTH MANAGEMENT	State
FD01	FDM-SARASOTA-US301 INTERCHANGE	State	SIBT	SIB FUNDS ON TPK	State
FD02	FDM-JAX-SEA/AIRPORT LINK W/295	State	SIF	STATE INFRASTRUCTURE FUNDS	State
FD03	FDM-BLOUNT ISLAND BRIDGE	State	SIS	STRATEGIC INTERMODAL SYSTEM	State
FD04	FDM-MOSQUITO CREEK BRIDGE	State	SL	STP, AREAS <= 200K	Federal
FD05	FDM-SR 71	State	SN	STP, MANDATORY NON-URBAN	Federal
FD06	FDM-SR 267	State	SOSG	100% FEDERALLY FUNDED SOS	State
FD07	FDM-JACKSON CO. HIGH CAP. DEMO	State	SOSR	SAFER OFF SYSTEM ROADS	State
FD08	FDM-CAUSEWAY TUNNEL (17TH ST)	State	SOSS	SAFETY=50% SOSR	State
FD09	FDM-US27 WIDENING (R/W)	State	SP	STP, RR PROTECTIVE DEVICES	Federal
FD10	FDM-HALLEDALE BRIDGE	State	SPAC	AC/REGULAR (SP)	State
FD11	FDM-US27 WIDENING (P.BEACH CO)	State	SPS	PAVEMENT STUDY/U.S.1 MARTIN CO	State
FD12	FDM-CAUSEWAY TUNNEL (17TH ST)	State	SPS2	TEST SITE(I-10 IN COLUMBIA CO)	State
FD13	FDM-17TH ST CAUSEWAY	State	SR	STP, RR Hazard Elimination	Federal
FD14	FDM-SR3	State	SR2E	SAFE ROUTES - EITHER	State
FD15	FDM-BREVARD CO. CANAL BRIDGE	State	SR2N	SAFE ROUTES NON-INFRASTRUCTURE	State
FD16	FDM-GUIDEWAY CONST & R/W-ORLND	State	SR2S	SR2S	Federal
FD17	FDM-SANFORD I-4 INTERCHANGE	State	SRAC	STP, RR HAZARD ELIM AC/REGULAR	State
FD18	FDM-PORT OF MIAMI DODGE ISL BR	State	SRS	SAFER ROAD DEMONSTRATION	State
FD19	FDM-CITY OF N. MIAMI BEACH	State	SRWC	SUMTER COUNTY RECREATION/WATER	State
FD20	FDM-CITY OF N. MIAMI	State	SS	STP, SAFETY	Federal
FD21	FDM-DODGE ISLAND TUNNEL	State	SSM	FED SUPPORT SERVICES/MINORITY	State
FD22	FDM-BISCAYNE BLVD.-MIAMI	State	STAAC	Surface Transportation Program Any Area	Federal
FD23	FDM-I-4 SAFETY & DRAINAGE	State	State	State	Local
FD24	FDM-TAMPA-US41 RR OVERPASS	State	STC	State Toll Credit	State

FD25	FDM-PENSACOLA-I65 TO I10 CONN.	State	STPAA	Surface Transportation Program Any Area (ALDOT)	Federal
FD26	FDM-DADE-ADVENTURA & SUNNY ISL	State	STPLL	Surface Transportation Program Lillian (ALDOT)	Federal
FD27	FDM-FLAMINGO - SMART CARS	State	SU	STP, URBAN AREAS > 200K	Federal
FD28	FDM-CITY OF NORTH MIAMI BEACH	State	SUR	SMALL URBAN & RURAL TRANSIT	State
FD29	FDM-DADE-ADVENTURA/SUNNY ISLES	State	SWMT	SOLID WASTE MGMT TRUST FUND	State
FD30	FDM-US27 WIDENING	State	Sys	System Projects	Local
FD31	FDM-BISCAYNE BLVD - MIAMI	State	T	100% FED AID TOPICS PGM FUNDS	State
FD32	FDM-17TH ST CAUSEWAY - FT LAUD	State	TC	TOPICS FED AID URBAN	State
FD33	FED-FULLER WARREN BRIDGE - JAX	State	TCD	TRAFFIC CONTROL DEMONSTRATION	State
FD34	FED-AIRPORT ACCESS ROAD - JAX	State	TCP	FUEL TAX COMPLIANCE PROJECT	State
FD35	FDM-SR7/US441 WIDENING	State	TCSP	TRANS, COMMUNITY & SYSTEM PRES	State
FD36	FDM-PORT OF P.BEACH INTERMODAL	State	TD		State
FD37	FDM-I4 GREENEWAY INTERCHANGE	State	TDD	TRANS DISADV - DISCRETIONARY	State
FDM	FEDERAL DEMONSTRATION PROJECT	State	TDDR	TDDR	Local
FDOT	FDOT	State	TDHC	TRANS DISADV - HEALTHCARE	State
FED		Local	TDTF	TRANS DISADV - TRUST FUND	State
FEDR	FEDERAL RESEARCH ACTIVITIES	State	TFRT	TOLL FACILITY REVOLVING TF	State
FEMA	FED EMERGENCY MGT AGENCY	State	TIF	TIF	Local
FF	PRIORITY PRIMARY	State	TIF2	TIFIA LOAN - RENTAL CAR FACILI	State
FFH	FEDERAL FOREST HIGHWAY	State	TIFI	TRANS INFRAST FIN & INNOV ACT	State
FFTF	FEDERAL FORFITURE TRUST FUND	State	TIMP	TIMP	Local
FGF	FLA GAME & FISH COMMISSION	State	TM01	SUNSHINE SKYWAY	State
FGWB	FIXED GUIDEWAY BOND PROJECTS	State	TM02	EVERGLADES PARKWAY	State
FHPP	FEDERAL HIGH PRIORITY PROJECTS	Federal	TM03	PINELLAS BAYWAY	State
FIND	FLA INLAND NAVIGATION DISTRICT	State	TM04	MIAMI-DADE EXPRESSWAY AUTH.	State
FKB	FLORIDA KEYS BRIDGES	State	TM05	TM05	Local
FLH	100% PUBLIC LAND HIGHWAYS	State	TM06	TAMPA-HILLSBOROUGH EXPR. AUTH.	State
FPFC	SEAPORT PROJ FINANCED BY FPFC	State	TM07	MID-BAY BRIDGE AUTHORITY	State
FRA	FEDERAL RAILROAD ADMINISTRATN	State	TM08	MAYPORT FERRY OPERATION	State
FRAD	FRA GRANT PAYBACK (LOAN)	State	TM09	NAVARRE BRIDGE	State
FRM4		Federal	TM10	SAWGRASS EXPRESSWAY	State
FRM6	HIGHWAY PRIORITY PROJECTS	State	TM11	TM11	Local
FSCM	FED STIMULUS, CMAQ	State	TMBC	GARCON POINT BRIDGE	State
FSDU	FED STIMULUS, FTA REIMB	State	TMBD	I-95 EXPRESS LANES	State
FSF1	FED STIMULUS, SIS S/W MANAGED	State	TMBF	I-595	State
FSF2	FED STIMULUS, FLEX DIST MANAGE	State	TO01	SUNSHINE SKYWAY	State
FSSA	FED STIMULUS, ANY AREA	State	TO02	EVERGLADES PARKWAY	State
FSSD	FED STIMULUS, DISCRETIONARY	State	TO03	PINELLAS BAYWAY	State
FSSE	FED STIMULUS, ENHANCEMENT	State	TO04	MIAMI-DADE EXPRESSWAY AUTH.	State
FSSL	FED STIMULUS, AREAS <= 200K	State	TO05	BEELINE EAST	State
FSSN	FED STIMULUS, NON-URBAN	State	TO06	TAMPA-HILLSBOROUGH EXPR. AUTH.	State
FSSU	FED STIMULUS,URBN AREAS > 200K	State	TO07	MID-BAY BRIDGE AUTHORITY	State
FTA	FEDERAL TRANSIT ADMINISTRATION	Federal	TO08	MAYPORT FERRY OPERATION	State
FTA3		Federal	TO09	NAVARRE BRIDGE	State
FTA9		Federal	TO10	SAWGRASS EXPRESSWAY	State
FTAC	FUEL TAX ANTICIPATION CERT	State	TO11	ORLANDO-ORANGE CO. EXPR. SYST.	State
FTAD	FTA FUNDS COMM. BY TD COMM.	State	TOBC	GARCON POINT BRIDGE	State
FTAT	FHWA TRANSFER TO FTA (NON-BUD)	Federal	TOBD	I-95 EXPRESS LANES	State
GAS	GAS	Local	TOBF	I-595	State
GCIF	General Capital Improvement Fund	Local	TOL0	TOLL MAINTENANCE	State
Gen	General Funds	Local	TOL1	TOLL MAINTENANCE	State
GF	Grants - Federal	Federal	TOL2	TOLL MAINTENANCE	State
GMR	GMR	Local	TOL3	TOLL MAINTENANCE	State
GR	GENERAL REVENUE	State	TOL4	TOLL MAINTENANCE	State
GR08	GEN REV PROJECTS FOR 2008 GAA	State	TOL5	TOLL MAINTENANCE	State
GR1	PTO GEN REV/CERTIFIED FWD	State	TOL6	TOLL MAINTENANCE	State
GRBP	GEN REV LOAN FLA KEYS BRIDGES	State	TOP	TRANSPORTATION OUTREACH PGM	State
GRSC	GROWTH MANAGEMENT FOR SCOP	State	TRC		Local
GS	Grants - State	State	TRC*		Local
HARR	HURRICANE ANDREW RECOV/REBUILD	State	TRIP	TRIP	Local
HCAA	HCAA	Local	TSIN	SAFETY FOR NON-CONSTRUCTION	State

HHS	HIGH HAZARD LOCATIONS	State	TSIR	SAFETY FOR RESEARCH SUPPORT	State
HP	FEDERAL HIGHWAY PLANNING	State	TSM	TRANSPORT SYSTEMS MANAGEMENT	State
HPAC	HP (AC/REGULAR)	State	UM	UNASSIGNED MINIMUM ALLOCATION	State
HPP	HPP	Local	UMBR	MINIMUM ALLOCATION FOR BR FUND	State
HPR	FED HIGHWAY PLANNING RESEARCH	State	UMCP	MINIMUM ALLOCATION FOR CP FUND	State
HPRD	ST. HIGHWAY PLANNING RESEARCH	State	UMHR	MINIMUM ALLOCATION FOR HRE FND	State
HR	FEDERAL HIGHWAY RESEARCH	State	UMI	MINIMUM ALLOCATION FOR I FUNDS	State
HRE	HIGH HAZARD OBSTACLE REMOVAL	State	UMIR	MINIMUM ALLOCATION FOR IR FUND	State
HRRR	HRRR	Local	UMM	MINIMUM ALLOCATION FOR M FUNDS	State
HSP	HSP	Local	UMRB	MINIMUM ALLOCATION FOR RB FUND	State
HSR	HIGH SPEED RAIL CORR SEC.1010	State	UMTA	URBAN MASS TRANSIT ADMIN	State
HUD	Housing and Urban Development	Local	USFW	U S FISH AND WILDLIFE SERVICE	State
I	FED INTERSTATE/STATE PRIMARY	State	USHS	US DEPT OF HOMELAND SECURITY	State
IBRC	INNOVATIVE BRIDGE RES & CONST	State	UT	Utility Tax	Local
ID	INTERSTATE/DISCRETIONARY	State	VPPP	VALUE PRICING PILOT PROGRAM	State
IFLA	I FLORIDA	State	VSS	VSS	Local
IFT	IFT	Local	XA	ANY AREA	Federal
IFZ1		Local	XBR	ROLLUP FED. BRIDGE (BRT+MABR)	State
IFZ2		Local	XIM	ROLLUP (IM + MAIM)	State
IFZ3		Local	XL	AREAS <= 200K POPULATION	Federal
IFZ4		Local	XNH	ROLLUP (NH + MANH)	State
IG	INTERSTATE/GAP	State	XU	AREAS > 200K POPULATION	Federal
IM	INTERSTATE MAINTENANCE	Federal	XU/FTA		Federal
IMAC	IMAC	Local	XYZ1	FUND/AGENCY BALANCING TEST	State
IMD	INTERSTATE MAINTENANCE DISCRET	State	ZFNP	FLORIDA NATIVE PLANTS	State
IMPACT	Road Impact Fee Funding	Local			
INS	INSURANCE	State			
INST	INSURANCE - TURNPIKE RESERVE	State			
IPG	INTERMODAL PLANNING GRANT	State			
IR	INTERSTATE REHABILITATION	State			
IRD	INTERSTATE 4R DISCRETIONARY	State			
IRR	INDIAN RESERVATION ROADS	State			
IST	Infrastructure Sales Tax	Local			
IVH	INTELLIGENT VEHICLE HIWAY SYST	Federal			
JTA	JAX TRANSIT AUTHTY NON-PASSTHR	State			
L	FEDERAL LANDSCAPING/SCENIC	State			
LAP		Local			
Legacy	Legacy	Local			
LF	LOCAL FUNDS	Local			
LF/FED		Local			
LF1	LOCAL FUNDS/MASSTRAN-AVIATION	State			
LF2	LOCAL FUNDS/MASSTRAN-SURFACE	State			
LFBN	LOCAL TO RESERVE BNDS BUDGET	State			
LFD	"LF" FOR STTF UTILITY WORK	State			
LFF	LOCAL FUND - FOR MATCHING F/A	Local			
LFI	LOCAL FUNDS INTEREST EARNED	State			
LFNE	LOCAL FUNDS NOT IN ESCROW	State			
LFP	LFP	Local			
LFR	LOCAL FUNDS/REIMBURSIBLE	Local			
LFRF	LFRF	Local			
LOGT		Local			
LOST	Local Option Sales Tax	Local			

Appendix C

Status Report for On-going Projects

Florida -Alabama Transportation Planning Organization

Status Report for On-going Projects

	FDOT Project #	Project Description	Limits	Total Remaining Project Cost (2010 \$)	PD&E	Design	ROW	CST	Comments
1	218605-2	9 Mile SR10 (US90A)	SR297 Pine Forest to SR95 (US29)	\$13,778,350.00	Update Underway (Escambia County Funded)	Underway (Funded in FY09 in FY09-13 TIP with State/Federal Funds)	Funded in FY14/15 in the FY11-15 and FY12-16 TIPs with State/Federal Funds	LRTP CFP in FY 16-20 with State/Federal Funds	Escambia County is currently doing a PD&E update. Design was funded as a separate project phase in FY2009; this appeared in the FY09-13 YTIP. Right of Way is funded in FY14/15 ; this phase appears in the FY11-5 and FY12-16 TIPs
2	421012-1	SR 173 Blue Angel Parkway	SR292 Sorrento Rd to SR30 (US98)	\$31,422,595.00	Underway (TRIP Funded in FY06 in FY06-10 TIP)	Underway (TRIP Funded in FY07 in FY07-11 TIP)	LRTP CFP in FY10-15 with \$15,000,000 in TIF Funds and in FY16-20 with \$1,367,080 in State/Federal Funds	LRTP CFP in FY16-20 with \$36,000,000 in TIF Funds	Carry-over table added to LRTP Cost Feasible Plan to illustrate when PD&E and Design were funded
3	421011-2	SR 292 Sorrento Road	Innerarity Point Rd to SR173 Blue Angel Pkwy	\$70,003,134.00	Underway (TRIP Funded in FY06 in FY06-10 TIP)	Underway (TRIP Funded in FY08 in FY08-12 TIP)	LRTP CFP in FY10-15 with \$20,000,000 in TIF Funds and in FY16-20 with \$1,367,080 in State/Federal Funds	LRTP CFP in FY21-25 with \$40,300,000 in TIF Funds	Carry-over table added to LRTP Cost Feasible Plan to illustrate when PD&E and Design were funded
4	421014-1	Pinestead - Long leaf Connector	SR297 Pine Forest to SR95 (US29)	\$26,529,174.00	Underway (TRIP Funded in FY06 in FY06-10 TIP)	Underway (TRIP Funded in FY08 in FY08-12 TIP)	LRTP CFP in FY10-15 with \$8,000,000 in LOST Funds	LRTP CFP in FY16-20 with \$8,200,000 in LOST Funds and in FY21-25 with \$8,136,095 in State/Federal Funds	
5	218429-1 / 218404-1	Burgess Road (Realign and widen)	from SR 95 (US 29) to I-110 Overpass (Creighton Rd)	\$26,381,898.00	Update Underway (Escambia County Funded)	Funded in FY12 in FY12-16 TIP (State/Federal Funds)	LRTP CFP in FY16-20 with State/Federal Funds	LRTP CFP in FY 21-25 & 26-30 with State/Federal Funds	
6	416748-1	SR87	Whiting Field to Alabama State Line	\$73,905,117.00	Underway (Funded with State/Federal Funds in FY09 in 09-13 TIP)	LRTP CFP for FY31-35 *only segment from Whiting Field to TPO Boundary* (State/Federal Funds)			Project # 4167482, SR87 from the end of Clear Creek Bridge to South Coldwater Creek, is now in the FDOT Work Program with \$1,000 for Design in FY11/12 and \$3,345,645 for Design in FY12/13. The TIP Amendment will be presented to the TPO for approval in March.
7	222476-1	I-10 & SR95 (US 29)	Interchange	\$22,500,000.00	Re-eval Underway (Funded with State/Federeal Funds in FY07 in FY07-11 TIP)	\$200,000 for 40% design of Phase 1 (State/Federal Funds)			Funding listed for design is within current contract for re-evaluation; project being designed is phase 1 of the overall project. Tentative FY13-17 Work Program has \$858,000 for PE/Design in FY2017 (222476-2). \$3,385,548 for CST/CEI of Phase 1 is in the SIS Cost Feasible Plan in FY22.
8		Langley/Tippen/9th Ave	Major Intersection Improvement	\$28,070,339.00	Underway (County Funded)	LRTP CFP for FY16-20 (State/Federal Funds)	LRTP CFP in FY31-35 with State/Federal Funds		
9	421011-1	SR 292 Perdido Key Drive	Alabama State Line to Innerarity Point Rd	\$53,490,767.00	Underway (TRIP Funded in FY09 in FY09-13 TIP)	TRIP Funded in FY 13/14 in FY10-14 TIP, 11-15 TIP, & 12-16 TIP	LRTP CFP in FY16-20 with TIF Funds	LRTP CFP in FY21-25 with TIF Funds	
10	416748-4	SR87 Connector	Area defined by 3 points: 1) North of Clear Creek Bridge, 2) Intersection of US90 and Glover Ln, 3) Intersection of US90 and SR87S	\$178,916,247.00	Underway (Funded with State/Federal Funds in FY10 in FY09-13 and10-14 TIPs)	LRTP CFP in FY 16-20 with State/Federal Funds			
11		I-10 & Beaulah Rd Interchange		\$98,729,840.00	Underway with Local Funds	LRTP CFP in FY16-20 with LOST Funds			Feasability study concluding. This was funded with a Federal Earmark and Escambia County local funds. PD&E and I.J.R to begin with Escambia County funds.
12		Escambia /Santa Rosa Beltway							This project is in the planning phase & is a project in the NWFCA Master Plan. The 2035 LRTP shows it as a need outside 2035.
13	220403-1	SR 87	SR30 (US98) to SR10 (US90)		Yes (2000)				Phase 62 currently open. All segments except thorough Eglin AFB are under construction or completed.
14	220436-1	Hwy 90 & Avalon Blvd.			YES (1996)	Plans complete 2004			Design done under 220412-2. ROW in 2035 CFP in the 2021-2025 time period. Design will need update before construction.
15	220440-1	SR30 (US 98)	Bayshore Rd to Portside Dr		Yes (2002)	FY 08, 09, and 10			
16		SR727 Fairfield Drive	Lillian Hwy (298) to Mobile Hwy (10A)		Yes (1999)				

Appendix D

Federally Obligated Projects for Fiscal Year 2011

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FLORIDA DEPARTMENT OF TRANSPORTATION

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FEDERAL OBLIGATIONS REPORT
INPUT SELECTION

FEDERAL FISCAL YEAR = 2011 (10/01/2010 - 09/30/2011)

SORT = S (BY ITEM)

DISTRICT/COUNTY/STATEWIDE = FLORIDA-ALABAMA TPO

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FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - PROJECT DETAIL
FFY 2011 (10/01/2010 - 09/30/2011)

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HIGHWAYS

ITEM NO	DESCRIPTION	OLD ITEM							
COUNTY	RDWY ID	PROJ LGTH	TYPE OF WORK	EXIST/IMPROVE/ADD (LANES)	PRELIMINARY	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
FEDERAL AID NUMBER	FAC	AUTH DATE	FUND		ENGINEERING				
2204125	SR 281 AVALON BLVD								
	FROM COMMERCE ROAD TO SR 10 (US 90)								
SANTA ROSA			ADD LANES & RECONSTRUCT						
58005000	1.811 MI	4	4	2					
SFTL 215 R			EB		0	0	0	38,515	0
			SU		0	0	0	125,649	0
			** ITEM TOTALS **		0	0	0	164,164	0
2204126	SR 281 AVALON BLVD								
	FROM N OF CSX R/R BRIDGE TO S OF COMMERCE ROAD								
SANTA ROSA			ADD LANES & RECONSTRUCT						
58005000	.984 MI	2	2	2					
ARRA 002 B			SL		0	0	0	187,705	0
2204127	SR 281 AVALON BLVD								
	FROM S OF MOOR'S LODGE TO N OF CSX R/R BRIDGE								
SANTA ROSA			ADD LANES & RECONSTRUCT						
58005000	1.481 MI	2	2	2					
8887 774 A			EB		0	0	626,600	798,484	0
			SU		0	0	-53,934	44,753	0
			** ITEM TOTALS **		0	0	572,666	843,237	0
2204128	SR 281 AVALON BLVD								
	FROM SR 8 (I-10) TO S OF MOOR'S LODGE								
SANTA ROSA			ADD LANES & RECONSTRUCT						
58005000	.905 MI	4	0	2					
ARRA 714 B			SU		0	0	0	182,554	0
2204423	SR 87								
	FROM N OF FIVE FORKS ROAD TO EGLIN AFB BOUNDARY								
SANTA ROSA			ADD LANES & RECONSTRUCT						
58040000	3.025 MI	2	2	2					
ARRA 586 B			EB		0	0	0	44,846	0
			SU		0	0	0	7,110	0
			** ITEM TOTALS **		0	0	0	51,956	0
2204424	SR 87								
	FROM EGLIN AFB BOUNDARY TO 2 MI S YELLOW RIVER BR								
SANTA ROSA			RIGHT OF WAY - FUTURE CAPACITY						
58040000	5.429 MI	2	2	2					
0151 019 P			EBNH		12,204	0	0	0	0

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HIGHWAYS

ITEM NO	DESCRIPTION				OLD ITEM					
COUNTY	RDWY ID	PROJ LGTH	TYPE OF WORK		EXIST/IMPROVE/ADD (LANES)	PRELIMINARY	RIGHT-OF-WAY	RAILROADS &	CONSTRUCTION	GRANTS &
FEDERAL AID NUMBER	FAC	AUTH DATE	FUND			ENGINEERING		UTILITIES		MISC.
2224661	SR 8A (I-110)	FROM N	3142579							
OF SR 295	FAIRFIELD TO AIRPORT BOULEVARD									
ESCAMBIA		ADD LANES & RECONSTRUCT								
48270000	2.780 MI	4	4	2		0	0	0	1,945	0
1101 160 I				NHAC						
2224671	SR 8A (I-110)	FROM MAXWELL STREET TO SR 295 FAIRFIELD DRIVE	3142580							
ESCAMBIA		ADD LANES & RECONSTRUCT								
48270000	3.753 MI	10	10	4		0	0	0	1,818	0
1101 158 I				NHAC						
2224691	SR 8A (I-110)	FROM SR 296 BRENT LANE TO AIRPORT BOULEVARD	3142582							
ESCAMBIA		ADD LANES & RECONSTRUCT								
48270000	3.103 MI	10	10	2		0	48,978	0	0	0
1101 187 I				NHAC						
2224771	SR 8 (I-10)	FROM SR 291 DAVIS HIGHWAY TO SR 10A (US 90) SCENIC	3142590							
ESCAMBIA		ADD LANES & RECONSTRUCT								
48260000	2.886 MI	4	4	2		0	6,905,813	0	0	0
0101 199 I				ACNH						
4079382	ESCAMBIA COUNTY	PEDESTRIAN ACTUATED SIGNAL PROJECT								
ESCAMBIA		TRAFFIC SIGNALS								
48080000	12.898 MI	6	0	0		0	0	0	76,471	0
9044 017 C				EB		0	0	0	519,578	0
				SU		0	0	0	596,049	0
		** ITEM TOTALS **				0	0	0		0
4079383	SANTA ROSA COUNTY	PEDESTRIAN ACTUATED SIGNAL PROJECT								
SANTA ROSA		TRAFFIC SIGNALS								
58030000	11.489 MI	4	0	0		0	0	0	146,752	0
9044 018 C				SU						

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ITEM NO	DESCRIPTION				OLD ITEM					
COUNTY	RDWY ID	PROJ LGTH	TYPE OF WORK		EXIST/IMPROVE/ADD (LANES)	PRELIMINARY	RIGHT-OF-WAY	RAILROADS &	CONSTRUCTION	GRANTS &
FEDERAL AID NUMBER	FAC	AUTH DATE	FUND			ENGINEERING		UTILITIES		MISC.
4097927	SR 292	GULF BCH HWY								
		FROM MERRITT STREET TO SOUTH 3RD STREET								
ESCAMBIA		ADD THRU LANE(S)								
48050000	.326 MI	2	2	1						
3508 010 S				ACSU		-245,790	0	0	0	0
3508 011 S				EB		152,455	0	0	0	0
				SU		690,638	0	0	0	0
** ITEM TOTALS **						597,303	0	0	0	0
4097928	SANTA ROSA COUNTY									
		PLANNING STUDIES UPDATES			SR30 (US98) & SR10 (US90)					
SANTA ROSA		CORRIDOR/SUBAREA PLANNING								
58030000	24.000 MI	4	0	0						
9044 013 C				SU		245,790	0	0	0	0
4111181	SR 10 (US 90)									
		PERDIDO RIVER BRIDGE NO. 480001								
ESCAMBIA		BRIDGE REPLACEMENT								
48010000	.856 MI	2	2	0						
4801 043 P				ACBR		0	0	0	85	0
				BRAC		0	0	0	617,376	0
** ITEM TOTALS **						0	0	0	617,461	0
4125451	ESCAMBIA/SANTA ROSA									
		COORD. TRAFFIC SIGNAL OPERATIONS								
ESCAMBIA		TRAFFIC SIGNALS								
48080000	3.644 MI	6	0	0						
8887 283 A				SU		0	0	0	322,320	0
8887 286 A				ACCM		0	0	0	0	0
				CM		0	0	0	185,870	0
				SU		0	0	0	503,565	0
** ITEM TOTALS **						0	0	0	1,011,755	0
4141481	JOHNSON AVENUE									
		CSXT #339698Y R/R CROSSING								
ESCAMBIA		RAIL SAFETY PROJECT								
48000009	.001 MI	2	0	0						
00S3 011 J				RHH		0	0	22,442	0	0
				RHP		0	0	18,049	0	0
				SP		0	0	0	0	0
** ITEM TOTALS **						0	0	40,491	0	0

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ITEM NO	DESCRIPTION					OLD ITEM					
COUNTY	RDWY ID	PROJ LGTH	TYPE OF WORK		EXIST/IMPROVE/ADD (LANES)	PRELIMINARY	RIGHT-OF-WAY	RAILROADS &	CONSTRUCTION	GRANTS &	
FEDERAL AID NUMBER	FAC	AUTH DATE	FUND			ENGINEERING		UTILITIES		MISC.	
4169401	SR 10 (US 90A)	9 MI									
	FROM W OF PINE CONE DRIVE				TO ESCAMBIA RIVER BRIDGE						
ESCAMBIA					RESURFACING						
48010000	8.466 MI	3	3	0							
4801 047 P				EB		0	0	866,481	0	0	
4193021	SR 10 (US 90/90A)										
	FROM E PERDIDO RIVER BR				TO PINE CONE DRIVE						
ESCAMBIA					RESURFACING						
48010000	6.756 MI	4	4	0							
4801 046 P				EB		0	0	0	4,077,339	0	
4206231	FL SR NO. 1										
	HISTORIC RESTORATION BIKE/PEDESTRIAN PATH										
SANTA ROSA					BIKE LANE/SIDEWALK						
58000000	9.500 MI	1	0	0							
8887 264 A				EB		0	0	0	953,252	0	
4213111	BELLVIEW AVENUE										
	OVER TURNERS CREEK BRIDGE				NO. 484073						
ESCAMBIA					BRIDGE REPLACEMENT						
48000028	.006 MI	2	2	0							
00B3 102 B				BRTZ		0	0	44,500	0	0	
4216441	SR 30 (US 98)										
	FROM PENSACOLA BAY BRIDGE				TO THE ZOO ENTRANCE						
SANTA ROSA					RESURFACING						
58030000	12.774 MI	7	7	0							
4221 076 P				CM		112,397	0	0	0	0	
				EB		71,762	0	0	0	0	
				** ITEM TOTALS **		184,159	0	0	0	0	
4228951	BAUER ROAD										
	OVER UNNAMED BRANCH BRIDGE				NO. 484078						
ESCAMBIA					BRIDGE REPLACEMENT						
48000128	.011 MI	2	0	0							
00B3 048 B				BRTZ		0	0	0	0	65,894	

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ITEM NO	DESCRIPTION	OLD ITEM							
COUNTY	RDWY ID	PROJ LGTH	TYPE OF WORK	EXIST/IMPROVE/ADD (LANES)	PRELIMINARY	RIGHT-OF-WAY	RAILROADS &	CONSTRUCTION	GRANTS &
FEDERAL AID NUMBER	FAC	AUTH DATE	FUND		ENGINEERING		UTILITIES		MISC.
4228971	BRICKYARD ROAD								
	OVER UNNAMED BRANCH BRIDGE NO. 484053								
ESCAMBIA			BRIDGE REPLACEMENT						
48501000	.005 MI	2	2	0					
00B3 087 B			BRTZ		523,383	0	0	0	0
4228981	FANNIE ROAD								
	OVER DEAD LAKE BRIDGE NO. 484045								
ESCAMBIA			BRIDGE REPLACEMENT						
48000138	.023 MI	2	2	0					
00B3 074 B			BRTZ		529	0	0	0	0
4229001	CR 97A								
	OVER W FORK OF BOGGY CK BRIDGE NO. 480106								
ESCAMBIA			BRIDGE REPLACEMENT						
48503000	.123 MI	2	0	0					
00B3 054 B			BRTZ		59,995	0	0	0	0
00B3 097 B			BRTZ		0	88,300	0	0	0
	** ITEM TOTALS **				59,995	88,300	0	0	0
4230541	SR 742 BURGESS ROAD								
	FROM SR 95 (US 29) TO CR 95A N PALAFOX ST								
ESCAMBIA			RESURFACING						
48013001	.564 MI	2	2	0					
8887 775 A			EB		0	0	0	452,914	0
4230611	SR 289 (US 98)								
	FROM SR 30A (US 98B) TO SR 10A (US 90)								
ESCAMBIA			RESURFACING						
48003000	.491 MI	4	4	0					
8887 776 A			SL		0	0	0	540,120	0
4241061	SR 727 FAIRFIELD DR								
	FROM BRUCE STREET TO WEST OF SR 10A (US 90)								
ESCAMBIA			ADD LEFT TURN LANE(S)						
48004000	.463 MI	3	3	0					
9044 019 C			ACSU		0	0	0	-681,409	0
			SU		0	0	0	896,131	0
	** ITEM TOTALS **				0	0	0	214,722	0

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FEDERAL AID NUMBER				AUTH DATE	FUND	ENGINEERING		UTILITIES	MISC.
4244581	PINEVILLE ROAD								
	BRUSHY CREEK BRIDGE NO. 484007								
ESCAMBIA				BRIDGE REPLACEMENT					
48000001	.012 MI	2	2	0					
00B3 075 B				BRTZ		59,214	0	0	0
4255191	SR 97								
	LITTLE PINE BARREN CREEK BRIDGE NO.480017								
ESCAMBIA				BRIDGE REPLACEMENT					
48130000	.014 MI	2	2	0					
00B3 082 B				ACBR		710,321	0	0	0
4257452	NAVY BLVD ALTERNATE								
	SIDEWALK PROJECT								
ESCAMBIA				PAVE SHOULDERS					
48000000	.920 MI	0	0	0					
8887 837 A				EB		0	0	0	125,000
				SE		0	0	0	90,000
				SU		0	0	500	766,045
	** ITEM TOTALS **					0	0	500	981,045
4262331	BECK'S LAKE ROAD								
	OVER UNNAMED BRANCH BRIDGE NO. 484036								
ESCAMBIA				BRIDGE REPLACEMENT					
48000133	.006 MI	2	2	0					
00B3 076 B				BRTZ		39,286	0	0	0
4275061	ESCAMBIA COUNTY								
	LED REPLACEMENTS AT MULTIPLE R/R X-INGS								
ESCAMBIA				RAIL SAFETY PROJECT					
48000117	.004 MI	2	0	0					
00S3 048 J				RHP		0	0	43,200	0
4275091	CR 99A ARTHUR BROWN								
	CROSSING NO. 663206F R/R CROSSING								
ESCAMBIA				RAIL SAFETY PROJECT					
48000003	.009 MI	2	0	0					
00S3 048 J				RHP		0	0	250,000	0

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COUNTY	TYPE OF WORK									
RDWY ID	PROJ LGTH	EXIST/IMPROVE/ADD (LANES)				PRELIMINARY	RIGHT-OF-WAY	RAILROADS &	CONSTRUCTION	GRANTS &
FEDERAL AID NUMBER	FAC	AUTH DATE	FUND			ENGINEERING		UTILITIES		MISC.
4281191	CRABTREE CHURCH RD									
	FROM SUNSHINE HILL ROAD TO SR 97									
ESCAMBIA		PAVE SHOULDERS								
48000089	2.594 MI	2	0	0						
8887 992 A				SE		139,024	0	0	0	0
4283971	CR 292A GULF BEACH									
	HIGHWAY RESURFACING									
ESCAMBIA		RESURFACING								
48540000	6.884 MI	2	2	0		0	0	0	69,054	0
ARRA 632 B				EB						
4286571	J EARLE BOWDEN WAY									
	FROM SEASHORE DRIVE TO SANTA ROSA COUNTY LINE									
ESCAMBIA		RESURFACING								
48530000	7.240 MI	2	2	0		0	0	0	3,592	0
E100 001 E				ACER						
4293081	SR 292 N PACE BLVD									
	CROSSING NO. 663343M R/R CROSSING									
ESCAMBIA		RAIL SAFETY PROJECT								
48050000	.001 MI	4	0	0		0	0	225,000	0	0
00S3 049 J				RHH						
4293091	NORTH W STREET									
	CROSSING NO. 663266P R/R CROSSING									
ESCAMBIA		RAIL SAFETY PROJECT								
48511000	.001 MI	4	0	0		0	0	225,000	0	0
00S3 049 J				RHH						
4293111	ESCAMBIA COUNTY-WIDE									
	R/R X-INGS (OFF F/A SYS) LED & PMD REPLACEMENTS									
ESCAMBIA		RAIL SAFETY PROJECT								
48000000	.050 MI	2	0	0		0	0	228,782	0	0
00S3 049 J				RHH						
4293112	ESCAMBIA COUNTY-WIDE									
	R/R X-INGS (ON F/A SYS) LED & PMD REPLACEMENTS									
ESCAMBIA		RAIL SAFETY PROJECT								
48570000	.010 MI	2	0	0		0	0	89,761	0	0
00S3 049 J				RHH						

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***** DESCRIPTION *****

COUNTY	RDWY ID	PROJ LGTH	FAC	TYPE OF WORK	EXIST/IMPROVE/ADD (LANES)	PRELIMINARY	RIGHT-OF-WAY	RAILROADS &	CONSTRUCTION	GRANTS &
FEDERAL AID NUMBER				AUTH DATE	FUND	ENGINEERING		UTILITIES		MISC.
4293113	SR 292	BARRANCAS AVE								
	CROSSING NO.	663323B R/R			CROSSING					
ESCAMBIA					RAIL SAFETY PROJECT					
48050000	.002	MI		4	0	0				
00S3 049 J					RHH	0	0	222,019	0	0
4296781	CR 97	JACKS BRANCH								
	FROM CR 184	MUSCOGEE ROAD TO CR 196								
ESCAMBIA					PAVE SHOULDERS					
48590000	6.257	MI		2	2	0				
0031 069 P					HSP	159,500	0	0	0	0
4298651	SR 87	STEWART STREET								
	@ CR 191	MUNSON HIGHWAY INTERSECTION								
SANTA ROSA					ADD RIGHT TURN LANE(S)					
58050000	.040	MI		2	2	0				
0151 022 P					EB	124,448	0	0	0	0
4298681	JAY ELEM	SCHOOL								
	SIDEWALK	PROJECT								
SANTA ROSA					SIDEWALK					
58580000	.980	MI		2	0	0				
SRTS 157 A					SR2E	55,200	0	0	0	0
4300021	12TH AVENUE									
	BAYOU TEXAR	BRIDGE BRIDGE NO. 485005								
ESCAMBIA					BRIDGE REPLACEMENT					
48523000	.020	MI		4	4	0				
00B3 108 B					ACBR	779,859	0	0	0	0
4300031	CR 292A	SUNSET AVE								
	BAYOU GRANDE	BRIDGE BRIDGE NO. 480096								
ESCAMBIA					BRIDGE REPLACEMENT					
48650000	.114	MI		2	2	0				
00B3 098 B					ACBR	1,292,103	0	0	0	0

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ITEM NO OLD ITEM
***** DESCRIPTION *****

COUNTY	RDWY ID	PROJ LGTH	FAC	TYPE OF WORK	EXIST/IMPROVE/ADD (LANES)	PRELIMINARY	RIGHT-OF-WAY	RAILROADS &	CONSTRUCTION	GRANTS &	
FEDERAL AID NUMBER				AUTH DATE	FUND	ENGINEERING		UTILITIES		MISC.	
4300041		STEFANI ROAD									
		OVER UNNAMED BRANCH BRIDGE NO. 480041									
ESCAMBIA					BRIDGE REPLACEMENT						
48504000		.006 MI		2 2	0						
00B3 099 B					ACBR	585,660	0	0	0	0	
HIGHWAYS TOTALS:						26,582,797	5,567,978	7,043,091	2,807,900	10,116,889	1,046,939

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FFY 2011 (10/01/2010 - 09/30/2011)

* *TRANSPORTATION PLANNING* *

ITEM NO	DESCRIPTION	OLD ITEM
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COUNTY	RDWY ID	PROJ LGTH	TYPE OF WORK			PRELIMINARY	RIGHT-OF-WAY	RAILROADS &	CONSTRUCTION	GRANTS &
FEDERAL AID NUMBER	FAC		EXIST/IMPROVE/ADD (LANES)	AUTH	DATE	ENGINEERING		UTILITIES		MISC.

4207791	FLORIDA	ALABAMA	MPO							
FY10/11	UPWP	(PENSACOLA)								
ESCAMBIA			TRANSPORTATION	PLANNING						
	.000		0	0	0					
0125	048	M			PL	770,748	0	0	0	0

PLANNING TOTALS:					770,748	770,748	0	0	0	0

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PTO: TRANSIT

ITEM NO	DESCRIPTION				OLD ITEM					
COUNTY	RDWY ID	PROJ LGTH	TYPE OF WORK		EXIST/IMPROVE/ADD (LANES)	PRELIMINARY	RIGHT-OF-WAY	RAILROADS &	CONSTRUCTION	GRANTS &
FEDERAL AID NUMBER	FAC	AUTH DATE	FUND			ENGINEERING		UTILITIES		MISC.
4217331	ESCAMBIA CO	ECAT								
5307	CAPITAL FLEX	PREVENTIVE MAINTENANCE								
ESCAMBIA			CAPITAL FOR FIXED ROUTE							
	.000	0	0	0						
FTAX 003 A			SU			0	0	0	0	125,000
TRANSIT TOTALS:					125,000	0	0	0	0	125,000
GRAND TOTALS:					27,478,545	6,338,726	7,043,091	2,807,900	10,116,889	1,171,939

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FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - SYSTEM SUMMARY
FFY 2011 (10/01/2010 - 09/30/2011)

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HIGHWAYS

WORK PROGRAM FUND	TOTAL	ENGINEERING	RIGHT-OF-WAY	UTILITIES	CONSTRUCTION	MISC.
ACBR - ADVANCE CONSTRUCTION (BRT)	3,368,028	3,367,943	0	0	85	0
ACCM - ADVANCE CONSTRUCTION (CM)	0	0	0	0	0	0
ACER - ADVANCE CONSTRUCTION (ER)	3,592	0	0	0	3,592	0
ACNH - ADVANCE CONSTRUCTION (NH)	6,905,813	0	6,905,813	0	0	0
ACSU - ADVANCE CONSTRUCTION (SU)	-927,199	-245,790	0	0	-681,409	0
BRAC - BRT (AC/REGULAR)	617,376	0	0	0	617,376	0
BRTZ - FED BRIDGE REPL - OFF SYSTEM	881,101	682,407	88,300	44,500	0	65,894
CM - CONGESTION MITIGATION - AQ	298,267	112,397	0	0	185,870	0
EB - EQUITY BONUS	8,477,621	348,665	0	1,493,081	6,510,875	125,000
EBNH - EQUITY BONUS SUPPLEMENTING NH	12,204	12,204	0	0	0	0
HSP - SAFETY (HIWAY SAFETY PROGRAM)	159,500	159,500	0	0	0	0
NHAC - NH (AC/REGULAR)	52,741	0	48,978	0	3,763	0
RHH - RAIL HIGHWAY X-INGS - HAZARD	1,013,004	0	0	1,013,004	0	0
RHP - RAIL HIGHWAY X-INGS - PROT DEV	311,249	0	0	311,249	0	0
SE - STP, ENHANCEMENT	229,024	139,024	0	0	0	90,000
SL - STP, AREAS <= 200K	727,825	0	0	0	727,825	0
SP - STP, RR PROTECTIVE DEVICES	0	0	0	0	0	0
SR2E - SAFE ROUTES - EITHER	55,200	55,200	0	0	0	0
SU - STP, URBAN AREAS > 200K	4,397,451	936,428	0	-53,934	2,748,912	766,045
HIGHWAYS TOTALS:	26,582,797	5,567,978	7,043,091	2,807,900	10,116,889	1,046,939

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FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - SYSTEM SUMMARY
FFY 2011 (10/01/2010 - 09/30/2011)

TRANSPORTATION PLANNING

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WORK PROGRAM FUND		TOTAL	ENGINEERING	RIGHT-OF-WAY	UTILITIES	CONSTRUCTION	MISC.
PL	- METRO PLAN (85% FA; 15% OTHER)	770,748	770,748	0	0	0	0
PLANNING TOTALS:		770,748	770,748	0	0	0	0

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PTO: TRANSIT

WORK PROGRAM FUND	TOTAL	ENGINEERING	RIGHT-OF-WAY	UTILITIES	CONSTRUCTION	MISC.
SU - STP, URBAN AREAS > 200K	125,000	0	0	0	0	125,000
TRANSIT TOTALS:	125,000	0	0	0	0	125,000
GRAND TOTALS:	27,478,545	6,338,726	7,043,091	2,807,900	10,116,889	1,171,939

WORK PROGRAM FUND	TOTAL	ENGINEERING	RIGHT-OF-WAY	UTILITIES	CONSTRUCTION	MISC.
ACBR - ADVANCE CONSTRUCTION (BRT)	3,368,028	3,367,943	0	0	85	0
ACCM - ADVANCE CONSTRUCTION (CM)	0	0	0	0	0	0
ACER - ADVANCE CONSTRUCTION (ER)	3,592	0	0	0	3,592	0
ACNH - ADVANCE CONSTRUCTION (NH)	6,905,813	0	6,905,813	0	0	0
ACSU - ADVANCE CONSTRUCTION (SU)	-927,199	-245,790	0	0	-681,409	0
BRAC - BRT (AC/REGULAR)	617,376	0	0	0	617,376	0
BRTZ - FED BRIDGE REPL - OFF SYSTEM	881,101	682,407	88,300	44,500	0	65,894
CM - CONGESTION MITIGATION - AQ	298,267	112,397	0	0	185,870	0
EB - EQUITY BONUS	8,477,621	348,665	0	1,493,081	6,510,875	125,000
EBNH - EQUITY BONUS SUPPLEMENTING NH	12,204	12,204	0	0	0	0
HSP - SAFETY (HIWAY SAFETY PROGRAM)	159,500	159,500	0	0	0	0
NHAC - NH (AC/REGULAR)	52,741	0	48,978	0	3,763	0
PL - METRO PLAN (85% FA; 15% OTHER)	770,748	770,748	0	0	0	0
RHH - RAIL HIGHWAY X-INGS - HAZARD	1,013,004	0	0	1,013,004	0	0
RHP - RAIL HIGHWAY X-INGS - PROT DEV	311,249	0	0	311,249	0	0
SE - STP, ENHANCEMENT	229,024	139,024	0	0	0	90,000
SL - STP, AREAS <= 200K	727,825	0	0	0	727,825	0
SP - STP, RR PROTECTIVE DEVICES	0	0	0	0	0	0
SR2E - SAFE ROUTES - EITHER	55,200	55,200	0	0	0	0
SU - STP, URBAN AREAS > 200K	4,522,451	936,428	0	-53,934	2,748,912	891,045
GRAND TOTALS:	27,478,545	6,338,726	7,043,091	2,807,900	10,116,889	1,171,939

Appendix E

Florida-Alabama TPO Project Priorities FY2013-2017

Florida-Alabama

TPO



Transportation Planning Organization

Fiscal Years 2013-2017

Project Priorities

Adopted: July 13, 2011

Amended: September 14, 2011



Staff to TPO

“...planning for the future transportation needs of the Pensacola FL-AL Urbanized Area...”

For information regarding this document, please contact:

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This document is available at

<http://www.wfrpc.org/fl-al-projectpriorities>

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

Public participation is solicited without regard to race, color, national origin, sex, age, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or those requiring language translations services (free of charge) should contact Rhonda Grice at (850) 332-7976, ext 214 or (1-800-995-8771 for TTY- Florida) or by email at

Rhonda.grice@wfrpc.org

RESOLUTION FL-AL 11-09

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FY 2013-2017 PROJECT PRIORITIES

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) is the organization designated by the Governors of Florida and Alabama as being responsible, together with the States of Florida and Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Florida-Alabama TPO Planning Area; and

WHEREAS, the Transportation Improvement Program (TIP) is adopted annually by the TPO and submitted to the Governor of the State of Florida and the Governor of the State of Alabama, to the Federal Transit Administration, and through the State of Alabama and State of Florida to the Federal Highway Administration; and

WHEREAS, the initial step in the development of the TIP is for the TPO to submit its transportation project priorities for all modes of travel to the Florida Department of Transportation;

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION THAT:

The TPO adopts the FY2013-2017 Project Priorities, with any changes that may have been presented.

Passed and duly adopted by the Florida- Alabama Transportation Planning Organization on this 13th day of July 2011.

FLORIDA- ALABAMA TRANSPORTATION
PLANNING ORGANIZATION

BY:



Kevin White, Chairman

ATTEST:

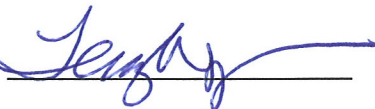


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FLORIDA-ALABAMA TPO PROJECT PRIORITIES

FISCAL YEARS 2013-2017

The Transportation Planning Organization (TPO) annually reviews and adopts transportation Project Priorities. The purpose of this document is to insure that transportation projects programmed by FDOT in the Five Year Work Program are consistent with local needs and plans for the TPO planning area. In accordance with state and federal laws, all modes of transportation must be addressed in the TPOs Project Priorities. These modes of transportation can be identified as Long Range Transportation Plan (LRTP) Capacity Projects, Transportation System Management (TSM) Projects, Enhancement Projects, Public Transportation Projects, and Seaport/Airport Projects.

LONG RANGE TRANSPORTATION PLAN (LRTP) CAPACITY PROJECTS

This category includes projects identified in the TPO 2035 Cost Feasible Long Range Transportation Plan. Two types of projects are addressed:

1. Major Capacity Projects - Includes the construction of new roads and highways, bridge capacity projects, interchanges and multi-lane upgrades of existing roads.
2. Other Projects – Includes funding set-asides for Bicycle Pedestrian Projects, Public Transportation, Corridor Management Plans and Projects and Improved Traffic Signal Operations.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROJECT PRIORITIES

TSM Projects are generally low cost operational improvements to the transportation system, as opposed to major capacity projects. TSM Projects can typically be implemented within a short period of time. Examples of TSM Projects include adding turn lanes at intersections, updating traffic signals, modifying median openings and making other operational improvements. The typical source for TSM Project Priorities is the annual FDOT Traffic Operations Project Candidate List, which contains projects that have been warranted based on FDOT study. The funding source for these projects is District Traffic Operations Funds.

ENHANCEMENT PROJECT PRIORITIES

Transportation Enhancement projects are funded with a required federal funding set-aside for projects that enhance the existing transportation system. There are 12 qualifying activities that can be funded as enhancements:

1. Provide facilities for pedestrians and bicyclists
2. Provision of safety and educational activities for pedestrians and bicyclists
3. Acquisition of scenic easements and scenic or historic sites
4. Scenic or historic highway programs (including tourist and welcome center facilities)
5. Landscaping and scenic beautification
6. Historic preservation
7. Rehabilitation and operation of historic transportation buildings, structures or facilities
8. Conversion of railway corridors to trails
9. Control and removal of outdoor advertising
10. Archaeological planning and research
11. Environmental mitigation of runoff pollution and provision of wildlife connectivity
12. Establishment of transportation museums

PUBLIC TRANSPORTATION PROJECT PRIORITIES

Public Transportation Project Priorities are developed by the Escambia County Area Transit System (ECAT) and approved by the Escambia County Commission. These projects fall into two categories: Capital Improvements and Operating Assistance. Capital Improvements include the construction of facilities or purchase of equipment to maintain or expand service, while Operating Assistance provides the funds necessary to make up the difference between the revenue generated by the service and the actual cost of the service (commonly known as the operating deficit). The source of public transportation

projects is the Escambia County Transit Development Plan (TDP). Public Transportation Project Priorities are provided annually by ECAT and the Alabama Department of Transportation. Priorities are shown for each year from 2013 through 2017.

AVIATION AND SEAPORT PROJECT PRIORITIES

Seaport and Aviation Projects do not compete with transit and highway projects for funding. The following facilities are located in the TPO planning area:

- Port of Pensacola
- Pensacola Regional Airport
- Peter Prince Field

Priorities for the Port of Pensacola and Pensacola Regional Airport are submitted annually to the TPO. Santa Rosa County provides priorities for Peter Prince Field. The sources of seaport and aviation projects are master plans for each facility. Priorities are shown for each year from 2013 through 2017.

PUBLIC INVOLVEMENT

The TPO's emphasis on public involvement in the TIP process was during the project priority development stage in May, June, and July. There is a greater chance for the public to have an effect on changes to the TIP during the project priority development stage, than when the final TIP is endorsed nine months later. The TPO approach to ensuring the public is given opportunity to review the draft priorities is to run a local newspaper ad in the Pensacola News Journal and issue a general press release to all media. The ad and press release will provide a TPO staff contact name, who will answer inquiries, provide requested information, and serve as liaison to community representatives or groups. Staff members are available for Public Meetings and informational gatherings. A letter and schedule of public involvement opportunities will be sent to a list of community organizations to encourage their participation, including representatives of Title VI communities. The following procedure is employed to ensure public involvement throughout the development of the Project Priorities:

- May - Initial Draft Priorities reviewed at a community workshop
- June - Draft Project Priorities reviewed by Technical Coordinating Committee (TCC), Citizens Advisory Committee (CAC), Bicycle/Pedestrian Advisory Committee (BPAC) and TPO Board
- June - Ad runs in Pensacola News Journal and general press release is issued asking for public comment. The Draft Project Priorities document is also placed on the TPO website at <http://www.wfrpc.org/fl-al-projectpriorities> for public review and comment.
- July - Final Draft Project Priorities are reviewed by the TCC, CAC and BPAC and their recommendations are provided to the TPO. The TPO must open a Public Hearing to take final comments before they can vote to adopt the Project Priorities.
- August – The Adopted Project Priorities are submitted to FDOT District 3 so they may begin revising their Work Program for the next planning cycle. The revised FDOT Work Program is then used in the creation of the annually created 5-year Transportation Improvement Program (TIP), which is also made available to the public for review and comment.

While the TPO uses criteria to develop the Project Priorities, please note that the TPO is not required to set Priorities according to the established criteria. The TPO has final authority to prioritize all projects as they see fit.

CAPACITY PROJECT EVALUATION CRITERIA

Project Status (weight 15)

- Project Scheduled for Construction in the Five Year Work Program /Capital Improvement Program or Project Scheduled for Right-of-Way or Design in First three years of Work Program
(Committed Project in Long Range Plan not subject priority ranking)
- Right-of-Way scheduled in 4th or 5th year of Work Program 3 points
- Final Design scheduled in 4th or 5th year of Year Work Program 2 points
- Project Development and Environmental Study (PD&E), Completed, underway, or scheduled in the 5 Year Work Program 1 point
- No Project Phases scheduled 0 points

Source: DOT Five Year Work Program and Local Government Capital Improvement Program

Related Objectives: C.2 and E.1

Level of Service

A. Existing Level of Service based on TPO's Congestion Management System (weight 15)

- Level of Service E or F 3 points
- Level of Service D 2 points
- Level of Service C 1 point
- Level of Service A or B 0 points

B. Future Level of Service in 2035 for all project in the Needs Assessment (weight 10)

- Level of Service A, B, or C 3 points
- Level of Service D 2 points
- Level of Service E 1 point
- Level of Service F 0 points

Source: Florida-Alabama TPO and PBS&J

Related Objectives:A.8, C.4 and E.1

Hurricane Evacuation (weight 10)

- Hurricane Evacuation Route 3 points
- Not an Hurricane Evacuation Route 0 points

Source: Northwest Florida Hurricane Evacuation Restudy

Related Objectives: G.4 and G.5

Total Project Cost (weight 10)

- Less than \$15,000,000 3 points
- \$15,000,000 to Less than \$30,000,000 2 points
- \$30,000,000 to Less than \$60,000,000 1 point
- \$60,000,000 or Greater 0 points

Source: DOT Project Cost Estimates

Related Objective s: C.7

Project Cost Sharing (Weight 10)

- 50% or more of project cost is included in local government funded Five Year Capital Improvements Program 3 points
- 25% to less than 50% of project cost is included in local government funded Five Year Capital Improvements Program 2 points
- 15% to less than 25% of project cost is included in local government funded Five Year Capital Improvements Program 1 point
- 0 to less than 15% of project cost is included in local government funded Five Year Capital Improvements Program 0 points

Source: Local Governments Capital Improvement Program.

Related Objectives: C.6

Project Environmental/Social Impacts (Weight 10)

- Project has gone through Project Development and Environmental Study and/or Efficient Transportation Decision Making review, which includes social and community impacts, and has no impacts or impacts are addressed 3 points
- Project has moderate impacts 2 points
- Project has substantial impacts 1 points
- Project has impacts of potential dispute 0 points

Source: Efficient Transportation Decision Making Process.

Related Objectives: D.4, D.6

Economic Development and Freight Movement (Weight 10)

- Project provides a direct connection to long term employment center (airports, industrial parks, tourist centers, military installations, and major economic activity centers identified in the Regional Freight Network Plan) 3 points
- Project provides regional connection to facilitate freight movement (Strategic Intermodal System, Regional Significant Facilities, and “Highways of Commerce” identified in the Regional Freight Network Plan) 2 points
- Project provides a connector to employment or freight routes listed above 1 point
- Project does not directly Facilitate Economic Development or Freight Movement 0 points

Source: SIS and Northwest Florida Regional TPO

Related Objectives: A.2, A.4, A.5, A.8, A.10, E.5, E.6, E.7, F.4, F.7, and F.8

Defense Access Route or Regionally Significant Facility that Crosses County and/or State Boundary (Weight 10)

- Project on Defense Access Route or Regionally Significant Facility 3 points
- Project not on Defense Access Route or Regionally Significant Facility 0 points

Source: DOT, Strategic Highway Network (STRAHNET), and Northwest Florida Regional TPO

Related Objectives: A.6., A.7, A.10, D.8, and E.7

Notes: (a) The maximum points a project can have in any one category is 3.

(b) The maximum total points a project can receive is **300** points:

Project Status	3*15 =45
Level of Service (Existing CMP)	3*15 =45
Level of Service (2035 Needs Assessment)	3*10 =30
Hurricane Evacuation	3*10 =30
Project Cost	3*10 =30
Project Cost Sharing	3*10 =30
Environmental/Social Impacts	3*10 =30
Economic Development and Freight Movement	3*10 =30
Defense Access Route	3*10 =30
Maximum Total Points	300

(c) The Florida-Alabama TPO has final authority to select the projects for inclusion in the Cost Feasible Plan and to rank them in the Project Priorities.

TRANSPORATION SYSTEMS MANAGEMENT (TSM) PRIORITY SELECTION CRITERIA

(*AADT = Annual Average Daily Traffic)

<u>CRITERIA</u>	<u>SCORE</u>
A. Level of Service (LOS) Issue Addressed	
Current Deficiency	5 POINTS
2009 Deficiency	3 POINTS
2014 Deficiency	1 POINT
Not Deficient	0 POINTS
B. Regionally Significant Roadway	
Yes	2 POINTS
No	1 POINT
C. Crash Rate	
Safety Ratio Greater than 2.00	3 POINTS
Safety Ratio from 1.00 to 2.00	2 POINTS
Safety Ratio less than 1.00	1 POINT
D. Has an Existing TPO Priority	
Yes	2 POINTS
No	1 POINT
E. Local Project Support	
High	5 POINTS
Medium	4 POINTS
Low	3 POINTS
F. Significant Freight Corridor	
Designated NHS Intermodal Connector or Truck Traffic more than 10% AADT*	3 POINTS
Truck Traffic 8-10% AADT	2 POINTS
Truck Traffic 5-7.99%	1 POINT

TRANSPORTATION ENHANCEMENT PROJECTS PRIORITY SELECTION CRITERIA AND SCORES

<u>CRITERIA</u>	<u>SCORE</u>
1. Enhances public safety <ul style="list-style-type: none"> Ten (10) points should be given to any on-road bicycle project (paved shoulders, designated bike lane) or sidewalk project that creates a safer travel situation for the bicyclist, the walker, and/or the motorist. Off-road facilities such as trails may also qualify, but only if they can feasibly be used as an alternative to a highway in order to reach a destination/ attractor. Mitigation, historic preservation, highway beautification projects, etc. would not normally qualify for these points. 	10 POINTS
2. Enhances public safety within a two mile radius of a school <ul style="list-style-type: none"> Fifteen (15) points should be assigned to any project providing a safer connection to a school within a two mile radius. After all projects have been ranked, this criterion can serve as a possible tie-breaker for any projects with the same score. One (1) extra point can be given to a project if it falls within a one mile radius of a school. Another point (1) may be given to projects serving an elementary school. 	15 POINTS
3. Links existing transportation corridors <ul style="list-style-type: none"> Ten (10) points should be given to a project if it connects to non-motorized facilities which already exist, thus completing a network. 	10 POINTS
4. Provides mobility by non-motorized transportation to destinations and attractions <ul style="list-style-type: none"> Eight (8) points should be given to any project that provides user access to any of the following: shopping centers, libraries, government offices, hospitals, tourist attractions, recreation areas, and parks. Only projects providing access to destinations more likely to be accessed by cyclists and pedestrians will receive these points. 	8 POINTS

TRANSPORTATION ENHANCEMENT PROJECTS PRIORITY SELECTION CRITERIA AND SCORES

<u>CRITERIA</u>	<u>SCORE</u>
5. Supports non-motorized transportation <ul style="list-style-type: none"> Assign three (3) points to a project if it serves a bicyclist, three (3) points if it serves a walker, and three (3) points if it connects to a transit stop [ex: a sidewalk leading to a bus stop would get six (6) points]. 	3 POINTS FOR EACH MODE SERVED
6. Deals with roadside or median beautification or removal of billboards <ul style="list-style-type: none"> Assign six (6) points to any project in which the applicant is applying for funds for any of these purposes. 	6 POINTS
7. Promotes historic preservation or rehabilitation of historic transportation facilities, or acquisition of scenic easements <ul style="list-style-type: none"> Assign five (5) points to any project in which the applicant is applying for funds for any of these purposes. It is possible that a trail project may be part of historic preservation. 	5 POINTS
8. Mitigates transportation impacts to the environment <ul style="list-style-type: none"> Assign eight (8) points to any project that minimizes environmental impacts, such as drainage outfall projects. 	8 POINTS
9. Provides greenway to maintain wildlife habitat connectivity <ul style="list-style-type: none"> Assign five (5) points to any project in which the applicant is applying funds for these purposes. 	5 POINTS
10. Has an existing TPO priority ranking <ul style="list-style-type: none"> One (1) point should be assigned for each year that a project has been on the TPO Enhancement Program list. There is no cap to the number of points a project can receive for this criterion. 	1 POINT FOR EACH YEAR ON LIST
11. Provides for safety and education activities for pedestrians and bicyclists <ul style="list-style-type: none"> Assign eight (8) points to any project which includes any type of education/safety training for children, such as the production of educational material, bicycle facility maps, etc. 	8 POINTS

TRANSPORTATION ENHANCEMENT PROJECTS PRIORITY SELECTION CRITERIA AND SCORES

<u>CRITERIA</u>	<u>SCORE</u>
12. Has documented support from the general public and other organizations	16 POINTS
<ul style="list-style-type: none">• Staff will provide this information. Documented support is in the form of resolutions, letters, petitions, and/or minutes of public record. Support for projects by a large percentage of persons/businesses affected by the project will receive higher points. Eight (8) of these points will be given if a conceptual design presentation has been presented to the public and included with the application or resubmittal.	

NOTE: Each Transportation Enhancement Project must have a local government applicant/sponsor. The local government must support the project and sign a maintenance agreement in order for the project to be constructed. Scores are calculated to determine each project's total score. The project with the highest total score is ranked number one, the second highest score number two, and so on. In the case of a tie score, the TPO decides which project should be ranked higher.

TABLE 1: FY13-17 COMMITTED PROJECTS NOT SUBJECT TO PRIORITY RANKING

Construction funded in the five-year Work Program

PROJECT NAME	FROM	TO	YEAR FUNDED	IMPROVEMENT
I-10	Davis Highway	Scenic Highway	2014/15	6 lanes
Avalon Boulevard	Commerce Rd	SR10/US90	Underway	4 lanes
Avalon Boulevard	N. Of CSX Railroad Bridge	S. of Commerce Rd	Underway	4 lanes
Avalon Boulevard	S. of Moor's Lodge	N. of CSX Railroad	Underway	4 lanes
Avalon Boulevard	I-10	S. of Moor's Lodge	Underway	4 lanes
SR87	N. of Five Forks Rd	Eglin AFB Boundary	Underway	4 lanes

TABLE 2: FY13-17 NON-STRATEGIC INTERMODAL SYSTEM (NON-SIS) PROJECT PRIORITIES

RANKING	PROJECT NAME	FROM	TO	PHASE	LRTP YEAR FUNDED	EVALUATION CRITERIA RANKING	IMPROVEMENT
1	Corridor Management Plan/Studies (Appendix G)	\$130,000 Annually					
2	Corridor Management Projects (Appendix G)	\$1,500,000 Annually					
3	Public Transportation Capital Improvements (Appendix E) ⁶	\$300,000 Annually					
4	Bicycle/Pedestrian Projects (Appendix B)	\$350,000 Annually					
5	Traffic Signal Coordination (Appendix C)	\$300,000 Annually					
6	ITS Master Plan Projects (Appendix F)	¹ \$2,800,000 Annually					
7	Nine Mile Road	Pineforest Road	US 29	ROW	2016-2020	² Committed	4 lanes
8	Nine Mile Road	Pineforest Road	US 29	CON.	2016-2020	² Committed	4 lanes
9	Burgess Road	US 29	I-110 Overpass	ROW	2021-2025	² Committed	4 lanes
10	Burgess Road	US 29	I-110 Overpass	CON.	2026-2030	² Committed	4 lanes
11	⁴ Pinestead-Longleaf	Pineforest Road	US 29	ROW ⁷	2021-2025 2031-2035	² Committed	4 lanes
12	SR 87 North	CR 87A (Langley St.)	TPO Urban Boundary	DESIGN	2031-2035	17	4 lanes
13	US 90	Airport Road	SR 87 South	PD&E	2026-2030	13	4 lanes
14	³ US 98	Bayshore Drive	Portside Drive	ROW	2021-2025 2031-2035	² Committed	6 lanes
15	³ US 90	Avalon Boulevard	Stewart Street	ROW	2021-2025 2031-2035	² Committed	6 lanes
16	³ US 90	Avalon Boulevard	Stewart Street	CON.	2031-2035	² Committed	6 lanes
17	Nine Mile Road	I-10	Pine Forest Road	DESIGN	2016-2020	² Committed	4 lanes
18	Nine Mile Road	I-10	Pine Forest Road	ROW	2016-2020 2031-2035	² Committed	4 lanes
19	Gulf Beach Highway	Fairfield	Navy Boulevard	DESIGN	2021-2025	3	4 lanes
20	Gulf Beach Highway	Blue Angel Parkway	Fairfield Drive	DESIGN	2021-2025	10	4 lanes
21	Sorrento Road	S. end ICWW Bridge	N. end ICWW Bridge	DESIGN	2026-2030	13	4 lanes
22	Sorrento Road	N. end of ICWW Bridge	Blue Angel Parkway	DESIGN	2031-2035	13	4 lanes
23	SR 87 Connector	SR 87 South	SR 87 North	DESIGN	2016-2020	17	4 lanes
24	Main Street	A Street	Baylen Street	DESIGN	2021-2025	30	3 lanes
25	Main Street	A Street	Baylen Street	ROW	2026-2030	30	3 lanes
26	Main Street	Barrancas	A Street	PD&E	2016-2020	35	3 lanes

RANKING	PROJECT NAME	FROM	TO	PHASE	LRTP YEAR FUNDED	EVALUATION CRITERIA RANKING	IMPROVEMENT
27	Main Street	Barrancas	A Street	DESIGN	2021-2025	35	3 lanes
28	Main Street	Barrancas	A Street	ROW	2021-2025	35	3 lanes
29	Main Street	Barrancas	A Street	CON.	2026-2030	35	3 lanes
30	⁵ US 90	SR 87 South	S.A. Jones Road	PD&E	2026-2030	N/A	4 lanes
31	Express Bus Service and Maintenance	Pensacola	Navarre		2021-2025	N/A	Bus Route

¹Amount will be reconsidered once ITS Implementation Plan is completed

²Committed means Design or ROW complete or funded in the first three years of the work program

³Previously Other Capacity Project.

⁴Previously Alternative Revenue Funded Project Priority.

⁵Limits expanded at Cost Feasible Plan Advisory Committee Workshop (9/30/10). As a result, this project was not part of the Evaluation Criteria rankings which was completed prior to 9/30/10.

⁶Public Transportation funds are for the urbanized areas of Escambia and Santa Rosa Counties

⁷Escambia County has indicated they are funding ROW, the next phase to be funded after that is CST

TABLE 3: FY13-17 STRATEGIC INTERMODAL SYSTEM (SIS) PROJECT PRIORITIES

RANKING	PROJECT NAME	FROM	TO	PHASE	LRTP YEAR FUNDED	IMPROVEMENT
1	US 29	I-10	9 1/2 Mile Road	CON.	2026-2030	6 lanes
2	I-10	Escambia Bay Bridge	Avalon Boulevard	ROW	2021-2025	6 lanes
3	I-10	Escambia Bay Bridge	Avalon Boulevard	CON.	2021-2025	6 lanes

Source: FL-AL Resolution 06-14 Adopted June 2006

TABLE 4:

FY13-17 ALTERNATIVE OR LOCAL FUNDED PROJECTS NOT SUBJECT TO PRIORITY RANKING

PROJECT NAME	FROM	TO	PHASE	LRTP YEAR FUNDED
Berryhill Road	Five Points	West Spencer Field Road	N/A	N/A
Woodbine Road	US 90	¹ Five Points Intersection	N/A	N/A
East Spencer Field Road	US 90	South Spencer Field Road	N/A	N/A
Bell Lane	Sterling Way	US 90	N/A	N/A
Sterling Way	Bell Lane	Avalon Boulevard	N/A	N/A
SR 292 Perdido Key Drive	Alabama State Line	South End of ICWW Bridge	N/A	N/A

¹Includes intersection improvement

FY13-17 POTENTIAL TOLL PROJECT PRIORITIES

PROJECT NAME	FROM	TO	EVALUATION CRITERIA RANKING	RANKING
New Pensacola Bay Crossing	Pensacola	Gulf Breeze	30	1
Eglin AFB/Hurlburt Field Bypass			39	2

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

TABLE 5: COMMITTED TSM PROJECTS

(Funded for Construction within first 3 years of the Work Program)

CONSTRUCTION SCHEDULED	Project Description/Limits	IMPROVEMENT
FY 2012/2013 4256051	SR10A/US90 Scenic Hwy @ Blithewood Dr intersection	Add NB left turn lane w/100 ft of storage
FY2013/2014 4276481	SR296 Beverly Pkwy @ W St Intersection	Construct Eastbound right turn lane with 125 ft of storage
Completed July 2011	SR 289 9 th Avenue @ SR742 Creighton Road	Exclusive Southbound right turn lane with 625 ft of storage

TABLE 6: FY13-17 TSM PROJECT PRIORITIES

TPO PRIORITY	MAJOR STREET	MINOR STREET	DESCRIPTION	Estimated Cost
1	SR 289 9TH Avenue	SR 742 Creighton Road	Dual Northbound left turn lane with 360 ft of storage	\$395,000 for CST \$3,111,770 for ROW
2	SR 289 9TH Avenue	SR 742 Creighton Road	Dual Eastbound left turn lane with 495 ft of storage	\$335,000 for CST \$903,063 for ROW
3*	SR 727 Fairfield Drive	SR 10A Mobile Hwy	Extend Northbound left turn lane to 350ft	Unknown
4	SR 727 Fairfield Drive	SR 10A Mobile Hwy	Extend Southbound right turn lane to 500ft	\$355,000 for CST \$3,071,963 for ROW
5	SR 727 Fairfield Drive	SR 10A Mobile Hwy	Construct Eastbound right turn lane with 200ft of storage	\$292,000 for CST \$5,179,259 for ROW
6	SR 10A Scenic Hwy	Baywoods	Construct Northbound left turn lane with 100 feet of storage	\$808,000 for CST \$1,309,600 for ROW
7 (4298651 - CST in 14/15)	SR 87	CR 191 Munson Hwy	Construct a Northbound right turn lane with 150 ft of storage	\$701,991 (Total in Work Program)
8	SR 10A Mobile Hwy	Woodside Drive	Construct a Westbound left turn lane with 150 feet of storage	\$346,000 for CST \$938,800 for ROW
9	SR 296 Bayou Blvd	12th Avenue	Construct Eastbound right turn lane with 600ft of storage	\$975,000 for CST \$34,701 for ROW
10	SR 296 Bayou Blvd	12th Avenue	Construct Westbound right turn lane with 600ft of storage	\$225,000 for CST \$3,001,545 for ROW
11	SR 296 Bayou Blvd	12th Avenue	Construct Eastbound left turn lane with 325 ft of storage	\$660,000 for CST \$63,569 for ROW
12	SR 95/US 29	SR 742 Burgess Road	Construct a Westbound left turn lane with 425ft of storage and	\$330,000 for CST \$1,371,100 for ROW
			Westbound right turn lane with 200ft of storage	\$237,000 for CST \$1,371,100 for ROW
13	SR 742 Creighton Road	Hilltop Road	Construct a Westbound left turn lane with 100 ft of storage	\$260,000 for CST ROW costs unknown
14	SR 727 Fairfield Drive	65 th St	Construct Eastbound right turn lane with 100 ft of storage	\$240,000 for CST \$129,700 for ROW
15	SR 292 Pace Blvd	Blount Street	Construct Northbound right turn lane with 100 ft of storage	Unknown
16	SR 292 Sorrento Road	CR292A Gulf Beach Hwy	Construct Eastbound right turn lane with 150 ft of storage	Unknown

*Will be completed through local Maintenance Funds per email from Dawne McKee (7/14/2011)

ENHANCEMENT PROJECTS

**TABLE 7:
COMMITTED ENHANCEMENT PROJECTS**

(Not Subject to Ranking)

Project #	Project Name	From	To	Description
4206231	FL SR No. 1 Restoration Bike / Pedestrian Path	Canal leading to Marquis Basin	Approx. 3 mi west of Harold	Bike lane / sidewalks enhancement project East of Milton
4280991	Benny Russell Park Sidewalks	See description		Construct the following: (1) Sidewalks on the west side of West Spencer Field Rd, from Norris Rd to South Spencer Field Rd (2) Construct sidewalks all the way around NAS Spencer Outlying Field on the field side of the road

**TABLE 8:
FY13-17 ENHANCEMENT PROJECT PRIORITIES**

Priority	Project Name	From	To	Description
1	Tiger Point Soundside Connection (two part project)	See Description		1) Shared Use Path: 10-foot wide concrete shared use path on the south side of US 98 for 4,2000 feet fro Tiger Point Blvd to Central Parkway 2) Sidewalk: A 5-foot sidewalk 2,200 feet in length on Tiger Point Blvd East from US98 to pass- through opposite Madura to County Park.
2	Bagdad Heritage Trail	Southern terminus of Blackwater Heritage Trail	Old Bagdad Hwy	Design of 4,280' multi-use path and crossing over Pond Creek
3	Michigan Avenue/ Saufley Field Rd Sidewalks	Denver Avenue	NAS Saufley Field	Project will provide a complete pedestrian facility, 5- foot sidewalks on both sides, by connecting existing sidewalks within the corridor. Distance is approximately 1.87 miles.
4	King Middle School Sidewalk Connection	See Description		Project is located between SR87 (Stewart St) and SR89 (Dogwood Dr) with 5,945 feet of sidewalk installation. On the east side of Byrom St, north of Magnolia St, 2,640 feet of sidewalk will connect Magnolia St and Rosasco St. The 505 foot, north side of the King St sidewalk will connect SR87 (Stewart St) to Byrom St. Rosasco St is a <u>connector</u> between SR87 (Stewart St) and SR89 (Dogwood Dr). A 2,800 foot sidewalk will be located on the north side of Rosasco St.
5	Henry Street Sidewalk	Main St/Old Bagdad Hwy	Historic Milton Train Depot	Sidewalk: 4,400 feet of sidewalk on the west side of Henry St (CR191) and pedestrian crossings on bridges over creeks.
6	Hamilton Bridge Rd Sidewalk	East Spencer Field Rd	Jim Dandy Lane (the eastern entrance to Crystal Creek subdivision)	Sidewalk: 5,500 feet of sidewalk on the south side of Hamilton Bridge Rd.

Table 9: FY13-17 Escambia County Area Transit, Santa Rosa Transit, and Transportation Disadvantaged

Work Program #	Project Description	Funding Source	%	Proposed 2013	Proposed 2014	Proposed 2015	Proposed 2016	Proposed 2017
	TD Escambia Trip & Equipment	State	90	517,784	517,784	517,784	517,784	517,784
	TD Santa Rosa Trip & Equipment	State	90	303,980	303,980	303,980	303,980	303,980
	TD Escambia Planning	State	100	23,387	23,387	213,387	23,387	23,387
	TD Santa Rosa Planning	State	100	19,968	19,968	19,968	19,968	19,968
4222571	Block Grant (Operating Assistance)	State	50	730,212	774,933	776,690	783,721	801,298
4222591	Urban Corridor Program davis Highway Service	State	100	350,000	400,000	400,000	400,000	420,000
4217331	Preventative Maintenance (Enhancement STP/Flex)	FTA	80	125,000	125,000	300,000	300,000	300,000
4222581	Capital projects Section 5307	FTA	80	3,200,000	3,200,000	3,200,000	3,200,000	3,200,000
4213681	Section 5311 Non-Urbanized Area Transportation	State	50	142,000	142,000	142,000	142,000	142,000
4202762	Section 5309 Purchase of Buses and Revenue Support Vehicles	FTA	80	1,344,000	1,344,000	1,344,000	1,344,000	1,344,000
4302871	Service Development (NAS - Downtown - Beach)	State	50	1,498,333	1,498,333	1,504,333		
	FTA 5316 JARC Administration	FTA	100	22,787	22,787	22,787	22,787	22,787
	FTA 5316 JARC Capital	FTA	80	100,000	100,000	100,000	100,000	100,000
	FTA 5316 JARC Operating	FTA	50	105,082	105,082	105,082	105,082	105,082
	FTA 5317 New Freedom Administration	FTA	100	12,783	12,783	12,783	12,783	12,783
	FTA 5317 New Freedom Capital	FTA	80	81,000	81,000	81,000	81,000	81,000
	FTA 5317 New Freedom Operating	FTA	50	34,047	34,047	34,047	34,047	34,047

AVIATION PROJECTS

TABLE 10: PENSACOLA REGIONAL AIRPORT PROJECT PRIORITIES FY 2013-2017

2012 (Carry-over from FY 11-15 Priorities)						
Priority	FM Item	Description	Local CIP/PFC/other	FDOT	FAA/Federal	Total
1	420300	Acquire Land - Air Commerce Park Phase 1	\$ 134,562	\$ 403,687		\$ 538,249
2	4160501	Parking Garage Expansion**	\$ 35,000,000			\$35,000,000
3	4296091	Construct public surface parking lot	\$ 1,800,000	\$ 950,000		\$ 2,750,000
4	TBA	Acquisition of Army Reserve Center	\$ 3,400,000			\$ 3,400,000
5	4096941	Apron Joint Seal Replacement and line removal	\$ 45,000		\$ 855,000	\$ 900,000
6	4159441	Terminal Roadway Improvements Phase II	\$ 110,000		\$ 2,090,000	\$ 2,200,000
7	TBA	Relocate Fuel Farm Phase 1	\$ 20,000		\$ 380,000	\$ 400,000
8	TBA	Area-wide Wayfinding signage	\$ 400,000			\$ 400,000

2013						
Priority	FM Item	Description	Local CIP/PFC/other	FDOT	FAA/Federal	Total
1	420300	Acquire Land - Air Commerce Park Phase 1	\$ 333,333	\$1,000,000		\$ 1,333,333
2	TBA	Covered Walkway and Parking Garage Rehabilitation	\$ 2,200,000			\$ 2,200,000
3	TBA	Relocate Fuel Farm _Phase 2	\$ 45,000		\$ 855,000	\$ 900,000
4	TBA	Design Retention Pit Improvements	\$ 45,000		\$ 855,000	\$ 900,000
5	TBA	Pave Interior Perimeter Road	\$ 24,500		\$ 465,500	\$ 490,000
6	TBA	Environmental Assessment for ILS at R/W 35	\$ 12,500		\$ 237,500	\$ 250,000
7	4074361	Airfield Pavement and lighting Rehab - design	\$ 7,500		\$ 142,500	\$ 150,000
8	4096941	Expand GA Apron - Design	\$ 17,550		\$ 333,450	\$ 351,000
9	TBA	Install Pedestrian Sidewalk/Bike Path	\$ 300,000	\$ 300,000		\$ 600,000
10	TBA	Additional GA Ramp - Design	\$ 20,000		\$ 380,000	\$ 400,000
11	TBA	Masterplan Update	\$ 60,000		\$ 1,140,000	\$ 1,200,000

2014						
Priority	FM Item	Description	Local CIP/PFC/other	FDOT	FAA/Federal	Total
1	420300	Acquire Land - Air Commerce Park Phase 1	\$ 333,333	\$1,000,000		\$ 1,333,333
2	4054901	Construct Hold pads	\$ 60,500		\$ 1,149,500	\$ 1,210,000
3	TBA	Replace Perimeter Fence	\$ 45,000		\$ 855,000	\$ 900,000
4	TBA	Remove old TRACON Building	\$ 50,000		\$ 950,000	\$ 1,000,000
5	TBA	Purchase replacement ARFF vehicle	\$ 35,000		\$ 665,000	\$ 700,000

2015						
Priority	FM Item	Description	Local CIP/PFC/other	FDOT	FAA/Federal	Total
1	TBA	Acquire Land Commerce Park - Phase 2	\$ 166,667	\$ 500,000		\$ 666,667
2	4054931	EA/EIS for GA R/W 17L/35R	\$ 11,450		\$ 217,550	\$ 229,000
3	TBA	Additional GA Ramp Construction	\$ 150,000		\$ 2,850,000	\$ 3,000,000
4	TBA	Strengthen SW Ramp - Design	\$ 10,000		\$ 190,000	\$ 200,000
5	TBA	Purchase Replacement ARFF Vehicle	\$ 35,000		\$ 665,000	\$ 700,000

2016						
Priority	FM Item	Description	Local CIP/PFC/other	FDOT	FAA/Federal	Total
1	TBA	Acquire Land - Commerce Park - Phase 2	\$ 307,297	\$ 921,890		\$ 1,229,187
2	TBA	Strengthen Cargo Ramp	\$ 45,000		\$ 855,000	\$ 900,000
3	TBA	Design/Build Connecting Taxiways to additional T-Hangers	\$ 47,750		\$ 907,250	\$ 955,000
4	TBA	Strengthen SW Ramp Construction	\$ 65,000		\$ 1,235,000	\$ 1,300,000
5	TBA	Design GA Ramp Expansion	\$ 30,000		\$ 570,000	\$ 600,000

2017						
Priority	FM Item	Description	Local CIP/PFC/other	FDOT	FAA/Federal	Total
1	TBA	Acquire Land - Commerce Park - Phase 2	\$ 500,000	\$1,500,000		\$ 2,000,000
2	TBA	Relocate Helicopter Operations	\$ 85,000		\$ 1,615,000	\$ 1,700,000
3	TBA	Additional GA Ramp Construction Phase 1	\$ 65,000		\$ 1,235,000	\$ 1,300,000
4	TBA	Design Air Cargo Facility Phase 1	\$ 400,000			\$ 400,000
5	4119081	EA - R/W 17/35 Extension & ILS	\$ 20,000		\$ 380,000	\$ 400,000
6	TBA	Terminal Building Apron Expansion	\$ 75,000	\$ 75,000	\$ 2,850,000	\$ 3,000,000
7	TBA	Purchase Replacement ARFF Vehicle	\$ 36,150	\$ 36,150	\$ 686,850	\$ 759,150
8	4096971	Design/Construct Taxiway to the SouthWest	\$ 17,550		\$ 333,450	\$ 351,000
9	TBA	Extend Taxiway to additional hangars	\$ 50,000		\$ 950,000	\$ 1,000,000
10	4119101	Design Air Cargo Facility - Utilities/Buildings/Apron Phase 3	\$ 52,500		\$ 997,500	\$ 1,050,000
11	4181921	ILS/GPS Approach Runway 17/35 extension	\$ 50,000		\$ 950,000	\$ 1,000,000
12	TBA	Construct Air Cargo Facility - Drainage Improvements Phase 1	\$ 10,626		\$ 201,875	\$ 212,501
13	TBA	Airfield Pavement & Lighting Rehab - Construction Phase 1	\$ 17,500		\$ 332,500	\$ 350,000
14	4119111	Design Air Cargo Facility Drainage Improvements Phase 1	\$ 1,876		\$ 35,625	\$ 37,501
15	TBA	Design Air Cargo Facility - Utilities/Buildings/Apron Phase 1	\$ 52,500		\$ 997,500	\$ 1,050,000
16	4074311	Extend Runway 17/35 & ILS Design	\$ 37,000		\$ 703,000	\$ 740,000
17	TBA	Terminal Building Expansion - Feasibility Study	\$ 12,500	\$ 12,500	\$ 475,000	\$ 500,000

AVIATION PROJECTS

**TABLE 11:
PETER PRINCE FIELD PROJECT PRIORITIES
FY 2013-2017**

2013

Priority	FM Item	Description	Local	FDOT	FAA	Total
1	417761	Construct/Expand/ Remove/Modify/ Relocate T-Hangars	56,000	224,000		280,000
2	TBA	Rehabilitate Runway	38,562	38,562	1,465,376	1,542,500
3	TBA	Construct/Expand/ Remove/Modify/ Relocate T-Hangars	120,000	480,000		600,000

2014

Priority	FM Item	Description	Local	FDOT	FAA	Total
1	TBA	Rehabilitate Runway	38,562	38,562	1,465,376	1,542,500

2015

Priority	FM Item	Description	Local	FDOT	FAA	Total
1	TBA	Construct Taxiway (Standards)	4,031	4,031	153,188	161,250

2016

Priority	FM Item	Description	Local	FDOT	FAA	Total
1	TBA	Construct Taxiway (Standards)	7,100	7,100	269,800	284,000

2017

Priority	FM Item	Description	Local	FDOT	FAA	Total
1	TBA	Construct/Expand Remove/Modify/ Relocate T-Hangars	120,000	480,00		600,000

SEAPORT PROJECTS

**TABLE 12: PORT OF PENSACOLA PROJECT PRIORITIES
FY 2013-2017**

Project	2013	Share	2014	Share	2015	Share	2016	Share	2017	Share		Project	Share
1. America's Marine Highways Terminal Development TO BE SUBMITTED FOR FSTED PROJECT FUNDING IN APPROPRIATE CYCLES	3,000,000 (1) (2)	1,500,000 (4) (5)										4,500,000	1,500,000
3. Berth 6 Rehabilitation TO BE SUBMITTED FOR FSTED PROJECT FUNDING IN APPROPRIATE CYCLES	1,950,000 (1)	650,000 (4)										2,600,000	650,000
4. Berth 6 Fender System Replacement TO BE SUBMITTED FOR FSTED PROJECT FUNDING IN APPROPRIATE CYCLES			1,200,000 (1)	600,000 TBD								1,800,000	600,000
5. Terminal Improvements					1,000,000 TBD	500,000 TBD	1,000,000 TBD	500,000 TBD	500,000 TBD	250,000 TBD		3,750,000	1,250,000
Totals	4,950,000	2,150,000	1,200,000	600,000	1,000,000	500,000	1,000,000	500,000	500,000	250,000		12,650,000	4,000,000

Notes:

(1) Florida Seaport Transportation Economic Development Council (FSTED) - Project Pending Approval

(2) USDOT - Maritime Administration Project Funding - Pending Application and Approval

(4) Port Funds

(5) Private Investment

Appendix A

Northwest Florida Regional Transportation Planning Organization (RTPO) TRIP Priorities

The RTPO identifies Transportation Regional Incentive Program (TRIP) Project Priorities for the Florida-Alabama TPO Okaloosa-Walton TPOs. The RTPO will adopt the TRIP Priorities at their June meeting; once the list is adopted it will be added to this document.



Gene Valentino
Chairman

Beverly Zimmern
Vice Chairman

P.O. Box 11399 • 32524-1399 Pensacola, FL • Street Address: 4081 E. Olive Road, Suite A, 32514
P: 850.332.7976 • 1.800.226.8914 • F: 850.637.1923 • www.wfrpc.org

June 20, 2011

Secretary Tommy Barfield
Florida Department of Transportation, District Three
P. O. Box 607
Chipley, FL 32428

RE: FY2012 Transportation Regional Incentive Program (TRIP) Project Priorities

Dear Secretary Barfield,

The Northwest Florida Regional Transportation Planning Organization (RTPO) is a partnership between the Florida-Alabama TPO and the Okaloosa-Walton TPO, thereby making it eligible for TRIP funding.

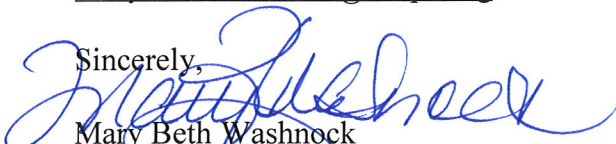
On June 15, 2011, the RTPO met to consider priorities for FY2012 TRIP applications that have been forwarded to the Department. The RTPO unanimously approved by adoption of Resolution NWFL 11-02 (attached) the following TRIP projects for submittal to the Department:

<u>PROJECT</u>	<u>PROJECT APPLICANT</u>
Pinestead-Longleaf Corridor	Escambia County
Destin Connector, Beach Drive to Benning Drive	City of Destin

The RTPO specifically wanted FDOT to note that while the applicants had ranked themselves on the provided ranking sheets from the RTPO staff, the RTPO did not feel it necessary to prioritize the projects. It is the hope of the RTPO that there will be adequate funding for both submitted projects.

The RTPO appreciates the opportunity to submit TRIP applications. If you have any questions regarding the applications, please feel free to contact me at (800) 226-8914 x228, or Marybeth.washnock@wfrpc.org.

Sincerely,


Mary Beth Washnock
RTPO Coordinator

Copy: Jason Alderman, FDOT
Alicia Woodham, FDOT
Jim DeVries, FDOT



Staff to RTPO

"...a regional partnership serving Escambia, Santa Rosa, Okaloosa, and Walton Counties..."

Appendix B

Bicycle/Pedestrian Project Priorities

Priority	Road Name	From	To	Mode	Recommended FacilityType/Improvement	LOS Bicycle	LOS Pedestrian	LOS Vehicle	Total Cost	Benefit-Cost Index	PriorityTier	Segment ID
1	Navy Blvd Alternate Bike Route Old Corry Field Road	Barrancas Ave	Navy Blvd	Bicycle	Bicycle Improvement and Signage 1.236 miles	D		B	n/a		5	
2	Navy Blvd	Gulf Beach Hwy	Pace Blvd	Bicycle Pedestrian	3.38 miles Access Management on Navy Blvd	C	D	C	\$916,295*		3	
3	Davis Highway	Fairfield Drive	Schubert Drive	Bicycle	2.785 miles, Designated bike lane if possible or re-stripe for wide outside lane	E		B	\$1,395,947	0.09	3	
4	Davis Highway(to include Alt.90 portion, sometimes referred to as 9 mile)	Forsyth St	Scenic Highway	Bicycle	2.462 miles, Designated Bike Lane if possible/If not, Re-stripe for wide outside lane. Conversion of un-utilized on-street parking between US90 overpass and Scenic Hwy to a designated bike lane	E		B	\$59,310**	4.82	4	
5	9 th Avenue	Creighton Rd	Bayou Blvd	Bicycle	2.041 miles, Designated bike lane if possible or re-stripe for wide outside lane	E		C	\$49,168**		2 & 3	
6	9 th Avenue	Cervantes St	Bayfront Pkwy	Bicycle	0.858 miles Designated bike lane if possible or re-stripe for wide outside lane	D		C	\$19,165**		2	
7	Sorrento Rd/ Gulf Beach Hwy	CR 297	Patton Dr	Pedestrian	3.75 miles Sidewalks both sides		E	C/F (2 SEGMENTS)	\$2,775,173*		2	
8	Johnson Ave	US 29	Olive Rd	Bike	6.135 miles Paved shoulders	N/A		N/A	\$121,338**		n/a	
9	Langley Ave	Scenic Heights Elem School	Leesway Blvd	Pedestrian	Medians and pedestrian crossing		N/A	N/A	\$6,818*		n/a	
10	US 98 Gulf Islands National Seashore Eastbound alternative route	3 Mile Bridge	Fairpoint Drive	Bicycle	2.07 miles Paved with shoulders and signage	N/A		N/A	\$40,940**		n/a	
		Fairpoint Drive	Sunset Drive			N/A		N/A				
		Sunset Drive	Shoreline Dr			N/A		N/A				
		Shoreline Drive	US 98			N/A		N/A				
11	US 98 Gulf Islands National Seashore Westbound alternative route	McClure	Joachim		0.931 miles	N/A	N/A	N/A	\$18,413**		n/a	
		Joachim	Daniel			N/A	N/A	N/A				
		N. on Daniel / Kenilworth	Northcliff			N/A	N/A	N/A				
		Northcliff	US 98			N/A	N/A	N/A				
12	Park Ave	SR 89	Byrom St	Pedestrian	0.505 miles sidewalks north side		N/A	N/A	\$221,269*		n/a	
		Byrom St	SR 87	Pedestrian	0.27 miles Sidewalks south side							
		SR 87	Blackwater Heritage Trail	Pedestrian	.073 miles sidewalks on both sides							
13	Creighton Road SR 742	Plantation Rd	Davis Highway	Bicycle	Restripe Candidate	D		C	\$8,672	4.08	I	171.1
14	Garden Street/Alcaniz SR 30 (US 98)	Tarragona Street	Gregory Street	Bicycle	Road Diet Candidate	D		D	\$9,346	3.21	I	150.2
15	12th Avenue	Fairfield Drive	Bayou Boulevard	Bicycle	Restripe Candidate	D		B	\$16,140	2.41	I	2.0
16	E Street CR 443	Cross St	Texar Drive	Bicycle	Restripe Candidate	D		C	\$7,516	2.33	I	53.3
17	SR 95 (US 29)	Pace Boulevard/SR 292	Brent Lane/SR 296	Bicycle	Restripe Candidate	E		B	\$16,189	2.22	I	197.0
18	Saufley Field Road CR 296	Muldoon Rd	Mobile Highway	Bicycle	Restripe Candidate	F		F	\$17,405	1.24	I	33.1
19	Main Street	A Street	Baylen Street	Bicycle	Road Diet Candidate	D		B	\$27,836	1.14	I	70.0
20	Gulf Beach Highway SR 292	Fairfield Drive/SR 727	Navy Boulevard/SR 295	Bicycle	Restripe Candidate	D		F	\$37,380	0.99	I	123.0
21	9th Avenue SR 289	Bayou Boulevard/SR 296	Langley Avenue	Pedestrian	Add Sidewalk (Minor Regrading)		D	C	\$58,081	0.88	I	9.0
22	17th Street	Bayfront Parkway	S of RR Tracks	Pedestrian	Add Sidewalk (Minor Regrading)		North E South D	N/A	\$37,287	0.79	I	213.0
23	Fairfield Drive SR 295	New Warrington Road, Leg C	W Street/CR 453	Pedestrian	Add Sidewalk (Minor Regrading)		D	B	\$29,399	0.63	I	132.0
24	Scenic Highway SR 10A(US 90)	Strong Street	Hyde Park Road	Pedestrian	Add Sidewalk (Minor Regrading)		D	C	\$43,884	0.62	I	84.0
25	SR 10 (US 90)	SR 281/Avalon Boulevard	SR 87/Stewart Street	Bicycle	Restripe Candidate	D		D	\$55,889	0.53	I	90.0
26	Chiefs Way SR 294	SR 295/New Warrington Road	US 98/Navy Boulevard	Bicycle	Add Paved Shoulders - Minor	D		D	\$38,051	0.49	I	127.0
27	Garden Street/Alcaniz SR 30 (US 98)	Tarragona Street	Gregory Street	Pedestrian	Add Sidewalk (Minor Regrading)		East C West D	D	\$35,136	0.49	I	150.2
28	Chiefs Way SR 294	SR 295/New Warrington Road	US 98/Navy Boulevard	Pedestrian	Add Sidewalk (Minor Regrading)		C/D	D	\$24,093	0.47	I	127.0
29	Chase Street/1 Way EB SR 30 (Bus US 98)	North Palafox Street	9th Ave	Pedestrian	Add Sidewalk (Minor Regrading)		D	C	\$58,799	0.46	I	139.0
30	E Burgess Road SR 742	Plantation Road	Davis Highway/SR 291	Bicycle	Add Paved Shoulders - Major	E		C	\$63,676	0.45	I	11.0
31	Bayou Boulevard & Perry Avenue SR 296	Hyde Park Road	Baldwin Avenue	Bicycle	Add Paved Shoulders - Minor	D		C	\$80,857	0.45	I	134.1
32	Bayou Boulevard & Perry Avenue SR 296	Hyde Park Road	Baldwin Avenue	Pedestrian	Add Sidewalk (Minor Regrading)		North C South E	C	\$73,140	0.43	I	134.1
33	17th Street	Bayfront Parkway	S of RR Tracks	Bicycle	DCSN	E		N/A	\$70,932	0.43	I	213.0
34	Fairfield Drive SR 727	Bruce St	Mobile Highway/US 90/SR 10A	Bicycle	Add Paved Shoulders - Minor	D		F	\$77,687	0.42	I	167.2
35	17th Street	S of RR Tracks	Cervantes Street/SR 10A/US 90	Bicycle	DCSN	E		N/A	\$99,305	0.41	I	213.1
36	W Burgess Road SR 742	SR 95/Pensacola Boulevard	CR 95A/Old Palafox Highway	Bicycle	Add Paved Shoulders - Major	E		B	\$113,422	0.36	I	169.0
37	Navy Boulevard SR 295	Bayou Grande Bridge NE	SR 292/Barrancas Avenue	Pedestrian	Add Sidewalk (Minor Regrading)		North C South D	C	\$34,777	0.36	I	128.0

Priority	Road Name	From	To	Mode	Recommended FacilityType/Improvement	LOS Bicycle	LOS Pedestrian	LOS Vehicle	Total Cost	Benefit-Cost Index	PriorityTier	Segment ID
38	12th Avenue	Fairfield Drive	Bayou Boulevard	Pedestrian	Add Sidewalk (Minor Regrading)		South D North E	B	\$96,085	0.35	I	2.0
39	Bayou Boulevard & Perry Avenue SR 296	Baldwin Avenue	DuPont Drive	Bicycle	Add Paved Shoulders - Minor	North D South E		C	\$106,224	0.35	I	134.2
40	Davis Highway SR 291	University Parkway	Nine Mile Road/SR 10/US 90A	Pedestrian	Add Sidewalk (Minor Regrading)		D	B	\$68,192	0.34	I	117.0
41	Lillian Highway SR 298	Blue Angel Parkway/SR 173	Fairfield Drive/SR 727	Bicycle	Add Paved Shoulders - Major	E		C	\$135,310	0.31	I	137.0
42	9th Avenue SR 289	Dunmire St	Beau Terra Ln	Bicycle	DCSN	E		D	\$146,593	0.31	I	10.2
43	Jackson Street CR 298A	W Street	Pace Blvd	Bicycle	Add Paved Shoulders - Minor	D		B	\$84,028	0.30	I	46.0
44	Fairfield Drive SR 727	Bruce St	Mobile Highway/US 90/SR 10A	Pedestrian	Add Sidewalk (Minor Regrading)		F	F	\$140,543	0.29	I	167.2
45	Saufley Field Road CR 296	Blue Angel Parkway	Muldoon Rd	Pedestrian	Add Sidewalk (Minor Regrading)		F	F	\$124,337	0.28	I	33.0
46	Scenic Highway SR 10A(US 90)	I-10/SR 8	Baybrook Dr	Pedestrian	Add Sidewalk (Major Regrading)		E	C	\$125,398	0.28	I	87.0
47	Bayou Boulevard & Perry Avenue SR 296	Baldwin Avenue	DuPont Drive	Pedestrian	Add Sidewalk (Minor Regrading)		North D South E	C	\$115,302	0.28	I	134.2
48	Sorrento Road SR 292	Gulf Beach Hwy	Doug Fort Drive	Bicycle	Add Paved Shoulders - Major	E		C	\$159,189	0.28	I	120.1
49	Main Street	Baylen Street	Tarragona Street	Bicycle	DCSN	D		F	\$118,221	0.27	I	71.0
50	E Street CR 443	Yonge St	Cross St	Bicycle	DCSN	South A North D		C	\$94,576	0.27	I	53.2
51	Fairfield Drive SR 295	Davis Hwy	SR 289/9th Avenue	Bicycle	DCSN	E		D	\$184,424	0.26	I	133.4
52	E Burgess Road SR 742	Plantation Road	Davis Highway/SR 291	Pedestrian	Add Sidewalk (Major Regrading)		E	C	\$111,465	0.26	I	11.0
53	Gregory Street/1 Way WB SR 30 (US 98)	9th Street	Bayfront Parkway/Chase Street	Pedestrian	Add Sidewalk (Minor Regrading)		E	C	\$97,519	0.26	I	151.1
54	Olive Road SR 290	9th Avenue/SR 289	Scenic Highway/SR 10A	Pedestrian	Add Sidewalk (Minor Regrading)		D	C	\$93,361	0.25	I	111.0
55	Navy Boulevard SR 295	US 98	SR 295/New Warrington Road	Bicycle	DCSN	D		E	\$174,966	0.25	I	129.1
56	W Street CR 453	Cervantes Street	Fairfield Drive	Pedestrian	Add Sidewalk (Minor Regrading)		C	B	\$79,306	0.24	I	57.0
57	Bauer Road CR 293	Sorrento Road	Meadson Rd	Pedestrian	Add Sidewalk (Major Regrading)		South C North D	B	\$69,666	0.23	I	29.0
58	New Warrington Road SR 295	US 98/Navy Boulevard	Martha Lane	Bicycle	Add Paved Shoulders - Minor	E		E	\$220,376	0.23	I	130.0
59	Mobile Highway SR 10A (US 90)	Bellview Ave	Pine Forest Road/CR 297	Pedestrian	Add Sidewalk (Major Regrading)		E	B	\$181,131	0.23	I	76.3
60	Sorrento Rd /Gulf Beach Highway SR 292	Blue Angel Parkway/SR 173	Dog Track Rd	Bicycle	Add Paved Shoulders - Major	E		C	\$191,027	0.23	I	122.0
61	SR 30 (US 98)	Fairpoint Drive	Bay Bridge Drive	Bicycle	DCSN	E		C	\$208,068	0.23	I	153.0
62	Main Street	A Street	Baylen Street	Pedestrian	Add Sidewalk (Minor Regrading)		West C East D	B	\$100,388	0.22	I	70.0
63	Bayou Boulevard & Perry Avenue SR 296	Cervantes Street/US 90/SR 10A	Hyde Park Road	Pedestrian	Add Sidewalk (Minor Regrading)		North C South E	C	\$146,279	0.21	I	134.0
64	New Warrington Spur SR 295	Martha Lane	Mobile Highway Interchange	Pedestrian	Add Sidewalk (Minor Regrading)		North C South E	E	\$152,016	0.20	I	130.1
65	Jackson Street CR 298A	W Street	Pace Blvd	Pedestrian	Add Sidewalk (Minor Regrading)		East C West D	B	\$121,613	0.20	I	46.0
66	SR 95 (US 29)	Tree St	Morris Ave	Pedestrian	Add Sidewalk (Minor Regrading)		North D South E	B	\$120,465	0.19	I	200.1
67	Olive Road SR 290	Davis Highway/SR 291	Kipling St	Pedestrian	Add Sidewalk (Major Regrading)		E	F	\$239,650	0.19	I	110.0
68	Mobile Highway SR 10A (US 90)	Massachussetts Ave	Saufley Field Road/CR 296	Pedestrian	Add Sidewalk (Major Regrading)		E	B	\$191,580	0.19	I	76.1
69	Jackson Street CR 298A	Pace Blvd	A Street	Pedestrian	Add Sidewalk (Minor Regrading)		East B West D	B	\$134,806	0.19	I	46.1
70	Pensacola Beach Boulevard CR 399	N end of Bob Sikes Bridge (Escambia County Line)	Via de Luna	Pedestrian	Add Sidewalk (Minor Regrading)		South C North D	N/A	\$71,706	0.18	I	51.0
71	W Burgess Road SR 742	SR 95/Pensacola Boulevard	CR 95A/Old Palafox Highway	Pedestrian	Add Sidewalk (Major Regrading)		E	B	\$198,547	0.18	I	169.0
72	E Burgess Road SR 742	Confederate Dr	Creighton Road	Pedestrian	Add Sidewalk (Major Regrading)		E	C	\$215,963	0.18	I	170.1
73	Davis Highway SR 291	Brent Lane/SR 296	Burgess Road/SR 742	Pedestrian	Add Sidewalk (Minor Regrading)		E	B	\$293,534	0.17	I	114.0
74	Fairfield Drive SR 727	65th Ave	Bruce St	Pedestrian	Add Sidewalk (Minor Regrading)		F	F	\$278,217	0.17	I	167.1
75	E Burgess Road SR 742	Sanders Street	Lanier Drive	Pedestrian	Add Sidewalk (Major Regrading)		D	B	\$87,082	0.17	I	13.0
*Estimated Cost was taken from previous Bicycle & Pedestrian Plan												
**Estimated Cost was developed using the Unit Cost from the new Bicycle Pedestrian Master Plan												

Appendix C

Traffic Signal Timing Project Priorities

Area Wide Coordinated Signal Timing Program - Year 2
Signal List as of Final Invoice
June 2010

Escambia County

System E2			Level of Service	Cost
1	1.	Fairfield Dr./Hollywood Dr.	2	\$3,198.90
2	2.	Fairfield Dr./Ruby Ave	2	\$3,198.90
3	3.	Fairfield Dr./South Dakota St./Lowe's	3	\$7,132.84
4	4.	Mobile Hwy/Fairfield Dr.	3	\$7,132.84
5	5.	Mobile Hwy/Cherokee Tr./Wal-Mart	3	\$7,132.84
6	6.	Mobile Hwy/Edison Dr.	3	\$7,132.84
System E10				
1	7.	Fairfield Dr./Pace Blvd	3	\$7,132.84
2	8.	Fairfield Dr./L St	3	\$7,132.84
3	9.	Fairfield Dr./Texar Dr.	3	\$7,132.84
4	10.	Fairfield Dr./Palafox St	3	\$7,132.84
5	11.	Palafox St/Texar Dr	2	\$3,198.90
6	12.	Texar Dr./E St	2	\$3,198.90
7	13.	Pace Blvd/Herman St	2	\$3,198.90
8	14.	Pace Blvd/Leonard St/St. Mary Ave	2	\$3,198.90
System E4/E13/E14		(Combine with Same TOD Plans)		
1	15.	US 29/Hood Dr.	3	\$7,132.84
2	16.	US 29/Detroit Blvd	3	\$7,132.84
3	17.	US 29/Broad St.	3	\$7,132.84
4	18.	US 29/Diamond Dairy Rd	3	\$7,132.84
5	19.	US 29/Burgess Rd	3	\$7,132.84
6	20.	US 29/Pinestead Rd	3	\$7,132.84
7	21.	US 29/"W" St	3	\$7,132.84
8	22.	US 29/Stumpfield Rd/Marcus Pt	3	\$7,132.84
9	23.	US 29/Industrial Blvd	3	\$7,132.84
10	24.	US 29/Airport Blvd	3	\$7,132.84
System E2				
1	25.	Mobile Hwy/Marlane Dr/Cerny Rd	3	\$7,132.84
2	26.	Mobile Hwy/Massachusetts Ave	3	\$7,132.84
3	27.	Mobile Hwy/New Warrington Rd	3	\$7,132.84
4	28.	New Warrington Rd/Lillian Hwy	2	\$3,198.90
1	29	Texar and MLK	2	\$3,198.90
2	30	Texar and Davis Hwy	2	\$3,198.90
3	31	Texar and 9th	2	\$3,198.90
4	32	Sorrento Rd and Bauer Rd	2	\$3,198.90
5	33	Perdido Key Blvd at Interarity Pt	2	\$3,198.90
			Subtotal - Esc Co.	\$188,176.44

Santa Rosa County

1	34.	US 98 & SR 87	2	\$3,198.90
2	35.	US 98 & Navarre Beach Causeway	2	\$3,198.90
3	36.	US 98 & Winn Dixie	2	\$3,198.90
4	37.	US 98 & Panhandle Trail	2	\$3,198.90
5	38.	US 98 & Wal-Mart	2	\$3,198.90
6	39.	US 98 & Whispering Pines	2	\$3,198.90
7	40	US 98 and Andora (Publix)	2	\$3,198.90
8	41	US 98 and Orion Parker	2	\$3,198.90
9	42.	US 90/Avalon	2	\$3,198.90
10	43.	US 90/K-mart	2	\$3,198.90
11	44.	US 90/Parkmore Plaza Dr	2	\$3,198.90
12	45	US 90/Glover Ln	2	\$3,198.90
13	46.	US 90/SR 89 (Dogwood Dr)	2	\$3,198.90
14	47.	US 90/SR 87 (Stewart St)	2	\$3,198.90
15	48.	US 90/CR 191 (Canal St)	2	\$3,198.90
16	49.	US 90/Elmira St	2	\$3,198.90
17	50.	US 90/Willing St	2	\$3,198.90

Area Wide Coordinated Signal Timing Program - Year 2
Signal List as of Final Invoice
June 2010

Subtotal - SR Co. \$54,381.30

City of Pensacola

1	51.	Garden St/Tarragona St	3	\$7,132.84
2	52.	Garden St/Jefferson St	3	\$7,132.84
3	53.	Garden St/Palafox St	3	\$7,132.84
4	54.	Garden St/Baylen St	3	\$7,132.84
5	55.	Garden St/Spring St	3	\$7,132.84
6	56.	Garden St/A St	3	\$7,132.84
7	57.	Garden St/Barrancas Ave	3	\$7,132.84
8	58.	Garden St/E St	2	\$3,198.90
9	59.	Garden/Navy & Pace Blvd	2	\$3,198.90
10	60.	Navy Blvd/W St	2	\$3,198.90
11	61.	Creighton/Wal-Mart	2	\$3,198.90
12	62.	Creighton/Tippin Ave	2	\$3,198.90
13	63.	Fairfield/9 th Ave	2	\$3,198.90
14	64.	Fairfield/12 th Ave	2	\$3,198.90
15	65.	12 th Ave/Summit	2	\$3,198.90
16	66.	12 th Ave/Airport	2	\$3,198.90
17	67.	12 th Ave/College Pkwy	2	\$3,198.90
18	68.	US 90 (Cervantes St)/Perry	2	\$3,198.90
19	69.	US 90 (Cervantes St)/17 th Ave	2	\$3,198.90
20	70.	US 90 (Cervantes St)/12 th Ave	2	\$3,198.90
21	71.	US 90 (Cervantes St)/"A" St	2	\$3,198.90
22	72.	US 90 (Cervantes St)/"E" St	2	\$3,198.90
23	73.	US 90 (Cervantes St)/Pace Blvd	2	\$3,198.90
24	74.	US 90 (Cervantes St)/"S" St	2	\$3,198.90
25	75.	Airport Blvd/K-mart Shopping Center	2	\$3,198.90
26	76.	Airport Blvd/College Pkwy	2	\$3,198.90
27	77.	Airport Blvd/Lowes	2	\$3,198.90
28	78.	Airport Blvd/Cobblestone Dr.	2	\$3,198.90
29	79.	Airport Blvd/Davis Hwy	2	\$3,198.90
30	80.	Bayou Blvd/12 th Ave	2	\$3,198.90
31	81.	Bayou Blvd/Target Shopping Center	2	\$3,198.90
32	82.	Bayou Blvd/Rave Theatre	2	\$3,198.90
33	83	Bayfront at Chase St	3	\$7,132.84
34	84	Bayfront at 17th Ave	3	\$7,132.84
			Subtotal - City	\$144,168.06

Grand Total - Year 2 \$386,725.80

84

Escambia County

		Level of Service	Cost
<u>System E-1</u>			
1	US 98/Navy Exchange-PJC	3	\$7,132.84
2	US 98/VA Clinic (new master)	3	\$7,132.84
3	US 98/Navy Hospital	3	\$7,132.84
4	US 98/61st Ave	3	\$7,132.84
5	US 98/72nd Ave	3	\$7,132.84
6	US 98/Fairfield Dr	3	\$7,132.84
7	US 98/Blue Angel Pkwy	3	\$7,132.84

<u>System P-6</u>			
8	W St/Jackson St	2	\$3,198.90
9	W St/Cervantes-Mobile Hwy	2	\$3,198.90
10	W St/Avery St	2	\$3,198.90
11	W St/Scott St	2	\$3,198.90

<u>System E-12</u>			
12	Davis Hwy/Johnson Ave	4	\$2,158.19
13	Davis Hwy/Klinger St	4	\$2,158.19
14	Davis Hwy/University Pkwy	4	\$2,158.19
15	Davis Hwy/Olive Rd (Master)	4	\$2,158.19
16	Davis Hwy/Northcross/McDonalds	4	\$2,158.19
17	Davis Hwy/I-10 North Side Ramp	4	\$2,158.19

<u>System E-8</u>			
18	Davis Hwy/I-10 South Side Ramp	4	\$2,158.19
19	Davis Hwy/Bloodworth Ln (Master)	4	\$2,158.19
20	Davis Hwy/Creighton Rd	4	\$2,158.19
21	Davis Hwy/Burgess Rd	4	\$2,158.19
22	Davis Hwy/Langley (City)	4	\$2,158.19
23	Davis Hwy/Airport Blvd	4	\$2,158.19

<u>System E-14</u>			
24	W St/Airport Blvd	3	\$7,132.84

<u>Non-Systems</u>			
26	Fairfield Dr/Lillian Hwy	2	\$3,198.90
27	Fairfield Dr/Patricia Dr/72nd Ave	2	\$3,198.90
28	Blue Angel Pkwy/Dog Track Rd	2	\$3,198.90
29	Blue Angel Pkwy/Lillian Hwy	2	\$3,198.90
30	Blue Angel Pkwy/Muldoon Rd	2	\$3,198.90
31	Blue Angel Pkwy/Saufley Field Rd	3	\$7,132.84
32	Blue Angel Pkwy/Mobile Hwy	3	\$7,132.84
33	Brent Ln/Beverly Pkw/Palafox St/Pensacola Blvd	3	\$7,132.84
34	Beverly Pkwy/W St	3	\$7,132.84
35	Michigan Ave/Memphis Ave	2	\$3,198.90
36	Michigan Ave/Mobile Hwy	3	\$7,132.84
37	Saufley Field Rd/Muldoon Rd	2	\$3,198.90

subtotal - Esc. Co. \$153,813.10

<u>City/County Signals</u>			
38	Airport Blvd/Old Palafox	2	\$3,198.90
39	Airport Blvd/US 29 (review for coordination)	4	\$2,158.19
40	Airport Blvd/Hancock (review for coordination)	4	\$2,158.19
41	Airport Blvd/I-110 SB (review for coordination)	4	\$2,158.19
42	Airport Blvd/I-110 NB (review for coordination)	4	\$2,158.19
43	Fairfield Dr/I-110 SB (review for coordination)	4	\$2,158.19
44	Fairfield Dr/Davis Hwy (review for coordination)	4	\$2,158.19
45	Davis Hwy/I-110 NB (review for coordination)	4	\$2,158.19
46	Brent Ln/Davis Hwy	4	\$2,158.19
47	Brent Ln/I-110 NB	4	\$2,158.19
48	Brent Ln/I-110 SB	4	\$2,158.19
49	Brent Ln/Rawson Ln	4	\$2,158.19
50	Mobile Hwy (US90)/Green St	2	\$3,198.90
51	Mobile Hwy/Cervantes (US90)/W St	3	\$7,132.84
52	Mobile Hwy (US90)/New Warrington Rd (review for coord)	4	\$2,158.19

subtotal - City/Cty \$39,428.92

<u>Santa Rosa County</u>		
53	US 90/Woodbine Rd	\$3,198.90
54	US 90/Chumuckla Hwy	\$3,198.90
55	US 90/W Spencer Field Rd	\$3,198.90
56	US 90/E Spencer Field Rd	\$3,198.90
57	US 90/Target Shopping Center	\$7,132.84
58	US 90/Home Depot	\$7,132.84
59	US 90/Wal Mart Shopping Center	\$7,132.84
60	US 90/Bell Ln	\$7,132.84
61	US 90/Ward Basin Rd	\$7,132.84
62	US 90/SR 87	\$7,132.84
63	SR 89/Hickory Hammock Rd	\$3,198.90
64	SR 89/Berryhill Rd	\$3,198.90
65	SR 87/Berryhill Rd	\$3,198.90
66	SR 87/Park Ave	\$3,198.90
67	Woodbine/Chumuckla Hwy/Quintette Rd/Berryhill Rd	\$7,132.84
subtotal - SR County		\$75,521.08
<u>City of Gulf Breeze</u>		
68	US 98/Fairpoint Dr	\$1,700.00
69	US 98/Daniel Dr	\$1,700.00
70	US 98/Gulf Breeze Hospital	\$1,700.00
71	US 98/Gondolier-Kelton	\$1,700.00
subtotal - Gulf Breeze		\$6,800.00
<u>City of Pensacola</u>		
72	Palafox/Leonard	\$3,198.90
73	Palafox/Maxwell	\$3,198.90
74	Palafox/Jordan	\$3,198.90
75	Palafox/Blount	\$3,198.90
76	Palafox/Cervantes	\$7,132.84
77	Palafox/Wright	\$7,132.84
78	Palafox/Gregory	\$7,132.84
79	Palafox/Chase	\$7,132.84
80	Gregory/Alcaniz	\$7,132.84
81	Gregory/Tarrogon	\$7,132.84
82	Gregory/Jefferson	\$7,132.84
83	Gregory/Spring	\$7,132.84
84	Chase/Baylen	\$7,132.84
85	Chase/Tarragona	\$7,132.84
86	Scenic Hwy/Creighton Rd	\$7,132.84
87	Scenic Hwy/Langley Ave	\$7,132.84
88	Scenic Hwy/Summit Blvd	\$7,132.84
89	Main St/Barrancas Ave	\$3,198.90
90	Main St/Palafox St	\$7,132.84
91	Main St/A St	\$3,198.90
92	Main St/E St	\$3,198.90
93	Spanish Trail/Summit Blvd	\$3,198.90
94	Spanish Trail/Langley Ave	\$3,198.90
95	E St/Avery St	\$3,198.90
96	E St/Moreno St	\$3,198.90
Subtotal - City		\$135,047.66
Grand Total - Year 3		\$410,610.76

Appendix D

Pedestrian-Actuated Signal Project Priorities (Project # 4079381)

Proposed Pedestrian Actuated Signals List for 2011 and 2012

2011 Escambia County (407938-2-52-01):

- SR 295 (Fairfield Dr.) at CR 453 (W Street)
- SR 295 (Fairfield Dr.) at SR 292 (Pace Blvd.)
- SR 295 (Fairfield Dr.) at 12th Avenue
- SR 289 (N 9th Ave.) at Cordova Mall/Sacred Heart Hospital entrance
- SR 292 (Gulf Beach Hwy.) at Fairfield Dr.
- SR 297 (Pine Forest Rd.) at Wilde Lake Dr.
- SR 297 (Pine Forest Rd.) at I-10 WB Off-Ramp
- SR 95 (Pensacola Blvd.) at Broad St.
- CR 296 (Saufley Field Rd.) at SR 173 (Blue Angel Pkwy.)
- CR 296 (Saufley Field Rd.) at Muldoon Rd.
- SR 727 (Fairfield Dr.) at Patricia Dr./72nd St.
- SR 727 (Fairfield Dr.) at 61st Ave.
- SR 10/US 90 (Nine Mile Rd.) at SR 297 (Pine Forest Rd.)
- SR 10/US 90 (Nine Mile Rd.) at US 29 Southbound
- SR 10/US 90 (Nine Mile Rd.) at US 29 Northbound
- SR 10/US 90 (Nine Mile Rd.) at SR 95A (Old Palafox St.)
- SR 10A (Scenic Hwy.) at US 90A (Davis Hwy.)
- SR 173 (Blue Angel Pkwy.) at SR 298 (Lillian Hwy.)
- SR 173 (Blue Angel Pkwy.) at Muldoon Rd.

2011 Santa Rosa County (407938-3-52-01):

- SR 30 (US 98) at Baptist Gulf Breeze Hospital
- SR 30 (US 98) at Oriole Beach Rd.
- Woodbine Rd. (CR 197A) at Chumuckla Hwy. (CR 197)/Quintette Rd. (CR 184)

2012 Escambia County (407938-2-52-02):

- SR 95 (Pensacola Blvd.) at Detroit Blvd.
- SR 95 (Pensacola Blvd.) at Hood Dr.
- CR 749 (Chemstrand Rd.) at E. Kingsfield Rd.
- SR 173 (Blue Angel Pkwy.) at SR 292 (Sorrento Rd.)
- SR 173 (Blue Angel Pkwy.) at CR 297 (Dog Track Rd.)
- SR 173 (Blue Angel Pkwy.) at SR 30 (US 98)
- CR 95A (Old Palafox Hwy.) at Hancock Ln.
- CR 95A (Old Palafox Hwy.) at W. Burgess Rd.
- CR 95A (Old Palafox Hwy.) at SR 290 (Olive Rd.)
- CR 95A (Old Palafox Hwy.) at Ensley St.
- CR 95A (Old Palafox Hwy.) at Hood Dr.
- SR 292 (Sorrento Rd./Gulf Beach Hwy.) at CR 293 (Bauer Rd.)
- SR 750 (Airport Blvd.) at Lowes Entrance
- SR 295 (New Warrington Rd.) at SR 298 (Lillian Hwy.)

2012 Santa Rosa County (407938-3-52-02):

- SR 10 (US 90) at CR 197A (Woodbine Rd.)
- SR 10 (US 90) at CR 197B (W. Spencer Field Rd.)
- SR 10 (US 90) at E. Spencer Field Rd.
- SR 10 (US 90) at Parkmore Plaza Dr./Jaimee Leigh Dr.
- SR 10 (US 90) at Glover Ln.
- SR 10 (US 90) at Milton Square
- SR 10 (US 90) at Dogwood Dr.
- SR 30 (US 98/Navarre Parkway) at Panhandle Tr./Campground Ent.
- SR 30 (US 98/Navarre Parkway) at Whispering Pines Blvd.

Appendix E

Public Transportation Capital Improvements

PUBLIC TRANSPORTATION CAPITAL IMPROVEMENTS

Priority	Project Name	Cost	Scope
1	Bus Stop Signs	\$18,000	Purchase and install 300 signs along routes with inadequate identification
2	Replacement of Radio System	\$167,131	Purchase and install digital radio system on all buses.
3	Shelters with Solar Lighting	\$310,000	Purchase 50 shelters and install
4	Smart Card System	\$180,000	Purchase and install electronic fare media
5	GPS-Clock Counter	\$200,000	To install GPS on 20 buses for additional infrastructure to support daily operations
6	Bus Stop Announcers	\$150,000	Accessibility enhancement for the disabled
7	DVR System for Buses	\$194,725	Digital Recording system for safety -security
8	Cut Away (Hybrid) Park-n-Ride Service	\$700,000	Purchase 5 cut away vehicles to service three Park-n-Ride areas
9	Park-n-Ride Terminals	\$300,000	Set up terminals at 3 Park-n-Ride facilities for the sale of passes and to give bus information
10	Repair Equipment- Natural Lighting in Maintenance area	\$50,000	Support lighting for the service of transit and outside facilities vehicles in maintenance area
11	WIFI-For Buses	\$8,800	Install a system that allows for internet access on buses, to support Park-n-Ride services
12	Digital Display Signs	\$100,000	Install 5 digital display signs for identifying of ECAT branding Park-n-Ride services
13	Laptops for Safety/ Training	\$18,000	Purchase 3 tough-books for EOC operations and field operations

Appendix F

Intelligent Transportation System Master Plan

ITS MASTER PLAN COST FEASIBLE PLAN PROJECTS

FIVE YEAR WORK PROGRAM COST (2011/25)

1	Advanced Traffic Management System (Phase I)		2,778,685
2	Advanced Traffic Management System (Phase II)		2,778,685
3	Advanced Traffic Management System (Phase III)		2,778,685
4	Regional Traffic Management System		2,036,665
5	Cameras on Arterials		677,822
6	Freeway Management System	18,198,000	
	Total ITS Costs without OPS and Maintenance	18,198,000	11,050,542
7	Operations and Maintenance	1,939,800	1,345,133
8	3% Personnel Cost	581,940	403,540
	Total Costs with O&M and Personnel Costs	20,719,740	*12,799,215
	TOTAL COSTS 05/25		33,518,955

* TPO Project Priority Cost

- 1. Advanced Traffic Management System (Phase I)-** In conjunction with the revision of the area's master plan, the need exists to modernize the major corridor traffic signal systems to *Intelligent Transportation System (ITS)** mode.
- 2. Advanced Traffic Management System (Phase I and II)-** Would continue the deployment of new traffic controllers and interconnection at the rate of 100 units per phase.

* The term **Intelligent Transportation System (ITS)** refers to efforts to add information and communications technology infrastructure to transport vehicles in an effort to manage factors that typically are at odds with each other, such as vehicles, loads, and routes to improve safety and reduce vehicle wear, transportation times and fuel consumption. ITS can vary in technologies applied from basic management systems: car navigation, traffic signal control systems, container management systems, variable message signs, automatic plate number recognition or speed cameras to monitoring applications, such as security CCTV systems, to more advanced applications that integrate live data and feedback from a number of other sources, such as parking guidance and information systems, weather information, bridge de-icing systems and the like. Additionally, predictive techniques are being developed in order to allow advanced modeling and comparison with historical baseline data.

Appendix G

Corridor Management Plans and Projects

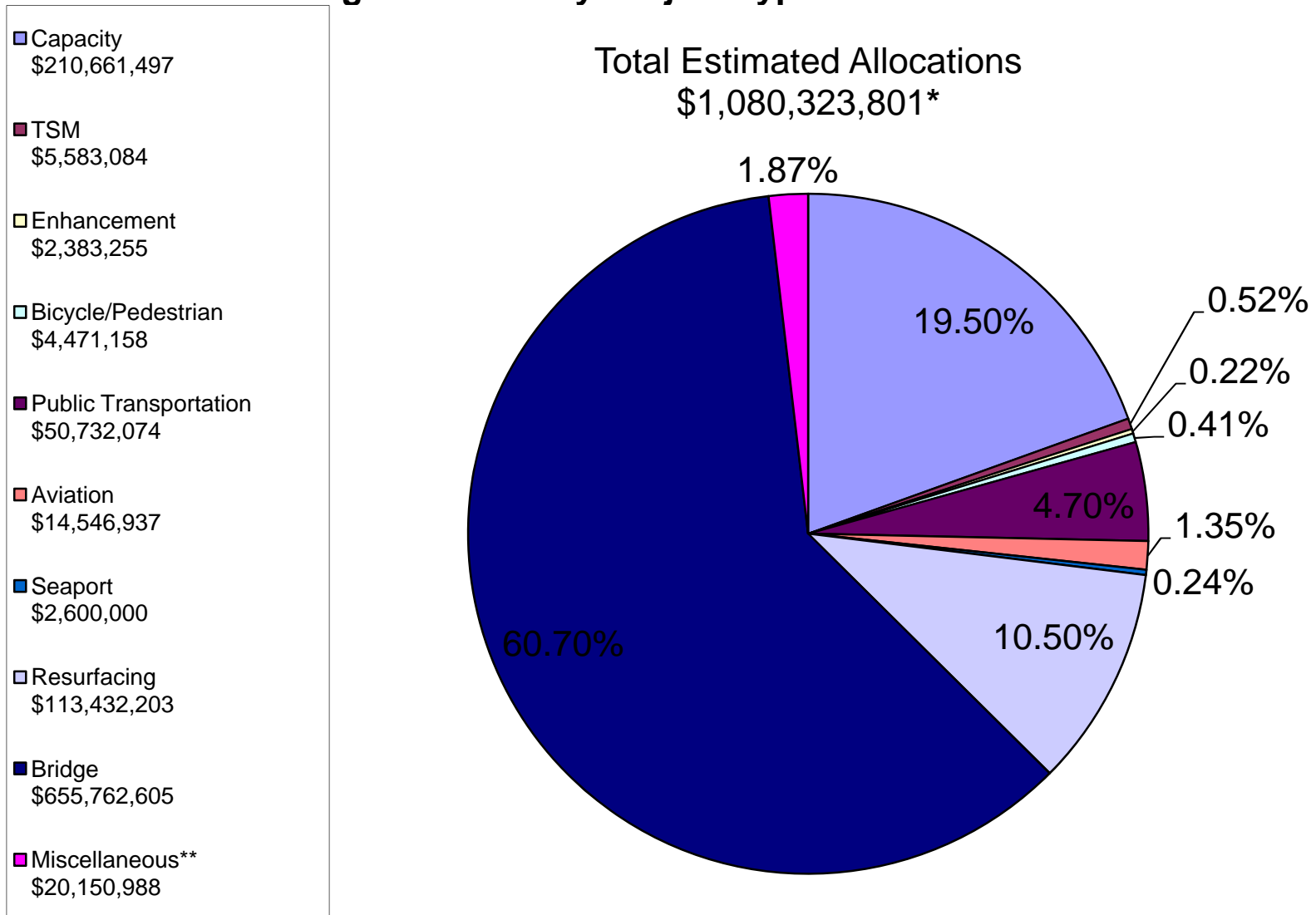
Corridor Management Studies and Projects Sub-List

Description	Project Name	From	To
\$130,000 Annually for Corridor Management Plan/Studies	(1) Update of US98 Corridor Plan in Santa Rosa County**This study if funded with XU funds on the Work Program but needs additional funding.	Escambia County Line	Okaloosa County Line
	(2) Main Street	Barrancas	Clubbs Street
	(3) Old Palafox Highway	US 29	9 Mile Road
	(4) US 29**	9.5 Mile Rd	Old Palafox Hwy
\$1,500,000 Annually for Corridor Management Projects (funding will alternate between counties at five year intervals; funding will go to Santa Rosa beginning in 2017)	(1) Olive Road	Old Palafox	Scenic Hwy
	(2) Gulf Beach Highway	Navy Blvd	Blue Angel Pkwy
	(3) Fairfield Drive	Mobile Hwy	Lillian Highway
	(4) Main Street	Barrancas	Clubbs Street

Appendix F

Financial Summaries and Charts

Estimated Funding Allocation by Project Type for Fiscal Years 2013-2017



*Total Estimated Allocations includes funding from FDOT, ALDOT, and Local Governments

**The total shown above for Miscellaneous includes \$202,515 from ALDOT that has not been designated to a specific project

County: Escambia
 CTC: Pensacola Bay Transportation
 Contact: Howard K. Vanselow
 3100 McCormick Street
 Pensacola, FL 32514
 850-476-8130

Email: hvanselow@pensacolabaytransportation.com

Demographics	Number	Percentage
Total County Population / Percent of State Total	297,619	1.58%
Potential TD Population / Percent of CountyTotal	121,358	40.78%
UDPHC / Percent of TD Passengers Served	2,597	2.14%

Florida Commission for the



**Transportation
Disadvantaged**

Trips By Type of Service	2010	2011	% Change
Fixed Route (FR)	143,543	115,920	-19.24%
Deviated FR	-	-	NA
Ambulatory	102,957	104,395	1.40%
Non-Ambulatory	36,605	38,250	4.49%
Stretcher	182	120	-34.07%
School Board	-	-	NA
TOTAL TRIPS	283,287	258,685	-8.68%

Passenger Trips By Trip Purpose

Medical	59,713	52,674	-11.79%
Employment	169,080	143,239	-15.28%
Ed/Train/DayCare	11,702	9,836	-15.95%
Nutritional	517	1,893	266.15%
Life-Sustaining/Other	42,275	51,043	20.74%
TOTAL TRIPS	283,287	258,685	-8.68%

Passenger Trips By Funding Source

CTD	20,246	20,066	-0.89%
AHCA	60,487	61,103	1.02%
APD	1,424	1,528	7.30%
DOEA	9,472	8,651	-8.67%
DOE	1,703	2,696	58.31%
Other	189,955	164,641	-13.33%
TOTAL TRIPS	283,287	258,685	-8.68%

Vehicle Data	2010	2011	% Change
Vehicle Miles	1,315,148	1,670,306	27.01%
Revenue Miles	1,133,270	1,024,241	-9.62%
Roadcalls	55	56	1.82%
Accidents	2	5	150.00%
Vehicles	28	31	10.71%
Driver Hours	75,913	80,494	6.03%

Financial and General Data

Expenses	\$3,420,101	\$3,020,594	-11.68%
Revenues	\$3,106,876	\$3,248,715	4.57%
Commendations	4	17	325.00%
Complaints	22	33	50.00%
Passenger No-Shows	6,594	5,273	-20.03%
Unmet Trip Requests	1,295	1,490	15.06%

Performance Measures

Accidents per 100,000 Miles	0.15	0.3	100.00%
Miles between Roadcalls	23,912	29,827	24.74%
Avg. Trips per Driver Hour	1.84	1.77	-3.80%
Avg. Trips per Para Pass.	47.61	67.15	41.04%
Cost per Trip	12.07	11.68	-3.23%
Cost per Paratransit Trip	22.72	19.89	-12.46%
Cost per Driver Hour	41.82	35.27	-15.66%
Cost per Total Mile	2.41	1.7	-29.46%

County: Santa Rosa
 CTC: Pensacola Bay Transportation
 Contact: Howard K. Vanselow
 3100 McCormick Street
 Pensacola, FL 32514
 850-476-8130

Email: hvanselow@pensacolabaytransportation.com

Demographics	Number	Percentage
Total County Population / Percent of State Total	151,372	0.81%
Potential TD Population / Percent of CountyTotal	49,240	32.53%
UDPHC / Percent of TD Passengers Served	529	1.07%



Trips By Type of Service	2010	2011	% Change
Fixed Route (FR)	46,474	28,174	-39.38%
Deviated FR	-	-	NA
Ambulatory	26,153	17,163	-34.37%
Non-Ambulatory	3,492	5,021	43.79%
Stretcher	25	4	-84.00%
School Board	-	-	NA
TOTAL TRIPS	76,144	50,362	-33.86%

Passenger Trips By Trip Purpose

Medical	5,777	5,786	0.16%
Employment	54,906	33,790	-38.46%
Ed/Train/DayCare	7,368	869	-88.21%
Nutritional	298	30	-89.93%
Life-Sustaining/Other	7,795	9,887	26.84%
TOTAL TRIPS	76,144	50,362	-33.86%

Passenger Trips By Funding Source

CTD	10,218	9,519	-6.84%
AHCA	8,223	9,098	10.64%
APD	6,870	924	-86.55%
DOEA	428	-	-100.00%
DOE	12	239	1891.67%
Other	50,393	30,582	-39.31%
TOTAL TRIPS	76,144	50,362	-33.86%

Vehicle Data	2010	2011	% Change
Vehicle Miles	477,274	363,922	-23.75%
Revenue Miles	405,764	296,076	-27.03%
Roadcalls	10	6	-40.00%
Accidents	-	-	NA
Vehicles	10	9	-10.00%
Driver Hours	17,699	14,706	-16.91%

Financial and General Data

Expenses	\$691,806	\$578,907	-16.32%
Revenues	\$928,450	\$745,839	-19.67%
Commendations	5	1	-80.00%
Complaints	8	6	-25.00%
Passenger No-Shows	988	877	-11.23%
Unmet Trip Requests	603	677	12.27%

Performance Measures

Accidents per 100,000 Miles	0	0	NA
Miles between Roadcalls	47,727	60,654	27.09%
Avg. Trips per Driver Hour	1.68	1.51	-10.12%
Avg. Trips per Para Pass.	56.3	53.21	-5.49%
Cost per Trip	9.09	11.49	26.40%
Cost per Paratransit Trip	20.76	24.19	16.52%
Cost per Driver Hour	34.8	36.49	4.86%
Cost per Total Mile	1.29	1.47	13.95%

Appendix G

Department of Economic Opportunity Letter of Consistency

Rick Scott
GOVERNOR



Hunting F. Deutsch
EXECUTIVE DIRECTOR

OCT 1 2012

**FLORIDA DEPARTMENT of
ECONOMIC OPPORTUNITY**

September 28, 2012

Lane Lynchard

The Honorable ~~Gene~~ *Valentino*
Chairman, Florida-Alabama
Transportation Planning Organization
4081 East Olive Road, Suite A
Pensacola, Florida 32514

Dear Chairman *Lynchard* ~~Valentino~~:

Thank you for submitting the Florida-Alabama Transportation Planning Organization Transportation Improvement Program (TIP) for fiscal years 2012/2013 through 2016/2017. Pursuant to Section 339.175, Florida Statutes, the Department has reviewed the TIP for consistency with the applicable local government comprehensive plans.

Our review indicates that the TIP is consistent with the comprehensive plans of the local governments in the Transportation Planning Organization's area.

We appreciate your efforts to coordinate the transportation projects in your TIP with local government comprehensive plans. Should you have any questions concerning this determination or the review process, please contact Jeannette Hallock-Solomon, AICP at (850) 717-8490 or Chris Wiglesworth at (850) 717-8515.

Sincerely,

Mike McDaniel, Chief
Office of Comprehensive Planning

MM/caw

Appendix H

Florida Department of Transportation Letter of Consistency

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**(The TIP is submitted to FDOT for approval after it is
approved by the TPO)**

Project Index

FM #	TIP #	Project Name	Page
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SR22		US98	3-11
SR23		US98	3-12
2186031		SR 95 (US 29)	2-2
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2186054		SR 10 (US 90A) Nine Mile Road	2-4
2186202		SR 289 9th Avenue	2-5
2186931		ESCAMBIA/SANTA ROSA	6-9
2186936		ESCAMBIA/SANTA ROSA	6-10
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INTRODUCTION

The 5-Year District Facilities Work Program is a very important document. The Department of Education, Legislature, Governor's Office, Division of Community Planning (growth management), local governments, and others use the work program information for various needs including funding, planning, and as the authoritative source for school facilities related information.

The district's facilities work program must be a complete, balanced capital outlay plan that is financially feasible. The first year of the work program is the districts capital outlay budget. To determine if the work program is balanced and financially feasible, the "Net Available Revenue" minus the "Funded Projects Costs" should sum to zero for "Remaining Funds".

If the "Remaining Funds" balance is zero, then the plan is both balanced and financially feasible.

If the "Remaining Funds" balance is negative, then the plan is neither balanced nor feasible.

If the "Remaining Funds" balance is greater than zero, the plan may be feasible, but it is not balanced.

Summary of revenue/expenditures available for new construction and remodeling projects only.

	2013 - 2014	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	Five Year Total
Total Revenues	\$116,184,337	\$20,494,621	\$20,494,621	\$20,494,621	\$20,494,621	\$198,162,821
Total Project Costs	\$116,184,337	\$20,494,621	\$20,494,621	\$20,494,621	\$20,494,621	\$198,162,821
Difference (Remaining Funds)	\$0	\$0	\$0	\$0	\$0	\$0

District ESCAMBIA COUNTY SCHOOL DISTRICT

Fiscal Year Range

CERTIFICATION

By submitting this electronic document, we certify that all information provided in this 5-year district facilities work program is accurate, all capital outlay resources are fully reported, and the expenditures planned represent a complete and balanced capital outlay plan for the district. The district Superintendent of Schools, Chief Financial Officer, and the School Board have approved the information contained in this 5-year district facilities work program; they certify to the Department of Education, Office of Educational Facilities, that the information contained herein is correct and accurate; they also certify that the plan has been developed in coordination with the general purpose local governments as required by §1013.35(2) F.S. We understand that any information contained in this 5-year district facilities work program is subject to audit by the Auditor General of the State of Florida.

Date of School Board Adoption 9/17/2013
Work Plan Submittal Date 9/18/2013
DISTRICT SUPERINTENDENT Malcolm Thomas
CHIEF FINANCIAL OFFICER Terry St. Cyr
DISTRICT POINT-OF-CONTACT PERSON Anthony B. Noles
JOB TITLE Director of Facilities Planning
PHONE NUMBER 850.469.5669
E-MAIL ADDRESS anoles@escambia.k12.fl.us

Expenditures

Expenditure for Maintenance, Repair and Renovation from 1.50-Mills and PECO

Annually, prior to the adoption of the district school budget, each school board must prepare a tentative district facilities work program that includes a schedule of major repair and renovation projects necessary to maintain the educational and ancillary facilities of the district.

Item	2013 - 2014 Actual Budget	2014 - 2015 Projected	2015 - 2016 Projected	2016 - 2017 Projected	2017 - 2018 Projected	Total
HVAC	\$0	\$0	\$0	\$0	\$0	\$0
Locations:	No Locations for this expenditure.					
Flooring	\$62,538	\$62,538	\$62,538	\$62,538	\$62,538	\$312,690
Locations:	A K SUTER ELEMENTARY, BELLVIEW ELEMENTARY, BELLVIEW MIDDLE, BEULAH ELEMENTARY, BLUE ANGELS ELEMENTARY, BRATT ELEMENTARY, BRENTWOOD ELEMENTARY, BROWN BARGE MIDDLE, BROWN-BARGE ANNEX, C A WEIS ELEMENTARY, CENTRAL WAREHOUSE, CORDOVA PARK ELEMENTARY, ENSLEY ELEMENTARY, ERNEST WARD MIDDLE, ESCAMBIA SENIOR HIGH, ESCAMBIA WESTGATE CENTER, FERRY PASS ELEMENTARY, FERRY PASS MIDDLE, GEO STONE / W FL HI SCHOOL OF ADVANCED TECHNOLOGY, HELLEN CARO ELEMENTARY, J E HALL EDUCATIONAL SERVICES CENTER, J H WORKMAN MIDDLE, J M TATE SENIOR HIGH, JIM ALLEN ELEMENTARY, JIM C BAILEY MIDDLE, JUDY ANDREWS SCHOOL, L D MCARTHUR ELEMENTARY, LINCOLN PARK ELEMENTARY, LONGLEAF ELEMENTARY, MCMILLAN PRE-K CENTER, MOLINO PARK ELEMENTARY, MONTCLAIR ELEMENTARY, MYRTLE GROVE ELEMENTARY, N B COOK ELEMENTARY (NEW), NAVY POINT ELEMENTARY, NORTHVIEW SENIOR HIGH, O J SEMMES ELEMENTARY, OAKCREST ELEMENTARY, PACE ADMINISTRATION OFFICE, PENSACOLA SENIOR HIGH, PINE FOREST SENIOR HIGH, PINE MEADOW ELEMENTARY, PLEASANT GROVE ELEMENTARY, R C LIPSCOMB ELEMENTARY, RANSOM MIDDLE, REINHARDT HOLM ELEMENTARY, ROY L HYATT ENVIRONMENTAL CENTER, SCENIC HEIGHTS ELEMENTARY, SHERWOOD ELEMENTARY, W J WOODHAM MIDDLE SCHOOL, WARRINGTON ELEMENTARY, WARRINGTON MIDDLE, WASHINGTON SENIOR HIGH, WEST PENSACOLA ELEMENTARY					
Roofing	\$0	\$0	\$0	\$0	\$0	\$0
Locations:	No Locations for this expenditure.					
Safety to Life	\$0	\$0	\$0	\$0	\$0	\$0
Locations:	No Locations for this expenditure.					
Fencing	\$0	\$0	\$0	\$0	\$0	\$0
Locations:	No Locations for this expenditure.					
Parking	\$0	\$0	\$0	\$0	\$0	\$0
Locations:	No Locations for this expenditure.					
Electrical	\$0	\$0	\$0	\$0	\$0	\$0
Locations:	No Locations for this expenditure.					
Fire Alarm	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000
Locations:	A K SUTER ELEMENTARY, BELLVIEW ELEMENTARY, BELLVIEW MIDDLE, BEULAH ELEMENTARY, BLUE ANGELS ELEMENTARY, BRATT ELEMENTARY, BRENTWOOD ELEMENTARY, BROWN BARGE MIDDLE, C A WEIS ELEMENTARY, CENTRAL WAREHOUSE, CORDOVA PARK ELEMENTARY, ENSLEY ELEMENTARY, ERNEST WARD MIDDLE, ESCAMBIA SENIOR HIGH, ESCAMBIA WESTGATE CENTER, FERRY PASS ELEMENTARY, FERRY PASS MIDDLE, GEO STONE / W FL HI SCHOOL OF ADVANCED TECHNOLOGY, GLOBAL LEARNING ACADEMY, HELLEN CARO ELEMENTARY, J E HALL EDUCATIONAL SERVICES CENTER, J H WORKMAN MIDDLE, J M TATE SENIOR HIGH, JIM ALLEN ELEMENTARY, JIM C BAILEY MIDDLE, JUDY ANDREWS SCHOOL, L D MCARTHUR ELEMENTARY, LINCOLN PARK ELEMENTARY, LONGLEAF ELEMENTARY, MCMILLAN PRE-K CENTER, MOLINO PARK ELEMENTARY, MONTCLAIR ELEMENTARY, MYRTLE GROVE ELEMENTARY, N B COOK ELEMENTARY (NEW), NAVY POINT ELEMENTARY, NORTHVIEW SENIOR HIGH, O J SEMMES ELEMENTARY, OAKCREST ELEMENTARY, PACE ADMINISTRATION OFFICE, PENSACOLA SENIOR HIGH, PINE FOREST SENIOR HIGH, PINE MEADOW ELEMENTARY, PLEASANT GROVE ELEMENTARY, R C LIPSCOMB ELEMENTARY, RANSOM MIDDLE, REINHARDT HOLM ELEMENTARY, ROY L HYATT ENVIRONMENTAL CENTER, SCENIC HEIGHTS ELEMENTARY, SHERWOOD ELEMENTARY, W J WOODHAM MIDDLE SCHOOL, WARRINGTON ELEMENTARY, WARRINGTON MIDDLE, WASHINGTON SENIOR HIGH, WEST PENSACOLA ELEMENTARY					

Telephone/Intercom System	\$0	\$0	\$0	\$0	\$0	\$0
Locations:	No Locations for this expenditure.					
Closed Circuit Television	\$0	\$0	\$0	\$0	\$0	\$0
Locations:	No Locations for this expenditure.					
Paint	\$676,572	\$676,572	\$676,572	\$676,572	\$676,572	\$3,382,860
Locations:	A K SUTER ELEMENTARY, BELLVIEW ELEMENTARY, BELLVIEW MIDDLE, BEULAH ELEMENTARY, BLUE ANGELS ELEMENTARY, BRATT ELEMENTARY, BRENTWOOD ELEMENTARY, BROWN BARGE MIDDLE, BROWN-BARGE ANNEX, C A WEIS ELEMENTARY, CENTRAL WAREHOUSE, CORDOVA PARK ELEMENTARY, ENSLEY ELEMENTARY, ERNEST WARD MIDDLE, ESCAMBIA SENIOR HIGH, ESCAMBIA WESTGATE CENTER, FERRY PASS ELEMENTARY, FERRY PASS MIDDLE, GEO STONE / W FL HI SCHOOL OF ADVANCED TECHNOLOGY, GLOBAL LEARNING ACADEMY, HELLEN CARO ELEMENTARY, J E HALL EDUCATIONAL SERVICES CENTER, J H WORKMAN MIDDLE, J M TATE SENIOR HIGH, JIM ALLEN ELEMENTARY, JIM C BAILEY MIDDLE, JUDY ANDREWS SCHOOL, L D MCARTHUR ELEMENTARY, LINCOLN PARK ELEMENTARY, LONGLEAF ELEMENTARY, MCMILLAN PRE-K CENTER, MOLINO PARK ELEMENTARY, MONTCLAIR ELEMENTARY, MYRTLE GROVE ELEMENTARY, N B COOK ELEMENTARY (NEW), NAVY POINT ELEMENTARY, NORTHVIEW SENIOR HIGH, O J SEMMES ELEMENTARY, OAKCREST ELEMENTARY, PACE ADMINISTRATION OFFICE, PENSACOLA SENIOR HIGH, PINE FOREST SENIOR HIGH, PINE MEADOW ELEMENTARY, PLEASANT GROVE ELEMENTARY, R C LIPSCOMB ELEMENTARY, RANSOM MIDDLE, REINHARDT HOLM ELEMENTARY, SCENIC HEIGHTS ELEMENTARY, SHERWOOD ELEMENTARY, W J WOODHAM MIDDLE SCHOOL, WARRINGTON ELEMENTARY, WARRINGTON MIDDLE, WASHINGTON SENIOR HIGH, WEST PENSACOLA ELEMENTARY					
Maintenance/Repair	\$0	\$0	\$0	\$0	\$0	\$0
Locations:	No Locations for this expenditure.					
Sub Total:	\$1,039,110	\$1,039,110	\$1,039,110	\$1,039,110	\$1,039,110	\$5,195,550

PECO Maintenance Expenditures	\$0	\$0	\$0	\$0	\$0	\$0
1.50 Mill Sub Total:	\$2,030,363	\$2,030,363	\$2,030,363	\$2,030,363	\$2,030,363	\$10,151,815

Other Items	2013 - 2014 Actual Budget	2014 - 2015 Projected	2015 - 2016 Projected	2016 - 2017 Projected	2017 - 2018 Projected	Total
District Wide Preventative Maintenance	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$275,000
Locations:	A K SUTER ELEMENTARY, BELLVIEW ELEMENTARY, BELLVIEW MIDDLE, BEULAH ELEMENTARY, BLUE ANGELS ELEMENTARY, BRATT ELEMENTARY, BRENTWOOD ELEMENTARY, BROWN BARGE MIDDLE, BROWN-BARGE ANNEX, C A WEIS ELEMENTARY, CENTRAL WAREHOUSE, CORDOVA PARK ELEMENTARY, ENSLEY ELEMENTARY, ERNEST WARD MIDDLE, ESCAMBIA SENIOR HIGH, ESCAMBIA WESTGATE CENTER, FERRY PASS ELEMENTARY, FERRY PASS MIDDLE, GEO STONE / W FL HI SCHOOL OF ADVANCED TECHNOLOGY, GLOBAL LEARNING ACADEMY, HELLEN CARO ELEMENTARY, J E HALL EDUCATIONAL SERVICES CENTER, J H WORKMAN MIDDLE, J M TATE SENIOR HIGH, JIM ALLEN ELEMENTARY, JIM C BAILEY MIDDLE, JUDY ANDREWS SCHOOL, L D MCARTHUR ELEMENTARY, LINCOLN PARK ELEMENTARY, LONGLEAF ELEMENTARY, MCMILLAN PRE-K CENTER, MOLINO PARK ELEMENTARY, MONTCLAIR ELEMENTARY, MYRTLE GROVE ELEMENTARY, N B COOK ELEMENTARY (NEW), NAVY POINT ELEMENTARY, NORTHVIEW SENIOR HIGH, O J SEMMES ELEMENTARY, OAKCREST ELEMENTARY, PACE ADMINISTRATION OFFICE, PENSACOLA SENIOR HIGH, PINE FOREST SENIOR HIGH, PINE MEADOW ELEMENTARY, PLEASANT GROVE ELEMENTARY, R C LIPSCOMB ELEMENTARY, RANSOM MIDDLE, REINHARDT HOLM ELEMENTARY, ROY L HYATT ENVIRONMENTAL CENTER, SCENIC HEIGHTS ELEMENTARY, SHERWOOD ELEMENTARY, W J WOODHAM MIDDLE SCHOOL, WARRINGTON ELEMENTARY, WARRINGTON MIDDLE, WASHINGTON SENIOR HIGH, WEST PENSACOLA ELEMENTARY					
Bleacher Repair and Replace Cycle	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Locations:	BELLVIEW MIDDLE, BROWN BARGE MIDDLE, ERNEST WARD MIDDLE, ESCAMBIA SENIOR HIGH, FERRY PASS MIDDLE, GEO STONE / W FL HI SCHOOL OF ADVANCED TECHNOLOGY, J H WORKMAN MIDDLE, J M TATE SENIOR HIGH, PENSACOLA SENIOR HIGH, PINE FOREST SENIOR HIGH, RANSOM MIDDLE, W J WOODHAM MIDDLE SCHOOL, WARRINGTON MIDDLE, WASHINGTON SENIOR HIGH					
Relocatable Classroom Renovations	\$51,521	\$51,521	\$51,521	\$51,521	\$51,521	\$257,605

Locations	A K SUTER ELEMENTARY, BELLVIEW ELEMENTARY, BELLVIEW MIDDLE, BEULAH ELEMENTARY, BLUE ANGELS ELEMENTARY, BRATT ELEMENTARY, BRENTWOOD ELEMENTARY, BROWN BARGE MIDDLE, C A WEIS ELEMENTARY, CORDOVA PARK ELEMENTARY, ENSLEY ELEMENTARY, ERNEST WARD MIDDLE, ESCAMBIA SENIOR HIGH, ESCAMBIA WESTGATE CENTER, FERRY PASS ELEMENTARY, FERRY PASS MIDDLE, GEO STONE / W FL HI SCHOOL OF ADVANCED TECHNOLOGY, GLOBAL LEARNING ACADEMY, HELLEN CARO ELEMENTARY, J H WORKMAN MIDDLE, J M TATE SENIOR HIGH, JIM ALLEN ELEMENTARY, JIM C BAILEY MIDDLE, JUDY ANDREWS SCHOOL, L D MCARTHUR ELEMENTARY, LINCOLN PARK ELEMENTARY, LONGLEAF ELEMENTARY, MCMILLAN PRE-K CENTER, MOLINO PARK ELEMENTARY, MONTCLAIR ELEMENTARY, MYRTLE GROVE ELEMENTARY, N B COOK ELEMENTARY (NEW), NAVY POINT ELEMENTARY, NORTHVIEW SENIOR HIGH, O J SEMMES ELEMENTARY, OAKCREST ELEMENTARY, PENSACOLA SENIOR HIGH, PINE FOREST SENIOR HIGH, PINE MEADOW ELEMENTARY, PLEASANT GROVE ELEMENTARY, R C LIPSCOMB ELEMENTARY, RANSOM MIDDLE, REINHARDT HOLM ELEMENTARY, ROY L HYATT ENVIRONMENTAL CENTER, SCENIC HEIGHTS ELEMENTARY, SHERWOOD ELEMENTARY, W J WOODHAM MIDDLE SCHOOL, WARRINGTON ELEMENTARY, WARRINGTON MIDDLE, WASHINGTON SENIOR HIGH, WEST PENSACOLA ELEMENTARY					
Energy Management DDC Controls	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Locations	A K SUTER ELEMENTARY, BELLVIEW ELEMENTARY, BELLVIEW MIDDLE, BEULAH ELEMENTARY, BLUE ANGELS ELEMENTARY, BRATT ELEMENTARY, BRENTWOOD ELEMENTARY, BROWN BARGE MIDDLE, BROWN-BARGE ANNEX, C A WEIS ELEMENTARY, CENTRAL WAREHOUSE, CORDOVA PARK ELEMENTARY, ENSLEY ELEMENTARY, ERNEST WARD MIDDLE, ESCAMBIA SENIOR HIGH, ESCAMBIA WESTGATE CENTER, FERRY PASS ELEMENTARY, FERRY PASS MIDDLE, GEO STONE / W FL HI SCHOOL OF ADVANCED TECHNOLOGY, GLOBAL LEARNING ACADEMY, HELLEN CARO ELEMENTARY, J E HALL EDUCATIONAL SERVICES CENTER, J H WORKMAN MIDDLE, J M TATE SENIOR HIGH, JIM ALLEN ELEMENTARY, JIM C BAILEY MIDDLE, JUDY ANDREWS SCHOOL, L D MCARTHUR ELEMENTARY, LINCOLN PARK ELEMENTARY, LONGLEAF ELEMENTARY, MCMILLAN PRE-K CENTER, MOLINO PARK ELEMENTARY, MONTCLAIR ELEMENTARY, MYRTLE GROVE ELEMENTARY, N B COOK ELEMENTARY (NEW), NAVY POINT ELEMENTARY, NORTHVIEW SENIOR HIGH, O J SEMMES ELEMENTARY, OAKCREST ELEMENTARY, PACE ADMINISTRATION OFFICE, PENSACOLA SENIOR HIGH, PINE FOREST SENIOR HIGH, PINE MEADOW ELEMENTARY, PLEASANT GROVE ELEMENTARY, R C LIPSCOMB ELEMENTARY, RANSOM MIDDLE, REINHARDT HOLM ELEMENTARY, ROY L HYATT ENVIRONMENTAL CENTER, SCENIC HEIGHTS ELEMENTARY, SHERWOOD ELEMENTARY, W J WOODHAM MIDDLE SCHOOL, WARRINGTON ELEMENTARY, WARRINGTON MIDDLE, WASHINGTON SENIOR HIGH, WEST PENSACOLA ELEMENTARY					
Door Replacement Cycle	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Locations	A K SUTER ELEMENTARY, BELLVIEW ELEMENTARY, BELLVIEW MIDDLE, BEULAH ELEMENTARY, BLUE ANGELS ELEMENTARY, BRATT ELEMENTARY, BRENTWOOD ELEMENTARY, BROWN BARGE MIDDLE, BROWN-BARGE ANNEX, C A WEIS ELEMENTARY, CENTRAL WAREHOUSE, CORDOVA PARK ELEMENTARY, ENSLEY ELEMENTARY, ERNEST WARD MIDDLE, ESCAMBIA SENIOR HIGH, ESCAMBIA WESTGATE CENTER, FERRY PASS ELEMENTARY, FERRY PASS MIDDLE, GEO STONE / W FL HI SCHOOL OF ADVANCED TECHNOLOGY, GLOBAL LEARNING ACADEMY, HELLEN CARO ELEMENTARY, J E HALL EDUCATIONAL SERVICES CENTER, J H WORKMAN MIDDLE, J M TATE SENIOR HIGH, JIM ALLEN ELEMENTARY, JIM C BAILEY MIDDLE, JUDY ANDREWS SCHOOL, L D MCARTHUR ELEMENTARY, LINCOLN PARK ELEMENTARY, LONGLEAF ELEMENTARY, MCMILLAN PRE-K CENTER, MOLINO PARK ELEMENTARY, MONTCLAIR ELEMENTARY, MYRTLE GROVE ELEMENTARY, N B COOK ELEMENTARY (NEW), NAVY POINT ELEMENTARY, NORTHVIEW SENIOR HIGH, O J SEMMES ELEMENTARY, OAKCREST ELEMENTARY, PACE ADMINISTRATION OFFICE, PENSACOLA SENIOR HIGH, PINE FOREST SENIOR HIGH, PINE MEADOW ELEMENTARY, PLEASANT GROVE ELEMENTARY, R C LIPSCOMB ELEMENTARY, RANSOM MIDDLE, REINHARDT HOLM ELEMENTARY, ROY L HYATT ENVIRONMENTAL CENTER, SCENIC HEIGHTS ELEMENTARY, SHERWOOD ELEMENTARY, W J WOODHAM MIDDLE SCHOOL, WARRINGTON ELEMENTARY, WARRINGTON MIDDLE, WASHINGTON SENIOR HIGH, WEST PENSACOLA ELEMENTARY					
Facilities Planning Salary Abatement	\$684,732	\$684,732	\$684,732	\$684,732	\$684,732	\$3,423,660
Locations	J E HALL EDUCATIONAL SERVICES CENTER					
Total:	\$2,030,363	\$2,030,363	\$2,030,363	\$2,030,363	\$2,030,363	\$10,151,815

Local 1.50 Mill Expenditure For Maintenance, Repair and Renovation

Anticipated expenditures expected from local funding sources over the years covered by the current work plan.

Item	2013 - 2014 Actual Budget	2014 - 2015 Projected	2015 - 2016 Projected	2016 - 2017 Projected	2017 - 2018 Projected	Total
Remaining Maint and Repair from 1.5 Mills	\$2,030,363	\$2,030,363	\$2,030,363	\$2,030,363	\$2,030,363	\$10,151,815
Maintenance/Repair Salaries	\$0	\$0	\$0	\$0	\$0	\$0
School Bus Purchases	\$2,320,649	\$2,409,866	\$2,664,444	\$2,889,859	\$3,144,819	\$13,429,637
Other Vehicle Purchases	\$220,000	\$110,000	\$130,000	\$130,000	\$130,000	\$720,000
Capital Outlay Equipment	\$3,096,947	\$3,444,606	\$3,501,809	\$3,613,151	\$3,700,000	\$17,356,513
Rent/Lease Payments	\$0	\$0	\$0	\$0	\$0	\$0

COP Debt Service	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,000,000
Rent/Lease Relocatables	\$0	\$0	\$0	\$0	\$0	\$0
Environmental Problems	\$0	\$0	\$0	\$0	\$0	\$0
s.1011.14 Debt Service	\$0	\$0	\$0	\$0	\$0	\$0
Special Facilities Construction Account	\$0	\$0	\$0	\$0	\$0	\$0
Premiums for Property Casualty Insurance - 1011.71 (4a,b)	\$0	\$0	\$0	\$0	\$0	\$0
Qualified School Construction Bonds (QSCB)	\$0	\$0	\$0	\$0	\$0	\$0
Qualified Zone Academy Bonds (QZAB)	\$0	\$0	\$0	\$0	\$0	\$0
Property Insurance	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$15,000,000
Maintenance Transfer	\$6,123,846	\$6,123,846	\$6,123,846	\$6,123,846	\$6,123,846	\$30,619,230
Local Expenditure Totals:	\$21,791,805	\$22,118,681	\$22,450,462	\$22,787,219	\$23,129,028	\$112,277,195

Revenue

1.50 Mill Revenue Source

Schedule of Estimated Capital Outlay Revenue from each currently approved source which is estimated to be available for expenditures on the projects included in the tentative district facilities work program. All amounts are NET after considering carryover balances, interest earned, new COP's, 1011.14 and 1011.15 loans, etc. Districts cannot use 1.5-Mill funds for salaries except for those explicitly associated with maintenance/repair projects. (1011.71 (5), F.S.)

Item	Fund	2013 - 2014 Actual Value	2014 - 2015 Projected	2015 - 2016 Projected	2016 - 2017 Projected	2017 - 2018 Projected	Total
(1) Non-exempt property assessed valuation		\$15,133,198,036	\$15,360,195,007	\$15,590,598,947	\$15,824,457,931	\$16,061,824,800	\$77,970,274,721
(2) The Millege projected for discretionary capital outlay per s.1011.71		1.50	1.50	1.50	1.50	1.50	
(3) Full value of the 1.50-Mill discretionary capital outlay per s.1011.71		\$25,423,773	\$25,805,128	\$26,192,206	\$26,585,089	\$26,983,866	\$130,990,062
(4) Value of the portion of the 1.50 -Mill ACTUALLY levied	370	\$21,791,805	\$22,118,681	\$22,450,462	\$22,787,219	\$23,129,028	\$112,277,195
(5) Difference of lines (3) and (4)		\$3,631,968	\$3,686,447	\$3,741,744	\$3,797,870	\$3,854,838	\$18,712,867

PECO Revenue Source

The figure in the row designated "PECO Maintenance" will be subtracted from funds available for new construction because PECO maintenance dollars cannot be used for new construction.

Item	Fund	2013 - 2014 Actual Budget	2014 - 2015 Projected	2015 - 2016 Projected	2016 - 2017 Projected	2017 - 2018 Projected	Total
PECO New Construction	340	\$0	\$0	\$0	\$0	\$0	\$0
PECO Maintenance Expenditures		\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0

CO & DS Revenue Source

Revenue from Capital Outlay and Debt Service funds.

Item	Fund	2013 - 2014 Actual Budget	2014 - 2015 Projected	2015 - 2016 Projected	2016 - 2017 Projected	2017 - 2018 Projected	Total
CO & DS Cash Flow-through Distributed	360	\$184,231	\$184,231	\$184,231	\$184,231	\$184,231	\$921,155
CO & DS Interest on Undistributed CO	360	\$14,364	\$14,364	\$14,364	\$14,364	\$14,364	\$71,820
		\$198,595	\$198,595	\$198,595	\$198,595	\$198,595	\$992,975

Fair Share Revenue Source

All legally binding commitments for proportionate fair-share mitigation for impacts on public school facilities must be included in the 5-year district work program.

Nothing reported for this section.

Sales Surtax Referendum

Specific information about any referendum for a 1-cent or ½-cent surtax referendum during the previous year.

Did the school district hold a surtax referendum during the past fiscal year 2012 - 2013?

No

Additional Revenue Source

Any additional revenue sources

Item	2013 - 2014 Actual Value	2014 - 2015 Projected	2015 - 2016 Projected	2016 - 2017 Projected	2017 - 2018 Projected	Total
Proceeds from a s.1011.14/15 F.S. Loans	\$0	\$0	\$0	\$0	\$0	\$0
District Bonds - Voted local bond referendum proceeds per s.9, Art VII State Constitution	\$0	\$0	\$0	\$0	\$0	\$0
Proceeds from Special Act Bonds	\$0	\$0	\$0	\$0	\$0	\$0
Estimated Revenue from CO & DS Bond Sale	\$0	\$0	\$0	\$0	\$0	\$0
Proceeds from Voted Capital Improvements millage	\$0	\$0	\$0	\$0	\$0	\$0
Other Revenue for Other Capital Projects	\$0	\$0	\$0	\$0	\$0	\$0
Proceeds from 1/2 cent sales surtax authorized by school board	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$100,000,000
Proceeds from local governmental infrastructure sales surtax	\$0	\$0	\$0	\$0	\$0	\$0
Proceeds from Certificates of Participation (COP's) Sale	\$0	\$0	\$0	\$0	\$0	\$0
Classrooms First Bond proceeds amount authorized in FY 1997-98	\$0	\$0	\$0	\$0	\$0	\$0
Classrooms for Kids	\$0	\$0	\$0	\$0	\$0	\$0

District Equity Recognition	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grants	\$0	\$0	\$0	\$0	\$0	\$0
Proportionate share mitigation (actual cash revenue only, not in kind donations)	\$0	\$0	\$0	\$0	\$0	\$0
Impact fees received	\$0	\$0	\$0	\$0	\$0	\$0
Private donations	\$0	\$0	\$0	\$0	\$0	\$0
Grants from local governments or not-for-profit organizations	\$0	\$0	\$0	\$0	\$0	\$0
Interest, Including Profit On Investment	\$0	\$0	\$0	\$0	\$0	\$0
Revenue from Bonds pledging proceeds from 1 cent or 1/2 cent Sales Surtax	\$0	\$0	\$0	\$0	\$0	\$0
Total Fund Balance Carried Forward	\$95,689,716	\$0	\$0	\$0	\$0	\$95,689,716
General Capital Outlay Obligated Fund Balance Carried Forward From Total Fund Balance Carried Forward	\$0	\$0	\$0	\$0	\$0	\$0
Special Facilities Construction Account	\$0	\$0	\$0	\$0	\$0	\$0
One Cent - 1/2 Cent Sales Surtax Debt Service From Total Fund Balance Carried Forward	\$0	\$0	\$0	\$0	\$0	\$0
Capital Outlay Projects Funds Balance Carried Forward From Total Fund Balance Carried Forward	\$0	\$0	\$0	\$0	\$0	\$0
Charter School Capital Outlay	\$296,026	\$296,026	\$296,026	\$296,026	\$296,026	\$1,480,130
Subtotal	\$115,985,742	\$20,296,026	\$20,296,026	\$20,296,026	\$20,296,026	\$197,169,846

Total Revenue Summary

Item Name	2013 - 2014 Budget	2014 - 2015 Projected	2015 - 2016 Projected	2016 - 2017 Projected	2017 - 2018 Projected	Five Year Total
Local 1.5 Mill Discretionary Capital Outlay Revenue	\$21,791,805	\$22,118,681	\$22,450,462	\$22,787,219	\$23,129,028	\$112,277,195
PECO and 1.5 Mill Maint and Other 1.5 Mill Expenditures	(\$21,791,805)	(\$22,118,681)	(\$22,450,462)	(\$22,787,219)	(\$23,129,028)	(\$112,277,195)
PECO Maintenance Revenue	\$0	\$0	\$0	\$0	\$0	\$0
Available 1.50 Mill for New Construction	\$0	\$0	\$0	\$0	\$0	\$0

Item Name	2013 - 2014 Budget	2014 - 2015 Projected	2015 - 2016 Projected	2016 - 2017 Projected	2017 - 2018 Projected	Five Year Total
CO & DS Revenue	\$198,595	\$198,595	\$198,595	\$198,595	\$198,595	\$992,975
PECO New Construction Revenue	\$0	\$0	\$0	\$0	\$0	\$0
Other/Additional Revenue	\$115,985,742	\$20,296,026	\$20,296,026	\$20,296,026	\$20,296,026	\$197,169,846
Total Additional Revenue	\$116,184,337	\$20,494,621	\$20,494,621	\$20,494,621	\$20,494,621	\$198,162,821

Total Available Revenue \$116,184,337 \$20,494,621 \$20,494,621 \$20,494,621 \$20,494,621 \$198,162,821

Project Schedules

Capacity Project Schedules

A schedule of capital outlay projects necessary to ensure the availability of satisfactory classrooms for the projected student enrollment in K-12 programs.

Project Description	Location		2013 - 2014	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	Total	Funded
WORKMAN MIDDLE New Gymnasium	Location not specified	Planned Cost:	\$0	\$3,250,000	\$0	\$0	\$0	\$3,250,000	Yes
	Student Stations:		0	120	0	0	0	120	
	Total Classrooms:		0	0	0	0	0	0	
	Gross Sq Ft:		0	12,724	0	0	0	12,724	
BROWN BARGE MIDDLE New Gymnasium	Location not specified	Planned Cost:	\$0	\$0	\$3,250,000	\$0	\$0	\$3,250,000	Yes
	Student Stations:		0	0	120	0	0	120	
	Total Classrooms:		0	0	0	0	0	0	
	Gross Sq Ft:		0	0	12,724	0	0	12,724	
New Northwest Elementary	Location not specified	Planned Cost:	\$7,500,000	\$10,000,000	\$7,500,000	\$0	\$0	\$25,000,000	Yes
	Student Stations:		796	796	796	0	0	2,388	
	Total Classrooms:		0	0	0	0	0	0	
	Gross Sq Ft:		123,954	123,954	123,954	0	0	371,862	
New Westside Elementary	Location not specified	Planned Cost:	\$2,000,000	\$3,000,000	\$0	\$0	\$0	\$5,000,000	Yes
	Student Stations:		796	796	0	0	0	1,592	
	Total Classrooms:		0	0	0	0	0	0	
	Gross Sq Ft:		123,954	123,954	0	0	0	247,908	
New Gymnasium	BELLVIEW MIDDLE	Planned Cost:	\$3,250,000	\$0	\$0	\$0	\$0	\$3,250,000	Yes
	Student Stations:		120	0	0	0	0	120	
	Total Classrooms:		0	0	0	0	0	0	
	Gross Sq Ft:		12,724	0	0	0	0	12,724	

Replacement	A K SUTER ELEMENTARY	Planned Cost:	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000	Yes
	Student Stations:		600	0	0	0	0	600	
	Total Classrooms:		0	0	0	0	0	0	
	Gross Sq Ft:		102,000	0	0	0	0	102,000	
Replacement	ERNEST WARD MIDDLE	Planned Cost:	\$500,000	\$0	\$0	\$0	\$0	\$500,000	Yes
	Student Stations:		600	0	0	0	0	600	
	Total Classrooms:		0	0	0	0	0	0	
	Gross Sq Ft:		115,202	0	0	0	0	115,202	

Planned Cost:	\$16,250,000	\$16,250,000	\$10,750,000	\$0	\$0	\$43,250,000
Student Stations:	2,912	1,712	916	0	0	5,540
Total Classrooms:	0	0	0	0	0	0
Gross Sq Ft:	477,834	260,632	136,678	0	0	875,144

Other Project Schedules

Major renovations, remodeling, and additions of capital outlay projects that do not add capacity to schools.

Project Description	Location	2013 - 2014 Actual Budget	2014 - 2015 Projected	2015 - 2016 Projected	2016 - 2017 Projected	2017 - 2018 Projected	Total	Funded
New Covered Play Building	ESCAMBIA WESTGATE CENTER	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	Yes
Various Elementary Covered Play Buildings @ 1M each	Location not specified	\$0	\$0	\$4,000,000	\$6,000,000	\$4,000,000	\$14,000,000	Yes
District Wide Equipment	Location not specified	\$39,595	\$39,595	\$39,595	\$39,595	\$39,595	\$197,975	Yes
District Wide Athletic Renovation & Repair	Location not specified	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000	Yes
New Northwest K-5 - Land Acquisition	Location not specified	\$500,000	\$500,000	\$0	\$0	\$0	\$1,000,000	Yes
District Wide Campus Security Systems	Location not specified	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000	Yes
Half Cent Sales Surtax Projects as listed in the Educational Plant Survey (includes fencing, roofing, etc.)	Location not specified	\$0	\$0	\$0	\$5,000,000	\$10,000,000	\$15,000,000	Yes
LCIF Carryover	Location not specified	\$2,520,242	\$0	\$0	\$0	\$0	\$2,520,242	Yes
1.5 Mill Carryover	Location not specified	\$15,763,184	\$0	\$0	\$0	\$0	\$15,763,184	Yes
Half Cent Sales Tax Carryover	Location not specified	\$76,746,383	\$0	\$0	\$0	\$0	\$76,746,383	Yes
District Wide General Renovations	Location not specified	\$750,000	\$750,000	\$1,750,000	\$2,250,000	\$2,000,000	\$7,500,000	Yes
CO & DS Flow Through Carryover	Location not specified	\$659,574	\$0	\$0	\$0	\$0	\$659,574	Yes

PECO Construction Carryover	Location not specified	\$333	\$0	\$0	\$0	\$0	\$333	Yes
Charter School Capital Outlay	Location not specified	\$296,026	\$296,026	\$296,026	\$296,026	\$296,026	\$1,480,130	Yes
Classrooms for Kids Carryover	Location not specified	\$0	\$0	\$0	\$0	\$0	\$0	Yes
Facilities Systems - Roofing	Location not specified	\$750,000	\$750,000	\$750,000	\$1,000,000	\$750,000	\$4,000,000	Yes
Facilities Systems - Mechanical Life Safety	Location not specified	\$1,500,000	\$1,500,000	\$1,500,000	\$2,500,000	\$2,000,000	\$9,000,000	Yes
District Wide Safety to Life	Location not specified	\$159,000	\$159,000	\$159,000	\$159,000	\$159,000	\$795,000	Yes
		\$99,934,337	\$4,244,621	\$9,744,621	\$20,494,621	\$20,494,621	\$154,912,821	

Additional Project Schedules

Any projects that are not identified in the last approved educational plant survey.

Nothing reported for this section.

Non Funded Growth Management Project Schedules

Schedule indicating which projects, due to planned development, that CANNOT be funded from current revenues projected over the next five years.

Nothing reported for this section.

Tracking

Capacity Tracking

Location	2013 - 2014 Satis. Stu. Sta.	Actual 2013 - 2014 FISH Capacity	Actual 2012 - 2013 COFTE	# Class Rooms	Actual Average 2013 - 2014 Class Size	Actual 2013 - 2014 Utilization	New Stu. Capacity	New Rooms to be Added/Removed	Projected 2017 - 2018 COFTE	Projected 2017 - 2018 Utilization	Projected 2017 - 2018 Class Size
CORDOVA PARK ELEMENTARY	702	702	677	37	18	96.00 %	0	0	650	93.00 %	18
ENSLEY ELEMENTARY	489	489	427	26	16	87.00 %	0	0	460	94.00 %	18
ESCAMBIA SENIOR HIGH	2,184	2,074	1,622	89	18	78.00 %	0	0	1,710	82.00 %	19
FERRY PASS ELEMENTARY	676	676	623	36	17	92.00 %	0	0	582	86.00 %	16
FERRY PASS MIDDLE	1,117	1,005	981	49	20	98.00 %	0	0	1,002	100.00 %	20
MONTCLAIR ELEMENTARY	548	548	363	28	13	66.00 %	0	0	330	60.00 %	12
MYRTLE GROVE ELEMENTARY	685	685	678	36	19	99.00 %	0	0	615	90.00 %	17
NAVY POINT ELEMENTARY	585	585	484	32	15	83.00 %	0	0	417	71.00 %	13
OAKCREST ELEMENTARY	489	489	518	26	20	106.00 %	0	0	440	90.00 %	17
PENSACOLA SENIOR HIGH	1,975	1,876	1,572	82	19	84.00 %	0	0	1,570	84.00 %	19
PINE MEADOW ELEMENTARY	883	883	909	47	19	103.00 %	0	0	818	93.00 %	17
PLEASANT GROVE ELEMENTARY	632	632	681	34	20	108.00 %	0	0	620	98.00 %	18
SCENIC HEIGHTS ELEMENTARY	771	771	842	41	21	109.00 %	0	0	750	97.00 %	18
O J SEMMES ELEMENTARY	566	566	366	29	13	65.00 %	0	0	340	60.00 %	12
SHERWOOD ELEMENTARY	673	673	527	34	15	78.00 %	0	0	530	79.00 %	16
A K SUTER ELEMENTARY	459	459	435	25	17	95.00 %	0	0	600	131.00 %	24
J M TATE SENIOR HIGH	2,194	2,084	1,964	97	20	94.00 %	0	0	1,950	94.00 %	20
ERNEST WARD MIDDLE	594	534	461	26	18	86.00 %	0	0	600	112.00 %	23
WARRINGTON ELEMENTARY	712	712	483	37	13	68.00 %	0	0	500	70.00 %	14
WARRINGTON MIDDLE	1,268	1,141	706	53	13	62.00 %	0	0	700	61.00 %	13
C A WEIS ELEMENTARY	641	641	493	36	14	77.00 %	0	0	500	78.00 %	14
WEST PENSACOLA ELEMENTARY	685	685	472	36	13	69.00 %	0	0	480	70.00 %	13
J H WORKMAN MIDDLE	1,257	1,131	1,008	58	17	89.00 %	0	0	1,005	89.00 %	17

REINHARDT HOLM ELEMENTARY	669	669	431	36	12	64.00 %	0	0	440	66.00 %	12
ALLIE YNIESTRA ELEMENTARY	348	0	0	18	0	0.00 %	0	0	0	0.00 %	0
JUDY ANDREWS SCHOOL	275	275	39	11	4	14.00 %	0	0	37	13.00 %	3
SPENCER BIBBS ELEMENTARY	407	0	0	22	0	0.00 %	0	0	0	0.00 %	0
JOHN A GIBSON HEADSTART PROGRAM	218	0	0	11	0	0.00 %	0	0	0	0.00 %	0
MCMILLAN PRE-K CENTER	252	252	49	14	4	20.00 %	0	0	50	20.00 %	4
LINCOLN PARK ELEMENTARY	439	439	276	23	12	63.00 %	0	0	168	38.00 %	7
W J WOODHAM MIDDLE SCHOOL	1,669	1,502	806	70	12	54.00 %	0	0	850	57.00 %	12
GEO STONE / W FL HI SCHOOL OF ADVANCED TECHNOLOGY	1,709	2,050	1,247	78	16	61.00 %	0	0	1,225	60.00 %	16
PINE FOREST SENIOR HIGH	2,105	1,999	1,720	87	20	86.00 %	0	0	1,680	84.00 %	19
LONGLEAF ELEMENTARY	780	780	691	41	17	89.00 %	0	0	731	94.00 %	18
L D MCARTHUR ELEMENTARY	801	801	694	44	16	87.00 %	0	0	725	91.00 %	16
ESCAMBIA WESTGATE CENTER	381	381	239	37	6	63.00 %	0	0	195	51.00 %	5
BEULAH ELEMENTARY	869	869	896	46	19	103.00 %	0	0	736	85.00 %	16
WASHINGTON SENIOR HIGH	1,956	1,858	1,607	82	20	86.00 %	0	0	1,625	87.00 %	20
R C LIPSCOMB ELEMENTARY	966	966	911	51	18	94.00 %	0	0	815	84.00 %	16
JIM C BAILEY MIDDLE	1,575	1,417	1,401	68	21	99.00 %	0	0	1,310	92.00 %	19
NORTHVIEW SENIOR HIGH	662	529	531	28	19	100.00 %	0	0	525	99.00 %	19
ESEAL CENTER	158	0	0	15	0	0.00 %	0	0	0	0.00 %	0
N B COOK ELEMENTARY (NEW)	680	680	636	35	18	93.00 %	0	0	630	93.00 %	18
BLUE ANGELS ELEMENTARY	843	843	989	45	22	117.00 %	0	0	843	100.00 %	19
MOLINO PARK ELEMENTARY	756	756	387	36	11	51.00 %	0	0	400	53.00 %	11
GLOBAL LEARNING ACADEMY	836	836	753	45	17	90.00 %	0	0	725	87.00 %	16
HELLEN CARO ELEMENTARY	933	933	909	50	18	97.00 %	0	0	783	84.00 %	16
JIM ALLEN ELEMENTARY	762	762	632	39	16	83.00 %	0	0	700	92.00 %	18
BELLVIEW ELEMENTARY	888	888	747	46	16	84.00 %	0	0	710	80.00 %	15
BELLVIEW MIDDLE	1,435	1,291	1,111	65	17	86.00 %	0	0	1,005	78.00 %	15
BRATT ELEMENTARY	542	542	439	27	16	81.00 %	0	0	423	78.00 %	16
BRENTWOOD ELEMENTARY	607	607	555	33	17	91.00 %	0	0	538	89.00 %	16

BROWN BARGE MIDDLE	939	845	621	44	14	73.00 %	0	0	615	73.00 %	14
BYRNEVILLE ELEMENTARY- CHARTER SCHOOL	40	0	0	2	0	0.00 %	0	0	0	0.00 %	0
GEORGE WASHINGTON CARVER MIDDLE	372	0	0	16	0	0.00 %	0	0	0	0.00 %	0
CARVER/CENTURY K-8	525	0	0	26	0	0.00 %	0	0	0	0.00 %	0
A V CLUBBS ALTERNATIVE	264	0	0	12	0	0.00 %	0	0	0	0.00 %	0
RANSOM MIDDLE	1,698	1,528	1,360	73	19	89.00 %	0	0	1,360	89.00 %	19
	49,144	45,339	37,966	2,370	16	83.74 %	0	0	37,013	81.64 %	16

The COFTE Projected Total (37,013) for 2017 - 2018 must match the Official Forecasted COFTE Total (37,013) for 2017 - 2018 before this section can be completed. In the event that the COFTE Projected Total does not match the Official forecasted COFTE, then the Balanced Projected COFTE Table should be used to balance COFTE.

Projected COFTE for 2017 - 2018	
Elementary (PK-3)	12,694
Middle (4-8)	14,686
High (9-12)	9,633
	37,013

Grade Level Type	Balanced Projected COFTE for 2017 - 2018
Elementary (PK-3)	0
Middle (4-8)	0
High (9-12)	0
	37,013

Relocatable Replacement

Number of relocatable classrooms clearly identified and scheduled for replacement in the school board adopted financially feasible 5-year district work program.

Location	2013 - 2014	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	Year 5 Total
Total Relocatable Replacements:	0	0	0	0	0	0

Charter Schools Tracking

Information regarding the use of charter schools.

Location-Type	# Relocatable units or permanent classrooms	Owner	Year Started or Scheduled	Student Stations	Students Enrolled	Years in Contract	Total Charter Students projected for 2017 - 2018
Escambia Charter School	12	COUNTY GOVERNMENT	1996	300	127	10	150
Capstone Academy	4	OTHER	2004	27	16	5	30
Newpoint Academy	21	PRIVATE	2011	386	210	3	300
Newpoint Pensacola	21	PRIVATE	2011	386	130	3	185
Pensacola Beach Elementary	7	PRIVATE	2002	150	136	8	144

Beulah Academy of Science	14	PRIVATE	1998	300	286	14	286
Jacqueline Harris Preparatory	10	PRIVATE	2001	200	178	12	230
	89			1,749	1,083		1,325

Special Purpose Classrooms Tracking

The number of classrooms that will be used for certain special purposes in the current year, by facility and type of classroom, that the district will, 1), not use for educational purposes, and 2), the co-teaching classrooms that are not open plan classrooms and will be used for educational purposes.

School	School Type	# of Elementary K-3 Classrooms	# of Middle 4-8 Classrooms	# of High 9-12 Classrooms	# of ESE Classrooms	# of Combo Classrooms	Total Classrooms
Total Educational Classrooms:		0	0	0	0	0	0

School	School Type	# of Elementary K-3 Classrooms	# of Middle 4-8 Classrooms	# of High 9-12 Classrooms	# of ESE Classrooms	# of Combo Classrooms	Total Classrooms
Total Co-Teaching Classrooms:		0	0	0	0	0	0

Infrastructure Tracking

Necessary offsite infrastructure requirements resulting from expansions or new schools. This section should include infrastructure information related to capacity project schedules and other project schedules (Section 4).

Will require water, sewer, fire protection, electricity, and telecommunications to support both the new Westside and Northwest Elementary Schools.

Proposed location of planned facilities, whether those locations are consistent with the comprehensive plans of all affected local governments, and recommendations for infrastructure and other improvements to land adjacent to existing facilities. Provisions of 1013.33(12), (13) and (14) and 1013.36 must be addressed for new facilities planned within the 1st three years of the plan (Section 5).

Properties to be purchased on westside and northwest sides of county.

Consistent with Comp Plan? Yes

Net New Classrooms

The number of classrooms, by grade level and type of construction, that were added during the last fiscal year.

List the net new classrooms added in the 2012 - 2013 fiscal year.					List the net new classrooms to be added in the 2013 - 2014 fiscal year.			
"Classrooms" is defined as capacity carrying classrooms that are added to increase capacity to enable the district to meet the Class Size Amendment.					Totals for fiscal year 2013 - 2014 should match totals in Section 15A.			
Location	2012 - 2013 # Permanent	2012 - 2013 # Modular	2012 - 2013 # Relocatable	2012 - 2013 Total	2013 - 2014 # Permanent	2013 - 2014 # Modular	2013 - 2014 # Relocatable	2013 - 2014 Total
Elementary (PK-3)	0	0	0	0	0	0	0	0
Middle (4-8)	0	0	0	0	0	0	0	0
High (9-12)	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0

Relocatable Student Stations

Number of students that will be educated in relocatable units, by school, in the current year, and the projected number of students for each of the years in the workplan.

Site	2013 - 2014	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	5 Year Average
MONTCLAIR ELEMENTARY	0	0	0	0	0	0
MYRTLE GROVE ELEMENTARY	72	72	72	72	72	72
NAVY POINT ELEMENTARY	0	0	0	0	0	0
LINCOLN PARK ELEMENTARY	0	0	0	0	0	0
W J WOODHAM MIDDLE SCHOOL	0	0	0	0	0	0
GEO STONE / W FL HI SCHOOL OF ADVANCED TECHNOLOGY	25	25	25	25	25	25
PINE FOREST SENIOR HIGH	100	100	100	100	100	100
LONGLEAF ELEMENTARY	0	0	0	0	0	0
L D MCARTHUR ELEMENTARY	22	22	22	22	22	22
ESCAMBIA WESTGATE CENTER	10	10	10	10	10	10
BEULAH ELEMENTARY	152	152	152	152	152	152
WASHINGTON SENIOR HIGH	50	50	50	50	50	50
R C LIPSCOMB ELEMENTARY	152	152	152	152	152	152
JIM C BAILEY MIDDLE	208	208	208	208	208	208
NORTHVIEW SENIOR HIGH	0	0	0	0	0	0
MOLINO PARK ELEMENTARY	0	0	0	0	0	0
HELLEN CARO ELEMENTARY	150	150	150	150	150	150
OAKCREST ELEMENTARY	0	0	0	0	0	0
PENSACOLA SENIOR HIGH	0	0	0	0	0	0
PINE MEADOW ELEMENTARY	80	102	102	102	102	98
PLEASANT GROVE ELEMENTARY	54	54	54	54	54	54
SCENIC HEIGHTS ELEMENTARY	28	28	28	28	28	28
O J SEMMES ELEMENTARY	0	0	0	0	0	0
SHERWOOD ELEMENTARY	0	0	0	0	0	0
A K SUTER ELEMENTARY	0	0	0	0	0	0
J M TATE SENIOR HIGH	25	25	25	25	25	25
ERNEST WARD MIDDLE	22	22	0	0	0	9
WARRINGTON ELEMENTARY	167	149	149	149	149	153
WARRINGTON MIDDLE	0	0	0	0	0	0
C A WEIS ELEMENTARY	0	0	0	0	0	0
WEST PENSACOLA ELEMENTARY	18	18	18	18	18	18

J H WORKMAN MIDDLE	22	22	22	22	22	22
REINHARDT HOLM ELEMENTARY	0	0	0	0	0	0
ALLIE YNIESTRA ELEMENTARY	0	0	0	0	0	0
JUDY ANDREWS SCHOOL	0	0	0	0	0	0
SPENCER BIBBS ELEMENTARY	0	0	0	0	0	0
MCMILLAN PRE-K CENTER	0	0	0	0	0	0
ESEAL CENTER	0	0	0	0	0	0
N B COOK ELEMENTARY (NEW)	0	0	0	0	0	0
BLUE ANGELS ELEMENTARY	0	0	0	0	0	0
GLOBAL LEARNING ACADEMY	0	0	0	0	0	0
GEORGE WASHINGTON CARVER MIDDLE	0	0	0	0	0	0
JOHN A GIBSON HEADSTART PROGRAM	0	0	0	0	0	0
JIM ALLEN ELEMENTARY	0	0	0	0	0	0
BELLVIEW ELEMENTARY	0	0	0	0	0	0
BELLVIEW MIDDLE	154	154	154	154	154	154
BRATT ELEMENTARY	0	0	0	0	0	0
BRENTWOOD ELEMENTARY	80	80	80	80	80	80
BROWN BARGE MIDDLE	44	44	44	44	44	44
BYRNEVILLE ELEMENTARY-CHARTER SCHOOL	40	40	40	40	40	40
CARVER/CENTURY K-8	0	0	0	0	0	0
A V CLUBBS ALTERNATIVE	0	0	0	0	0	0
RANSOM MIDDLE	242	242	242	242	242	242
CORDOVA PARK ELEMENTARY	76	76	0	0	0	30
ENSLEY ELEMENTARY	36	36	36	36	36	36
ESCAMBIA SENIOR HIGH	49	49	49	49	49	49
FERRY PASS ELEMENTARY	89	89	89	89	89	89
FERRY PASS MIDDLE	0	0	0	0	0	0

Totals for ESCAMBIA COUNTY SCHOOL DISTRICT						
Total students in relocatables by year.	2,167	2,171	2,073	2,073	2,073	2,111
Total number of COFTE students projected by year.	37,638	37,563	37,358	37,138	37,013	37,342
Percent in relocatables by year.	6 %	6 %	6 %	6 %	6 %	6 %

Leased Facilities Tracking

Existing leased facilities and plans for the acquisition of leased facilities, including the number of classrooms and student stations, as reported in the educational plant survey, that are planned in that location at the end of the five year workplan.

Location	# of Leased Classrooms 2013 - 2014	FISH Student Stations	Owner	# of Leased Classrooms 2017 - 2018	FISH Student Stations
WARRINGTON ELEMENTARY	0	0		0	0
WARRINGTON MIDDLE	0	0		0	0
C A WEIS ELEMENTARY	0	0		0	0
WEST PENSACOLA ELEMENTARY	0	0		0	0
J H WORKMAN MIDDLE	0	0		0	0
REINHARDT HOLM ELEMENTARY	0	0		0	0
ALLIE YNIESTRA ELEMENTARY	0	0		0	0
JUDY ANDREWS SCHOOL	0	0		0	0
SPENCER BIBBS ELEMENTARY	0	0		0	0
MCMILLAN PRE-K CENTER	0	0		0	0
LINCOLN PARK ELEMENTARY	0	0		0	0
W J WOODHAM MIDDLE SCHOOL	0	0		0	0
GEO STONE / W FL HI SCHOOL OF ADVANCED TECHNOLOGY	0	0		0	0
PINE FOREST SENIOR HIGH	0	0		0	0
LONGLEAF ELEMENTARY	0	0		0	0
L D MCARTHUR ELEMENTARY	0	0		0	0
ESCAMBIA WESTGATE CENTER	0	0		0	0
BEULAH ELEMENTARY	0	0		0	0
WASHINGTON SENIOR HIGH	0	0		0	0
R C LIPSCOMB ELEMENTARY	0	0		0	0
JIM C BAILEY MIDDLE	0	0		0	0
NORTHVIEW SENIOR HIGH	0	0		0	0
ESEAL CENTER	0	0		0	0
N B COOK ELEMENTARY (NEW)	0	0		0	0
BLUE ANGELS ELEMENTARY	0	0		0	0
MOLINO PARK ELEMENTARY	0	0		0	0
GLOBAL LEARNING ACADEMY	0	0		0	0
HELLEN CARO ELEMENTARY	0	0		0	0
JIM ALLEN ELEMENTARY	0	0		0	0
BELLVIEW ELEMENTARY	0	0		0	0
BELLVIEW MIDDLE	0	0		0	0
BRATT ELEMENTARY	0	0		0	0
BRENTWOOD ELEMENTARY	0	0		0	0

GEORGE WASHINGTON CARVER MIDDLE	0	0		0	0
JOHN A GIBSON HEADSTART PROGRAM	0	0		0	0
BROWN BARGE MIDDLE	0	0		0	0
BYRNEVILLE ELEMENTARY-CHARTER SCHOOL	0	0		0	0
CARVER/CENTURY K-8	0	0		0	0
A V CLUBBS ALTERNATIVE	0	0		0	0
RANSOM MIDDLE	0	0		0	0
CORDOVA PARK ELEMENTARY	0	0		0	0
ENSLEY ELEMENTARY	0	0		0	0
ESCAMBIA SENIOR HIGH	0	0		0	0
FERRY PASS ELEMENTARY	0	0		0	0
FERRY PASS MIDDLE	0	0		0	0
MONTCLAIR ELEMENTARY	0	0		0	0
MYRTLE GROVE ELEMENTARY	0	0		0	0
NAVY POINT ELEMENTARY	0	0		0	0
OAKCREST ELEMENTARY	0	0		0	0
PENSACOLA SENIOR HIGH	0	0		0	0
PINE MEADOW ELEMENTARY	0	0		0	0
PLEASANT GROVE ELEMENTARY	0	0		0	0
SCENIC HEIGHTS ELEMENTARY	0	0		0	0
O J SEMMES ELEMENTARY	0	0		0	0
SHERWOOD ELEMENTARY	0	0		0	0
A K SUTER ELEMENTARY	0	0		0	0
J M TATE SENIOR HIGH	0	0		0	0
ERNEST WARD MIDDLE	0	0		0	0
	0	0		0	0

Failed Standard Relocatable Tracking

Relocatable units currently reported by school, from FISH, and the number of relocatable units identified as 'Failed Standards'.

Nothing reported for this section.

Planning

Class Size Reduction Planning

Plans approved by the school board that reduce the need for permanent student stations such as acceptable school capacity levels, redistricting, busing, year-round schools, charter schools, magnet schools, public-private partnerships, multitrack scheduling, grade level organization, block scheduling, or other alternatives.

The School District of Escambia County has taken steps to address class-size reduction issues that include:

- Closing near or over-capacity schools to transfers
- Redistricting attendance zones
- Approving charter contracts as appropriate
- Establishing magnet programs in under-utilized sites
- Establishing our own virtual academy
- Increasing dual enrollment options

School Closure Planning

Plans for the closure of any school, including plans for disposition of the facility or usage of facility space, and anticipated revenues.

No plans for closure at this time.

Five Year Survey - Ten Year Capacity

ESCAMBIA COUNTY SCHOOL DISTRICT

9/4/2013

Schedule of capital outlay projects projected to ensure the availability of satisfactory student stations for the projected student enrollment in K - 12 programs for the future 5 years beyond the 5-year district facilities work program.

No items meet the criteria.

Five Year Survey - Ten Year Infrastructure

ESCAMBIA COUNTY SCHOOL DISTRICT

9/4/2013

Proposed Location of Planned New, Remodeled, or New Additions to Facilities in 6 thru 10 out years (Section 28).

Not Specified

Plans for closure of any school, including plans for disposition of the facility or usage of facility space, and anticipated revenues in the 6 thru 10 out years (Section 29).

Not Specified

Five Year Survey - Ten Year Maintenance

ESCAMBIA COUNTY SCHOOL DISTRICT

9/4/2013

District projects and locations regarding the projected need for major renovation, repair, and maintenance projects within the district in years 6 - 10 beyond the projects plans detailed in the five years covered by the work plan.

No items match the criteria.

Five Year Survey - Ten Year Utilization

ESCAMBIA COUNTY SCHOOL DISTRICT

9/4/2013

Schedule of planned capital outlay projects identifying the standard grade groupings, capacities, and planned utilization rates of future educational facilities of the district for both permanent and relocatable facilities.

Grade Level Projections	FISH Student Stations	Actual FISH Capacity	Actual COFTE	Actual Utilization	Actual new Student Capacity to be added/removed	Projected COFTE	Projected Utilization
Elementary - District Totals	24,611	24,611	18,581.71	75.50 %	0	0	0.00 %
Middle - District Totals	12,474	11,224	8,836.85	78.73 %	0	0	0.00 %
High - District Totals	11,425	10,752	9,344.93	86.91 %	0	0	0.00 %
Other - ESE, etc	5,552	3,530	1,932.98	54.76 %	0	0	0.00 %
	54,062	50,117	38,696.47	77.21 %	0	0	0.00 %

Combination schools are included with the middle schools for student stations, capacity, COFTE and utilization purposes because these facilities all have a 90% utilization factor. Use this space to explain or define the grade groupings for combination schools.

No comments to report.

Five Year Survey - Twenty Year Capacity

ESCAMBIA COUNTY SCHOOL DISTRICT

9/4/2013

Schedule of capital outlay projects projected to ensure the availability of satisfactory student stations for the projected student enrollment in K - 12 programs for the future 11 - 20 years beyond the 5-year district facilities work program.

No items match the criteria.

Five Year Survey - Twenty Year Infrastructure

ESCAMBIA COUNTY SCHOOL DISTRICT

9/4/2013

Proposed Location of Planned New, Remodeled, or New Additions to Facilities in the 11 through 20 out years (Section 28).

Not Specified

Plans for closure of any school, including plans for disposition of the facility or usage of facility space, and anticipated revenues in the 11 through 20 out years (Section 29).

Not Specified

Five Year Survey - Twenty Year Maintenance

ESCAMBIA COUNTY SCHOOL DISTRICT

9/4/2013

District projects and locations regarding the projected need for major renovation, repair, and maintenance projects within the district in years 11 - 20 beyond the projects plans detailed in the five years covered by the work plan.

No items match the criteria.

Five Year Survey - Twenty Year Utilization

ESCAMBIA COUNTY SCHOOL DISTRICT

9/4/2013

Schedule of planned capital outlay projects identifying the standard grade groupings, capacities, and planned utilization rates of future educational facilities of the district for both permanent and relocatable facilities.

Grade Level Projections	FISH Student Stations	Actual FISH Capacity	Actual COFTE	Actual Utilization	Actual new Student Capacity to be added/removed	Projected COFTE	Projected Utilization
Elementary - District Totals	24,611	24,611	18,581.71	75.50 %	0	0	0.00 %
Middle - District Totals	12,474	11,224	8,836.85	78.73 %	0	0	0.00 %
High - District Totals	11,425	10,752	9,344.93	86.91 %	0	0	0.00 %
Other - ESE, etc	5,552	3,530	1,932.98	54.76 %	0	0	0.00 %
	54,062	50,117	38,696.47	77.21 %	0	0	0.00 %

Combination schools are included with the middle schools for student stations, capacity, COFTE and utilization purposes because these facilities all have a 90% utilization factor. Use this space to explain or define the grade groupings for combination schools.

No comments to report.



BOARD OF COUNTY COMMISSIONERS

Escambia County, Florida

Planning Board-Regular

5. E.

Meeting Date: 11/04/2013

Issue: FEMA Flood Ordinance Article 10

From: Horace Jones, Interim Department Director

Organization: Development Services

RECOMMENDATION:

A Public Hearing Concerning the Review of an Ordinance Repealing and Replacing Article 10

That the Board review and recommend to the Board of County Commissioners (BCC) for adoption, an Ordinance to the Land Development Code (LDC) Article 10 Floodplain Management. To repeal and replace Article 10, in its entirety and to adopt a new Article 10 Floodplain Management.

BACKGROUND:

The Ordinance was prepared by the Florida Department of Emergency Management and explicitly coordinates with the current Florida Building Code (FBC) flood provisions which were added when the 2010 FBC went into effect on March 15, 2012. The model ordinance, which also contains language for local administrative code amendments, is specifically designed to repeal and replace existing regulations, to satisfy the National Flood Insurance Program (NFIP), to coordinate with the FBC, and to meet the requirements of section 53.73(5), F.S. These provisions are based largely on various Federal Emergency Management Agency guidance documents which makes it easier for both communities and applicants to apply NFIP consistent requirements.

BUDGETARY IMPACT:

No budgetary impact is anticipated by the adoption of this Ordinance.

LEGAL CONSIDERATIONS/SIGN-OFF:

The attached Ordinance has been reviewed and approved for legal sufficiency by Stephen West, Assistant County Attorney. Any recommended legal comments are attached herein.

PERSONNEL:

No additional personnel are required for implementation of this Ordinance.

POLICY/REQUIREMENT FOR BOARD ACTION:

The proposed Ordinance is consistent with the Board's goal "to increase citizen involvement in, access to, and approval of, County government activities."

IMPLEMENTATION/COORDINATION:

Implementation of this Ordinance will consist of an amendment to the LDC and distribution of a copy of the adopted Ordinance to interested citizens and staff.

The proposed Ordinance was prepared in cooperation with the Development Services Department, the County Attorney's Office and all interested citizens. The Development Services Department will ensure proper advertisement.

Attachments

Draft Ordinance and Exhibit

LEGAL REVIEW

(COUNTY DEPARTMENT USE ONLY)

Document: Article 10 & Ordinance

Date: 10/8/2013

Date requested back by: _____

Requested by: J. C. Lemos

Phone Number: 595-3467

.....

(LEGAL USE ONLY)

Legal Review by *[Signature]*

Date Received: Oct. 15, 2013

☒ Approved as to form and legal sufficiency.

☐ Not approved.

☐ Make subject to legal signoff.

Additional comments:

Inside changes to format and text.

ORDINANCE NUMBER 2013-_____

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA, AMENDING PART III OF THE ESCAMBIA COUNTY CODE OF ORDINANCES (1999), THE LAND DEVELOPMENT CODE OF ESCAMBIA COUNTY, FLORIDA, AS AMENDED, TO REPEAL AND REPLACE ARTICLE 10, FLOODPLAIN MANAGEMENT, IN ITS ENTIRETY; TO ADOPT A NEW ARTICLE 10, FLOODPLAIN MANAGEMENT; TO ADOPT FLOOD HAZARD MAPS, TO DESIGNATE A FLOODPLAIN ADMINISTRATOR, TO ADOPT PROCEDURES AND CRITERIA FOR DEVELOPMENT IN FLOOD HAZARD AREAS; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Legislature of the State of Florida has, in Chapter 125, Florida Statutes, conferred upon local governments the authority to adopt regulations designed to promote the public health, safety, and general welfare of its citizenry; and

WHEREAS, the Federal Emergency Management Agency has identified special flood hazard areas within the boundaries of Escambia County and that such areas may be subject to periodic inundation which may result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety and general welfare, and

WHEREAS, the Escambia County was accepted for participation in the National Flood Insurance Program on 30 September 1997 and the Board of County Commissioners desires to continue to meet the requirements of Title 44 Code of Federal Regulations, Sections 59 and 60, necessary for such participation; and

NOW, THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Escambia County that the following Floodplain Management regulations are hereby adopted.

Section 1. Purpose.

The purpose of this ordinance is to repeal and replace Article 10 of the Escambia County Land Development Code, Floodplain Management. This ordinance specifically repeals and replaces the following ordinance(s) and regulation(s): (Ord. No. 2006-4, § 2, 1-5-2006; Ord. No. 2006-71, § 1, 9-7-2006).

Section 2. Land Development Code.

Article 10 of the Escambia County Land Development Code is repealed and replaced as shown in the attached Exhibit A.

1
2 **Section 3. Severability.**
3

4 If any section, sentence, clause or phrase of this ordinance is held to be invalid
5 or unconstitutional by a court of competent jurisdiction, the holding shall in no way affect
6 the validity of the remaining portions of this ordinance.
7

8 **Section 4. Inclusion in the code.**
9

10 The Board of County Commissioners intends that the provisions of this ordinance
11 will be codified as required by Section 125.68, Florida Statutes, and that the sections of
12 this ordinance may be renumbered or relettered and the word "ordinance" may be
13 changed to "section," "article," or such other appropriate word or phrase in order to
14 accomplish its intentions.
15

16 **Section 5. Effective date.**
17

18 This ordinance shall become effective upon filing with the Department of State.
19

20 DONE AND ENACTED this ____ day of _____, 2013.
21

22 BOARD OF COUNTY COMMISSIONERS
23 ESCAMBIA COUNTY, FLORIDA
24

25
26 By: _____
27 Lumon J. May, Chairman

28 ATTEST: Pam Childers
29 Clerk of the Circuit Court
30

31 By: _____ Date Executed: _____
32 Deputy Clerk
33

34 (SEAL)
35

36 ENACTED:
37

38 FILED WITH THE DEPARTMENT OF STATE:
39

40 EFFECTIVE DATE:
41

42
43 ATTACHMENTS:
44 LDC Article 10. Floodplain Management

1 **Article 10. Floodplain Management**

2
3 **10.00.00 ADMINISTRATION**

4
5 **10.00.01 Title.** These regulations shall be known as the *Floodplain Management Ordinance of*
6 **Escambia County**, hereinafter referred to as "this ordinance."

7
8 **10.00.02 Scope.** The provisions of this ordinance shall apply to all development that is wholly
9 within or partially within any flood hazard area, including but not limited to the subdivision of land;
10 filling, grading, and other site improvements and utility installations; construction, alteration,
11 remodeling, enlargement, improvement, replacement, repair, relocation or demolition of buildings,
12 structures, and facilities that are exempt from the *Florida Building Code*; placement, installation, or
13 replacement of manufactured homes and manufactured buildings; installation or replacement of
14 tanks; placement of recreational vehicles; installation of swimming pools; and any other
15 development.

16
17 **10.00.03 Intent.** The purposes of this ordinance and the flood load and flood resistant
18 construction requirements of the *Florida Building Code* are to establish minimum requirements
19 to safeguard the public health, safety, and general welfare and to minimize public and private
20 losses due to flooding through regulation of development in flood hazard areas to:

- 21 A. Minimize unnecessary disruption of commerce, access and public service during times
22 of flooding;
- 23 B. Require the use of appropriate construction practices in order to prevent or minimize
24 future flood damage;
- 25 C. Manage filling, grading, dredging, mining, paving, excavation, drilling operations, storage
26 of equipment or materials, and other development which may increase flood damage or
27 erosion potential;
- 28 D. Manage the alteration of flood hazard areas, watercourses, and shorelines to minimize
29 the impact of development on the natural and beneficial functions of the floodplain;
- 30 E. Minimize damage to public and private facilities and utilities;
- 31 F. Help maintain a stable tax base by providing for the sound use and development of flood
32 hazard areas;
- 33 G. Minimize the need for future expenditure of public funds for flood control projects and
34 response to and recovery from flood events; and
- 35 H. Meet the requirements of the National Flood Insurance Program for community
36 participation as set forth in the Title 44 Code of Federal Regulations, Section 59.22.

37
38 **10.00.04 Coordination with the *Florida Building Code*.** This ordinance is intended to be
39 administered and enforced in conjunction with the *Florida Building Code*. Where cited, ASCE
40 24 refers to the edition of the standard that is referenced by the *Florida Building Code*.

41
42 **10.00.05 Warning.** The degree of flood protection required by this ordinance and the *Florida*
43 *Building Code*, as amended by this community, is considered the minimum reasonable for
44 regulatory purposes and is based on scientific and engineering considerations. Larger floods can
45 and will occur. Flood heights may be increased by man-made or natural causes. This ordinance
46 does not imply that land outside of mapped special flood hazard areas, or that uses permitted within

such flood hazard areas, will be free from flooding or flood damage. The flood hazard areas and base flood elevations contained in the Flood Insurance Study and shown on Flood Insurance Rate Maps and the requirements of Title 44 Code of Federal Regulations, Sections 59 and 60 may be revised by the Federal Emergency Management Agency, requiring this community to revise these regulations to remain eligible for participation in the National Flood Insurance Program. No guaranty of vested use, existing use, or future use is implied or expressed by compliance with this ordinance.

10.00.06 Disclaimer of Liability. This ordinance shall not create liability on the part of **Board of County Commissioners of Escambia County** or by any officer or employee thereof for any flood damage that results from reliance on this ordinance or any administrative decision lawfully made thereunder.

10.01.00 APPLICABILITY

10.01.01 General. Where there is a conflict between a general requirement and a specific requirement, the specific requirement shall be applicable.

10.01.02 Areas to which this ordinance applies. This ordinance shall apply to all flood hazard areas within **Escambia County**, as established in Section 10.01.03 of this ordinance.

10.01.03 Basis for establishing flood hazard areas. The Flood Insurance Study for **Escambia County, Florida and Incorporated Areas** dated September 29, 2006, and the accompanying Flood Insurance Rate Maps (FIRM), are adopted by reference as a part of this ordinance and shall serve as the minimum basis for establishing flood hazard areas. Studies and maps that establish flood hazard areas are on file at the **Escambia County Development Services Department, 3363 West Park Place, Pensacola, Florida 32505.**

10.01.04 Submission of additional data to establish flood hazard areas. To establish flood hazard areas and base flood elevations, pursuant to Section 10.04.00 of this ordinance the Floodplain Administrator may require submission of additional data. Where field surveyed topography prepared by a Florida licensed professional surveyor or digital topography accepted by the community indicates that ground elevations:

1. Are below the closest applicable base flood elevation, even in areas not delineated as a special flood hazard area on a FIRM, the area shall be considered as flood hazard area and subject to the requirements of this ordinance and, as applicable, the requirements of the *Florida Building Code*.
2. Are above the closest applicable base flood elevation, the area shall be regulated as special flood hazard area unless the applicant obtains a Letter of Map Change that removes the area from the special flood hazard area.

10.01.05 Other laws. The provisions of this ordinance shall not be deemed to nullify any provisions of local, state or federal law.

10.01.06 Abrogation and greater restrictions. This ordinance supersedes any ordinance in effect for management of development in flood hazard areas. However, it is not intended to repeal or abrogate any other provisions of existing ordinances including but not limited to land development regulations, zoning ordinances stormwater management regulations, or the *Florida Building Code*. In the event of a conflict between this ordinance and any other ordinance, the more restrictive shall govern. This ordinance shall not impair any deed restriction, covenant or

1 easement, but any land that is subject to such interests shall also be governed by this
2 ordinance.

3
4 **10.01.07 Interpretation.** In the interpretation and application of this ordinance, all provisions
5 shall be:

- 6 1. Considered as minimum requirements;
- 7 2. Liberally construed in favor of the governing body; and
- 8 3. Deemed neither to limit nor repeal any other powers granted under state statutes.

9
10 **10.02.00 DUTIES AND POWERS OF THE FLOODPLAIN ADMINISTRATOR**

11
12 **10.02.01 Designation.** The County Administrator is designated as the Floodplain
13 Administrator. The Floodplain Administrator may delegate performance of certain duties to other
14 employees.

15
16 **10.02.02 General.** The Floodplain Administrator is authorized and directed to administer and
17 enforce the provisions of this ordinance. The Floodplain Administrator shall have the authority to
18 render interpretations of this ordinance consistent with the intent and purpose of this ordinance
19 and may establish policies and procedures in order to clarify the application of its provisions.
20 Such interpretations, policies, and procedures shall not have the effect of waiving requirements
21 specifically provided in this ordinance without the granting of a variance pursuant to Section
22 10.06.00 of this ordinance.

23
24 **10.02.03 Applications and permits.** The Floodplain Administrator, in coordination with other
25 pertinent offices of the community, shall:

- 26 1. Review applications and plans to determine whether proposed new development will be
27 located in flood hazard areas;
- 28 2. Review applications for modification of any existing development in flood hazard areas
29 for compliance with the requirements of this ordinance;
- 30 3. Interpret flood hazard area boundaries where such interpretation is necessary to
31 determine the exact location of boundaries; a person contesting the determination shall
32 have the opportunity to appeal the interpretation;
- 33 4. Provide available flood elevation and flood hazard information;
- 34 5. Determine whether additional flood hazard data shall be obtained from other sources or
35 shall be developed by an applicant;
- 36 6. Review applications to determine whether proposed development will be reasonably
37 safe from flooding;
- 38 7. Issue floodplain development permits or approvals for development other than buildings
39 and structures that are subject to the *Florida Building Code*, including buildings,
40 structures and facilities exempt from the *Florida Building Code*, when compliance with
41 this ordinance is demonstrated, or disapprove the same in the event of noncompliance;
42 and
- 43 8. Coordinate with and provide comments to the Building Official to assure that
44 applications, plan reviews, and inspections for buildings and structures in flood hazard
45 areas comply with the applicable provisions of this ordinance.

1
2 **10.02.04 Substantial Improvements and substantial damage determinations.** For
3 applications for building permits to improve buildings and structures, including alterations,
4 movement, enlargement, replacement, repair, change of occupancy, additions, rehabilitations,
5 renovations, substantial improvements, repairs of substantial damage, and any other
6 improvement of or work on such buildings and structures, the Floodplain Administrator, in
7 coordination with the Building Official, shall:

- 8 1. Estimate the market value, or require the applicant to obtain an appraisal of the market
9 value prepared by a qualified independent appraiser, of the building or structure before
10 the start of construction of the proposed work; in the case of repair, the market value of
11 the building or structure shall be the market value before the damage occurred and
12 before any repairs are made;
- 13 2. Compare the cost to perform the improvement, the cost to repair a damaged building to
14 its pre-damaged condition, or the combined costs of improvements and repairs, if
15 applicable, to the market value of the building or structure;
- 16 3. Determine and document whether the proposed work constitutes substantial
17 improvement or repair of substantial damage;
- 18 4. Notify the applicant if it is determined that the work constitutes substantial improvement
19 or repair of substantial damage and that compliance with the flood resistant construction
20 requirements of the *Florida Building Code* and this ordinance is required.

21
22 **10.02.05 Modifications of the strict application of the requirements of the *Florida Building***
23 ***Code*.** The Floodplain Administrator shall review requests submitted to the Building Official that
24 seek approval to modify the strict application of the flood load and flood resistant construction
25 requirements of the *Florida Building Code* to determine whether such requests require the
26 granting of a variance pursuant to Section 10.06.00 of this ordinance.

27
28 **10.02.06 Notices and orders.** The Floodplain Administrator shall coordinate with appropriate
29 local agencies for the issuance of all necessary notices or orders to ensure compliance with this
30 ordinance.

31
32 **10.02.07 Inspections.** The Floodplain Administrator shall make the required inspections as
33 specified in Section 10.05.00 of this ordinance for development that is not subject to the *Florida*
34 *Building Code*, including buildings, structures and facilities exempt from the *Florida Building*
35 *Code*. The Floodplain Administrator shall inspect flood hazard areas to determine if
36 development is undertaken without issuance of a permit.

37
38 **10.02.08 Other duties of the Floodplain Administrator.** The Floodplain Administrator shall
39 have other duties, including but not limited to:

- 40
41 1. In coordination with the Building Official review all permits for construction within the
42 Special Flood Hazard Areas to ensure that the proposed project meets the freeboard
43 requirements. In Escambia County the freeboard requirement is 3 feet above the
44 designated FEMA Base Flood Elevation.
- 45 2. Establish, in coordination with the Building Official, procedures for administering and
46 documenting determinations of substantial improvement and substantial damage made
47 pursuant to Section 10.02.04 of this ordinance;

3. Require that applicants proposing alteration of a watercourse notify adjacent communities and the Florida Division of Emergency Management, State Floodplain Management Office, and submit copies of such notifications to the Federal Emergency Management Agency (FEMA);
4. Require applicants who submit hydrologic and hydraulic engineering analyses to support permit applications to submit to FEMA the data and information necessary to maintain the Flood Insurance Rate Maps if the analyses propose to change base flood elevations, flood hazard area boundaries, or floodway designations; such submissions shall be made within 6 months of such data becoming available;
5. Review required design certifications and documentation of elevations specified by this ordinance and the *Florida Building Code* to determine that such certifications and documentations are complete; and
6. Advise applicants for new buildings and structures, including substantial improvements, that are located in any unit of the Coastal Barrier Resources System established by the Coastal Barrier Resources Act (Pub. L. 97-348) and the Coastal Barrier Improvement Act of 1990 (Pub. L. 101-591) that federal flood insurance is not available on such construction; areas subject to this limitation are identified on Flood Insurance Rate Maps as "Coastal Barrier Resource System Areas" and "Otherwise Protected Areas."

10.02.09 Floodplain management records. Regardless of any limitation on the period required for retention of public records, the Floodplain Administrator shall maintain and permanently keep and make available for public inspection all records that are necessary for the administration of this ordinance and the flood resistant construction requirements of the *Florida Building Code*, including Flood Insurance Rate Maps; Letters of Change; records of issuance of permits and denial of permits; determinations of whether proposed work constitutes substantial improvement or repair of substantial damage; required design certifications and documentation of elevations specified by the *Florida Building Code* and this ordinance; notifications to adjacent communities, FEMA, and the state, related to alterations of watercourses; assurances that the flood carrying capacity of altered watercourses will be maintained; documentation related to appeals and variances, including justification for issuance or denial; and records of enforcement actions taken pursuant to this ordinance and the flood resistant construction requirements of the *Florida Building Code*. These records shall be available for public inspection at Escambia County Development Services.

10.03.00 PERMITS

10.03.01 Permits required. Any owner or owner's authorized agent (hereinafter "applicant") who intends to undertake any development activity within the scope of this ordinance, including buildings, structures and facilities exempt from the *Florida Building Code*, which is wholly within or partially within any flood hazard area shall first make application to the Floodplain Administrator, and the Building Official if applicable, and shall obtain the required permit(s) and approval(s). No such permit or approval shall be issued until compliance with the requirements of this ordinance and all other applicable codes and regulations has been satisfied.

10.03.02 Floodplain development permits or approvals. Floodplain development permits or approvals shall be issued pursuant to this ordinance for any development activities not subject to the requirements of the *Florida Building Code*, including buildings, structures and facilities exempt from the *Florida Building Code*. Depending on the nature and extent of proposed development that includes a building or structure, the Floodplain Administrator may determine that a floodplain

development permit or approval is required in addition to a building permit.

10.03.03 Buildings, structures and facilities exempt from the *Florida Building Code*.

Pursuant to the requirements of federal regulation for participation in the National Flood Insurance Program (44 C.F.R. Sections 59 and 60), floodplain development permits or approvals shall be required for the following buildings, structures and facilities that are exempt from the *Florida Building Code* and any further exemptions provided by law, which are subject to the requirements of this ordinance:

1. Railroads and ancillary facilities associated with the railroad.
2. Nonresidential farm buildings on farms, as provided in Section 604.50, F.S.
3. Temporary buildings or sheds used exclusively for construction purposes.
4. Mobile or modular structures used as temporary offices.
5. Those structures or facilities of electric utilities, as defined in Section 366.02, F.S., which are directly involved in the generation, transmission, or distribution of electricity.
6. Chickees constructed by the Miccosukee Tribe of Indians of Florida or the Seminole Tribe of Florida. As used in this paragraph, the term "chickee" means an open-sided wooden hut that has a thatched roof of palm or palmetto or other traditional materials, and that does not incorporate any electrical, plumbing, or other non-wood features.
7. Family mausoleums not exceeding 250 square feet in area which are prefabricated and assembled on site or preassembled and delivered on site and have walls, roofs, and a floor constructed of granite, marble, or reinforced concrete.
8. Temporary housing provided by the Department of Corrections to any prisoner in the state correctional system.
9. Structures identified in Section 553.73(10)(k), F.S., are not exempt from the *Florida Building Code* if such structures are located in flood hazard areas established on Flood Insurance Rate Maps

10.03.04 Application for a permit or approval. To obtain a floodplain development permit or approval the applicant shall first file an application in writing on a form furnished by the community. The information provided shall:

1. Identify and describe the development to be covered by the permit or approval.
2. Describe the land on which the proposed development is to be conducted by legal description, street address or similar description that will readily identify and definitively locate the site.
3. Indicate the use and occupancy for which the proposed development is intended.
4. Be accompanied by a site plan or construction documents as specified in Section 10.04.00 of this ordinance.
5. State the valuation of the proposed work.
6. Be signed by the applicant or the applicant's authorized agent.
7. Give such other data and information as required by the Floodplain Administrator.

10.03.05 Validity of permit or approval. The issuance of a floodplain development permit or approval pursuant to this ordinance shall not be construed to be a permit for, or approval of, any

violation of this ordinance, the *Florida Building Codes*, or any other ordinance of this community. The issuance of permits based on submitted applications, construction documents, and information shall not prevent the Floodplain Administrator from requiring the correction of errors and omissions.

10.03.06 Expiration. A floodplain development permit or approval shall become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized is suspended or abandoned for a period of 180 days after the work commences. Extensions for periods of not more than 180 days each shall be requested in writing and justifiable cause shall be demonstrated.

10.03.07 Suspension or revocation. The Floodplain Administrator is authorized to suspend or revoke a floodplain development permit or approval if the permit was issued in error, on the basis of incorrect, inaccurate or incomplete information, or in violation of this ordinance or any other ordinance, regulation or requirement of this community.

10.03.08 Other permits. Floodplain development permits and building permits shall include a disclaimer that all other applicable state or federal permits be obtained by the applicant before commencement of the permitted development. Such permits may include but not limited to the following:

1. The Northwest Florida Water Management District; Section 373.036, F.S.
2. Florida Department of Health for onsite sewage treatment and disposal systems; Section 381.0065, F.S. and Chapter 64E-6, F.A.C.
3. Florida Department of Environmental Protection for construction, reconstruction, changes, or physical activities for shore protection or other activities seaward of the coastal construction control line; Section 161.141, F.S.
4. Florida Department of Environmental Protection for activities subject to the Joint Coastal Permit; Section 161.055, F.S.
5. Florida Department of Environmental Protection for activities that affect wetlands and alter surface water flows, in conjunction with the U.S. Army Corps of Engineers; Section 404 of the Clean Water Act.
6. Federal permits and approvals.

10.04.00 SITE PLANS AND CONSTRUCTION DOCUMENTS

10.04.01 Information for development in flood hazard areas. The site plan or construction documents for any development subject to the requirements of this ordinance shall be drawn to scale and shall include, as applicable to the proposed development:

1. Delineation of flood hazard areas, floodway boundaries and flood zone(s), base flood elevation(s), and ground elevations if necessary for review of the proposed development. All new construction or substantial improvement of any commercial or residential structure (including manufactured home) within a Special Flood Hazard Area shall have the lowest floor, including basement, elevated to three feet above the designated base flood elevation.
2. Where base flood elevations, or floodway data are not included on the FIRM or in the Flood Insurance Study, they shall be established in accordance with Section 10.04.02(2)

or (3) of this ordinance.

3. Where the parcel on which the proposed development will take place will have more than 50 lots or is larger than 5 acres and the base flood elevations are not included on the FIRM or in the Flood Insurance Study, such elevations shall be established in accordance with Section 10.04.02(1) of this ordinance.
4. Location of the proposed activity and proposed structures, and locations of current buildings and structures; in coastal high hazard areas, new buildings shall be located landward of the reach of mean high tide.
5. Location, extent, amount, and proposed final grades of any filling, grading, or excavation.
6. Where the placement of fill is proposed, the amount, type, and source of fill material; compaction specifications; a description of the intended purpose of the fill areas; and evidence that the proposed fill areas are the minimum necessary to achieve the intended purpose.
7. Delineation of the Coastal Construction Control Line or notation that the site is seaward of the coastal construction control line, if applicable.
8. Extent of any proposed alteration of sand dunes or mangrove stands, provided such alteration is approved by the Florida Department of Environmental Protection.
9. Existing and proposed alignment of any proposed alteration of a watercourse.

The Floodplain Administrator is authorized to waive the submission of site plans, construction documents, and other data that are required by this ordinance but that are not required to be prepared by a registered design professional if it is found that the nature of the proposed development is such that the review of such submissions is not necessary to ascertain compliance with this ordinance.

10.04.02 Information in flood hazard areas without base flood elevations (approximate Zone A). Where flood hazard areas are delineated on the FIRM and base flood elevation data have not been provided, the Floodplain Administrator shall:

1. Require the applicant to include base flood elevation data prepared in accordance with currently accepted engineering practices.
2. Obtain, review, and provide to applicants base flood elevation and floodway data available from a federal or state agency or other source or require the applicant to obtain and use base flood elevation and floodway data available from a federal or state agency or other source.
3. Where base flood elevation data and floodway data are not available from another source, where the available data are deemed by the Floodplain Administrator to not reasonably reflect flooding conditions, or where the available data are known to be scientifically or technically incorrect or otherwise inadequate:
 - a. Require the applicant to include base flood elevation data prepared in accordance with currently accepted engineering practices; or
 - b. Specify that the base flood elevation is 3 feet above the highest adjacent grade at the location of the development, provided there is no evidence indicating flood depths have been or may be greater than two (2) feet.

- 1 4. Where the base flood elevation data are to be used to support a Letter of Map Change
2 from FEMA, advise the applicant that the analyses shall be prepared by a Florida
3 licensed engineer in a format required by FEMA, and that it shall be the responsibility of
4 the applicant to satisfy the submittal requirements and pay the processing fees.
5

6 **10.04.03 Additional analyses and certifications.** As applicable to the location and nature of
7 the proposed development activity, and in addition to the requirements of this section, the
8 applicant shall have the following analyses signed and sealed by a Florida licensed engineer for
9 submission with the site plan and construction documents:

- 10 1. For development activities proposed to be located in a regulatory floodway, a floodway
11 encroachment analysis that demonstrates that the encroachment of the proposed
12 development will not cause any increase in base flood elevations; where the applicant
13 proposes to undertake development activities that do increase base flood elevations, the
14 applicant shall submit such analysis to FEMA as specified in 10.04.04 of this ordinance
15 and shall submit the Conditional Letter of Map Revision, if issued by FEMA, with the site
16 plan and construction documents.
- 17 2. For development activities proposed to be located in a riverine flood hazard area for
18 which base flood elevations are included in the Flood Insurance Study or on the FIRM
19 and floodways have not been designated, a hydrological and hydraulic analysis that
20 demonstrates that the cumulative effect of the proposed development, when combined
21 with all other existing and anticipated flood hazard area encroachments, will not increase
22 the base flood elevation more than one (1) foot at any point within the community. This
23 requirement does not apply in isolated flood hazard areas not connected to a riverine
24 flood hazard area or in flood hazard areas identified as Zone AO or Zone AH.
- 25 3. For alteration of a watercourse, an engineering analysis prepared in accordance with
26 standard engineering practices which demonstrates that the flood-carrying capacity of
27 the altered or relocated portion of the watercourse will not be decreased, and
28 certification that the altered watercourse shall be maintained in a manner which
29 preserves the channel's flood-carrying capacity; the applicant shall submit the analysis to
30 FEMA as specified in Section 10.04.04 of this ordinance.
- 31 4. For activities that propose to alter sand dunes or mangrove stands in coastal high
32 hazard areas (Zone V), an engineering analysis that demonstrates that the proposed
33 alteration will not increase the potential for flood damage.
34

35 **10.04.04 Submission of additional data.** When additional hydrologic, hydraulic or other
36 engineering data, studies, and additional analyses are submitted to support an application, the
37 applicant has the right to seek a Letter of Map Change from FEMA to change the base flood
38 elevations, change floodway boundaries, or change boundaries of flood hazard areas shown on
39 FIRMs, and to submit such data to FEMA for such purposes. The analyses shall be prepared
40 by a Florida licensed engineer in a format required by FEMA. Submittal requirements and
41 processing fees shall be the responsibility of the applicant.

42 **10.05.00 INSPECTIONS**

43 **10.05.01 General.** Development for which a floodplain development permit or approval is
44 required shall be subject to inspection.
45

46 **10.05.02 Development other than buildings and structures.** The Floodplain Administrator
47
48

1 shall inspect all development to determine compliance with the requirements of this ordinance
2 and the conditions of issued floodplain development permits or approvals.
3

4 **10.05.03 Buildings, structures and facilities exempt from the *Florida Building Code*.** The
5 Floodplain Administrator shall inspect buildings, structures and facilities exempt from the *Florida*
6 *Building Code* to determine compliance with the requirements of this ordinance and the
7 conditions of issued floodplain development permits or approvals.
8

9 **10.05.04 Buildings, structures and facilities exempt from the *Florida Building Code*,
10 lowest floor inspection.** Upon placement of the lowest floor, including basement, and prior to
11 further vertical construction, the owner of a building, structure or facility exempt from the *Florida*
12 *Building Code*, or the owner's authorized agent, shall submit to the Floodplain Administrator:

- 13 1. If a design flood elevation was used to determine the required elevation of the lowest
14 floor, the certification of elevation of the lowest floor prepared and sealed by a Florida
15 licensed professional surveyor; or
- 16 2. If the elevation used to determine the required elevation of the lowest floor was
17 determined in accordance with Section 10.04.02(3)(b) of this ordinance, the
18 documentation of height of the lowest floor above highest adjacent grade, prepared by
19 the owner or the owner's authorized agent.
20

21 **10.05.05 Buildings, structures and facilities exempt from the *Florida Building Code*, final
22 inspection.** As part of the final inspection, the owner or owner's authorized agent shall submit
23 to the Floodplain Administrator a final certification of elevation of the lowest floor or final
24 documentation of the height of the lowest floor above the highest adjacent grade; such
25 certifications and documentations shall be prepared as specified in Section 10.05.04 of this
26 ordinance.
27

28 **10.05.06 Manufactured homes.** The **Building Official** shall inspect manufactured homes that
29 are installed or replaced in flood hazard areas to determine compliance with the requirements of
30 this ordinance and the conditions of the issued permit. Upon placement of a manufactured
31 home, certification of the elevation of the lowest floor shall be submitted to the **Building**
32 **Official**.
33

34 **10.06.00 VARIANCES AND APPEALS**

35

36 **10.06.01 General.** The **Escambia County Board of Adjustments (BOA)** shall hear and decide
37 on requests for appeals and requests for variances from the strict application of this ordinance.
38 Pursuant to Section 553.73(5), F.S., the **BOA** shall hear and decide on requests for appeals
39 and requests for variances from the strict application of the flood resistant construction
40 requirements of the *Florida Building Code*. This section does not apply to Section 3109 of the
41 *Florida Building Code, Building*.
42

43 **10.06.02 Appeals.** The **BOA** shall hear and decide appeals when it is alleged there is an error
44 in any requirement, decision, or determination made by the Floodplain Administrator in the
45 administration and enforcement of this ordinance. Any person aggrieved by the decision of
46 **BOA** may appeal such decision to the Circuit Court, as provided by Florida Statutes.
47

48 **10.06.03 Limitations on authority to grant variances.** The **BOA** shall base its decisions on
49 variances on technical justifications submitted by applicants, the considerations for issuance in
50 Section 10.06.07 of this ordinance, the conditions of issuance set forth in Section 10.06.08 of

1 this ordinance, and the comments and recommendations of the Floodplain Administrator and
2 the Building Official. The BOA has the right to attach such conditions as it deems necessary to
3 further the purposes and objectives of this ordinance.

4
5 **10.06.04 Restrictions in floodways.** A variance shall not be issued for any proposed
6 development in a floodway if any increase in base flood elevations would result, as evidenced
7 by the applicable analyses and certifications required in Section 10.04.03 of this ordinance.

8
9 **10.06.05 Historic buildings.** A variance is authorized to be issued for the repair, improvement,
10 or rehabilitation of a historic building that is determined eligible for the exception to the flood
11 resistant construction requirements of the *Florida Building Code, Existing Building*, Chapter 11
12 Historic Buildings, upon a determination that the proposed repair, improvement, or rehabilitation
13 will not preclude the building's continued designation as a historic building and the variance is
14 the minimum necessary to preserve the historic character and design of the building. If the
15 proposed work precludes the building's continued designation as a historic building, a variance
16 shall not be granted and the building and any repair, improvement, and rehabilitation shall be
17 subject to the requirements of the *Florida Building Code*.

18
19 **10.06.06 Functionally dependent uses.** A variance is authorized to be issued for the
20 construction or substantial improvement necessary for the conduct of a functionally dependent
21 use, as defined in this ordinance, provided the variance meets the requirements of Section
22 10.06.04, is the minimum necessary considering the flood hazard, and all due consideration has
23 been given to use of methods and materials that minimize flood damage during occurrence of
24 the base flood.

25
26 **10.06.07 Considerations for issuance of variances.** In reviewing requests for variances, the
27 BOA shall consider all technical evaluations, all relevant factors, all other applicable provisions
28 of the *Florida Building Code*, this ordinance, and the following:

- 29 1. The danger that materials and debris may be swept onto other lands resulting in further
30 injury or damage;
- 31 2. The danger to life and property due to flooding or erosion damage;
- 32 3. The susceptibility of the proposed development, including contents, to flood damage and
33 the effect of such damage on current and future owners;
- 34 4. The importance of the services provided by the proposed development to the
35 community;
- 36 5. The availability of alternate locations for the proposed development that are subject to
37 lower risk of flooding or erosion;
- 38 6. The compatibility of the proposed development with existing and anticipated
39 development;
- 40 7. The relationship of the proposed development to the comprehensive plan and floodplain
41 management program for the area;
- 42 8. The safety of access to the property in times of flooding for ordinary and emergency
43 vehicles;
- 44 9. The expected heights, velocity, duration, rate of rise and debris and sediment transport
45 of the floodwaters and the effects of wave action, if applicable, expected at the site; and

1 10. The costs of providing governmental services during and after flood conditions including
2 maintenance and repair of public utilities and facilities such as sewer, gas, electrical and
3 water systems, streets and bridges.
4

5 **10.06.08 Conditions for issuance of variances.** Variances shall be issued only upon:

- 6 1. Submission by the applicant, of a showing of good and sufficient cause that the unique
7 characteristics of the size, configuration, or topography of the site limit compliance with
8 any provision of this ordinance or the required elevation standards;
- 9 2. Determination by the BOA that:
- 10 a. Failure to grant the variance would result in exceptional hardship due to the
11 physical characteristics of the land that render the lot undevelopable; increased
12 costs to satisfy the requirements or inconvenience do not constitute hardship;
- 13 b. The granting of a variance will not result in increased flood heights, additional
14 threats to public safety, extraordinary public expense, nor create nuisances,
15 cause fraud on or victimization of the public or conflict with existing local laws
16 and ordinances; and
- 17 c. The variance is the minimum necessary, considering the flood hazard, to afford
18 relief;
- 19 3. Receipt of a signed statement by the applicant that the variance, if granted, shall be
20 recorded in the Office of the Clerk of the Court in such a manner that it appears in the
21 chain of title of the affected parcel of land; and
- 22 4. If the request is for a variance to allow construction of the lowest floor of a new building,
23 or substantial improvement of a building, below the required elevation, a copy in the
24 record of a written notice from the Floodplain Administrator to the applicant for the
25 variance, specifying the difference between the base flood elevation and the proposed
26 elevation of the lowest floor, stating that the cost of federal flood insurance will be
27 commensurate with the increased risk resulting from the reduced floor elevation and
28 stating that construction below the base flood elevation increases risks to life and
29 property.

30
31 **10.07.00 VIOLATIONS**
32

33 **10.07.01 Violations.** Any development that is not within the scope of the *Florida Building Code*
34 but that is regulated by this ordinance, that is performed without an issued permit, that is in
35 conflict with an issued permit, or that does not fully comply with this ordinance, shall be
36 deemed a violation of this ordinance. A building or structure without the documentation of
37 elevation of the lowest floor, other required design certifications, or other evidence of
38 compliance required by this ordinance or the *Florida Building Code* is presumed to be a violation
39 until such time as that documentation is provided.
40

41 **10.07.02 Authority.** For development that is not within the scope of the *Florida Building Code*
42 but that is regulated by this ordinance and that is determined to be a violation, the Floodplain
43 Administrator is authorized to serve notices of violation or stop work orders to owners of the
44 property involved, to the owner's agent, or to the person or persons performing the work.
45

46 **10.07.03 Unlawful continuance.** Any person who shall continue any work after having been
47 served with a notice of violation or a stop work order, except such work as that person is

1 directed to perform to remove or remedy a violation or unsafe condition, shall be subject to
2 penalties as prescribed by law.

3 4 **10.08.00 DEFINITIONS**

5
6 **10.08.01 General.** Unless otherwise expressly stated, the following words and terms shall, for
7 the purposes of this ordinance, have the meanings shown in this section.

8
9 **10.08.02 Terms defined in the *Florida Building Code*.** Where terms are not defined in this
10 ordinance and are defined in the *Florida Building Code*, such terms shall have the meanings
11 ascribed to them in that code.

12
13 **10.08.03 Terms not defined.** Where terms are not defined in this ordinance or in the *Florida*
14 *Building Code*, such terms shall have ordinarily accepted meanings such as the context implies.

15
16 **Alteration of a watercourse.** A dam, impoundment, channel relocation, change in channel
17 alignment, channelization, or change in cross-sectional area of the channel or the channel
18 capacity, or any other form of modification which may alter, impede, retard or change the
19 direction and/or velocity of the riverine flow of water during conditions of the base flood.

20
21 **Appeal.** A request for a review of the Floodplain Administrator's interpretation of any provision
22 of this ordinance.

23
24 **ASCE 24.** A standard titled *Flood Resistant Design and Construction* that is referenced by the
25 *Florida Building Code*. ASCE 24 is developed and published by the American Society of Civil
26 Engineers, Reston, VA.

27
28 **Base flood.** A flood having a 1-percent chance of being equaled or exceeded in any given
29 year. The base flood is commonly referred to as the "100-year flood" or the "1-percent-annual
30 chance flood."

31
32 **Base flood elevation.** The elevation of the base flood, including wave height, relative to the
33 National Geodetic Vertical Datum (NGVD), North American Vertical Datum (NAVD) or other
34 datum specified on the Flood Insurance Rate Map (FIRM)

35
36 **Basement.** The portion of a building having its floor sub-grade (below ground level) on all
37 sides.

38
39 **Coastal construction control line.** The line established by the State of Florida pursuant to
40 Section 161.053, F.S., and recorded in the official records of the community, which defines that
41 portion of the beach-dune system subject to severe fluctuations based on a 100-year storm
42 surge, storm waves or other predictable weather conditions.

43
44 **Coastal high hazard area.** A special flood hazard area extending from offshore to the inland
45 limit of a primary frontal dune, along an open coast and any other area subject to high velocity
46 wave action from storms or seismic sources. Coastal high hazard areas are also referred to as
47 "high hazard areas subject to high velocity wave action" or "V Zones" and are designated on
48 Flood Insurance Rate Maps (FIRM) as Zone V1-V30, VE, or V. [Note: The FBC, B defines and
49 uses the term "flood hazard areas subject to high velocity wave action" and the FBC, R uses the
50 term "coastal high hazard areas."]
51

1 **Datum.** A reference surface used to ensure that all elevation records are properly related. The
2 current national datum is the National Geodetic Vertical Datum (NGVD) of 1929, which is
3 expressed in relation to mean sea level, or the North American Vertical Datum (NAVD) of 1988.
4

5 **Design flood.** The flood associated with the greater of the following two areas:

- 6 1. Area with a floodplain subject to a 1-percent or greater chance of flooding in any year.
- 7 2. Area designated as a flood hazard area on the community's flood hazard map, or
8 otherwise legally designated.
9

10 **Design flood elevation.** The elevation of the "design flood," including wave height, relative to
11 the datum specified on the community's legally designated flood hazard map. In areas
12 designated as Zone AO, the design flood elevation shall be the elevation of the highest existing
13 grade of the building's perimeter plus the depth number (in feet) specified on the flood hazard
14 map.
15

16 **Development.** Any man-made change to improved or unimproved real estate, including but not
17 limited to, buildings or other structures, tanks, temporary structures, temporary or permanent
18 storage of equipment or materials, mining, dredging, filling, grading, paving, excavations, drilling
19 operations or any other land disturbing activities.
20

21 **Encroachment.** The placement of fill, excavation, buildings, permanent structures or other
22 development into a flood hazard area which may impede or alter the flow capacity of riverine
23 flood hazard areas.
24

25 **Elevated building.** A non-basement building built to have the lowest floor elevated above the
26 ground level by foundation walls, posts, piers, columns, pilings, or shear walls.
27

28 **Existing building and existing structure.** Any buildings and structures for which the "start of
29 construction" commenced before September 30, 1977.
30

31 **Existing manufactured home park or subdivision.** A manufactured home park or subdivision
32 for which the construction of facilities for servicing the lots on which the manufactured homes
33 are to be affixed (including, at a minimum, the installation of utilities, the construction of streets,
34 and either final site grading or the pouring of concrete pads) was completed before September
35 30, 1977.
36

37 **Expansion to an existing manufactured home park or subdivision.** The preparation of
38 additional sites by the construction of facilities for servicing the lots on which the manufactured
39 homes are to be affixed (including the installation of utilities, the construction of streets, and
40 either final site grading or the pouring of concrete pads).
41

42 **Federal Emergency Management Agency (FEMA).** The federal agency that, in addition to
43 carrying out other functions, administers the National Flood Insurance Program.
44

45 **Flood or flooding.** A general and temporary condition of partial or complete inundation of
46 normally dry land from the overflow of inland or tidal waters or the unusual and rapid
47 accumulation or runoff of surface waters from any source.
48

49 **Flood damage-resistant materials.** Any construction material capable of withstanding direct
50 and prolonged contact with floodwaters without sustaining any damage that requires more than

1 cosmetic repair.

2
3 **Flood hazard area.** The greater of the following two areas:

- 4 1. The area within a floodplain subject to a 1-percent or greater chance of flooding in any
- 5 year.
- 6 2. The area designated as a flood hazard area on the community's flood hazard map, or
- 7 otherwise legally designated.
- 8

9 **Flood Insurance Rate Map (FIRM).** The official map of the community on which the Federal
10 Emergency Management Agency has delineated both special flood hazard areas and the risk
11 premium zones applicable to the community.

12
13 **Flood Insurance Study (FIS).** The official report provided by the Federal Emergency
14 Management Agency that contains the Flood Insurance Rate Map, the Flood Boundary and
15 Floodway Map (if applicable), the water surface elevations of the base flood, and supporting
16 technical data.

17
18 **Floodplain Administrator.** The office or position designated and charged with the
19 administration and enforcement of this ordinance (may be referred to as the Floodplain
20 Manager).

21
22 **Floodplain development permit or approval.** An official document or certificate issued by the
23 community, or other evidence of approval or concurrence, which authorizes performance of
24 specific development activities that are located in flood hazard areas and that are determined to
25 be compliant with this ordinance.

26
27 **Floodplain management regulations.** This article and other zoning ordinances, subdivision
28 regulations, building codes, health regulations, special purpose ordinances (such as floodplain
29 ordinance, grading ordinance, and erosion control ordinance), and other applications of police
30 power which control development in floodprone areas. The term describes federal, State of
31 Florida, or local regulations in any combination thereof, which provide standards for preventing
32 and reducing flood loss and damage.

33
34 **Floodproofing.** A combination of design modifications which results in a building or structure,
35 including the attendant utility and sanitary facilities, being water tight with walls substantially
36 impermeable to the passage of water and with structural components having the capacity to
37 resist loads as identified in the *Florida Building Code*.

38
39 **Floodway.** The channel of a river or other riverine watercourse and the adjacent land areas
40 that must be reserved in order to discharge the base flood without cumulatively increasing the
41 water surface elevation more than one (1) foot.

42
43 **Floodway encroachment analysis.** An engineering analysis of the impact that a proposed
44 encroachment into a floodway is expected to have on the floodway boundaries and base flood
45 elevations; the evaluation shall be prepared by a qualified Florida licensed engineer using
46 standard engineering methods and models.

47
48 **Florida Building Code.** The family of codes adopted by the Florida Building Commission,
49 including: *Florida Building Code, Building*; *Florida Building Code, Residential*; *Florida Building*
50 *Code, Existing Building*; *Florida Building Code, Mechanical*; *Florida Building Code, Plumbing*;

1 *Florida Building Code, Fuel Gas.*

2
3 **Freeboard.** The additional height, usually expressed as a factor of safety in feet, above a flood
4 level for purposes of floodplain management.

5
6 **Functionally dependent use.** A use which cannot perform its intended purpose unless it is
7 located or carried out in close proximity to water, including only docking facilities, port facilities
8 that are necessary for the loading and unloading of cargo or passengers, and ship building and
9 ship repair facilities; the term does not include long-term storage or related manufacturing
10 facilities.

11
12 **Hardship/unique hardship.** A hardship results if due to circumstances involving the parcel's
13 size, location, configuration or geotechnical condition, the strict application of this article:

14 A. Renders the parcel unusable; or

15 B. Denies the owner of the same development rights commonly enjoyed by similarly
16 situated property owners who are in compliance with the ordinance.

17
18 A hardship may not result through the fault of the owner, e.g. such as by building without a
19 permit.

20
21 **Highest adjacent grade.** The highest natural elevation of the ground surface prior to
22 construction next to the proposed walls or foundation of a structure.

23
24 **Historic structure.** Any structure that is determined eligible for the exception to the flood
25 hazard area requirements of the *Florida Building Code, Existing Building*, Chapter 11 Historic
26 Buildings.

27
28 **Letter of Map Change (LOMC).** An official determination issued by FEMA that amends or
29 revises an effective Flood Insurance Rate Map or Flood Insurance Study. Letters of Map
30 Change include:

31 Letter of Map Amendment (LOMA): An amendment based on technical data showing
32 that a property was incorrectly included in a designated special flood hazard area. A
33 LOMA amends the current effective Flood Insurance Rate Map and establishes that a
34 specific property, portion of a property, or structure is not located in a special flood
35 hazard area.

36 Letter of Map Revision (LOMR): A revision based on technical data that may show
37 changes to flood zones, flood elevations, special flood hazard area boundaries and
38 floodway delineations, and other planimetric features.

39 Letter of Map Revision Based on Fill (LOMR-F): A determination that a structure or
40 parcel of land has been elevated by fill above the base flood elevation and is, therefore,
41 no longer located within the special flood hazard area. In order to qualify for this
42 determination, the fill must have been permitted and placed in accordance with the
43 community's floodplain management regulations.

44 Conditional Letter of Map Revision (CLOMR): A formal review and comment as to
45 whether a proposed flood protection project or other project complies with the minimum
46 NFIP requirements for such projects with respect to delineation of special flood hazard
47 areas. A CLOMR does not revise the effective Flood Insurance Rate Map or Flood
48 Insurance Study; upon submission and approval of certified as-built documentation, a
49 Letter of Map Revision may be issued by FEMA to revise the effective FIRM.

50
51 **Light-duty truck.** As defined in 40 C.F.R. 86.082-2, any motor vehicle rated at 8,500 pounds

1 Gross Vehicular Weight Rating or less which has a vehicular curb weight of 6,000 pounds or
2 less and which has a basic vehicle frontal area of 45 square feet or less, which is:

- 3 1. Designed primarily for purposes of transportation of property or is a derivation of such a
4 vehicle, or
- 5 2. Designed primarily for transportation of persons and has a capacity of more than 12
6 persons; or
- 7 3. Available with special features enabling off-street or off-highway operation and use.

8
9 **Lowest floor.** The lowest floor of the lowest enclosed area of a building or structure, including
10 basement, but excluding any unfinished or flood-resistant enclosure, other than a basement,
11 usable solely for vehicle parking, building access or limited storage provided that such
12 enclosure is not built so as to render the structure in violation of the non-elevation requirement
13 of the *Florida Building Code* or ASCE 24

14
15 **Manufactured home.** A structure, transportable in one or more sections, which is eight (8) feet
16 or more in width and greater than four hundred (400) square feet, and which is built on a
17 permanent, integral chassis and is designed for use with or without a permanent foundation
18 when attached to the required utilities. The term "manufactured home" does not include a
19 "recreational vehicle" or "park trailer."

20
21 **Manufactured home park or subdivision.** A parcel (or contiguous parcels) of land divided
22 into two or more manufactured home lots for rent or sale.

23
24 **Market value.** The price at which a property will change hands between a willing buyer and a
25 willing seller, neither party being under compulsion to buy or sell and both having reasonable
26 knowledge of relevant facts. As used in this ordinance, the term refers to the market value of
27 buildings and structures, excluding the land and other improvements on the parcel. Market
28 value may be established by a qualified independent appraiser, Actual Cash Value
29 (replacement cost depreciated for age and quality of construction), or tax assessment value
30 adjusted to approximate market value by a factor provided by the Property Appraiser.

31
32 **New construction.** For the purposes of administration of this ordinance and the flood resistant
33 construction requirements of the *Florida Building Code*, structures for which the "start of
34 construction" commenced on or after September 30, 1977 and includes any subsequent
35 improvements to such structures.

36
37 **New manufactured home park or subdivision.** A manufactured home park or subdivision for
38 which the construction of facilities for servicing the lots on which the manufactured homes are to
39 be affixed (including at a minimum, the installation of utilities, the construction of streets, and
40 either final site grading or the pouring of concrete pads) is completed on or after September 30,
41 1977.

42
43 **North American Vertical Datum (NAVD) of 1988.** A vertical control used as a reference for
44 establishing varying elevations within the floodplain.

45
46 **Park trailer.** A transportable unit which has a body width not exceeding fourteen (14) feet and
47 which is built on a single chassis and is designed to provide seasonal or temporary living
48 quarters when connected to utilities necessary for operation of installed fixtures and appliances.
49 [Defined in section 320.01, F. S.]

50
51 **Recreational vehicle.** A vehicle, including a park trailer, which is: [Defined in Section 320.01,

1 F.S.)

- 2 1. Built on a single chassis;
- 3 2. Four hundred (400) square feet or less when measured at the largest horizontal
- 4 projection;
- 5 3. Designed to be self-propelled or permanently towable by a light-duty truck; and
- 6 4. Designed primarily not for use as a permanent dwelling but as temporary living quarters
- 7 for recreational, camping, travel, or seasonal use.

8
9 **Regulatory floodway.** The channel of a river or other watercourse and the adjacent land areas
10 that must be reserved in order to discharge the base flood without cumulatively increasing the
11 water surface elevation more than one foot.

12
13 **Riverine.** Relating to, formed by, or resembling a river (including tributaries), stream, brook,
14 etc.

15
16 **Sand dunes.** Naturally occurring accumulations of sand in ridges or mounds landward of the
17 beach.

18
19 **Special flood hazard area.** An area in the floodplain subject to a 1 percent or greater chance of
20 flooding in any given year. Special flood hazard areas are shown on FIRMs as Zone A, AO,
21 A1-A30, AE, A99, AH, V1-V30, VE or V

22
23 **Start of construction.** The date of issuance for new construction and substantial improvements
24 to existing structures, provided the actual start of construction, repair, reconstruction,
25 rehabilitation, addition, placement, or other improvement is within 180 days of the date of the
26 issuance. The actual start of construction means either the first placement of permanent
27 construction of a building (including a manufactured home) on a site, such as the pouring of slab
28 or footings, the installation of piles, the construction of columns.

29 Permanent construction does not include land preparation (such as clearing, grading, or
30 filling), the installation of streets or walkways, excavation for a basement, footings, piers, or
31 foundations, the erection of temporary forms or the installation of accessory buildings such as
32 garages or sheds not occupied as dwelling units or not part of the main buildings. For a
33 substantial improvement, the actual "start of construction" means the first alteration of any wall,
34 ceiling, floor or other structural part of a building, whether or not that alteration affects the
35 external dimensions of the building

36
37 **Substantial damage.** Damage of any origin sustained by a building or structure whereby the
38 cost of restoring the building or structure to its before-damaged condition would equal or exceed
39 50 percent of the market value of the building or structure before the damage occurred

40
41 **Substantial improvement.** Any repair, reconstruction, rehabilitation, addition, or other
42 improvement of a building or structure, the cost of which equals or exceeds 50 percent of the
43 market value of the building or structure before the improvement or repair is started. If the
44 structure has incurred "substantial damage," any repairs are considered substantial
45 improvement regardless of the actual repair work performed. The term does not, however,
46 include either

- 47 1. Any project for improvement of a building required to correct existing health, sanitary, or
- 48 safety code violations identified by the building official and that are the minimum

1 necessary to assure safe living conditions.

- 2 2. Any alteration of a historic structure provided the alteration will not preclude the
3 structure's continued designation as a historic structure.

4
5 **Variance.** A grant of relief from the requirements of this ordinance, or the flood resistant
6 construction requirements of the *Florida Building Code*, which permits construction in a manner
7 that would not otherwise be permitted by this ordinance or the *Florida Building Code*. A quasi-
8 judicial remedy for hardship administered by the Board of Adjustment in accordance with the
9 procedures contained in this article. See Section 10.06.00.

10
11 **Watercourse.** A river, creek, stream, channel or other topographic feature in, on, through, or
12 over which water flows at least periodically.

13
14 **Water surface elevation.** The height, in relation to the North American Vertical Datum (NAVD)
15 of 1988, of floods of various magnitudes and frequencies in the floodplains of coastal or riverine
16 areas.

17 18 **10.09.00 FLOOD RESISTANT DEVELOPMENT**

19
20 **10.09.01 Buildings and Structures.** Pursuant to Section 10.03.03 of this ordinance, buildings,
21 structures and facilities that are exempt from the *Florida Building Code*, including substantial
22 improvement or repair of substantial damage of such buildings, structures and facilities, shall be
23 designed and constructed in accordance with the flood load and flood resistant construction
24 requirements of ASCE 24. Structures exempt from the *Florida Building Code* that are not walled and
25 roofed buildings shall comply with the requirements of Section 10.15.00 of this ordinance.

26
27 **10.09.02 Buildings and structures seaward of the coastal construction control line.** If
28 extending, in whole or in part, seaward of the coastal construction control line and also located,
29 in whole or in part, in a flood hazard area:

- 30 1. Buildings and structures shall be designed and constructed to comply with the more
31 restrictive applicable requirements of the *Florida Building Code*, *Building Section 3109*
32 and *Section 1612* or *Florida Building Code, Residential Section R322*.
- 33 2. Minor structures and non-habitable major structures as defined in Section 161.54, F.S.,
34 shall be designed and constructed to comply with the intent and applicable provisions of
35 this ordinance and ASCE 24.

36 37 **10.10.00 SUBDIVISIONS**

38
39 **10.10.01 Minimum requirements.** Subdivision proposals, including proposals for manufactured
40 home parks and subdivisions, shall be reviewed to determine that:

- 41 1. Such proposals are consistent with the need to minimize flood damage and will be
42 reasonably safe from flooding;
- 43 2. All public utilities and facilities such as sewer, gas, electric, communications, and water
44 systems are located and constructed to minimize or eliminate flood damage; and
- 45 3. Adequate drainage is provided to reduce exposure to flood hazards: in Zones AH and
46 AO, adequate drainage paths shall be provided to guide floodwaters around and away
47 from proposed structures.

1 **10.10.02 Subdivision plats.** Where any portion of proposed subdivisions, including
2 manufactured home parks and subdivisions, lies within a flood hazard area, the following shall
3 be required:

- 4 1. Delineation of flood hazard areas, floodway boundaries and flood zones, and design
5 flood elevations, as appropriate, shall be shown on preliminary plats and final plats;
- 6 2. Where the subdivision has more than 50 lots or is larger than 5 acres and base flood
7 elevations are not included on the FIRM, the base flood elevations determined in
8 accordance with Section 10.04.02(1) of this ordinance; and
- 9 3. Compliance with the site improvement and utility requirements of Section 10.11.00 of
10 this ordinance.

11 **10.11.00 SITE IMPROVEMENTS, UTILITIES AND LIMITATIONS**

12 **10.11.01 Minimum requirements.** All proposed new development shall be reviewed to
13 determine that:

- 14 1. Such proposals are consistent with the need to minimize flood damage and will be
15 reasonably safe from flooding;
- 16 2. All public utilities and facilities such as sewer, gas, electric, communications, and water
17 systems are located and constructed to minimize or eliminate flood damage; and
- 18 3. Adequate drainage is provided to reduce exposure to flood hazards; in Zones AH and
19 AO, adequate drainage paths shall be provided to guide floodwaters around and away
20 from proposed structures.

21 **10.11.02 Sanitary sewage facilities.** All new and replacement sanitary sewage facilities,
22 private sewage treatment plants (including all pumping stations and collector systems), and on-
23 site waste disposal systems shall be designed in accordance with the standards for onsite
24 sewage treatment and disposal systems in Chapter 64E-6, F.A.C. and ASCE 24 Chapter 7 to
25 minimize or eliminate infiltration of floodwaters into the facilities and discharge from the facilities
26 into flood waters, and impairment of the facilities and systems.

27 **10.11.03 Water supply facilities.** All new and replacement water supply facilities shall be
28 designed in accordance with the water well construction standards in Chapter 62-532.500,
29 F.A.C. and ASCE 24 Chapter 7 to minimize or eliminate infiltration of floodwaters into the
30 systems.

31 **10.11.04 Limitations on sites in regulatory floodways.** No development, including but not
32 limited to site improvements, and land disturbing activity involving fill or regrading, shall be
33 authorized in the regulatory floodway unless the floodway encroachment analysis required in
34 Section 10.04.03(1) of this ordinance demonstrates that the proposed development or land
35 disturbing activity will not result in any increase in the base flood elevation.

36 **10.11.05 Limitations on placement of fill.** Subject to the limitations of this ordinance, fill shall
37 be designed to be stable under conditions of flooding including rapid rise and rapid drawdown of
38 floodwaters, prolonged inundation, and protection against flood-related erosion and scour. In
39 addition to these requirements, if intended to support buildings and structures (Zone A only), fill
40 shall comply with the requirements of the *Florida Building Code*.

41 **10.11.06 Limitations on sites in coastal high hazard areas (Zone V).** In coastal high hazard
42 areas, development shall be limited to those uses and structures that are consistent with the
43 requirements of the *Florida Building Code*.

1 areas, alteration of sand dunes and mangrove stands shall be permitted only if such alteration is
2 approved by the Florida Department of Environmental Protection and only if the engineering
3 analysis required by Section 10.04.03(4) of this ordinance demonstrates that the proposed
4 alteration will not increase the potential for flood damage. Construction or restoration of dunes
5 under or around elevated buildings and structures shall comply with Section 10.15.08(3) of this
6 ordinance.

7 8 **10.12.00 MANUFACTURED HOMES**

9
10 **10.12.01 General.** All manufactured homes installed in flood hazard areas shall be installed by
11 an installer that is licensed pursuant to Section 320.8249, F.S, and shall comply with the
12 requirements of Chapter 15C-1, F.A.C. and the requirements of this ordinance. If located
13 seaward of the Coastal Construction Control Line, all manufactured homes shall comply with the
14 more restrictive of the applicable requirements.

15
16 **10.12.02 Foundations.** All new manufactured homes and replacement manufactured homes
17 installed in flood hazard areas shall be installed on permanent, reinforced foundations that:

- 18 1. In flood hazard areas (Zone A) other than coastal high hazard areas, are designed in
19 accordance with the foundation requirements of the *Florida Building Code, Residential*
20 Section R322.2 and this ordinance.
- 21 2. In coastal high hazard areas (Zone V), are designed in accordance with the foundation
22 requirements of the *Florida Building Code, Residential* Section R322.3 and this
23 ordinance.

24 **10.12.03 Anchoring.** All new manufactured homes and replacement manufactured homes
25 shall be installed using methods and practices which minimize flood damage and shall be
26 securely anchored to an adequately anchored foundation system to resist flotation, collapse or
27 lateral movement. Methods of anchoring include, but are not limited to, use of over-the-top or
28 frame ties to ground anchors. This anchoring requirement is in addition to applicable state and
29 local anchoring requirements for wind resistance.

30
31 **10.12.04 Elevation.** Manufactured homes that are placed, replaced, or substantially improved
32 shall comply with Section 10.12.05 or 10.12.06 of this ordinance, as applicable.

33
34 **10.12.05 General elevation requirement.** Unless subject to the requirements of Section
35 10.12.06 of this ordinance, all manufactured homes that are placed, replaced, or substantially
36 improved on sites located:

- 37 (a) outside of a manufactured home park or subdivision;
- 38 (b) in a new manufactured home park or subdivision;
- 39 (c) in an expansion to an existing manufactured home park or subdivision; or
- 40 (d) in an existing manufactured home park or subdivision upon which a manufactured home has
41 incurred "substantial damage" as the result of a flood, shall be elevated such that the bottom of
42 the frame is at or above the elevation required, as applicable to the flood hazard area, in the
43 *Florida Building Code, Residential* Section R322.2 (Zone A) or Section R322.3 (Zone V).

44
45 **10.12.06 Elevation requirement for certain existing manufactured home parks and**
46 **subdivisions.** Manufactured homes that are not subject to Section 10.12.05 of this ordinance,
47 including manufactured homes that are placed, replaced, or substantially improved on sites
48 located in an existing manufactured home park or subdivision, unless on a site where
49 substantial damage as result of flooding has occurred, shall be elevated such that either the:

1. Bottom of the frame of the manufactured home is at or above the elevation required, as applicable to the flood hazard area, in the *Florida Building Code, Residential* Section R322.2 (Zone A) or Section R322.3 (Zone V); or
2. Bottom of the frame is supported by reinforced piers or other foundation elements of at least equivalent strength that are not less than 36 inches in height above grade.

10.12.07 Enclosures. Enclosed areas below elevated manufactured homes shall comply with the requirements of the *Florida Building Code, Residential* Section R322 for such enclosed areas, as applicable to the flood hazard area.

10.12.08 Utility equipment. Utility equipment that serves manufactured homes, including electric, heating, ventilation, plumbing, and air conditioning equipment and other service facilities, shall comply with the requirements of the *Florida Building Code, Residential* Section R322, as applicable to the flood hazard area.

10.13.00 RECREATIONAL VEHICLES AND PARK TRAILERS

10.13.01 Temporary placement. Recreational vehicles and park trailers placed temporarily in flood hazard areas (no longer than 14 days) shall be fully licensed and ready for highway use, which means the recreational vehicle or park model is on wheels or jacking system, is attached to the site only by quick-disconnect type utilities and security devices, and has no permanent attachments such as additions, rooms, stairs, decks and porches.

10.13.02 Permanent placement. Recreational vehicles and park trailers that do not meet the limitations in 10.13.01 of this ordinance for temporary placement shall meet the requirements of Section 10.12.00 of this ordinance for manufactured homes.

10.14.00 TANKS

10.14.01 Underground tanks. Underground tanks in flood hazard areas shall be anchored to prevent flotation, collapse or lateral movement resulting from hydrodynamic and hydrostatic loads during conditions of the design flood, including the effects of buoyancy assuming the tank is empty.

10.14.02 Above-ground tanks, not elevated. Above-ground tanks that do not meet the elevation requirements of Section 10.14.03 of this ordinance shall:

1. Be permitted in flood hazard areas (Zone A) other than coastal high hazard areas, provided the tanks are anchored or otherwise designed and constructed to prevent flotation, collapse or lateral movement resulting from hydrodynamic and hydrostatic loads during conditions of the design flood, including the effects of buoyancy assuming the tank is empty and the effects of flood-borne debris.
2. Not be permitted in coastal high hazard areas (Zone V).

10.14.03 Above-ground tanks, elevated. Above-ground tanks in flood hazard areas shall be attached to and elevated to or above the design flood elevation on a supporting structure that is designed to prevent flotation, collapse or lateral movement during conditions of the design flood. Tank-supporting structures shall meet the foundation requirements of the applicable flood hazard area.

10.14.04 Tank inlets and vents. Tank inlets, fill openings, outlets and vents shall be:

1. At or above the design flood elevation or fitted with covers designed to prevent the inflow of floodwater or outflow of the contents of the tanks during conditions of the design flood; and
2. Anchored to prevent lateral movement resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy, during conditions of the design flood.

10.15.00 OTHER DEVELOPMENT

10.15.01 General requirements for other development. All development, including man-made changes to improved or unimproved real estate for which specific provisions are not specified in this ordinance or the *Florida Building Code*, shall:

1. Be located and constructed to minimize flood damage;
2. Meet the limitations of 10.11.04 of this ordinance if located in a regulated floodway;
3. Be anchored to prevent flotation, collapse or lateral movement resulting from hydrostatic loads, including the effects of buoyancy, during conditions of the design flood;
4. Be constructed of flood damage-resistant materials; and
5. Have mechanical, plumbing, and electrical systems above the design flood elevation, except that minimum electric service required addressing life safety and electric code requirements is permitted below the design flood elevation provided it conforms to the provisions of the electrical part of building code for wet locations.

10.15.02 Fences in regulated floodways. Fences in regulated floodways that have the potential to block the passage of floodwaters, such as stockade fences and wire mesh fences, shall meet the limitations of 10.11.04 of this ordinance.

10.15.03 Retaining walls, sidewalks and driveways in regulated floodways. Retaining walls and sidewalks and driveways that involve the placement of fill in regulated floodways shall meet the limitations of Section 10.11.04 of this ordinance.

10.15.04 Roads and watercourse crossings in regulated floodways. Roads and watercourse crossings, including roads, bridges, culverts, low-water crossings and similar means for vehicles or pedestrians to travel from one side of a watercourse to the other side, that encroach into regulated floodways shall meet the limitations of Section 10.11.04 of this ordinance. Alteration of a watercourse that is part of a road or watercourse crossing shall meet the requirements of Section 10.04.03(3) of this ordinance.

10.15.05 Concrete slabs used as parking pads, enclosure floors, landings, decks, walkways, patios and similar nonstructural uses in coastal high hazard areas (Zone V). In coastal high hazard areas, concrete slabs used as parking pads, enclosure floors, landings, decks, walkways, patios and similar nonstructural uses are permitted beneath or adjacent to buildings and structures provided the concrete slabs are designed and constructed to be:

1. Structurally independent of the foundation system of the building or structure;
2. Frangible and not reinforced, so as to minimize debris during flooding that is capable of causing significant damage to any structure; and
3. Have a maximum slab thickness of not more than four (4) inches.

1 **10.15.06 Decks and patios in coastal high hazard areas (Zone V).** In addition to the
2 requirements of the *Florida Building Code*, in coastal high hazard areas decks and patios shall
3 be located, designed, and constructed in compliance with the following:

- 4 1. A deck that is structurally attached to a building or structure shall have the bottom of the
5 lowest horizontal structural member at or above the design flood elevation and any
6 supporting members that extend below the design flood elevation shall comply with the
7 foundation requirements that apply to the building or structure, which shall be designed
8 to accommodate any increased loads resulting from the attached deck.
- 9 2. A deck or patio that is located below the design flood elevation shall be structurally
10 independent from buildings or structures and their foundation systems, and shall be
11 designed and constructed either to remain intact and in place during design flood
12 conditions or to break apart into small pieces to minimize debris during flooding that is
13 capable of causing structural damage to the building or structure or to adjacent buildings
14 and structures.
- 15 3. A deck or patio that has a vertical thickness of more than twelve (12) inches or that is
16 constructed with more than the minimum amount of fill necessary for site drainage shall
17 not be approved unless an analysis prepared by a qualified registered design
18 professional demonstrates no harmful diversion of floodwaters or wave run-up and wave
19 reflection that would increase damage to the building or structure or to adjacent buildings
20 and structures.
- 21 4. A deck or patio that has a vertical thickness of twelve (12) inches or less and that is at
22 natural grade or on nonstructural fill material that is similar to and compatible with local
23 soils and is the minimum amount necessary for site drainage may be approved without
24 requiring analysis of the impact on diversion of floodwaters or wave run-up and wave
25 reflection.

26
27 **10.15.07 Other development in coastal high hazard areas (Zone V).** In coastal high hazard
28 areas, development activities other than buildings and structures shall be permitted only if also
29 authorized by the appropriate federal, state or local authority; if located outside the footprint of,
30 and not structurally attached to, buildings and structures; and if analyses prepared by qualified
31 registered design professionals demonstrate no harmful diversion of floodwaters or wave run-up
32 and wave reflection that would increase damage to adjacent buildings and structures. Such
33 other development activities include but are not limited to:

- 34 1. Bulkheads, seawalls, retaining walls, revetments, and similar erosion control structures;
- 35 2. Solid fences and privacy walls, and fences prone to trapping debris, unless designed
36 and constructed to fail under flood conditions less than the design flood or otherwise
37 function to avoid obstruction of floodwaters; and
- 38 3. On-site sewage treatment and disposal systems defined in 64E-6.002, F.A.C., as filled
39 systems or mound systems.
- 40 4. A pool adjacent to an elevated V zone building may be constructed at grade or elevated
41 so that the lowest horizontal structural member supporting the pool is at or above BFE. A
42 Florida registered design professional must certify that such structure will not be subject
43 to breaking up or floating out of the ground and affecting the pilings and columns of the
44 supporting system of the surrounding buildings. The certified professional must also
45 verify that the pool and accessory equipment will not divert waves an increase potential
46 damage to any nearby buildings. All pool equipment must be strapped down or elevated

1 above BFE to prevent flotation.

2 **10.15.08 Nonstructural fill in coastal high hazard areas (Zone V).** In coastal high hazard
3 **areas:**

- 4 1. Minor grading and the placement of minor quantities of nonstructural fill shall be
5 permitted for landscaping and for drainage purposes under and around buildings.
- 6 2. Nonstructural fill with finished slopes that are steeper than one unit vertical to five units
7 horizontal shall be permitted only if an analysis prepared by a qualified registered design
8 professional demonstrates no harmful diversion of floodwaters or wave run-up and wave
9 reflection that would increase damage to adjacent buildings and structures.
- 10 3. Where authorized by the Florida Department of Environmental Protection or applicable
11 local approval, sand dune construction and restoration of sand dunes under or around
12 elevated buildings are permitted without additional engineering analysis or certification of
13 the diversion of floodwater or wave run-up and wave reflection if the scale and location
14 of the dune work is consistent with local beach-dune morphology and the vertical
15 clearance is maintained between the top of the sand dune and the lowest horizontal
16 structural member of the building.



BOARD OF COUNTY COMMISSIONERS

Escambia County, Florida

Planning Board-Regular

6.

Meeting Date: 11/04/2013

Issue: Draft Comprehensive Plan: 2030 Revisions

From: Horace Jones, Interim Department Director

Organization: Development Services

RECOMMENDATION:

1. Military Elements

- a. strikethrough ch 7 goal 4 relocated to ch 2 – 2.01;
- b. ch 8 4.2.1 added rep for DRC and strikethrough 4.2.2 (DRC);
- c. strikethrough ch 8 - 4.2.3 relocated to ch 2- 2.01)

2. Environmental

- a. Ch 11 COA 2.1.2
- b. Ch 12 CON 1.3.3
- c. Ch 12 CON 1.3.8
- d. Ch 12 CON 1.6.2

3. Briefly discuss the proposed outline for November 19, 2013 meeting

- a. Traffic Concurrency (language not ready)
- b. School Concurrency (interlocal to be modified: staff working together)
- c. Public Participation
- d. The LDC

BACKGROUND:

The Board of County Commissioners directed staff and the Planning Board to review and update the Comprehensive Plan for compatibility with Federal and State regulations.

BUDGETARY IMPACT:

NA

LEGAL CONSIDERATIONS/SIGN-OFF:

NA

PERSONNEL:

NA

POLICY/REQUIREMENT FOR BOARD ACTION:

NA

IMPLEMENTATION/COORDINATION:

NA

Attachments

Comp Plan Draft

Comp Plan Matrix

Appendix A

Appendix B

OCTOBER 31, 2013
DRAFT
ESCAMBIA COUNTY
COMPREHENSIVE PLAN

2030

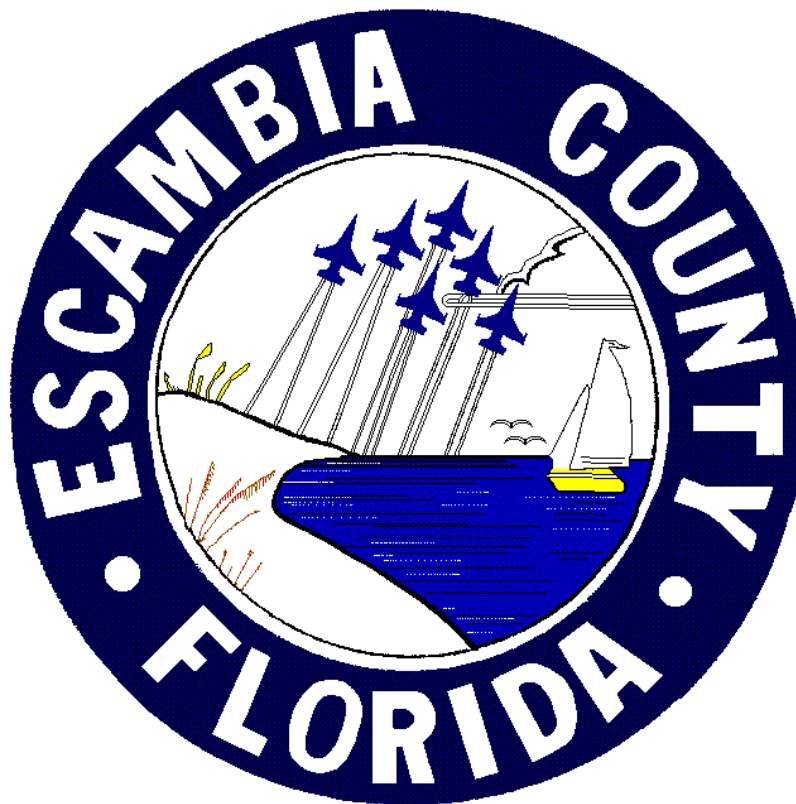


Table of Contents

Part II of the Escambia County Code of Ordinances (1999), the Escambia County Comprehensive Plan, as amended, is further amended to read as set forth on the following pages attached hereto, which includes the following chapters:

- Chapter 1: Legal
- Chapter 2: Administration
- Chapter 3: Definitions
- Chapter 4: Public Participation
- Chapter 5: General Requirements
- Chapter 6: Concurrency Management System
- Chapter 7: Future Land Use
- Chapter 8: Mobility
- Chapter 9: Housing
- Chapter 10: Infrastructure
- Chapter 11: Coastal Management
- Chapter 12: Conservation
- Chapter 13: Recreation and Open Space
- Chapter 14: Intergovernmental Coordination Element;
- Chapter 15: Capital Improvement Element;
- Chapter 16: Public Schools Facilities Element

DISCLAIMER:

This is for general information on the land use regulations within the unincorporated areas of Escambia County. Please note that Escambia County regularly amends its land use regulations and that recent amendments may not yet be shown on this website. Accordingly, when buying, selling, or developing land in Escambia County, please come in to our office& speak with a Front Counter Planner for assistance on the most current regulations affecting your property

DRAFT REVIEW

Chapter 1 Legal.

Section 1.01 Title.

This ordinance shall be known as the “Escambia County Comprehensive Plan: 2030”.

Section 1.02 Jurisdiction.

The lands subject to this ordinance shall include all unincorporated areas of Escambia County.

Section 1.03 Intent.

It is the intent of this ordinance to provide orderly growth management for those areas identified in section 1.02 above. This ordinance is not intended to terminate growth but rather to provide mechanisms for growth management in order to serve the citizens, visitors and property owners of Escambia County. Implementation of this ordinance is designed to maintain and improve the quality of life for all citizens of the county.

The Board of County Commissioners of Escambia County finds that the goals, objectives, policies and regulations set forth hereunder are a necessary and proper means for planning and regulating the development and use of land in the county and for otherwise protecting and promoting the public health, safety, and general welfare of its citizens. It is the intent of this ordinance that the comprehensive plan sets general guidelines and principles concerning its purposes and contents and that this ordinance shall be construed broadly to accomplish its stated purposes and objective.

Section 1.04 Effect on previous plan.

This ordinance/comprehensive plan supersedes and replaces the Escambia County Comprehensive Plan, which was adopted by the Board of County Commissioners on October 20, 1993, as amended.

Chapter 2 Administration.

Section 2.01 Local planning agency.

(1) The Escambia County Planning Board is hereby established by the Board of County Commissioners (BCC) of Escambia County as the Local Planning Agency (LPA).

(2) Duties: The duties of the LPA shall be as specified in Section 163.3174, Florida Statutes, and include:

- a. Be responsible for the preparation of the Escambia County Comprehensive Plan and make recommendations to the BCC regarding the adoption of the plan;
- b. Monitor the effectiveness and status of implementation of the comprehensive plan and recommend to the BCC any changes in the plan as may, from time to time, be required;
- c. Monitor, review and prepare periodic reports required by Section 163.3191, Florida Statutes, including regular assessments of the plan and preparation of the evaluation and appraisal report on the plan;
- d. Review any proposed land development regulations, codes or amendments thereto and make recommendations to the BCC as to the consistency of proposed regulations, codes or amendments with the comprehensive plan;
- e. Perform any other function, duty or responsibility assigned to it by the Escambia County BCC or by general or special law; and,
- f. Additional duties and responsibilities may be placed upon the LPA by inclusion of such duties and responsibilities within the Land Development Code (LDC).

(3) Resources: The LPA may utilize any resources provided it by the BCC in furtherance of the duties and responsibilities of the LPA. These resources may include, but are not limited to, facilities and equipment of the County, temporary assignment of employees, utilization of County committees, boards or authorities, consultants, persons or entities to prepare or assist in the preparation of the plan, amendments thereto or any other land development regulation, proposed or existing, as it may deem appropriate.

(4) As School District Representation, pursuant to Florida Statutes, a representative of the Escambia County School District shall be placed on the Planning Board as an ex officio, nonvoting member. The selection of the representative will initially be by an Interlocal Agreement between the Escambia County School District and BCC. The Interlocal Agreement with the School District details the procedures and responsibilities of both parties.

(5) As Military Representation, pursuant to Section 163.3175, Florida Statutes, a representative of the military installations located within Escambia County shall

be placed on the Planning Board as an ex officio, nonvoting member. The selection of the representative will initially be by a Memorandum of Agreement between the Commanding Officers of Naval Air Station Pensacola and Naval Air Station Whiting Field. The Interlocal Agreement with the Navy details the procedures and responsibilities of both parties.

A. The Navy's Planning Board representative shall coordinate with the Navy Base Commanding Officers to review and comment on all proposed Comprehensive Plan and LDC amendments that would affect the intensity, density or use of the land within the AIPDs. The comments shall address the impacts such proposed Comprehensive Plan or LDC changes may have on the mission of the military installations. They shall include:

1. Whether such proposed changes will be incompatible with the safety and noise standards contained in the Air Installations Compatible Use Zones (AICUZs) study adopted by the military installation for that airfield or the AIPD adopted by the County for that airfield;
2. Whether such changes are incompatible with the findings of the Joint Land Use Study (JLUS) for the area;
3. Whether the military installation's mission will be adversely affected by the proposed actions of the County.

Section 2.02 Administration.

The Escambia County Administrator shall administer this ordinance with the assistance of other personnel within the County, as necessary. Policy direction and guidance shall be provided by the LPA and the BCC. In addition, assistance may be provided pursuant to Section 2.01(3) above.

Section 2.03 Public participation and notices.

Refer to Chapter 4 for public participation and notices.

Chapter 3 Definitions.

Section 3.01 Definitions.

The definitions listed here are hereby adopted. In addition, any words not defined here shall be defined as found in Chapter 163, pt. II, Florida Statutes, which is hereby adopted by reference. There may be other definitions contained in the chapters (elements) of this ordinance and such definitions are not "in conflict" with the definitions in rule or law. Also, the additional definitions, if any, relate to terms or phrases not otherwise defined.

Section 3.02 Germane definitions.

The Escambia County Land Development Code (land development regulations) will contain specific definitions germane to any items within the Land Development Code (LDC).

Section 3.03 Singular and plural terms; gender; general interpretation.

Unless the context clearly indicates otherwise, singular words include the plural, person or man includes both genders and words not otherwise defined shall have those meanings commonly and customarily ascribed to them and as can be found in any standard dictionary reference books.

Section 3.04 Definitions.

Avigation easement: An easement that gives a clear property right to maintain flight operations in the airspace above the property.

Buffer: A designated area with natural and/or manmade features functioning to minimize or eliminate adverse impacts on adjoining land uses, or wetlands as defined by Section 373.019(22) Florida Statutes.

Commercial use: Any nonresidential use that is typically carried out for the purpose of monetary gain, including, but not limited to, any business use or activity at a scale greater than a home occupation.

Compact development: A development pattern typically featuring narrow streets, multifunction structures (such as residential over retail), multifamily housing, front porches, small lots, wide sidewalks, neighborhood parks, community landscaping, easily walkable distances from residences to local commercial uses, places of employment and schools.

Concurrency: The condition or circumstance that at the time new demands are placed on public facilities, facility capacities will meet or exceed the adopted level of service (LOS) standards established by the Comprehensive Plan.

Conservation: The act of preserving, guarding, or protecting; keeping in a safe or entire state; preservation.

Conservation subdivision: A form of residential subdivision characterized by clustered compact lots, common open space and natural features, used to protect agricultural lands, open space or other natural or historical resources while allowing for the maximum number of dwellings under applicable zoning and subdivision regulations.

Deficiencies: Inadequacies, insufficiencies, or the falling short of a prescribed norm.

Density: ~~The number of dwelling units per acre of land.~~ Density means an objective measurement of the number of people or residential units allowed per unit of land, such as residents or employees per acre.

Development: The carrying out of any building activity or mining operation, the making of any material change in the use or appearance of any structure or land, or the dividing of land into three or more parcels. Specific activities or uses involving or excluded from development are defined in Section 380.04, Florida Statutes.

Enhance: To make greater, as in value, beauty, or effectiveness; to augment.

Environmentally sensitive lands: Those areas of land or water that are determined by the BCC as being necessary to conserve or protect natural habitats and ecological systems. The following classifications are those that have been determined by Escambia County to be environmentally sensitive:

- a. Wetlands as defined herein, and wetlands as defined by the U.S. Army Corps of Engineers.
- b. Shoreline Protection Zones.
- c. Aquatic preserves and the Escambia River Management Area.
- d. Outstanding Florida Waters as defined by Rule 62.302.700 Florida Administrative Code and as defined and approved by the Florida Legislature.
- e. Habitats of threatened or endangered species as defined by the U.S. Fish and Wildlife Service (USFWS), the Florida Fish and Wildlife Conservation Commission (FWC) or other state or federal agencies.
- f. Essential fishery habitat (EFH), including seagrasses.
- g. Floodplain areas defined on the FEMA Flood Insurance Rate Map (FIRM) as areas of special flood hazard subject to a one percent annual chance of flooding.
- h. Potable water wells, cones of influence, and potable water well fields.

Existing communities: Established residential or mixed-use areas; developed land that contains homes, businesses, and/or other civic and community uses.

Farm worker: A person who works on, but does not own, a farm; an agricultural laborer (may be permanent or temporary).

Financial feasibility: The ability of a proposed land use or change of land use to justify itself from an economic point of view

Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

Floor Area Ratio (FAR): A standard measure of the intensity of non-residential land use, calculated by dividing the total gross floor area of all structures on a lot by the total area of the lot.

Group home/group home facility: An occupied residence, licensed by the State of Florida, in which a family living environment is provided for six or fewer unrelated residents with developmental disabilities, as defined in Section 393.063, Florida Statutes, including such supervision and care by support staff as may be necessary to meet the physical, emotional, and social needs of its residents.

Hazardous material: A poison, corrosive agent, flammable substance, explosive, radioactive chemical, or any other material that can endanger human or animal health or well-being if handled improperly.

Hazardous waste: Material or a combination of materials that require special management techniques because of their acute and/or chronic effects on air and water quality; on fish, wildlife, or other biota; or on the health and welfare of the public. Such materials include, but are not limited to, volatile, chemical, biological, explosive, flammable, radioactive and toxic materials regulated pursuant to Chapter 62-730, Florida Administrative Code.

Historic/cultural resource: Any prehistoric or historic district, site, building, object, or other real or personal property of historical, architectural, or archaeological value, and folk life resources. These properties or resources may include, but are not limited to, monuments, memorials, Indian habitations, ceremonial sites, abandoned settlements, sunken or abandoned ships, engineering works, treasure trove, artifacts, or other objects with intrinsic historical or archaeological value, or any part thereof, relating to the history, government, and culture of the state.

Impervious surface: Any surface that does not allow, or minimally allows, the penetration of water, and is highly resistant to infiltration by water.

Impervious Surface Ratio: A standard measure of the intensity of land use calculated by dividing the total area of all impervious surfaces within a lot by the total area of the lot.

Incompatible/compatible development: Incompatible development is new development proposed to be constructed next to existing development where the proximity of the two kinds of development each would diminish the usefulness of the other, or be detrimental to existing operations. The incompatibility can arise from either land use or structure size and design. Compatible development is new development proposed to be constructed next to existing development where proximity of the two kinds of development each would complement or enhance the usefulness of the other.

Infill development: The development of new housing or other land uses on vacant or underutilized land in existing developed areas; focuses on the reuse and repositioning of obsolete or underutilized buildings and sites.

Infrastructure: Facilities and services needed to sustain land use activities, including but not limited to roads, potable water service, wastewater service, solid waste facilities, stormwater management facilities, power grids, telecommunication facilities, and public schools.

Invasive species: A non-indigenous or exotic species that is not native to the ecosystem under consideration and that has the ability to establish self-sustaining, expanding, free-living populations that may cause economic and/or environmental harm, or harm to human health.

Low-impact landscaping: Landscape design practices that apply Florida-Friendly landscaping principles to reduce water consumption, use of horticultural chemicals, loss of native vegetation and wildlife habitat, stormwater runoff, and other negative environmental impacts.

Mitigation: Methods used to alleviate or lessen the impact of development.

Mixed-use: Any use that includes both residential and nonresidential uses.

Mobile/manufactured home: A complete, factory-built, single-family dwelling, constructed in accordance with the federal Manufactured Housing Construction and Safety Standards (the HUD Code) and transportable in one or more sections on a permanent chassis for site installation with or without a permanent foundation. Mobile home is the term used for manufactured homes built prior to June 15, 1976 when the HUD Code became effective.

Multi-family development: Residential development containing multi-family dwellings exclusively or predominantly.

Multi-modal: A transportation system that involves multiple methods of transporting people and/or goods; may include pedestrian activity, bicycling, transit (buses and/or rail), and the automobile.

Native vegetation: Vegetation that exists naturally, without intervention by humans, in a specific geographic area.

Natural Resources: Resources provided by the natural environment, including air, water, soils, wetlands, beaches, flood plains, forests, fisheries, wildlife, and any other such environmental resource identified by Florida Statute for conservation and protection.

Non-conforming use: Any lawfully established use of a structure, land, or water, in any combination that does not conform to the land use regulations of the zoning district or future land use category in which the use is located.

Non-residential use: A use characterized by the absence of residences and the presence of primary land uses that include retail, commercial, office, industrial, civic or recreation uses.

Open space: Land or portions of land preserved and protected, whether public or privately owned and perpetually maintained and retained for active or passive recreation, for resource protection, or to meet lot coverage requirements. The term includes, but is not limited to, required yards, developed recreation areas and improved recreation facilities, natural and landscaped areas, and common areas.

Paratransit system: A form of public transportation service characterized by the flexible routing and scheduling of small vehicles such as taxis, vans and small buses, to provide shared-occupancy, doorstep or curbside personalized transportation service.

Performance-oriented controls: A set of criteria or limits relating to certain characteristics that a particular use or process may not exceed; regulations are based upon the intensity and impacts of an activity, rather than land use.

Preserve: To protect natural resources and/or historic and cultural resources from the negative impacts of human activity, including land development or natural resource extraction, such as mining or logging. Preservation may include permanently protecting land, structures and/or wetlands and water bodies via purchase, conservation easement, regulations, or other methods, and may include the restoration and management of natural or historic resources.

Primary dune: The first natural or manmade dune located landward of the beach with sufficient vegetation, height, continuity, and configuration to offer protective

value. The landward extent occurs at the point where there is a distinct change from a relatively steep slope to a relatively mild slope.

Redevelopment: The removal and replacement, rehabilitation or adaptive reuse of an existing structure or structures, or of land from which previous improvements have been removed.

Residential use: Any use for residences, domiciles, or dwellings, including, but not limited to, single-family houses, townhouses, condominiums, and apartments.

Restoration: The act of repairing damage to a site with the aim of restoring the site as closely as possible to its natural condition before it was disturbed.

Revitalization: The renewal and improvement of older commercial and residential areas through any of a series of actions or programs that encourage and facilitate private and public investment.

Rural: A sparsely developed area, where the land is primarily used for agricultural purposes.

Shoreline, Natural: Undeveloped or restored areas of shoreline fronting the waters of marine, estuarine, or riverine systems such as bays, bayous, rivers, and streams.

Sprawl: Haphazard growth of dispersed, leap-frog and strip development in suburbs and rural areas and along highways; typically automobile-dependent, single use, resource-consuming and low-density development in previously rural areas and disconnected from existing development and infrastructure.

Street, collector: A street providing service that is of relatively moderate traffic volume, moderate trip length, and moderate operating speed, and which distributes traffic between local streets or arterial streets.

Street, major arterial: A street providing service that is relatively continuous and of relatively high traffic volume, long trip length, and high operating speed. Note: Every United States numbered highway is an arterial street.

Street, minor arterial: A street providing connections between major activity centers of the county, which augments the major arterial system for local and inter-county traffic by feeding traffic from collector and local street systems onto major arterials.

Suburban area: A predominantly low-density residential area located immediately outside of an urban area or a city and associated with it physically and socioeconomically.

Threatened and endangered species habitat. An area that contains, or shows factual evidence of, a species that is listed as "threatened", "endangered", or "species of special concern", including all such areas that are classified as "critical habitat" by the Florida Fish and Wildlife Conservation Commission (FWC).

Urban area: A highly developed area that contains a variety of industrial, commercial, residential, and cultural uses.

Urban forest: Collectively, the trees and other vegetation within and around the developed areas of the county.

Water-dependent uses: Uses that require access to water bodies, such as commercial boating or fishing operations.

Water-related uses: Uses that do not require a waterfront location to function, but are often essential to the efficient functioning of water-dependent uses and can be essential to their economic viability, such as shops, restaurants, parking, boat sales, or fish processing plants.

Wetlands: Areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances does or would support, a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligate hydrophytic macrophytes that are typically adapted to areas having soil conditions described above. These species, due to morphological, physiological, or reproductive adaptations, have the ability to grow, reproduce or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include, but are not limited to, swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps, and other similar areas.

Wildlife habitat: An area that offers feeding, roosting, breeding, nesting, and refuge areas for a variety of existing and future native wildlife species.

Chapter 4 Public Participation.

Section 4.01 Purpose.

This chapter establishes procedures in accordance with Section 163.3181, Florida Statutes, to provide for broad dissemination of information regarding comprehensive plans and amendments, the planning process, the adoption or amendment of the Land Development Code (LDC) and other matters pertaining to the regulation or use of land or structures. In addition, it is the intent of this chapter to provide the public opportunity for written or verbal comments, processes for public hearings, provision for open discussion, communications programs, information services and consideration of and response to public comments.

Section 4.02 Intent.

It is the intent of this chapter that all citizens affected by comprehensive planning and land development regulation proposals are encouraged to participate and be afforded the opportunity for input throughout the preparation and enactment process. The provisions of this chapter apply to the formal adoption process of the comprehensive plan, amendments to the comprehensive plan, preparation or amendment of the LDC, including regulation of land subdivision, open space provisions, stormwater management, floodplain development, environmentally sensitive areas, signage, parking, innovative land development regulations, consideration of the Evaluation and Appraisal Report (EAR), and any other matters deemed appropriate by the Board of County Commissioners (BCC).

Section 4.03 Public participation and affected parties.

~~For the purposes of this chapter the terms, "citizen participation" and "public participation" are synonymous and apply to affected persons, substantially-affected persons and aggrieved or adversely affected parties, as defined in current state statute.~~

Section 4.04 Public notice.

~~(1) So as to notify property owners, interested citizens and affected parties, Escambia County will advertise in a newspaper of general circulation within the County that a public hearing will be held to consider any of the matters described in section 4.02 above. The advertisement will include an identification of who is holding the hearing, as well as the date, time, place and general subject of the hearing and the location where copies of the proposed matter may be reviewed. The advertisement will encourage the public to provide written and/or verbal comments on the matters under consideration.~~

~~(2) All public hearings shall be held at approximately the time specified in the advertisement and shall be conducted Monday through Thursday.~~

~~(3) Escambia County will conform to the applicable notice requirements for adoption or amendment of the comprehensive plan or land development code as prescribed in Sections 125.66, 163.3184, and 163.3187, Florida Statutes.~~

~~Section 4.05 Workshops.~~

~~(1) Whenever possible, workshops shall be advertised to notify the public and interested parties that a workshop meeting is scheduled to discuss the subjects of the scheduled workshop. However, workshops may be held without advertising, provided a public announcement is made at a public meeting of the BCC or LPA and a notice of the workshop is posted in the County courthouse and other public places as appropriate.~~

~~(2) Workshops may be held at any time deemed appropriate to facilitate the timely exchange of information regarding the subject of the workshop.~~

~~(3) County staff shall provide to the Local Planning Agency (LPA) the total number of citizens that attended the workshop meeting at the next publicly advertised LPA meeting.~~

~~Section 4.06 Notification and status reports.~~

~~Escambia County will periodically provide notification to the media by announcements of public hearings and workshops at the regular public meetings of the BCC regarding the status of matters under consideration by the department or the LPA.~~

~~Section 4.07 Local Planning Agency.~~

~~Prior to BCC approval, adoption and/or enactment of regulations, as appropriate, of any matter listed in section 4.02, the LPA shall hold at least one public hearing in conformance with the notice requirements described herein. The hearing may be continued to an announced time certain upon a majority vote of the members present.~~

~~(1) The LPA public hearing shall afford members of the public reasonable opportunity to present their views on any matter under consideration. The chairman may, at his discretion, rule out of order public comments he deems repetitious or not germane to the matter under discussion.~~

~~(2) The sequence of activities regarding the matters under consideration shall be as follows:~~

- ~~a. Announcement of the matter for consideration by the chairman;~~
- ~~b. Presentation of staff reports/comments, if any, whether written or verbal;~~
- ~~c. Presentation by the applicant or principle proponent of the matter;~~
- ~~d. Comments from the proponents and opponents of the matter. All speakers will be required to complete speaker request forms so that an~~

- ~~accurate record of participants can be maintained;~~
- ~~e. Close public input except for direct questions as may be initiated by the members of the LPA; and~~
- ~~f. LPA discussion, debate and recommendation by majority vote prior to considering the next matter, adjournment, or tabling for a time certain.~~

~~(3) The LPA shall transmit its recommendation on each matter decided to the BCC at the public hearing held for each matter by the BCC.~~

~~(4) The LPA shall not initiate consideration of agenda items later than 12:00 midnight, unless agreement to do so is obtained by majority vote of the members present. Agenda items not considered due to time will be tabled until a time certain.~~

Section 4.08 Board of County Commissioners.

As soon as practical after the LPA makes a recommendation regarding any matter described in section 4.02, the BCC shall hold at least one public hearing to consider the recommendation and pursuant to the notice requirements described herein (reference Section 4.04). The hearing may be continued to an announced time certain upon a majority vote of the commissioners present.

(1) The BCC hearing shall afford members of the public reasonable opportunity to present their views on any matter under consideration. The chairman may, at his/her discretion rule out of order public comments he deems repetitious or not germane to the matter under discussion.

(2) The sequence of activities regarding matters under consideration shall be as follows:

- a. Announcement of the matter for consideration by the chairman;
- b. Presentation of LPA and/or staff reports/comments, if any, whether written or verbal;
- c. Presentation by the applicant or principal proponent of the matter;
- d. Comments from the proponents and opponents of the matter. All speakers will be required to complete speaker request forms so that an accurate record of participants can be maintained;
- e. Close public input except for direct questions as may be initiated by members of the BCC;
- f. BCC discussion, debate and approval, adoption or enactment, as appropriate for the specific matter, by majority vote prior to considering the next matter, adjournment or tabling until a time certain; and
- g. The BCC shall not initiate agenda items later than 11:00 p.m., unless agreement to do so is obtained by majority vote of the members present. Agenda items not considered due to time will be tabled until a time certain.

Section 4.09 Advisory committees.

The LPA and/or the BCC may, from time to time, appoint advisory committees to provide information and/or participate in the matters listed in section 4.02. Advisory committees shall be subject to the notice requirements described herein.

DRAFT REVIEW

Chapter 5 General Requirements.

Section 5.01 Format.

The Comprehensive Plan meets the format requirements of Section, 163.3177, Florida Statutes.

Section 5.02 Combined elements.

The traffic circulation element, the mass transit element, and the port, aviation and related facilities element have been combined into the Mobility Element to avoid repetition and provide clarity. The requirements of Sections 163.3177 and 163.3178, Florida Statutes have been met within this combined element.

Section 5.03 Support documents.

Support data, analysis and documents are not adopted as part of this ordinance. Support data, analysis and documents will be available for public inspection while the comprehensive plan is being considered for adoption and while it is in effect at the offices of the Escambia County Planning Division and at the office of the County Clerk in the County Courthouse in Pensacola. Support data, analysis, and other documentation are found in the foundation documents.

This ordinance contains references to various chapters, appendices or contents of the foundation documents. The references are included for clarity and ease of review by the reader. The reference is not to be construed as making the foundation document or causing the foundation document contents to be made part of this ordinance or the County's Comprehensive Plan.

Section 5.04 Preparation date.

The preparation of this plan started in 1987 and has continued through December 2010 with public hearings and workshops. This ordinance is being transmitted to the Florida Department of Economic Opportunity (FDEO) for compliance review after a final public hearing.

Section 5.05 Name of preparer.

This ordinance was prepared by the Escambia County Planning Board sitting as the Local Planning Agency (LPA) and the Escambia County Staff. Professional and technical assistance and production of this ordinance (plan) and the foundation documents have been provided by MSCW, Inc. Support information in the foundation documents have been taken from the data and analysis used to support the 2007 Evaluation and Appraisal Report (EAR) and supplemented, revised or replaced with information gathered, collected, analyzed or generated by MSCW, Inc. and County staff.

Section 5.06 Data and analysis.

Copies or summaries of foundation and support data, analysis and adopted documents shall be submitted to FDEO after approval by the BCC.

Section 5.07 Population projections.

This ordinance is based upon permanent and seasonal population estimates and projections, which must either be those provided by the University of Florida's Bureau of Economic and Business Research or generated by the local government based upon a professionally acceptable methodology. based upon the Bureau of Economic and Business Research (BEBR), University of Florida, Mid-Range Projections. ~~The population projections are included within the foundation documents supporting this plan.~~ Population projections will be updated annually or the most current projections available

Section 5.08 Level of service standards.

Level of service (LOS) standards are as established in the elements contained within this ordinance for roads, ~~mass transit~~, wastewater, solid waste, stormwater, potable water, ~~public schools~~ and ~~recreation~~. The Concurrency Management Element provides a location listing for LOS standards with the exception of roads, mass transit, public school, and recreation. .

Section 5.09 Planning time frame as per Florida Statute requirement.

~~The time frame for planning shall be as per Florida Statue. used in this ordinance is through the year 2030 with a five year time frame for the capital improvements element starting with the County budget year beginning October 1, 2009.???~~

Section 5.10 Internal consistency.

Each chapter (element) is consistent with the other chapters and this ordinance shall be construed in its entirety as the County's comprehensive plan. The Future Land Use Map (FLUM) included and adopted as part of this ordinance reflects goals, objectives and policies contained within this ordinance.

The goals, objectives and policies of this ordinance are based on data contained within the foundation documents. Where data is relevant to several elements, the same data has been used to support said elements.

Section 5.11 Plan implementation.

Among other means, this comprehensive plan shall be implemented by the adoption of land development regulations. In addition to the requirements in Section 163.3202, Florida Statutes, the Land Development Code (LDC) shall address regulations of specific items contained in the goals, objectives and policies of this ordinance.

Section 5.12 Monitoring and evaluation as per Florida Statue requirement.-

An EAR shall be prepared as indicated in the Florida Statue at the time frame specified. ~~at the end of each five-year time frame for the purpose of evaluating and appraising the implementation of this comprehensive plan. The EAR shall address items contained in Section 163.3191, Florida Statutes. In addition, continuous monitoring shall be maintained by the concurrency management system~~ The Capital Improvements Element and various portions of this plan shall be reviewed on an annual basis pursuant to OBJ CIE 1.4.

~~The EAR Steering Committee appointed pursuant to Policy CIE 1.1.1 shall prepare a draft EAR for consideration by the LPA consistent with the time frames established by rule for submission of the EAR. The LPA shall promulgate its report (EAR) to the Board of County Commissioners (BCC) and the report shall address the items specified in the EAR policy.~~

- ~~a. Citizen participation in the process;~~
- ~~b. Updating appropriate base line data;~~
- ~~c. The extent to which objectives within the plan have been accomplished (or not accomplished) in the first five-year period of the plan;~~
- ~~d. The expectations for accomplishing the objectives in the second five-year period covered by the plan;~~
- ~~e. Accomplishments in the first five-year period;~~
- ~~f. Identification of problems and opportunities for achieving the desired ends as expressed within the goals, objectives and policies of the plan;~~
- ~~g. Recommendations regarding any new goals, objectives or policies or modifications to existing goals, objectives and policies to correct unanticipated problems;~~
- ~~h. A detailed analysis of the effectiveness of the continuous monitoring and evaluation of the plan pursuant to the Concurrency Management Element; and~~
- ~~i. Any other matters deemed relevant or appropriate by the committee, the LPA or the BCC.~~

Section 5.13 Procedural requirements.

~~This Comprehensive Plan shall be considered, adopted and amended pursuant to the procedural requirements of Sections 163.3161--163.3215, Florida Statutes. Refer to Chapter 4, the Public Participation chapter, for notices and public hearings.~~

~~Any applicant requesting an amendment to this ordinance may be responsible for and pay all costs associated with the amendment including required Evaluation and Appraisal Reports~~



Chapter 6 Concurrency Management.

The purpose of the Concurrency Management System Element is to ensure that all necessary public facilities and services are available to support new development. The Concurrency Management System Element must establish Levels of Service standards for public services and facilities, and delineate a system for the implementation of concurrency, in a way that is timely, fair, and cost-efficient.

GOAL CMS 1 CONCURRENCY MANAGEMENT SYSTEM

Escambia County shall adopt a Concurrency Management System to ensure that facilities and services needed to support development are available concurrent with the impacts of such development. The Concurrency Management System shall be determined by the provisions of the LDC.

~~OBJ CMS 1.1 Level of Service Standards~~

~~Ensure that Escambia County's adopted Level of Service (LOS) standards for roadways, mass transit, potable water, wastewater, solid waste, stormwater, public schools and recreation will be maintained.~~

POLICIES

~~CMS 1.1.1 Oversight.~~ The Escambia County planning staff shall be responsible for ensuring compliance with the Concurrency Management System and shall report on such compliance to the Local Planning Agency (LPA) and Board of County Commissioners (BCC) on an annual basis, in accordance with the Capital Improvements Element.

~~CMS 1.1.2 Primary Tasks.~~ The County Administrator, or designee, shall be responsible for the five primary tasks described below:

- ~~a. Maintaining an inventory of existing public facilities and capacities or deficiencies;~~
- ~~b. Determining concurrency of proposed development that does not require BCC approval;~~
- ~~c. Providing advisory concurrency assessments and recommending conditions of approval to the BCC for those applications for development orders that require BCC approval;~~
- ~~d. Reporting the status of all public facilities covered under this system to the BCC and recommending a schedule of improvements for those public facilities found to have existing deficiencies; and~~
- ~~e. Administering the Proportionate Fair Share Program as outlined in the Land Development Code (LDC) and the Escambia County Concurrency Management System Procedure Manual, if the County CMS-1 and an applicant choose to utilize this program to mitigate transportation impacts~~

on transportation facilities found to have deficient capacity during the process of testing for concurrency.

~~CMS 1.1.3 Information and Data.~~ Escambia County will collect and make available to the public information regarding various public facilities. The information shall be updated on an annual basis consistent with the reports required by the Capital Improvements Element. The information will contain data such as:

- ~~a. design capacity for roadways and roadway types;~~
- ~~b. existing and adopted LOS for all roadways;~~
- ~~c. programmed roadway system improvements in the current year by the County and improvements to be made to the roadway system by the private sector;~~
- ~~d. design capacity of potable water and wastewater facilities and the identification of any deficiencies within such systems;~~
- ~~e. the existing and adopted LOS standards for water and wastewater systems;~~
- ~~f. programmed potable water and wastewater facility improvements;~~
- ~~g. design capacity for solid waste facilities including transfer stations and landfills;~~
- ~~h. existing and proposed LOS standards for stormwater management systems;~~
- ~~i. existing and proposed provisions of recreation and open space facilities by the County or the private sector; and~~
- ~~j. the School Board Educational Facilities Report which contains information detailing existing facilities, their locations, and projected needs. The report also contains the School Board's financially feasible Five-Year District Facilities Work Program __.~~

~~OBJ CMS 1.2 Coordination and Timing of Concurrency Determination~~

~~Coordinate establishing LOS standards for the above-named facilities with state, regional or local entities having operational and maintenance responsibility for such facilities.~~

POLICIES

~~CMS 1.2.1 Concurrency Determination.~~ The test for concurrency shall be met and the determination of concurrency shall be made prior to the approval of an application for a development order or permit that contains a specific plan for development, including the densities and intensities of the proposed development. If an applicant fails concurrency, he/she may apply to satisfy the requirements of the concurrency management system through the proportionate fair share program. For applicants participating in the proportionate fair share

program, the BCC must approve a proportionate fair share agreement before a certificate of concurrency can be issued. A multi-use Development of Regional Impact (DRI) may satisfy the transportation concurrency requirements of the concurrency management system and of Section 380.06, Florida Statutes, by payment of a proportionate share contribution in accordance with the terms of Section 163.3180(12), Florida Statutes.

CMS 1.2.2 Allocation of Capacity. Capacity shall be allocated upon issuance of a development order for a preliminary plat, site plan, or Planned Unit Development (PUD); or phased or longer term project; or DRI. The allocation of capacity, however, shall be subject to the following sunset provisions:

- a. Capacity approved and assigned to a preliminary plat and construction plan will remain allocated for a period of two years from the date of issuance of the development order or as extended by the BCC.
- b. Capacity approved and assigned to a site plan shall remain allocated for a period of 18 months from the date of the issuance of the development order or as extended by the BCC.
- c. Capacity approved and assigned to longer term projects or DRI will remain allocated for a period as established in an enforceable development agreement.
- d. Capacity approved and assigned to a development order subject to the condition that the applicant will satisfy all transportation concurrency requirements through a proportionate fair share agreement shall remain allocated for a period of 12 months from the date of the conditional development order. The applicant will be required to adhere to the timeframes detailed in the concurrency management provisions of the LDC or the conditional development order will be considered null and void and the capacity will be revoked. Once the proportionate fair share agreement is approved, the allocation of capacity will be subject to the applicable conditions of items (a) through (c) above.

OBJ CMS 1.3 Standards

Establish concurrency management system requirements and LOS standards.

POLICIES

CMS 1.3.1 Consistency with Comprehensive Plan. No development activity may be approved unless it is found that the development is consistent with the Escambia County Comprehensive Plan and that the provision of the facilities enumerated in CMS 1.2.2 will be available at prescribed LOS concurrent with the impact of the development on those facilities.

CMS 1.3.2 Minimum Requirements. At a minimum, the Concurrency Management System shall ensure that at least one of the following standards will be met prior to issuance of a development permit or order:

- a. The necessary facilities and services are in place at the time a development permit is issued; or
- b. A development permit is issued subject to the condition that the necessary facilities and services will be in place and available to serve the new development at the time of the issuance of a certificate of occupancy; or
- c. The necessary facilities are under construction at the time a permit is issued. This provision only relates to parks and recreation facilities and roads; or
- d. The necessary facilities and services are the subject of a binding-executed contract for the construction of the facilities or the provision of services at the time the development permit is issued. This provision only relates to parks and recreation facilities. The LDC will include a requirement that the provision or construction of the facility or service must commence within one year of the issuance of the development order or permit; or
- e. The necessary facilities and services are guaranteed in an enforceable development agreement. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes. For transportation facilities, all in-kind improvements detailed in a proportionate fair share agreement must be completed in compliance with the requirements of the LDC. For potable water, wastewater, solid waste, stormwater and public school facilities, any such agreement will guarantee the necessary facilities and services to be in place and available to serve the new development at the time of the issuance of a certificate of occupancy; or
- f. The necessary facilities needed to serve new developments are included in the first three years of the applicable Five-Year Florida Department of Transportation (FDOT) Work Program or in place or under actual construction no more than three years after the issuance, by the County, of a development order or permit. This provision only relates to roads. The Five-Year FDOT Work Program is attached herein to this ordinance as Exhibit A.
- g. The necessary concurrency standards for public school facilities shall be consistent with Chapter 16, Public School Facilities Element.

CMS 1.3.3 LOS During Construction. The provisions of CMS 1.3.2 above notwithstanding, the prescribed LOS for any system or systems may be downgraded during construction of new facilities if, upon completion of the new facilities, the prescribed LOS will be met and maintained.

~~CMS 1.3.4 **LOS Standards.** The adopted LOS standards in this ordinance are as indicated in the following policies:~~

LOS	Policy
Roads	MOB 1.1.2
Mass Transit	MOB 2.2.3
Wastewater	INF 1.1.9
Solid Waste	INF 2.1.4
Stormwater Management	INF 3.1.9
Potable Water	INF 4.1.7
Recreation/Open Space	REC 1.3.6
Public Schools	PSF 2.1.2

~~CMS 1.3.5 **Phased construction.** The construction of any development project may be phased or staged so as to coincide with the phased or staged construction of infrastructure facilities so that the LOS for such facilities are maintained upon completion of each phase or stage of the development project.~~

~~**OBJ CMS 1.4 Methods**~~

~~**Establish the quantitative methods for determining LOS compliance and maintaining LOS standards.**~~

~~**POLICIES**~~

~~CMS 1.4.1 **Responsibility.** The LDC shall designate responsibility within the Escambia County government for determining prior to the issuance of a development order or building permit whether LOS standards are met and will be maintained. The LDC may place the burden of demonstrating compliance upon the developer or applicant. To be approved, applications for development approval shall provide sufficient information showing compliance with LOS standards.~~

~~CMS 1.4.2 **Quantitative Methods.** The LDC shall include quantitative methods for determining LOS that may be impacted by any particular development application. In addition, the LDC will fully describe the process for a finding of compliance with LOS.~~

~~CMS 1.4.3 **Impact Calculation.** The LDC shall include standardized quantitative methods to be used in determining the impact of any proposed development upon the public facilities and services within the County (roads, stormwater, potable water, wastewater, solid waste, recreation and open space, and public schools).~~

~~Applications for development approval shall include the projected impact upon public facilities and services upon occupancy or use of the proposed development. Any deviation from the standardized methods within the LDC must have the prior approval of the BCC before such data may be used for determining or projecting impacts of the proposed development.~~

~~CMS 1.4.4 **Exemption to concurrency requirement.** For the purpose of issuing a development order or permit, a proposed development may be deemed to have a de minimis impact and may not be subject to the concurrency requirements only if all of the conditions specified in Section 163.3180(6), Florida Statutes, are met.~~

Chapter 7 Future Land Use Element.

The purpose and intent of the Future Land Use Element is to establish future land patterns that support and encourage compact, mixed-use urban development, and support transit. ~~reduce vehicle miles traveled and reduce greenhouse gases.~~ The Future Land Use Element shall also provide a clear separation between urban, suburban and rural areas and provide protection for existing agricultural areas.

GOAL FLU 1 FUTURE DEVELOPMENT PATTERN

Escambia County shall implement a planning framework that defines, supports and facilitates the desired future development pattern in Escambia County while protecting and preserving natural and historic resources.

OBJ FLU 1.1 Growth Strategies

Apply accepted planning principles and utilize innovative and flexible planning strategies to achieve orderly and balanced growth and development.

POLICIES

FLU 1.1.1 Development Consistency. New development and redevelopment in unincorporated Escambia County shall be consistent with the Escambia County Comprehensive Plan and the Future Land Use Map (FLUM). The 2030 FLUM is attached herein to this ordinance as Exhibit B.

FLU 1.1.2 Land Development Code. Escambia County shall adopt and maintain within a Land Development Code (LDC) those specific and detailed provisions necessary and desirable to implement goals, objectives, and policies of the Comprehensive Plan. The provisions shall include regulations for use of land and water, subdivision of land, flood-prone areas, on-site vehicular use, stormwater drainage, signage, and concurrency of infrastructure and services. LDC regulations shall also provide for open space, compatibility of adjacent uses, correction of

nonconforming uses and structures, and protection of potable water sources, environmentally sensitive lands, and other natural resources. Additionally, the LDC shall document the administrative processes necessary to implement its regulations, including development approval and permitting, rezoning, appeal of administrative decisions, variances or exceptions to standards, and public notification of those processes. Other policies within the Comprehensive Plan may prescribe more specific LDC content.

FLU 1.1.3 Principles and Methodologies. Escambia County shall ensure that all future development is consistent with accepted planning principles and professionally accepted methodologies.

FLU 1.1.4 Zoning Districts. Escambia County shall, through LDC provisions, utilize various zoning districts to implement land use, density, intensity, and other development standards consistent with accepted planning principles and the designated future land use categories of the Comprehensive Plan and FLUM. Within a given future land use category there shall be one or more implementing zoning districts, and development standards for each parcel shall be those of the applicable zoning district. Additionally, the County shall adopt and maintain parcel-based zoning district maps, and the LDC shall contain provisions for map amendments (rezoning), including the minimum criteria necessary for approval of an amendment.

~~FLU 1.1.5 **Density Clustering:** The LDC shall include provisions for density clustering outside of the site areas intended for preservation and within the site areas intended for development.~~

~~FLU 1.1.6 **Subdivision Regulations.** Escambia County shall, through LDC provisions, apply uniform subdivision regulations, including requirements to provide paved roads and stormwater management.~~

~~FLU 1.1.7 **Performance-oriented Controls.** The LDC shall include performance-oriented land development controls. These are intended to protect and preserve important natural resources; provide incentives for design improvements to existing subdivisions and neighborhoods and encourage better design for newly proposed subdivisions or neighborhoods; provide incentives for minimizing adverse impacts on adjacent lands or uses; and encourage a mix of housing types.~~

~~FLU 1.1.8 **Planned Unit Development.** Escambia County shall, through LDC provisions, promote and encourage the use of the Planned Unit Development (PUD) process that will allow expansion of uses, increased site specific densities, clustering, or other incentives to achieve innovative land use design superior to that produced by the strict application of standard development regulations. Generally, the PUD process shall be limited to a development that is planned, developed, and considered as a single project. The LDC shall establish minimum PUD design criteria, including minimum site area and open space.~~

~~FLU 1.1.9 **Buffering.** In the LDC, Escambia County shall ensure the compatibility of~~

~~adjacent land uses by requiring buffers designed to protect lower intensity uses from more intensive uses, such as residential from commercial. Buffers shall also be used to protect agricultural activities from the disruptive impacts of nonagricultural land uses and protect nonagricultural uses from normal agricultural activities.~~

~~FLU 1.1.10 **Locational Criteria.** The LDC shall include locational criteria for broad categories of proposed non-residential land uses. The site criteria for such uses shall address the transportation classification of, and access to, adjoining streets, the proximity of street intersections and large daily trip generators (i.e. college or university), the surrounding land uses, the ability of a site to accommodate the proposed use while adequately protecting adjoining uses and resources, and other criteria that may be appropriate to those categories of uses.~~

~~FLU 1.1.11 **Public Schools.** Escambia County shall coordinate with the Escambia County School Board to plan the siting and development of public schools, consistent with the Intergovernmental Coordination and Public Schools Facilities Elements. Schools shall be collocated with parks or other civic uses such as public libraries where possible, to promote joint use of facilities and encourage compact land use patterns. Schools shall be located in close proximity to residential areas and accessible by various modes of transportation.~~

FLU 1.1.42 **5 Family Conveyance Exception.** Escambia County shall, through LDC provisions, continue to allow property owners to convey parcels of property to a grandparent, parent, step-parent, adopted parent, sibling, child, step-child, adopted child or grandchild for use solely as a homestead by that individual without regard to maximum residential densities established in the applicable zoning districts. However, the LDC may impose other limitations. The family conveyance provision shall apply only once to any individual.

FLU 1.1.43 **6 Administrative Appeal Procedure.** Consolidation of future land use categories and zoning districts on the 2030 FLUM and associated Zoning Map is intended to simplify administration while respecting private property rights. Any property owner contending that a parcel of land had greater development rights under the future land use and zoning in place prior to the adoption of the 2030 FLUM and associated Zoning Map may submit a written request to the County for a determination under the vested rights provisions of the LDC.

OBJ FLU 1.2 Historic Resources

Protect and preserve Escambia County's historical resources.

POLICIES

FLU 1.2.1 **State Assistance.** Escambia County shall utilize all available resources of the Florida Department of State, Division of Historical Resources in the identification of archeological and/or historic sites or structures within the County, and ~~The County~~ will utilize guidance, direction and technical assistance received from this agency. ~~to~~

~~develop provisions and regulations for the preservation and protection of such sites and structures. In addition, the County will utilize assistance from this agency together with other sources, such as University of West Florida, in identifying newly discovered historic or archaeological resources. The identification will include an analysis to determine the significance of the resource.~~

~~**FLU 1.2.2 LDC Provisions.** Escambia County shall include provisions in the LDC that require identification and preservation of significant archeological and/or historic sites or structures within the County. The provisions will include protection for all sites listed on the Florida Master Site File and will be developed in cooperation with the Department of State, Division of Historical Resources. The provisions also will include requirements that provide for the cessation of land disturbing activities any time artifacts with potential historical significance are revealed during construction activities on any site with potential historical significance. The purpose of the cessation is to allow time to determine the significance of any artifact or historical evidence found on the site. Normally, determinations will be made by those approved to make such determinations by the Division of Historical Resources.~~

~~**FLU 1.2.3 Density Clustering.** Escambia County shall include density clustering provisions in the LDC to protect significant historical or archaeological sites. The density clustering provisions will allow for historical or archaeological areas within a larger site to remain intact and an appropriate proportion of the density that may otherwise have been permitted within those areas to be clustered on a non-sensitive portion of the site.~~

OBJ FLU 1.3 Future Land Use Map Designations

Designate land uses on the FLUM to discourage urban sprawl, promote mixed use, compact development in urban areas, and support development compatible with the protection and preservation of rural areas.

POLICIES

FLU 1.3.1 Future Land Use Categories. General descriptions, range of allowable uses and residential densities and non-residential intensities for all future land use categories

in Escambia County are outlined in Table 1.

FLUM Designation	General Descriptions	Range of Allowable Uses	Standards
Agriculture (AG)	Intended for routine agricultural and silvicultural related activities and very low density residential uses. Also allows for commercial activity limited to those endeavors	<ul style="list-style-type: none"> • Agriculture • Silviculture • Residential • Recreational • Public and Civic • Limited Ancillary or Supportive 	Residential Minimum Density: None Maximum Density: 1 du/20 acres Non-Residential

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	ancillary to agricultural and silvicultural pursuits or in support of agricultural activities such as seed, feed and food outlets, farm equipment and repair and veterinary services.	Commercial	<p>Minimum Intensity: None</p> <p>Maximum Intensity: 0.25 Floor Area Ratio (FAR)</p>
Rural Community (RC)	Intended to recognize existing residential development and neighborhood serving nonresidential activity through a compact development pattern that serves the rural and agricultural areas of Escambia County.	<ul style="list-style-type: none"> • Agriculture • Silviculture • Residential • Recreational Facilities • Public and Civic • Compact, traditional neighborhood supportive commercial 	<p>Residential Minimum Density: None</p> <p>Maximum Density: 2 du/acre</p> <p>Non-Residential Minimum Intensity: None</p> <p>Maximum Intensity: 0.25 Floor Area Ratio (FAR)</p>
Mixed-Use Suburban (MU-S)	Intended for a mix of residential and nonresidential uses while promoting compatible infill development and the separation of urban and suburban land uses.	<ul style="list-style-type: none"> • Residential • Retail and Services • Professional Office • Recreational Facilities • Public and Civic 	<p>Residential Minimum Density: 2 du/acre</p> <p>Maximum Density: 10 du/acre</p> <p>Non-Residential Minimum Intensity: None</p> <p>Maximum Intensity: 1.0 Floor Area Ratio (FAR)</p> <p>Escambia County intends to achieve the following mix of land uses for new development within a ¼ mile of arterial roadways or transit corridors by 2030:</p> <p>a) Residential – 8% to 25%</p>

			<p>b) Public/Rec/Inst. – 5% to 20%</p> <p>c) Non-Residential: Retail/Service – 30% to 50%</p> <p>Office – 25% to 50%</p> <p>In areas beyond a ¼ mile of arterial roadways or transit corridors, the following mix of land uses is anticipated:</p> <p>a) Residential – 70% to 85%</p> <p>b) Public/Rec/Inst. – 10% to 25%</p> <p>c) Non-Residential – 5% to 10%</p>
Mixed-Use Urban (MU-U)	Intended for an intense mix of residential and nonresidential uses while promoting compatible infill development and the separation of urban and suburban land uses within the category as a whole.	<ul style="list-style-type: none"> • Residential • Retail and Services • Professional Office • Light Industrial • Recreational Facilities • Public and Civic 	<p>Residential Minimum Density: 3.5 du/acre</p> <p>Maximum Density: 25 du/acre</p> <p>Non-Residential Minimum Intensity: 0.25 Floor Area Ratio (FAR)</p> <p>Maximum Intensity: 2.0 Floor Area Ratio (FAR)</p> <p>Escambia County intends to achieve the following mix of land uses for new development within a ¼ mile of arterial roadways or transit corridors by 2030:</p> <p>a) Residential – 8% to</p>

			<p>25%</p> <p>b) Public/Rec/Inst. – 5% to 20%</p> <p>c) Non-Residential: Retail/Service – 30% to 50%</p> <p>Office – 25% to 50%</p> <p>Light Industrial – 5% to 10%</p> <p>In areas beyond a ¼ mile of arterial roadways or transit corridors, the following mix of land uses is anticipated:</p> <p>a) Residential – 70% to 85%</p> <p>b) Public/Rec/Inst. – 10% to 25%</p> <p>c) Non-Residential – 5% to 10%</p>
Mixed-Use Perdido Key (MU-PK)	<p>Intended for a complementary mix of residential, commercial and tourism (resort) related uses.</p> <p>Residential development in the MU-PK FLUM category shall be limited to 7,150 dwelling units and 1,000 lodging units.</p>	<p>Single family and multi-family residential; condominiums; hotels/motels, commercial, active and passive recreational facilities, plazas and other civic uses; public and quasi-public facilities (including government facilities, public utilities, religious facilities and organizations).</p> <p>Up to 16% of the land in the MU-PK FLUM category may be developed in resort/tourist related uses and in small scale commercial uses.</p> <p>Also, the types of small scale commercial uses allowed will be strictly controlled pursuant to the Perdido Key</p>	<p>Residential Minimum Density: None</p> <p>Maximum Density: 25 du/acre (based on proposed zoning districts)</p> <p>Building heights in residential areas may be no more than eight stories, or two stories less than an adjacent structure, if the adjacent structure is greater than eight stories and existed on June 1, 1997.</p> <p>Non-Residential Minimum Intensity: None</p>

		<p>zoning districts.</p> <p>In the low and medium density residential zoning districts the non-residential uses may include churches, public utilities and facilities, parks and recreation areas, golf courses, tennis courts, swimming pools, etc. In the medium density residential zoning districts, non-residential uses may also include kindergarten and childcare centers and professional offices (architects, engineers, lawyers, consultants, medical/dental, real estate, insurance, etc.)</p> <p>The uses allowed in the commercial district include a full range of commercial enterprise activities and are contingent upon conformity of such uses with all requirements of this Plan and the Perdido Key zoning regulations, thereby assuring that such commercial development is undertaken in an environmentally sensitive manner. When using density transfers, densities may not be transferred to parcels south of Perdido Key Drive.</p>	<p>Maximum Intensity: 1.1 Floor Area Ratio (FAR)</p> <p>Building heights in commercial areas may be no more than eight stories plus two stories for parking. Building heights in the commercial core area will be based on percentage of lot coverage.</p>
Mixed-Use Pensacola Beach (MU-PB)	Intended for a complementary mix of uses on the developable lands at Pensacola Beach and is designed to accommodate and encourage innovative land development types and arrangements.	The location and distribution of uses shall generally follow the distribution of uses included in the 1988 Pensacola Beach Land Utilization Plan, which is included in Chapter 1 of the Foundation Document and Chapter 85-409, Laws of	<p>Mix of uses shall be approx. 35% residential, 15% commercial/tourism (resort) and 50% open space/recreation.</p> <p>Also, densities may be increased, decreased</p>

	<p>Residential development in the MU-PB FLUM category shall be limited to 4,128 dwelling units and 726 lodging units.</p>	<p>Florida.</p> <p>Other allowable uses include public utilities and facilities, religious and educational facilities and medical facilities. Note: Laws of Florida, Chapter 85-409, prohibits residential or commercial development of a specified parcel within this category. Further, provisions within the Land Utilization Plan provide that environmental studies be completed prior to approving any development or use of the specified parcel.</p>	<p>or transferred on any particular parcel to provide protection to important natural resources, accommodate the provision of adequate and functional open space and the provision of a complimentary mix of recreation uses within the Pensacola Beach Community.</p> <p>Site specific densities and uses will be further defined by the lease agreements for individual parcels, the 1985 Bond Validation Compromise and Settlement, and Special Acts of the legislature regarding land use, ownership and development on Pensacola Beach. However, development thresholds established by this Policy shall not be exceeded unless this Comprehensive Plan has been amended and such amendment provides for increased development thresholds.</p>
Commercial (C)	<p>Intended for professional office, retail, wholesale, service and general business trade. Residential development may be permitted only if secondary to a primary commercial development.</p>	<ul style="list-style-type: none"> • Residential • Retail and Services • Professional Office • Light Industrial • Recreational Facilities • Public and Civic 	<p>Residential Minimum Density: None</p> <p>Maximum Density: 25 du/acre</p> <p>Non-Residential Minimum Intensity:</p>

			<p>None</p> <p>Maximum Intensity: 1.0 Floor Area Ratio (FAR)</p>
Industrial (I)	Intended for a mix of industrial development and ancillary office and commercial uses that are deemed to be compatible with adjacent or nearby properties. Industrial areas shall facilitate continued industrial operations within the County and provide jobs and employment security for present and future residents.	<ul style="list-style-type: none"> • Light to Intensive Industrial • Ancillary Retail and Office • No new residential development is allowed 	<p>Residential Minimum Density: None</p> <p>Maximum Density: None</p> <p>Non-Residential Minimum Intensity: None</p> <p>Maximum Intensity: 1.0 Floor Area Ratio (FAR)</p>
Conservation (CON)	Intended for the conservation of important natural resources, such as wetlands, marshes and significant wildlife habitats. This may include passive recreational opportunities for citizens of and visitors to the County.	<ul style="list-style-type: none"> • Passive parks and trails • Preservation lands • Educational uses that use natural amenities for public benefit • No new residential development is allowed 	<p>Residential Minimum Density: None</p> <p>Maximum Density: None</p> <p>Non-Residential Minimum Intensity: None</p> <p>Maximum Intensity: None</p>
Recreation (REC)	Recreational opportunities for the Escambia County citizens including a system of public and private park facilities.	<ul style="list-style-type: none"> • Active and passive recreation activities and amenities • Park facilities such as boat launch, basketball courts, tennis courts, baseball and softball fields • Meeting halls and the like • No new residential development is allowed 	<p>Residential Minimum Density: None</p> <p>Maximum Density: None</p> <p>Non-Residential Minimum Intensity: None</p> <p>Maximum Intensity: 0.5 Floor Area Ratio (FAR)</p>
Public (P)	Provides for uses or facilities owned or managed by the federal,	<ul style="list-style-type: none"> • Public Parks • Local, Regional, State or Federal Facilities 	<p>Residential Minimum Density: None</p>

	state or county government or other public institutions or agencies.	<ul style="list-style-type: none"> Public structures or lands Quasi-public Facilities providing public services 	Maximum Density: None Non-Residential Minimum Intensity: None Maximum Intensity: None
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OBJ FLU 1.4 Protect Existing Communities

Escambia County shall protect and enhance existing communities by eliminating nonconforming uses and structures over time and through an active code enforcement program.

POLICIES

FLU 1.4.1 **Nonconformity.** Escambia County shall prohibit expansion of nonconforming land uses or structures within the County. The LDC shall restrict any activity that would expand the land use in question, improve structures or expand improvements associated with a nonconforming land use.

FLU 1.4.2 **Code Enforcement.** Escambia County shall conduct a combination of complaint-driven and systematic code enforcement actions to reduce property maintenance code violations. ~~this process shall continue to use a hearing examiner (code enforcement special magistrate) when appropriate.~~

OBJ FLU 1.5 Sustainable and Energy Efficient Development

Escambia County shall promote sustainable and energy efficient development by encouraging compact, mixed- and multi-use land use patterns.

POLICIES

~~FLU 1.5.1 **Reduction of Green House Gases and Single Occupant Vehicle Trips.** The County will direct growth toward lands designated for higher intensity, mixed use development, especially the Mid-West Sector Plan Overlay area and major transportation corridors in the Mixed Use Urban Future Land Use category, to encourage compact, mixed or multiple use developments that are walkable and can be served by public transportation, thereby establishing opportunities for reduced reliance on single occupant vehicle trips and reduction in automobile-generated greenhouse gas emissions.~~

FLU 1.5.2 ~~Use of Planned Unit Development.~~ Escambia County shall support the use of the ~~Planned Unit Development~~ process to create developments that incorporate sustainable development practices, including:

- ~~a. A variety of nonresidential uses in close proximity to residential uses;~~
- ~~b. A variety of uses mixed as compact vertical or horizontal development;~~
- ~~c. Active first floor retail and service uses in multi-story buildings;~~
- ~~d. Convenient access to typical daily needs;~~
- ~~e. A system of streets that are attractive and safe for pedestrians and bicycle use;~~
- ~~f. Walking/bicycling trails and wide pedestrian sidewalks as referenced in Chapter 8, Mobility Element and the Safe Routes to Schools Program;~~
- ~~g. Greenspaces, such as pocket parks, trails, greenbelts and natural areas; and~~
- ~~h. Travel mode choice, including walking, bicycling, bus/transit and automobile.~~

FLU 1.5.3 1 New Development and Redevelopment in Built Areas. To promote the efficient use of existing public roads, utilities and service infrastructure, the County will encourage redevelopment in underutilized properties to maximize development densities and intensities located in the Mixed Use-Suburban, Mixed Use-Urban, Commercial and Industrial Future Land Use districts categories (with the exception of residential development).

FLU 1.5.42 Compact Development and Maximum Densities and Intensities. To ensure developments are designed to be compact and to accommodate travel mode choice, especially for short, local trips, the County will require minimum densities in the Mixed-Use-Suburban Future Land Use category and encourage the maximum densities and intensities in the Mixed Use-Urban Future Land Use category.

GOAL FLU 2 DEVELOPMENT AND PUBLIC SERVICES

Escambia County shall promote urban strategies for compact development, efficient provision of infrastructure and urban services, and the protection of natural resources. Urban strategies shall include infill development, mixed-use development and coordinated land use and transportation planning.

OBJ FLU 2.1 Urban Development

Direct growth toward those areas where infrastructure and services exist to support development at approved densities and intensities.

POLICIES

FLU 2.1.1 Infrastructure Capacities. Urban uses shall be concentrated in the urbanized areas with the most intense development permitted in the Mixed-Use Urban (MU-U) areas and areas with sufficient central water and sewer system capacity to accommodate higher density development. Land use densities may be increased through Comprehensive Plan amendments. This policy is intended to direct higher density urban uses to those areas with infrastructure capacities sufficient to meet demands and to those areas with capacities in excess of current or projected demand. Septic systems remain allowed through Florida Health Department permits where central sewer is not available.

FLU 2.1.2 Compact Development. To promote compact development, FLUM amendments and residential rezonings to allow higher residential densities may be allowed in the Mixed-Use Urban (MU-U) and Mixed-Use Suburban (MU-S) future land use categories.

FLU 2.1.3 CHHA Density. Consistent with the goals, objectives and policies of the Coastal Management Element, Escambia County will not support rezonings and FLUM amendments to categories allowing higher densities within the Coastal High Hazard Area (CHHA).

~~**FLU 2.1.4 Residential Density and Non-residential Intensity Bonuses.** Through specific LDC criteria that implement the urban development objective, mixed use projects may be allowed to be developed above the maximum residential density and non-residential intensity permitted in the zoning district but not to exceed the FLU limits.~~

OBJ FLU 2.2 Provision of Public Services

Promote orderly and balanced growth and development as a fiscal management technique to provide cost-efficient public services and facilities.

POLICIES

FLU 2.2.1 Location. Public facilities and services shall be located to minimize their cost and negative impacts on the natural environment and maximize their efficiency. Cost alternatives, impacts on the environment and levels of efficiency shall be discussed during the design phase and bid process utilized by the County to accomplish the installation or location of public facilities and/or services. In addition, the County will coordinate with the Emerald Coast Utilities Authority, other water and/or sewer providers and state or federal agencies with facilities located in the County or with plans to expand existing facilities or create new facilities in the County. Among other things, it is the intent of this policy that public facilities and services are available to support the densities and intensities

of uses provided by this plan and the FLUM and that there is adequate and suitable land available for such utility facilities.

FLU 2.2.2 Land Acquisition. Escambia County shall include land acquisition within its Capital Improvements Element and its Capital Improvements Program (CIP) when necessary to provide for public lands for County owned facilities.

FLU 2.2.3 Right-of-way Dedication. Escambia County shall continue to require dedication of adequate rights-of-way as approved by the County.

FLU 2.2.4 Existing Facilities. Prior to embarking on the construction of new capital improvements, Escambia County will consider the feasibility of upgrading or rehabilitating existing facilities to determine if the rehabilitation of present facilities would be in the best interest of the County and its citizens.

OBJ FLU 2.3 Infill Development

Encourage infill development in appropriate urbanized areas where infrastructure is sufficient to meet demands, such as in MU-U and MU-S.

POLICIES

FLU 2.3.1 Area Designation. ~~The Englewood and Brownsville Redevelopment Areas~~ All Community Redevelopment Areas as adopted by the BCC, are hereby designated as an Urban Infill and Redevelopment Area in conformance with Section 163.2514(2), Florida Statutes. ~~The County shall pursue similar designation for the remaining adopted redevelopment areas.~~

FLU 2.3.2 Community Redevelopment Areas. Escambia County shall use its fiscal resources to encourage infill residential, commercial and public development, particularly in the Community Redevelopment Areas.

OBJ FLU 2.4 Community Redevelopment

The Community Redevelopment Agency (CRA) will continue to implement the recommendations of the 1995 Community Redevelopment Strategy, as may be updated from time to time.

POLICIES

FLU 2.4.1 Strategy. The CRA and other County agencies shall implement the recommendations of the 1995 Community Redevelopment Strategy ~~through the Palafox, Englewood, Brownsville, Warrington and Barrancas Redevelopment Plans,~~ as may be updated from time to time.

FLU 2.4.2 **Block Grants.** Escambia County shall direct its Community Development Block Grant (CDBG) efforts primarily to the Community Redevelopment Areas, but in any case, the program requirements promulgated by the U.S. Department of Housing and Urban Development (HUD) shall be met.

~~FLU 2.4.3 **Unsafe Conditions.** Escambia County shall utilize and administer its provisions for removal or repair of structures that are unsafe or constitute a health hazard. Also, the County will continue to target CDBG funds primarily for improvement to areas or structures where unsafe or substandard conditions exist.~~

~~FLU 2.4.4 **Needs Identification.** Escambia County shall identify neighborhoods showing initial signs of distress and evaluate the need for revitalization and enhancement, which is anticipated to be complete by December 2011. Distressed neighborhoods may be scheduled for targeted code enforcement and for supplemental public infrastructure and park improvements through the CIP.~~

GOAL FLU 3 RURAL STRATEGIES

Escambia County shall promote rural strategies, including protecting agriculture, silviculture and related activities, protecting and preserving natural resources and guiding new development toward existing rural communities.

OBJ FLU 3.1 Rural Development

All new development within rural areas, including commercial development, that is compatible with the protection and preservation of rural areas, shall be directed to existing rural communities.

POLICIES

FLU 3.1.1 **Infrastructure Expenditures.** Escambia County shall limit the expenditure of public funds for infrastructure improvements or extensions that would increase the capacity of those facilities beyond that necessary to support the densities and intensities of use established by this plan unless such expenditures are necessary to implement other policies of this plan.

FLU 3.1.2 **Water Facility Extensions.** Escambia County shall coordinate with potable water providers on any extensions of potable water facilities in rural area.

FLU 3.1.3 **FLUM Amendments.** During consideration of FLUM amendments, Escambia County shall consider the impacts of increased residential densities to the agriculture and silviculture industries and public facility maintenance and operation expenditures (i.e. roads, water, sewer, schools,) needed to serve the proposed development.

FLU 3.1.4 Rezoning. Escambia County shall protect agriculture and the rural lifestyle of northern Escambia County by permitting rezonings to districts allowing higher residential densities in the Rural Community (RC) future land use category.

FLU 3.1.5 New Rural Communities. To protect silviculture, agriculture and agriculture-related activities Escambia County shall not support the establishment of new rural communities.

~~FLU 3.1.6 Residential Clustering.~~ Clustering of residential units in the Agriculture (AG) and Rural Community (RC) future land use categories shall only be permitted for subdivisions of 10 or more dwelling units, with preservation of at least 80 percent of the project site in a perpetual conservation easement as contemplated in, Section 704.06, F.S., and in conjunction with a PUD to ensure the project is compatible with surrounding properties and protects the rights of adjacent property owners. The minimum lot size shall be ¼ acre and the maximum residential density permitted in the future land use category shall not be exceeded.

~~FLU 3.1.7 Farm Worker Housing.~~ Group quarters, temporary housing, and other residential structures for the use of permanent and/or temporary farm workers may be permitted in areas of agricultural activity. Although, in no case shall such uses exceed the maximum intensity specified in the applicable future land use category or densities exceed 8 dwelling units per gross acre. This provision is intended to preserve and promote agricultural uses by making it possible for farm workers to both work and reside on or near property devoted to agricultural uses.

~~FLU 3.1.8 Conservation Subdivisions.~~ Escambia County shall, by December 2012, review the appropriateness of allowing conservation subdivisions in the future land use categories.

GOAL FLU 4 MILITARY INSTALLATIONS

Escambia County shall support the missions of local military installations.

OBJ FLU 4.1 Compatibility and Encroachment.

Recognize the economic and historical significance of retaining local military installations and address compatibility and encroachment issues through implementation of the recommendations of the 2003 Joint Land Use Study (JLUS).

POLICIES

FLU 4.1.1 Planning Objective. Escambia County shall consider the protection of public health, safety and welfare as a principal objective of land use planning around military airfields.

FLU 4.1.2 Airfield Influence Planning Districts. Escambia County shall provide for Airfield Influence Planning Districts (AIPDs) as a means of addressing encroachment, creating a buffer to lessen impacts from and to property owners, and protecting the health, safety and welfare of citizens living in close proximity to military airfields. The overlay districts shall require density and land use limitations, aviation easements, building sound attenuation, real estate disclosures, and Navy (including other military branches where appropriate) review of proposed development based on proximity to Clear Zones, Accident Potential Zones (APZs), aircraft noise contours, and other characteristics of the respective airfields. ~~The districts and the recommended conditions for each are as follows:~~

~~A. Airfield Influence Planning District-1 (AIPD-1): Includes the current Clear Zones, Accident Potential Zones and noise contours of 65 Ldn and higher, (where appropriate) as well as other areas near and in some cases abutting the airfield.~~

- ~~1. Density restrictions and land use regulations to maintain compatibility with airfield operations; and~~
- ~~2. Mandatory referral of all development applications to local Navy officials for review and comment within ten working days; and~~
- ~~3. Required dedication of aviation easements to the county for subdivision approval and building permit issuance; and~~
- ~~4. Required sound attenuation of buildings with the level of sound protection based on noise exposure; and~~
- ~~5. Required disclosure for real estate transfers.~~

~~B. Airfield Influence Planning District-2 (AIPD-2): Includes land that is outside of the AIPD-1 but close enough to the airfield that it may affect, or be affected by, airfield operations.~~

- ~~1. Mandatory referral of all development applications to local Navy officials for review and comment within ten working days; and~~
- ~~2. Required dedication of aviation easements to the county for subdivision approval and building permit issuance; and~~
- ~~3. Required sound attenuation of buildings with the level of sound protection based on noise exposure; and~~
- ~~4. Required disclosure for real estate transfers; and~~

~~5. No County support of property rezonings that result in increased residential densities in excess of JLUS recommendations.~~

~~The three installations in Escambia County -- Naval Air Station Pensacola (NASP), Navy Outlying Field (NOLF) Saufley and NOLF Site 8, are each utilized differently. Therefore, the size and designations of the AIPD Overlays vary according to the mission of that particular installation. The Escambia County Land Development Code details and implements the recommendations. The AIPD Overlays Map is attached herein to this ordinance as Exhibit C.~~

FLU 4.1.3 Infrastructure Impacts. Escambia County shall review, in coordination with other agencies or organizations that provide necessary infrastructure (i.e. streets and utilities), the possible growth-inducing impacts of service extensions into AIPD's.

FLU 4.1.4 Information Access. Escambia County shall continue to maintain an interactive page on its website as a tool for all users to access information concerning airfield influence planning districts, noise zones and accident potential zones. The County is committed to continuous improvement and expansion of the website, with links to other information sources as needed.

FLU 4.1.5 Land Acquisition. Escambia County shall seek dedicated sources of funds for acquiring the development rights or outright purchase of select lands for public purpose. The land acquisition program shall be designed to serve multiple, complementary goals, including the elimination of possible development from lands near airfields, the protection of the environment, the maintenance of agricultural uses, and the conservation of quality open spaces.

FLU 4.1.6 Supporting Infrastructure. Section 288.980(4), Florida Statutes, creates the "Defense Infrastructure Grant Program" to support local infrastructure projects deemed to have a positive impact on the military value of installations within the state. Escambia County shall support and proceed with infrastructure projects that would have a positive impact on local military installations, pursuing all assistance available.

~~**FLU 4.1.7 Military Representation.** Pursuant to Section 163.3175, Florida Statutes, a representative of the military installations located within Escambia County shall be placed on the Planning Board as an ex officio, nonvoting member. The selection of the representative will initially be by a Memorandum of Agreement between the Commanding Officers of Naval Air Station Pensacola and Naval Air Station Whiting Field. The Interlocal Agreement with the Navy details the procedures and responsibilities of both parties.~~

FLU 4.1.8 JLUS Implementation. The Local Planning Agency, the Planning Board, shall function as the JLUS Implementation Oversight Committee to guide

the implementation of technically sound, community-based, collaborative planning. The duties of the JLUS Implementation Oversight Committee shall include, at a minimum, annual meetings, with others scheduled as necessary, to:

- a. Monitor the timely completion of the implementation of the JLUS recommendations; and
- b. Make policy decisions and recommendations concerning the JLUS implementation to the BCC; and
- c. Monitor the effectiveness of the implemented recommendations in controlling encroachment; and
- d. If necessary in the future, recommend additional measures to ensure compatible development in the AIPD's.

~~GOAL FLU 5 MID-WEST ESCAMBIA COUNTY OPTIONAL SECTOR PLAN~~

~~Escambia County shall utilize the Optional Sector Plan process to encourage cohesive and sustainable development patterns within central Escambia County, emphasizing urban form and the protection of regional resources and facilities.~~

~~OBJ FLU 5.1 Conceptual Long-term Build-out Overlay~~

~~Adopt a conceptual long-term buildout overlay for the Mid-West Optional Sector Plan area as authorized by the Florida Department of Community Affairs.~~

~~POLICIES~~

~~FLU 5.1.1 The Long-Range Conceptual Framework Map, attached and incorporated in this Ordinance as Exhibit D, identifies the location, type and extent of land uses, regionally significant public facilities, and regionally significant natural resources. This area shall be depicted on the Future Land Use Map as the Optional Sector Plan (OSP) and be evaluated in future statutorily required evaluation & appraisal reports review.~~

~~FLU 5.1.2 Development within the OSP area shall support and further the following general principles:~~

~~Economic Development~~

- ~~a. Promote economic development and job creation~~
- ~~b. Promote the fiscally efficient use of land and infrastructure~~
- ~~c. Provide adequate retail and service opportunities to meet the needs of the surrounding community~~

~~Transportation~~

- a. ~~Create a highly interconnected, multi-modal transportation system that efficiently links housing to employment and retail opportunities~~
- b. ~~Develop a hierarchy of transportation corridors that would increase mobility and accessibility within the OSP while respecting existing residential development~~
- c. ~~Create an interconnected and accessible pedestrian and bicycle network~~
- d. ~~Reduce vehicle trips (VT) and vehicle miles traveled (VMT) through the use of compact, mixed-use and transit-oriented development patterns~~

Environment

- a. ~~Establish a “green infrastructure” network of interconnected recreation areas and open space~~
- b. ~~Identify, protect and when impacted by development restore key ecosystems~~
- c. ~~Identify, protect and when impacted by development restore wildlife habitat and corridors~~
- d. ~~Reduce greenhouse gas (GHG) emissions~~

Community Design

- a. ~~Create a hierarchy of place~~
- b. ~~Promote compact neighborhood design~~
- c. ~~Create neighborhoods that would provide a broad range of housing options varying in size, style, cost and type of ownership~~
- d. ~~Provide neighborhood schools and parks within close proximity to housing consistent with Chapter 16, Public Schools Facilities-Element.~~
- e. ~~Construct resource-efficient homes and businesses~~

~~FLU 5.1.3 The total maximum development scenario of the Mid-West Escambia County Optional Sector Plan shall be limited to 12,175,000 sq. ft. of non-residential development and 23,000 residential dwelling units. Any future amendments to this total shall result in a balanced jobs-to-housing ratio.~~

OBJ FLU 5.2 Economic Development

~~Adopt development guidelines that implement the economic development principles of the Optional Sector Plan area.~~

POLICIES

~~FLU 5.2.1 The OSP shall contain two Regional Employment Districts. The Northern Regional Employment District is intended to recognize and build upon the County’s pre-existing investment in the Central Commerce Park. The Southern Regional Employment District is intended to create an immediate~~

opportunity for significant economic development and job creation proximate to Interstate 10 and existing population centers.

The location of these districts shall be generally consistent with the conceptual long-term buildout overlay. The intent of these districts is to support economic development and improve the jobs-to-housing balance in central Escambia County. These districts are intended to contain predominantly industrial, distribution and office uses. Development within the Regional Employment Districts shall be consistent with the following standards:

Northern Regional Employment District

<i>Development Standards</i>	
Maximum Size	400 net acres*
Maximum FAR	.50
Maximum Gross Floor Area	2,500,000 sq. ft.

**Net acres are to be defined as gross acreage less waterbodies and wetlands.*

<i>Land Use Mix*</i>	<i>Minimum</i>	<i>Maximum</i>
Residential	0%	10%
Office	20%	60%
Commercial	0%	5%
Industrial	20%	60%
Recreation/Public	5%	No Maximum

**Percentages apply to the Northern Regional Employment District as a whole and not by individual parcel.*

Southern Regional Employment District

<i>Development Standards</i>	
Maximum Size	1,600 net acres*
Maximum FAR	.50
Maximum Gross Floor Area	8,000,000 sq. ft.

**Net acres are to be defined as gross acreage less waterbodies and wetlands.*

<i>Land Use Mix*</i>	<i>Minimum</i>	<i>Maximum</i>
Residential	0%	10%
Office	20%	60%
Commercial	0%	5%
Industrial	20%	60%
Recreation/Public	5%	No Maximum

**Percentages apply to the Southern Regional Employment District as a whole and not by individual parcel.*

~~FLU 5.2.2 In order to minimize public expenditures and maximize the efficient use of public infrastructure and services such as utilities and roads, development within the OSP shall be in the form of clustered, compact neighborhoods and centers.~~

OBJ FLU 5.3 Transportation

~~Adopt development guidelines that implement the transportation principles of the Optional Sector Plan area.~~

POLICIES

~~FLU 5.3.1 Transportation infrastructure within the OSP shall be designed as a network of hierarchical local, collector and arterial roadways that form a curvilinear grid pattern that respects the natural environment while providing a high degree of interconnectivity.~~

~~FLU 5.3.2 Local and collector streets, sidewalks, bike lanes and multi-use paths shall contribute to a system of fully-connected and attractive routes from individual neighborhoods to neighborhood, village, town and employment centers. Their design should encourage pedestrian and bicycle use by being spatially defined by buildings, trees, and lighting; and by discouraging high speed vehicular traffic.~~

~~FLU 5.3.3 Neighborhood, Village and Town Centers shall be transit-oriented and designed to accommodate current and future transit systems.~~

~~FLU 5.3.4 Land uses adopted within the OSP shall result in an appropriate job to housing balance that reduces overall vehicle miles traveled (VMT) locating residential uses within close proximity to jobs.~~

OBJ FLU 5.4 Environment

~~Adopt development guidelines that implement the environmental principles of the Optional Sector Plan area.~~

POLICIES

~~FLU 5.4.1 "Green infrastructure" shall be defined as an interconnected network of preservation areas, open space, parks, greenbelts and other natural areas that support the function of natural systems, allow the natural management of stormwater, support wildlife migration patterns, and promote community access to recreational areas. Throughout the OSP these areas shall be constructed, restored and maintained to the greatest extent possible.~~

~~FLU 5.4.2 Wherever possible, the natural terrain, drainage and vegetation of the area shall be preserved.~~

~~FLU 5.4.3 Environmentally sensitive areas shall be preserved in a way that will maintain their integrity as wildlife habitat consistent with the definition in Chapter 3, Definitions. The County shall require mandatory clustering on the upland areas of properties that are impacted by environmentally sensitive areas; however, for those properties that lack an adequate amount of uplands, limited development in the OSP would be permitted if a taking would result.~~

~~FLU 5.4.4 Key wildlife corridors shall be identified and protected from the impacts of development.~~

~~FLU 5.4.5 Measures shall be implemented to reduce greenhouse gas (GHG) emissions consistent with the intent of Chapter 2008-191, Laws of Florida. The implementation of this policy shall include but not be limited to the following measures:~~

- ~~a. Reduction of vehicle miles traveled (VMT) by encouraging the design of compact, walkable, mixed-use, transit-oriented neighborhoods.~~
- ~~b. Creation of a highly interconnected, multi-modal transportation that incorporates facilities for current and future transit systems.~~
- ~~c. Promotion of alternative (non-fossil fuel) energy sources.~~

~~FLU 5.4.6 To ensure appropriate identification, protection and management of regionally significant natural resources within the OSP, the following process is established:~~

- ~~1. Regionally significant natural resources, including waterbodies, wetlands, listed species habitat, unique vegetative communities and publicly owned lands acquired for conservation purposes, shall be identified at the long-term master plan level utilizing publicly available data. These resources shall be depicted on the long-term master plan framework map as "Anticipated Conservation Areas."~~
- ~~2. At the Detailed Specific Area Plan (DSAP) level, Anticipated Conservation Areas shall be subject to further study and refinement. Methods such as photo-interpretation and ground-truthing shall be utilized to verify and, where appropriate, revise Anticipated Conservation Area boundaries. These areas shall be depicted as Low Impact Natural Resource Areas (LINRA) on the DSAP land use map. LINRA designation is intended to identify areas of regionally significant natural resources within the Mid-West Escambia County Sector Plan. It is anticipated that these areas will be subject to further delineation under the State of Florida's~~

Environmental Resource Permit (ERP) program and may be regulated accordingly.

3. Land within a DSAP and located within areas designated as LINRAs will be evaluated during the development review process for environmental significance. Land uses, densities, and intensities will be that of the underlying land use plan. However, wetlands and other environmentally sensitive lands as defined in Section 3.04 will be subject to the relevant requirements of Conservation Policies 1.3.7, 1.3.8 and Conservation Objective 1.4. Lands identified through the permitting process for preservation shall be protected through the recordation of conservation easements consistent with Section 704.06, Florida Statutes.

OBJ FLU 5.5 Community Design

Adopt development guidelines that implement the community design principles of the Optional Sector Plan area.

POLICIES

FLU 5.5.1 The OSP shall contain mixed-use town, village and neighborhood centers. The location of these centers shall be generally consistent with the conceptual long-term build-out overlay. The intent of these centers is to provide recreation, retail, service, and employment opportunities within close proximity to residential neighborhoods. These centers and the surrounding neighborhoods shall be linked by interconnected, multi-modal transportation corridors containing pedestrian, bicycle, public transit and auto facilities, thereby encouraging alternative forms of travel and reducing both Vehicle Trips (VT) and Vehicle Miles Traveled (VMT). Prior to site development a conceptual plan will be provided to the county to demonstrate these standards set forth below.

A. Town Center

The Town Center is intended to be the retail center of the OSP and capture a market area approximately 5 to 15 miles in size. The design of the Town Center is intended to be compact, mixed-use and similar in nature to traditional downtown cores. The Town Center shall be designed to accommodate approximately 500,000 to 1,000,000 sq. ft. of non-residential uses predominantly comprised of retail and office space. The Town Center shall contain significant residential opportunities. Residential uses shall be limited to multi-family units which may be located above

ground floor office or retail uses. In addition, higher density single-family development may occur within ½ mile of the Town Center. Development within the Town Center shall be consistent with the following standards:

<i>Development Standards</i>	
Maximum Size	500 net acres*
Maximum FAR	1.0
Maximum Gross Floor Area	1,200,000 sq. ft.
Minimum Residential Density	10.0 du. ac.

**Net acres are to be defined as gross acreage less waterbodies and wetlands.*

<i>Land Use Mix*</i>	<i>Minimum</i>	<i>Maximum</i>
Residential**	30%	50%
Office	20%	40%
Commercial	20%	40%
Industrial	Not Permitted	
Recreation/Public	15%	No Maximum

**Percentages shall be applied to the Town Center as a whole and not by individual parcel.*

B. Village Centers

Village Centers are intended to be sub-area retail centers and capture a market area approximately ½ to 2 miles in size. The design of Village Centers shall be compact, mixed use and similar in nature to traditional, small town main streets. Village Centers shall be designed to accommodate approximately 40,000 to 200,000 sq. ft. of non-residential uses predominantly comprised of retail and office space. In addition, Village Centers may contain centralized park and recreation, community and educational facilities. Development within the Village Centers shall be consistent with the following standards:

<i>Development Standards</i>	
Maximum Size	40 net acres*
Maximum FAR	.50
Maximum Gross Floor Area	200,000 sq. ft.
Minimum Residential Density	7.0 du. ac.

**Net acres are to be defined as gross acreage less waterbodies and wetlands*

<i>Land Use Mix*</i>	<i>Minimum</i>	<i>Maximum</i>
Residential**	20%	40%
Office	10%	25%
Commercial	15%	30%
Industrial	Not Permitted	
Recreation/Public	10%	No Maximum

**Percentages shall be applied to each Village Center as a whole and not by individual parcel.*

***Residential uses shall be limited to multi-family and may be located above ground floor office or commercial.*

C. Neighborhood Centers

Neighborhood Centers are intended to provide small, neighborhood-serving retail and service opportunities with a market area approximately ¼ to 1 mile in size. The design of Neighborhood Centers shall be compact and pedestrian oriented. Neighborhood Centers shall be designed to accommodate approximately 1,000 to 15,000 sq. ft. of non-residential uses. In addition, Neighborhood Centers may contain centralized park and recreation, community and educational facilities. Neighborhood Centers shall be generally located as indicated on the Optional Sector Plan long-range conceptual framework map. Additional neighborhood centers may be considered where market data and analysis demonstrate the trade area will support an additional center. Development within the Neighborhood Centers shall be consistent with the following standards:

<i>Development Standards</i>	
Maximum Size	5 net acres*
Maximum FAR	.25
Maximum Gross Floor Area	15,000 sq. ft.
Minimum Residential Density	5.0 du. ac.

**Net acres are to be defined as gross acreage less waterbodies and wetlands.*

<i>Land Use Mix*</i>	<i>Minimum</i>	<i>Maximum</i>
Residential**	-	-
Office	0%	20%
Commercial	0%	35%
Industrial	Not Permitted	
Recreation/Public	20%	No Maximum

**Percentages shall be applied to each Neighborhood Center as a whole and not by individual parcel. **Residential uses shall be limited to multi-family and must be located above ground floor office or commercial.*

~~FLU 5.5.2 The OSP shall contain a mixture of residential neighborhoods that vary in regards to dwelling unit type and density. The location of these neighborhoods shall be generally consistent with the conceptual long-term build-out overlay. The intent of these neighborhoods is to provide a variety of housing options and within close proximity to schools and parks as well as retail, service, and employment opportunities. The location and design of new neighborhoods shall be such that they ensure the continued protection of natural resources and existing neighborhoods, promote a strong sense of community, and provide access to nearby recreational opportunities.~~

A. Traditional/Urban Neighborhoods

~~Traditional/Urban Neighborhoods are intended to be high density, compact communities adjacent to centralized retail and service opportunities. Traditional Urban Neighborhoods shall be designed in a manner that creates a strong sense of place through the layout of the streets, arrangements of open space, appearance of streetscapes and linkage of neighborhoods to supporting services. To allow the efficient use of land and infrastructure, increase walkability and support existing and future transit systems, Traditional/Urban Neighborhoods shall be located generally within ½ mile of Town, Village or Neighborhood centers and contain a variety of housing types ranging on average from 5 to 25 dwelling units per gross acre. Individual sites may have density greater than 25 units per gross acre provided the average density stays within the 5 to 25 dwelling units range.~~

B. New Suburban Neighborhoods

~~Residential development generally greater than ½ mile from Town, Village or Neighborhood centers shall be in the form of New Suburban Neighborhoods. These neighborhoods are intended to be medium density communities comprised of a highly interconnected transportation system including pedestrian, bicycle, and automobile networks. A variety of housing types ranging from 3 to 10 dwelling units per gross acre shall be permitted.~~

C. Conservation Neighborhoods

~~Residential neighborhoods generally greater than 1/2 mile from Town, Village or Neighborhood centers with a density less than 2.5 dwelling units per gross acre shall only be permitted as Conservation Neighborhoods. Conservation Neighborhoods are intended to replace typical suburban neighborhoods with a more efficient and environmentally protective development pattern. Conservation Neighborhoods shall be low density, clustered communities with a distinct “edge” consisting of interconnected open space. This open space shall serve to protect and preserve areas of significant natural resources and wildlife habitat while offering passive recreational opportunities to residents. Conservation Neighborhoods shall be required to preserve a minimum of 50% open space. Open space shall be preserved in perpetuity through a conservation easement.~~

~~FLU 5.5.3 Escambia County recognizes the number of pre-existing neighborhoods within the OSP. These neighborhoods range from loosely associated subdivisions of land to historical communities with a strong sense of place. Through the Detailed Specific Area Plan (DSAP) process, residents of existing neighborhoods will be asked to provide input regarding new development within the OSP. In addition, existing neighborhoods will be provided the opportunity to either redevelop or more strongly establish their existence through the use of organizing elements such as signage and designation of a community park or center.~~

~~FLU 5.5.4 To reduce the impacts and costs of transportation and create a neighborhood focal point, the County shall encourage the location of schools, consistent with Chapter 16, Public Schools Facilities Element, within residential neighborhoods or adjacent to centers. Co-location with community parks shall be encouraged.~~

~~FLU 5.5.5 Residential and non-residential construction within the OSP shall promote green building principles intended to reduce overall energy and water consumption.~~

OBJ FLU 5.6 Specific Area Plans

~~Adopt procedures and guidelines for the development and approval of detailed specific area plans.~~

POLICIES

~~FLU 5.6.1 Development within the OSP shall be subject to the adoption of Detailed Specific Area Plans (DSAP). Each DSAP must be a minimum of 1,000 acres in size and developed in sufficient detail to allow evaluation of the interrelationship of its parts and establish consistency with principles and criteria contained in FLU 5.1.1-FLU 5.5.5. Until and unless a DSAP is approved by the Escambia County Board of County Commissioners and found in compliance by the Florida Department of Economic Opportunity, the property in the OSP shall maintain the underlying future land use category (e.g. Agricultural, Rural Community, Mixed-Use Suburban) and zoning district (e.g. the agricultural, the rural community, the mixed-use low density zonings or the equivalents), except for those projects that are vested.~~

~~All applications for development approvals (i.e. lot splits, special exceptions, variances, etc.) on any property within the OSP shall be reviewed on a case-by-case basis for the effect of such development approval on adopted or future DSAPs and in compliance with the general principles established in FLU Policy~~

5.1.2. At a minimum, development of a DSAP must include the following information:

I. ~~DSAP Boundary Determination Analysis~~

~~Conduct a preliminary site analysis of the proposed DSAP area to determine appropriate boundaries. This analysis shall include the following:~~

- ~~1. Identification of the extent and location of natural resources.~~
- ~~2. Identification of the environmental opportunities and constraints to development within the area.~~
- ~~3. Identification of the net usable land area.~~
- ~~4. Determination of a maximum development scenario based upon the uses, densities and intensities identified in the Conceptual Long-term Build-out Overlay.~~
- ~~5. A Jobs-to-housing balance assessment consistent with policy FLU 5.3.4 and utilizing a professionally acceptable methodology.~~
- ~~6. Identification of public facilities and services available to the area; available capacity; potential deficiencies; and an approximation of necessary improvements.~~

The final boundaries for a DSAP must be approved by Escambia County before initiating a conceptual DSAP as described in Section II below.

II. ~~Conceptual DSAP~~

~~The intent of the Conceptual DSAP process is to prepare an initial plan for public review and comment. A Conceptual DSAP shall address the following:~~

- ~~1. The location of neighborhoods, centers and regional employment districts generally consistent with the conceptual long-term buildout overlay. For neighborhoods, a computation of density shall be provided along with the permitted uses and proposed lot sizes. For centers, a computation of density and intensity shall be provided, as well as the area and percentage of land use mix consistent with the categories found in FLU 5.5.1. For regional employment districts, a computation of the area, intensity and percentage of land use mix consistent with the categories found in FLU 5.2.1 shall be provided.~~

- ~~2. Circulation routes for pedestrians, bicycles, transit and automobiles, including consideration for connection with the surrounding area. For each facility to be included in the DSAP, design criteria should be included addressing:
 - ~~• Roadway cross-sections~~
 - ~~• On street parking (if applicable)~~
 - ~~• Pedestrian, Bicycle and Transit facilities~~
 - ~~• Landscape and streetscape standards~~~~
- ~~3. Location and size/capacity of major infrastructure components including wastewater, water, re-use water, stormwater and solid waste.~~
- ~~4. Design criteria proposed for each land use category proposed for the DSAP including, but not limited to:
 - ~~• Typical lot size~~
 - ~~• Setbacks~~
 - ~~• Height~~
 - ~~• Density~~
 - ~~• Floor Area Ratio (commercial)~~
 - ~~• Signage~~~~
- ~~5. Strategies for the integration of existing development.~~

~~The Conceptual DSAP shall be presented to the public at an information workshop. This workshop is to be advertised in a manner consistent with Chapter 4, Public Participation. In addition, each property owner in the DSAP and each property owner within 1,000 feet of the boundary of the DSAP must be notified of the workshop. Substantial compliance with the provisions of this policy regarding the various methods for providing notice shall be sufficient to constitute notice to all affected parties. Comments from the public must be documented and included in a report to Escambia County.~~

~~III. Preliminary DSAP.~~

~~Based on the results of the informational workshop described in Section II., prepare a Preliminary DSAP shall be prepared. At a minimum, this plan shall consist of the following elements:~~

- ~~1. Statement of the community goals and objectives to be accomplished by the DSAP.~~
- ~~2. DSAP exhibits including:
 - ~~a. A detailed land use plan indicating the distribution, extent and location of future land uses, including the proposed~~~~

~~locations for transportation facilities (auto, transit, bike, pedestrian), major community services (water and wastewater plants, fire and police substations, government buildings), neighborhood school(s), parks and any conservation areas.~~

- ~~b. A detailed public facilities plan identifying regionally significant public facilities, including public facilities outside the jurisdiction of Escambia County, anticipated impacts of future land uses on these facilities and required improvements consistent with Chapter 9J-2, Florida Administrative Code. In addition, this plan shall include the following components:~~
- ~~i. A transportation analysis consistent with Chapter 9J-2, indicating the general location of all arterial and collector roadways necessary to serve the DSAP, their right-of-way width, and design cross section. It should also address the proposed location of transit routes and the manner in which they can be integrated into the regional transportation system. The general location of all bikeways and pedestrian paths should demonstrate access to all schools, commercial and civic areas from any point in the DSAP. The transportation analysis should be accompanied by a report demonstrating the impact on transportation facilities and documenting the timing and estimated cost for transportation improvements required by development of the DSAP. Prior to initiation of any transportation analysis, the County shall consult with the Florida Department of Transportation (FDOT) regarding the analysis methodology in regards to impacts to the Florida Intrastate Highway System (FIHS). Each DSAP shall analyze the cumulative traffic impact of all previously approved DSAPs on the area road network, including the FIHS. Prior to approval of any DSAP, the Florida DOT shall have the opportunity to comment on the traffic analysis in regards to impacts to any State roads.~~
 - ~~ii. A public improvements analysis that identifies the location and size of the water and wastewater systems necessary to support development of the DSAP. The analysis shall address demand, the location and size of plants, major distribution and collection systems, the design performance standards~~

~~that will be used in the review and approval of all development plans processed for the individual land use categories, the proposed source of funding, and the approximate timing for construction.~~

- ~~e. A housing analysis addressing the need for affordable and workforce housing within the DSAP, the ability of the DSAP to provide a sustainable balance of housing units to employment opportunities, and potential impact of the proposed plan on existing neighborhoods and infill opportunities throughout the County.~~
- ~~d. A detailed natural resource analysis that identifies specific measures to assure the protection of regionally significant natural resources and other important resources both within and outside the jurisdiction of Escambia County, including those resources identified in Chapter 9J-2, Florida Administrative Code.~~
- ~~e. An energy efficiency analysis addressing the ability to reduce greenhouse gas emissions and improve energy efficiency within the DSAP.~~
- ~~f. A land use need analysis addressing the amount of land necessary to accommodate both the projected population and future employment opportunities and promote sustainable development patterns.~~

~~The Preliminary DSAP shall be presented to the public at an informational workshop as per the requirements of Section II.~~

~~IV. Final DSAP and Report~~

~~Refinements to the Preliminary DSAP documents, based on the informational workshop described in II, shall be prepared. The resulting Final DSAP shall be submitted to Escambia County for review and approval by the Planning Board and Board of County Commissioners. DSAP's prepared by an individual property owner or other venture must be presented through the County planning staff to the Board of County Commissioners. The DSAP will not be effective until approved by the Escambia County Board of County Commissioners.~~

~~V. Changes to an Existing DSAP.~~

~~Any addition or deletion of property or changes to the neighborhood, center or district boundaries in an approved DSAP shall follow the County's established processes. It shall include an evaluation and~~

~~analysis of the impacts to the approved or planned land uses and the ability of the proposed amendment to meet the principles and guidelines outlined in this plan. Such additions or deletions shall not be designed to create remnant areas or fragmented DSAPs.~~

~~FLU 5.6.2 Approval of zoning changes shall be based on consistency with the OSP principles and guidelines outlined in FLU 5.1.1-5.5.4. Specifically, such changes shall consider the impact on the overall DSAP in terms of the central focus of the land uses in the DSAP, with higher density in general proximity to Centers.~~

~~FLU 5.6.3 Once a DSAP is adopted by the Board of County Commissioners, all applications for development approval (i.e., lot splits, special exceptions, variances) under the existing zoning shall be evaluated for compatibility with the adopted DSAP.~~

~~FLU 5.6.4 Applications for a comprehensive plan amendment to establish a DSAP shall include an analysis matrix indicating compliance with the specific requirements of Sec. 163.3245, Florida Statutes.~~

~~FLU 5.6.5 OSP design criteria shall be incorporated into the Land Development Code within one year of the adoption of the first DSAP. All development within the boundary of an adopted DSAP shall comply with the OSP design criteria and other applicable provisions of the LDC. Where OSP design criteria conflict with other LDC provisions, the OSP criteria shall govern.~~

~~FLU 5.6.6 Should a development be proposed requiring an amendment to the OSP, which the County Local Planning Agency determines is contrary to the intent of the OSP planning concept and, therefore, should not be exempt from the requirements of Section 380.06 Florida Statutes, the applicant may be required, with concurrence by the FDEO, to be processed as a DRI.~~

OBJ FLU 5.7 Adequate Public Facilities and Services

~~Adopt procedures and guidelines for the provision of adequate public facilities to serve the OSP and subsequent DSAPs.~~

POLICIES

~~FLU 5.7.1 Each DSAP shall be evaluated to determine whether adequate public facilities and services exist or will be in existence to serve the identified needs of the DSAP.~~

~~FLU 5.7.2 Prior to or in conjunction with the approval of an DSAP by the Escambia Board of County Commissioners, the land for the following public facilities shall be conveyed to Escambia County or a development agreement addressing the timely conveyance of such lands shall be approved by Escambia County.~~

- ~~• Land for identified schools sites, consistent with Chapter 16, Public Schools Facilities Element.~~
- ~~• Land for identified parks and recreation facilities~~
- ~~• Right-of-way for identified collector and arterial roadways necessary to serve the DSAP~~
- ~~• Land for identified potable water and wastewater treatment facilities~~
- ~~• Right-of-way for all utilities necessary to serve the DSAP~~

~~FLU 5.7.3 Procedures and guidelines governing the provision of adequate public facilities and services shall not replace or supersede and provisions of the Escambia County concurrency management system.~~

OBJ FLU 5.18 Intergovernmental Coordination

Adopt procedures to ensure intergovernmental coordination to address extrajurisdictional impacts.

FLU 5.8.1 To provide for intergovernmental coordination to address extrajurisdictional impacts within the jurisdiction of the Florida Department of Economic Opportunity under Chapter 9J-2, F.A.C., the County shall provide to adjacent municipalities and counties, other units of government providing services but not having regulatory authority over the use of land, state and regional regulatory agencies, and the Escambia County School Board, information and copies of appropriate material related to the applications for a DSAP. The material provided shall include information indicating issues of regional significance in the region, or containing regional policies. It shall include material describing planning, permitting or review requirements of state, regional or local significance. It shall also include detailed identification of regionally significant public facilities, including public facilities outside the jurisdiction of Escambia County, anticipated impacts of future land uses on those facilities, and required improvements consistent with Chapter 9J-2, F.A.C. The adjacent municipalities, counties, other units of government and regulatory agencies shall have the opportunity to review and provide comments to the County, to ensure communication and coordination are used to minimize any potential adverse impacts.

Chapter 8 Mobility Element.

The purpose of the Mobility Element, serving as the Transportation Element, is to establish the desired and projected transportation system in Escambia County and to plan for future motorized and non-motorized traffic circulation systems. This element provides guidelines to prepare for and establish an effective multi-modal transportation system.

GOAL MOB 1 TRANSPORTATION

Escambia County shall provide a safe, cost-effective and functional roadway and transportation system for all residents and visitors to Escambia County.

OBJ MOB 1.1 Transportation System

Continue to provide a safe, convenient, efficient and cost-effective multimodal transportation system and roadway network for present and future residents.

POLICIES

~~MOB 1.1.1 **New Development.** Future developments will pay all costs and construct all roads within the development as well as existing and proposed access roads (internal and external) to Escambia County standards so that the roads, upon construction, may be accepted into Escambia County's road system. Nothing in this policy shall be interpreted to preclude the County from requiring the development to pay all costs to the County associated with construction of any transportation improvement made necessary by the development.~~

MOB 1.1.2 **Level of Service (LOS) Standards.** Levels of Service (LOS) will be used to evaluate facility capacity and for issuance of development orders. Escambia County shall adopt LOS standards for all roadways as indicated in the Land Development Code. The standards for FHHS and SIS facilities may be revised based on changes to the Federal classification of these roadways. These standards are not regulatory but provide a basis by which the County may monitor congestion and coordinate needed improvements with FDOT, as shown below according to the functional classification of roadways identified on the 2005 Federal Functional Classifications Map. The Mobility Series is attached herein to this ordinance as Exhibit E. The Mobility Series includes the 2005 Federal Functional Classifications Map, the Number of Lanes – Escambia County Map, the FL-AL TPO Prioritized Bicycle & Pedestrian Projects Map, the Transportation Improvement Program FY 2010-2014 Major Projects Map, the Traffic Volume & Level of Service Report, and the FL-AL TPO Long Range Plan (future roadway). The FDOT LOS standards are also used for SIS facilities.

~~Roadway Functional Classification~~ _____ ~~Annualized P.M. Peak~~

	Hour Level of Service Standard
Florida Intrastate System Roads	
Principal Arterial (SIS Rural)	B
Principal Arterial (SIS Urbanized)	C
Transportation Regional Incentive Program and Emerging SIS Connector Funded Roads	
Minor Arterial (Urbanized)	D
Other State and Local Roads	
Principal and Minor Arterial (Rural)	C
Principal and Minor Arterial (Urbanized)	D
Major and Minor Collector (Rural or Urbanized)	E

MOB 1.1.3 On-site Facilities. All new private developments, including but not limited to planned unit developments, shopping centers, multifamily residential projects and other projects with internal circulation and parking needs shall be required to provide safe and convenient on-site traffic flow as indicated in the LDC, facilities for non-motorized transportation and sufficient vehicular parking to accommodate the needs of the development. This policy does not apply to residential subdivisions.

MOB 1.1.4 Non-motorized Transportation. All new public road construction projects in urban areas or community redevelopment areas shall accommodate non-motorized transportation. At a minimum, sidewalks and bicycle facilities should be included. Consideration should also be given to include storage racks, striping, or signage.

MOB 1.1.5 Maintenance and Reconstruction Priorities. Escambia County shall continue its practice of maintaining and/or reconstructing County roads on an “on-going” basis through implementation of the Capital Improvements Program (CIP) and Concurrency Management System. The County shall utilize CIE 1.2.2 together with any cost/benefit analysis, affic analysis and analysis of the physical condition of the various roadways within the County. Said analyses may be performed by Escambia County or others.

MOB 1.1.6 Participation in Transportation Planning Organization. Escambia County will participate in and cooperate with the preparation of the Florida Alabama Transportation Planning Organization’s (TPO’s) Cost Feasible Plan and will continue its active participation with the TPO to ensure that the TPO recommendations and activities are consistent with this ordinance. In addition, the County will continue to encourage the TPO to request funding for the Florida Department of Transportation (FDOT) by the governor and the legislature.

MOB 1.1.7 Planning for Major Commercial Use. Applications for large-scale commercial development review shall address adequate traffic circulation, parking and access management measures that are necessary to minimize

~~access to impacted State and County road segments, promote compatibility and functional relationship of adjacent land uses and provide adequate buffer and landscape requirements. Escambia County shall encourage joint access agreements with adjacent property owners, encourage a mix of land uses that place less traffic intensive land uses adjacent to arterial segments, provide incentives for not platting commercial lots with direct access to arterial segments and apply density bonuses for converting commercial land uses to residential land uses.~~


MOB 1.1.8 Future Transportation Corridors. Escambia County shall preserve future transportation corridors as identified in the current TPO Long Range Plan Fiscal year (FY) 2010-2014 Plan Maps MOB 2A-C. The TPO FY 2010-2014 Plan is attached herein to this ordinance as Exhibit F.

MOB 1.1.9 Access Management. Escambia County shall promote access management by limiting the number of conflict points that a motorist experiences during travel; separating conflict points as much as possible when they cannot be eliminated; and control turning movements to facilitate traffic flow on affected roadways.

MOB 1.1.10 Commuter Assistance Programs. Escambia County will support the TPO commuter assistance programs in order to reduce the number of vehicle miles traveled per capita in the community and region.

MOB 1.1.11 Cross-Access. Escambia County will incorporate requirements for cross-access easements and connections for commercial sites in the LDC. The County will prioritize the implementation of this policy based on corridor planning efforts. The regulations will be implemented on private properties along roadways with proper connection spacing and an access management plan.

MOB 1.1.12 Ozone Task Force Recommendations. ~~Escambia County will implement the following recommendations of the 2001 Escambia County Ozone Task Force Report so as to modify peak hour demand and reduce the number of vehicle miles traveled per capita in the community and region.~~

- 
- ~~a. Implement flex work hours (i.e. extended hours, four-day work-week) for government employees during peak ozone season June through September).~~
 - ~~b. Provide information about benefits of flex work hours to local industry and encourage use of such programs.~~
 - ~~c. Encourage mixed use development offering sidewalks and bicycle paths.~~
 - ~~d. Accelerate bicycle/pedestrian improvements.~~
 - ~~e. Promote telecommuting and teleconferencing.~~

MOB 1.1.13 Safe Routes to School, Enhancements and Trails. Pursuant to Section 1006.23, Florida Statutes, Escambia County, the Escambia County

School Board and the Community Traffic Safety Team shall coordinate to prepare a ~~“Safe Routes to School”~~ “Transportation Alternative” master plan for each public school, and then implement construction of improvements (e.g., sidewalks, shoulders) to encourage walking to school. ~~SRTS improvements shall be focused to provide priority to improvements within the following radii:~~

~~Elementary School — ½ mile radius
Middle and High School — 1 mile radius~~

MOB 1.1.14 Required Bicycle and Pedestrian Facilities. Escambia County ~~shall encourage through private/public partnerships, through LDC provisions, require the installation of sidewalks along the street frontage of new development (including but not limited to new development along routes shown on the TPO Bicycle and Pedestrian Plan, the County’s Bicycle and Pedestrian Plan, or the “Transportation Alternative” Plan) to provide connectivity and utility for existing sidewalks in the vicinity of the development.~~

~~New development along routes shown on the TPO Bicycle and Pedestrian Plan, the County’s Bicycle and Pedestrian Plan, or the SRTS Plan shall install sidewalks and/or bicycle facilities as specified by those plans for any street frontage of the development that coincides with those routes. New development in proximity to a school shall install sidewalks consistent with policies PSF 1.4.5 and PSF 1.4.6.~~

MOB 1.1.15 Coordination with School District and Sidewalk Planning Participation. Escambia County will coordinate with the Escambia County School District regarding new school siting and needs at existing schools when determining locations for improvements to pedestrian facilities. Escambia County will also seek public input from citizens, Escambia County School District and the development community regarding sidewalk needs and priorities.

~~**MOB 1.1.16 Sidewalk Planning Participation.** Escambia County will seek public input from citizens, the School Board of Escambia County and the development community regarding sidewalk needs and priorities.~~

MOB 1.1.17 Intelligent Transportation System. Escambia County will cooperate with FDOT studies now underway that address intelligent transportation system opportunities to improve system efficiency and enhance safety.

MOB 1.1.18 Roadway Improvement Recommendations. Escambia County shall utilize the following steps to monitor and plan for transportation facilities to meet current and future demands. Escambia County will study roadway segments that are estimated to exceed the adopted LOS standard and recommend specific improvements to address deficiencies. These projects will be identified in the County’s CIP. The County shall develop and maintain a

Transportation Level of Service plan which will provide for the monitoring of impacts to the transportation network and identify areas of concern and opportunities for improvement in partnership with the development community. This program shall serve as the foundation of project review and evaluations, prioritization of roadway and transportation improvements as well as providing data for the Level of Service report and Transportation Level of Service Plan. Escambia County shall continue to analyze and develop alternative mechanisms for funding roadway improvements and to shift the funding of development related improvements from the County to the development source creating the impact.

~~These recommendations will be targeted toward short- and mid-range improvements.~~ The County will continue to work with the TPO to address long range improvements identified in the Cost Feasible Plan and County Transportation Plan.

MOB 1.1.19 Interregional and Intrastate Function Protection. Escambia County will ~~maintain~~ monitor and coordinate adopted LOS standards on arterial and collector roadways that parallel the State's Strategic Intermodal System (SIS) and Florida Intrastate Highway System (FIHS) to protect the system's interregional and intrastate functions.

MOB 1.1.20 Interstate Interchange Additions. Escambia County shall only promote the construction of additional interchanges on Interstate-10 and Interstate-110 if they protect the system's interregional and intrastate function

MOB 1.1.21 Interstate Crossing Additions. Escambia County will work with the TPO to strengthen the local roadway network by providing additional north-south and east-west crossings of Interstate-10 and Interstate-110, thereby protecting the FIHS interregional and intrastate functions.

MOB 1.1.22 Road Improvement Funding Partnerships. Escambia County will pursue partnerships with FDOT, the Federal Highway Administration (FHWA) and private development entities to identify potential new revenue streams for roadway improvements and capacity enhancements at both the state and federal levels.

MOB 1.1.23 Public-private Partnerships. Escambia County will consider public-private partnerships (P-3s) as a valid mechanism to obtain transportation funding from additional sources:

~~OBJ MOB 1.2 Transportation Concurrency Exception Areas~~

~~Establish Transportation Concurrency Exception Areas (TCEAs) to promote and enhance:~~

~~a. Urban redevelopment,~~

- ~~b. Infill development,~~
- ~~c. A variety of transportation choices and opportunities including automobile, pedestrian, bicycle and transit,~~
- ~~d. Escambia County's economic viability,~~
- ~~e. Desirable urban design and form,~~
- ~~f. A mix of residential and non-residential uses,~~
- ~~g. Streetscaping/landscaping of roadways within the County, and~~
- ~~h. Pedestrian and bicyclist comfort, safety and convenience.~~

~~Consistent with Section 163.3180, Florida Statutes, a TCEA may be established within areas designated for:~~

- ~~a. Urban infill development;~~
 - ~~b. Urban redevelopment;~~
 - ~~c. Downtown revitalization;~~
 - ~~d. Urban infill and redevelopment under Section 163.2517, Florida Statutes; or~~
 - ~~e. An urban service area that includes lands appropriate for compact, contiguous urban development, which does not exceed the amount of land needed to accommodate the projected population growth at densities consistent with the adopted comprehensive plan within the 10-year planning period, and which is served or is planned to be served with~~
- ~~public facilities and services as provided by the Capital Improvements Element.~~

POLICIES

~~MOB 1.2.1 TCEAs Established.~~ The following TCEAs are hereby established, and the TCEA Map is attached herein to this ordinance as Exhibit G:

- ~~a. Warrington TCEA – That area coterminous with the area approved in 1995 as the Warrington Redevelopment Area and including the Sunset Avenue Corridor of Navy Point;~~
- ~~b. Fairfield Drive TCEA – That area coterminous with the approved Englewood Ebonwood and Palafox Redevelopment Areas and including a portion of the Brownsville Redevelopment Area.~~

~~The Transportation Concurrency Exception Areas will continue to be reviewed annually to ensure they meet the TCEA requirements; results of this review will be reported in the County's Comprehensive Plan Implementation Annual Report.~~

~~MOB 1.2.2 LOS Exemptions.~~ All land uses and development located within the Warrington and Fairfield Drive TCEAs shall be exempted from transportation-

~~concurrency for roadway LOS standards. Developments outside of the TCEA that impact roadways within the TCEA shall be required to meet transportation concurrency standards.~~

~~MOB 1.2.3 **Transportation Improvements.** Transportation concurrency exceptions granted within the TCEA shall not relieve development from being required to construct transportation improvements that are required due to traffic safety and/or operating conditions.~~

~~MOB 1.2.4 **TCEA Proportionate Fair Share.** Within the TCEAs, development or redevelopment shall be required to mitigate transportation impacts proportional to those impacts based on trip generation (including all phases) by providing the following:~~

- ~~a. Sidewalk connections from the development to existing and planned public sidewalk along the development frontage.~~
- ~~b. Cross-access connections/easements or joint driveways, where available and economically feasible.~~
- ~~c. Deeding of land or conveyance of required easements along the property frontage to the County, as needed, for the construction of public sidewalks, bus turn-out facilities, and/or bus shelters. Such deeding or conveyance of required easements, or a portion of same, shall not be required if it would render the property unusable for development. The placement of a bus shelter and related facilities on private property with an appropriate agreement with the County may be used in lieu of deeding or conveyance of easements, if agreeable to the County.~~
- ~~d. Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site, as defined in the Access Management portion of the LDC.~~
- ~~e. Provide safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings and parking areas at the development site.~~
- ~~f. Funding of corridor assessments and TCEA mobility studies to ensure goals are maintained.~~

OBJ MOB 1.3 Transportation and Land Use

Assure the continual coordination of land use decisions with the future traffic circulation system by coordinating traffic circulation improvements with the future land use maps and maintaining consistency between land use decisions and traffic circulation system improvements.

POLICIES

MOB 1.3.1 **Consistency.** All plans and proposals for development and redevelopment and all land use decisions shall be reviewed for consistency with

the Future Land Use Map (FLUM).

MOB 1.3.2 Non-motorized Transportation Facilities. Escambia County shall provide or require the provision of non-motorized transportation facilities to link residential areas with recreational and commercial areas in a safe manner. This may include the construction of sidewalks, bike lanes, installation of signage, striping of roadways, or the like so as to accommodate non-motorized transportation facilities.

OBJ MOB 1.4 Coordinated Transportation Planning

Continually coordinate Escambia County's decision-making process with the plans and programs of TPO and FDOT.

POLICIES

MOB 1.4.1 TPO Participation. Escambia County will participate and cooperate with the preparation of the TPO's Cost Feasible Plan. The County's participation will continue to be the provision of representation on the TPO and its several committees, paying its fair share of the cost to operate the TPO, and assuring that projects required within Escambia County are included within the TPO and FDOT plans.

MOB 1.4.2 Regional Priorities. Escambia County will coordinate with the TPO and FDOT to ensure that regional priorities are included in County decision-making.

MOB 1.4.3 Interstate System Improvements. In cooperation with the TPO and FDOT, Escambia County will support improvements to the federal interstate system located within the County. In addition the County shall support the construction of a new roadway segment that links Interstate- 10 with Interstate- 65.

MOB 1.4.4 Transportation Improvement Plans. Escambia County will participate in and review the annual updates of the TPO five-year Transportation Improvement Plan and FDOT five-year Work Program to ensure that activities of the County and the transportation improvement plans of other agencies are consistent.

OBJ MOB 1.5 Corridor Preservation

Provide for the protection of existing and future rights-of-way from encroachment by including appropriate regulations for standard right-of-way, setback regulations, density and intensity regulation, right-of-way, and scenic roadway designation within provisions of the LDC.

POLICIES

~~MOB 1.5.1 **Standard Right-of-way.** Within any Project Development and Environmental Impact study for a capacity improvement project, standard right-of-way shall be considered as follows:~~

Major Collectors	80'
Major Arterials	125'
Beltways	300'

~~MOB 1.5.2 **Setback Regulation.** Escambia County shall, through zoning district provisions in the LDC, apply setbacks that will aid in the protection of existing and future rights-of-way, including transportation corridors, from building encroachments.~~

~~MOB 1.5.3 **Density and Intensity Regulation.** Escambia County shall regulate density and intensity within the existing or designated transportation corridor areas that may interfere with right-of-way needs.~~

~~MOB 1.5.4 **Right-of-way Set Aside.** Escambia County may require the set aside of right-of-way necessary to comply with programmed roadway widening or, as necessary, for proposed transportation corridors.~~

~~MOB 1.5.5 **Scenic Roadway Designation.** Because of their unique scenic character and related historic and tourist significance, Scenic Highway (SR-10A) and Perdido Key Drive (SR-292) are designated "scenic roadways." Parcels adjacent to these rights-of-way shall be the subject of specific sign controls in the LDC.~~

~~MOB 1.5.6 **Proposed Transportation Corridors.** Escambia County shall make efforts to inform the public about the location of proposed transportation corridors. Such proposed transportation corridors are to be initially designated in this section, the adopted TPO's "Cost Feasible Plan", the proposed or adopted County Capital Improvement Plan or in any proposed or adopted Development of Regional Impact (DRI) or development plan. Transportation corridor protection regulations shall be incorporated in the LDC.~~

~~The Beulah Expressway is designated as a proposed transportation corridor. Maps and descriptions of the proposed north/south corridor and the east/west connecting corridors are on file as Exhibits A and B to Ordinance 2007-02D.~~

~~OBJ MOB 1.6 **Automobile Use and Greenhouse Gas Reduction.**~~

~~Through encouraging compact, mixed and multi-use developments and alternative mode transportation strategies Escambia County shall strive to reduce average per capita Vehicle Miles Traveled (VMT) within the County, overall contributing to a reduction in automobile generated greenhouse gas (GHG) emissions, Reducing the County average annual per capita Vehicle Miles Traveled (VMT) by 2.0% annually starting in 2010 totaling a~~

~~40% reduction by the year 2030, as compared to the FDOT 2008 baseline.~~

~~Escambia Average Annual Per Capita Vehicle Miles Traveled (VMT)~~

Year	Target Reductions
2010:	2008 Baseline (10,170 VMT)
2015:	10.0 percent decrease (9,150 VMT)
2020:	20.0 percent decrease (8,140 VMT)
2025:	30.0 percent decrease (7,120 VMT)
2030:	40.0 percent decrease (6,100 VMT)

POLICIES

~~MOB 1.6.1 Funding Research for VMT Reduction.~~ Escambia County shall seek funding to support advocacy and research regarding VMT reduction, including establishing ongoing VMT modeling and monitoring on a County-wide basis and for development projects.

~~MOB 1.6.2 Vehicle Miles Traveled Reduction Strategies.~~ Through its Land Development Code, Escambia County shall implement the following transportation and travel mode strategies in a long term effort to reduce average per capita Vehicle Miles Traveled (VMT) within the County:

- ~~a. Require developments of over 200 acres to provide a highly interconnected system of complete streets (for pedestrians, bicycles and vehicles) to encourage the reduction of automobile use, trips and trip lengths.~~
- ~~b. Require developments of over 200 acres to provide a connected network of pedestrian and bicycle facilities to promote biking and walking within new developments and redeveloping areas.~~
- ~~c. Support appropriately located compact, high density mixed-use development within the Mid-West Sector Plan Overlay, Mixed-Use Urban, Mixed-Use Suburban and Commercial future land use districts.~~
- ~~d. Coordinate with the Florida Department of Transportation to improve traffic management on State roads to reduce the aggregate time spent at traffic signals.~~
- ~~e. Provide expedited development review to developments that can show, at project build-out, a 20% increased automobile trip internal capture using accepted FDOT methodologies or an average annual per person VMT that is 20% less than the Escambia County average, based upon most recent FDOT data.~~

GOAL MOB 2 TRANSIT

Escambia County shall encourage the provision and use of a safe, efficient and financially feasible mass transit transportation system, which is responsive to community needs, consistent with land use policies, is environmentally sound,

and promotes economic opportunity and energy conservation.

OBJ MOB 2.1 Bus Fleet

Ensure safe and efficient operation of the bus fleet.

POLICIES

MOB 2.1.1 Fleet Replacement. Escambia County Area Transit (ECAT) shall replace the bus fleet at 10 years or 500,000 miles, as recommended by the Federal Transit Administration. The ECAT Map Series is attached herein to this ordinance as Exhibit H.

MOB 2.1.2 Preventative Maintenance. ECAT shall conduct preventative maintenance of bus fleet according to the preventive maintenance plan.

OBJ MOB 2.2 Mass Transit and Growth Patterns

Operate an efficient and accessible fixed route mass transportation service in support of the projected growth patterns of the service area while maintaining or increasing ECAT's operating ratio.

POLICIES

MOB 2.2.1 Route Modernization. ECAT shall modernize service from the existing radial route system into a modified grid system to improve efficiency.

MOB 2.2.2 Service Area Adjustments. ECAT shall realign or adjust existing routes to provide service to areas requiring service while at the same time reducing service to lower use areas in order to provide more efficient service to more riders at comparable cost.

MOB 2.2.3 LOS Standard. ECAT shall establish and maintain a mass transit LOS standard as measured by a 60-minute maximum period of wait throughout the current areas and hours of service.

MOB 2.2.4 Transportation Development Plan. ECAT shall consider and/or implement recommendations contained within the current transportation development plan.

MOB 2.2.5 Transportation Development Plan Implementation. Upon completion of the TPO Transit Development Plan Update, Escambia County will amend the comprehensive plan to address (1) the establishment of land use and site design guidelines in public transit corridors, to assure the accessibility of new development to public transit; (2) the establishment of numerical indicators against which the achievement of mobility goals can be measured; and (3) coordination with the Future Land Use element, to encourage land uses that promote public transportation.

MOB 2.2.6 Marketing Strategy. ECAT shall develop marketing strategies to maximize the advertisement program within fiscal constraints.

MOB 2.2.7 User Fee/Fare Policy. ECAT shall develop a fare policy to provide for routing fare increases in order to ensure the transit riders pay a fair share of costs (user fee policy).

OBJ MOB 2.3 Annual Review of Transit System

Provide for an efficient and safe transit system for all users.

POLICIES

MOB 2.3.1 Annual Operation Review. ECAT shall annually review the operation (i.e., bus routes, maintenance procedures, etc.) of the normal mass transit system and the paratransit system to identify and correct deficiencies of those operations.

MOB 2.3.2 Annual Facilities Review. ECAT shall provide for annual review and maintenance of all mass transit and paratransit facilities, with the exception of the bus fleet, to ensure that buildings and other related facilities are in proper working order and are supporting the continued efficiency of the operations.

OBJ MOB 2.4 Mass Transit ROW

Designate and protect future mass transit rights-of-way and corridors.

POLICIES

MOB 2.4.1 Consistency Review. ECAT shall provide for the review of the future mass transit map prior to the issuance of any land use certificate to determine if development would conflict with any existing or future mass transit rights-of-way or corridors as approved by the Board of County Commissioners (BCC).

MOB 2.4.2 Special Review Process. ECAT shall develop a special review and approval mechanism for any land use certificate that is found to be in conflict with existing or future mass transit rights-of-way or corridors approved by the BCC.

OBJ MOB 2.5 Handicapped Services

Provide service to the handicapped as required by U.S. Department of Transportation Regulation 49 CFR Part 27 and to other transportation disadvantaged persons.

POLICIES

MOB 2.5.1 Paratransit System Support. ECAT shall contract or otherwise provide for the coordinated paratransit system to fulfill the federal requirements for transporting handicapped passengers and shall contract or otherwise provide for the system to fulfill federal requirements for transporting handicapped passengers.

~~MOB 2.5.2 Vehicle Rehabilitation.~~ ECAT shall provide assistance to the coordinated system by rehabilitating vehicles or other similar programs that will support their efforts.

~~MOB 2.5.3 Service Improvements.~~ In order to continually improve services, education and individual transit training for disabled passengers and volunteer companions should be provided.

GOAL 3 PORTS

Escambia County shall advocate and promote the economic viability of port operations in Escambia County consistent with balanced utilization of transportation facilities, natural resources, and available waterfront land.

~~OBJ MOB 3.1 Port Facilities~~

~~Support the operation and expansion as necessary of port facilities through intergovernmental coordination and in a manner consistent with the goals, objectives and policies in the Future Land Use, Coastal Management and Conservation Elements of this plan.~~

~~POLICIES~~

MOB 3.1.1 Coordinated Support. Escambia County shall support continued port operation and/or development coordination with appropriate agencies, both governmental and private, recognizing that port facilities in Escambia County are within the planning jurisdiction of the City of Pensacola.

MOB 3.1.2 Consistency with Plan. Escambia County shall support the activities of port facilities to the extent consistent with the goals, objectives, and policies contained in the Future Land Use, Coastal Management, Conservation, and Mobility Elements.

MOB 3.1.3 Industrial Land Use Designation. Escambia County shall consider port facilities in Escambia County to be water dependent or water related industrial land uses. Any such facilities located within the jurisdiction of Escambia County shall be considered as industrial land uses on the FLUM.

MOB 3.1.4 Port and Navigation Projects. Escambia County shall support projects, which serve to maintain or expand port operations or navigation to the

~~extent that such projects meet all applicable permit requirements and standards, consistent with appropriate objectives and policies in the Future Land Use, Coastal Management and Conservation Elements. The County shall advocate federal and state public works programs and projects that provide funding for such projects.~~

~~OBJ MOB 3.2 Access to Port Facilities~~

~~Ensure that surface transportation access to port facilities is properly integrated with the traffic circulation portion of this element and with other modes of surface and water transportation.~~

DRAFT REVIEW

POLICIES

~~MOB 3.2.1 **Public-Private Coordination.** Escambia County shall coordinate with appropriate public and private sector agencies to provide adequate access to port facilities.~~

~~MOB 3.2.2 **Coordinated Intermodal Transportation.** Escambia County shall encourage and support balanced intermodal management of surface and water transportation through coordination of roadway, rail, and port facilities.~~

~~OBJ MOB 3.3 Coastal Conservation and Port Services~~

~~Promote balanced utilization of coastal areas and resources consistent with sound conservation principles and the need for continued provision of port services.~~

POLICIES

~~MOB 3.3.1 **Resource Impact Mitigation.** Escambia County shall coordinate with the City of Pensacola to ensure mitigation of adverse structural and nonstructural impacts upon adjacent natural resources consistent with applicable permit requirements.~~

~~MOB 3.3.2 **Qualified County Support.** Escambia County shall advocate only those port maintenance and expansion projects that meet applicable permit requirements and environmental standards.~~

GOAL MOB 4 AVIATION FACILITIES

Escambia County shall provide public aviation facility services sufficient to meet current and future economic development and passenger needs and protect naval aviation facilities.

OBJ MOB 4.1 Airport Master Plan

Support the implementation activities set forth in the adopted airport master plan for the Pensacola Gulf Coast Regional Airport as directed by the BCC.

POLICIES

MOB 4.1.1 **Coordinated Land Uses. Escambia County shall coordinate adjacent land uses with the City of Pensacola and the airport master plan to provide development patterns that are compatible with airport development.**

MOB 4.1.2 Incompatible Development. Escambia County shall enforce adopted land development regulations that restrict the height, density and intensity of development in areas adjacent to the airport boundaries and clear zones to ensure that incompatible land uses will not be allowed to encroach on airport facilities and hinder airport activities.

MOB 4.1.3 County Review. Escambia County shall review and comment on proposed airport development and/or expansion that may impact the County.

MOB 4.1.4 Stormwater Management. Escambia County shall work with the City of Pensacola and Florida Department of Environmental Protection (FDEP) to ensure that adequate stormwater management techniques are provided for existing and future airport development.

OBJ MOB 4.2 Naval Aviation Facilities

Evaluate development proposals for property located within the established Airfield Influence Planning District (AIPD) overlays of the existing Naval aviation facilities within Escambia County to ensure compatibility and to protect airfield facilities from encroachment of incompatible land uses. The Naval aviation facilities in Escambia County are of significant value to the County, and protecting these important economic resources requires the prevention of the development of airfield hazards and incompatible land uses.

POLICIES

MOB 4.2.1 Airfield Influence Planning Districts. To promote an orderly transition and rational organization of land uses, protect the health, safety and welfare of the public, and maintain the mission of the military facilities, Escambia County establishes AIPD overlays over and around each of the military aviation facilities within Escambia County.

The Navy shall designate a representative from NAS Pensacola and from NAS Whiting Field to function as ex officio members of the Escambia County Development Review Committee (DRC) as a part of the regular DRC process.

~~**MOB 4.2.2 Development Plan Review.** The Navy shall designate a representative from NAS Pensacola and from NAS Whiting Field to function as ex officio members of the Escambia County Development Review Committee (DRC). As part of the regular DRC process the County will forward the weekly DRC agenda to the Navy designee. When a development is proposed within the AIPD overlay areas, the County will include a copy of the submitted development plans. The Navy designee will review the development plans for land use compatibility with the Navy mission in relation to proposed structure height, density and intensity of land use and will submit comments to County staff to be forwarded to the applicant.~~

~~MOB 4.2.3 **Military Representation.** Pursuant to Section 163.3175, Florida Statutes, a representative of the military installations located within Escambia County shall be placed on the Planning Board as an ex officio, nonvoting member. The Navy's Planning Board representative shall coordinate with the Navy Base Commanding Officers to review and comment on all proposed Comprehensive Plan and LDC amendments that would affect the intensity, density or use of the land within the AIPDs. The comments shall address the impacts such proposed Comprehensive Plan or LDC changes may have on the mission of the military installations. They shall include:~~

- ~~a. Whether such proposed changes will be incompatible with the safety and noise standards contained in the Air Installations Compatible Use Zones (AICUZs) study adopted by the military installation for that airfield or the AIPD adopted by the County for that airfield;~~
- ~~b. Whether such changes are incompatible with the findings of the Joint Land Use Study (JLUS) for the area;~~
- ~~c. Whether the military installation's mission will be adversely affected by the proposed actions of the County.~~

MOB 4.2.4 JLUS Amendment. Needs of the Navy may be identified that require an amendment to the completed JLUS. When a determination is made that such an amendment is desirable, the Commanding Officer is encouraged to provide information concerning any community planning assistance grants that may be available to the County through the Department of Defense, Office of Economic Adjustment.

MOB 4.2.5 Interlocal Agreement. An interlocal agreement to determine the details of the coordination between the Navy and Escambia County shall include, but not be limited to, the individual responsibilities of the County and the Navy; the method by which the Navy will appoint a Planning Board representative; the length of the term of appointment; the details of the coordination required to produce, receive and transmit any Navy comments to the State; establish who will be responsible for forwarding the comments; the method by which the Navy will apprise the County of any available grants and the details to be reported on the Annual Report on Comprehensive Plan Implementation. The Military Interlocal Agreement became effective September 2003.

MOB 4.2.6 County-Navy Coordination. Escambia County shall coordinate with the Navy to effectively regulate land uses in areas covered by the AIPD overlays and the AICUZ to support the Navy's aviation mission while protecting the private property rights of the land owners.


MOB 4.2.7 Compliance Monitoring. Escambia County shall monitor development in the AIPDs for compliance with the JLUS recommendations and AICUZ study requirements. Rezoning to a higher density will be discouraged. The compatibility requirements will be revised as the mission of the military

facility changes or removed if the facility closes.

MOB 4.2.8 Encroachment Control Planning. Escambia County shall utilize information provided by the Navy, such as the AICUZ Study Program Procedures and Guidelines (OPNAVINST 11010.36C) or approved successor and Aircraft Noise Survey, together with the recommendations of the JLUS when developing plans to control the encroachment of incompatible development in the vicinity of Naval Air Station Pensacola and Navy Outlying Landing Fields Saufley and Site 8, to ensure protection of each installation's aviation mission.

MOB 4.2.9 Infrastructure Impact Report. A formal information exchange between the County, FDOT, Emerald Coast Utilities Authority (ECUA) and other utility service providers in the area will be established to explore the growth inducing impacts of utility expansion and infrastructure improvements within the AIPD overlay areas in relation to the JLUS recommendations. Annual reporting of the status of the planned utility expansion and infrastructure improvements will be included in the Comprehensive Plan Implementation Annual Report.

MOB 4.2.10 Annual Assessment. Pursuant to Section 163.3191(n) Florida Statutes, and beginning in Fiscal Year 2004/2005, the County shall conduct an annual assessment of the effectiveness of the criteria adopted pursuant to Section 163.3177(6)(a), Florida Statutes, in achieving compatibility with military installations in areas designated as AIPDs. This assessment shall be based on a compilation of data for the calendar year and shall compare the current years' development with the previous years' development relevant to the following in each AIPD:

- 
- a. Single-family residential building permits in each AIPD area based on the number of permits issued, and broken down by Accident Potential Zone (APZ) and AIPD area.
 - b. Number of residential units (high density) approved and permitted.
 - c. Extension of sewer and water lines in the AIPD Overlay areas as reported by ECUA (or relevant potable water distributors).
 - d. Number of units approved in preliminary and final subdivision plats.
 - e. Number of site plans for commercial projects approved.
 - f. Number of communication towers approved.
 - g. Number of variances and/or conditional use requests and approvals.
 - h. Number of rezoning requests/approvals.
 - i. Number of future land use amendments.

The intent is to measure the increase or decrease in residential development activity within the AIPDs to determine the effectiveness of the measures adopted to control residential density and encourage commercial development, as recommended by the JLUS. The County shall review the collected data to ensure

ompliance with the intent of the JLUS recommendations. In addition, analysis of the collected data over a period of time will assist in determining what future changes may be required to enhance or improve the County's efforts to control encroachment on the military installations. The reports shall be included in the Annual Comprehensive Plan Implementation Report, and shall be further analyzed for inclusion in the Evaluation and Appraisal of the Comprehensive Plan required every seven years.

DRAFT REVIEW

Chapter 9 Housing Element.

The purpose of the Housing Element is to provide guidance for the development of safe, sanitary and affordable housing for all residents of Escambia County. In particular, the goals, objectives and policies contained in this element are intended to identify and address current and future deficits in the provision of moderate, low and very-low income housing, group homes, foster care facilities and housing for those with special needs. In addition, this element is intended to provide guidance to public and private sector housing providers, as well as the residents of Escambia County, regarding redevelopment of existing neighborhoods, removal of substandard housing, relocation assistance and critical housing assistance programs.

GOAL HOU 1 PROVISION OF HOUSING

Escambia County shall provide safe, sanitary and affordable housing for the current and future residents of the County.

OBJ HOU 1.1 Housing Delivery Process

Provide guidance and direction to both the public and private sectors to assist in the provision of adequate housing that varies in type, density, size, tenure, ownership, cost and location.

POLICIES

HOU 1.1.1 Residential Areas. The Escambia County Future Land Use Map (FLUM) and Zoning maps shall identify areas suitable for residential development and/or redevelopment.

HOU 1.1.2 Site Development Criteria. The Escambia County Land Development Code (LDC) shall include site development criteria for all housing types including affordable and special needs housing.

HOU 1.1.3 Permitting Process. The LDC shall include an efficient and reasonable permitting process for residential development. This process shall include the use of checklists and referrals to appropriate regulatory agencies.

HOU 1.1.4 Adequate Infrastructure. To assure the sustainability of residential communities, Escambia County shall require new residential development to locate where adequate infrastructure is available.

HOU 1.1.5 Mixed-use Development. Escambia County shall encourage mixed-use development, which places housing within close proximity to nonresidential opportunities such as retail and employment centers.

HOU 1.1.6 Ownership Types. Escambia County shall recognize the need to

provide a mix of ownership types, including for-sale and rental units, to meet the diverse needs of County residents.

HOU 1.1.7 Housing Types. Escambia County's Future Land Use Element and LDC shall provide for a mix of housing types including, but not limited to, single-family residential, multi-family residential, mobile and manufactured homes, live-work units, accessory dwellings and other residential types that vary in density, size, cost and location.

OBJ HOU 1.2 Affordable Housing

Assure the provision of safe, sanitary and affordable housing for moderate, low and very-low income residents.

POLICIES

HOU 1.2.1 Definition. Escambia County shall define affordable housing as housing with costs, including monthly rents or mortgage payments, taxes, insurance and utilities, not exceeding 30 percent of the amount that represents the percentage of the median adjusted gross annual income for the households in Florida Statute 420.0004(3) and 420.602(3) as amended.
~~residential dwelling units with monthly rents or mortgage payments (including taxes and insurance) that do not exceed 30 percent of median annual gross income for the following households:~~

- ~~a. Moderate Income Household: 81-120 percent of area median family income~~
- ~~b. Low Income Household: 51-80 percent of area median income~~
- ~~c. Very Low Income Household: 0-50 percent of area median income~~

HOU 1.2.2 Location. Escambia County shall allow the location of affordable housing in any residential FLUM category provided the housing is compatible with all applicable rules and regulations of the LDC.

HOU 1.2.3 Development Types. Escambia County shall promote affordable housing opportunities by allowing cluster developments, zero-lot line developments, planned unit developments and other types of housing layouts that may reduce the cost of individual dwelling units.

HOU 1.2.4 Mobile or Manufactured Home Location. Escambia County shall designate areas on both the FLUM and Zoning maps that are suitable for the location of mobile or manufactured homes.

OBJ HOU 1.3 Special Needs Housing

Ensure adequate housing opportunities are available in residential areas or

areas of residential character to accommodate citizens with special needs.
POLICIES

HOU 1.3.1 Location Criteria. The LDC shall include criteria guiding the location of housing for group homes, foster care facilities and households with special needs.

HOU 1.3.2 Compatible Zoning. Escambia County shall allow foster care facilities and group homes, housing six or fewer residents, in any residential zoning category. Group homes, housing seven or more residents, may be located in any medium density, high density or mixed-use category.

HOU 1.3.3 Senior Needs. Escambia County shall encourage the development of accessible and affordable senior housing within close proximity to support services and public infrastructure.

OBJ HOU 1.4 Existing Neighborhoods and Redevelopment

Protect the character of existing residential neighborhoods, provide opportunities for redevelopment and infill development and reduce the number of substandard housing units through the continued implementation of structural and aesthetic improvement programs such as preservation and infill, regulation enforcement, construction inspection, improvement aid, unsafe building abatement, substandard home removal, infrastructure improvement, rental units and housing stock conservation rehabilitation.

POLICIES

~~**HOU 1.4.1 Preservation and Infill.** The LDC shall include standards that maintain existing neighborhood character while allowing compatible infill development.~~

~~**HOU 1.4.2 Regulation Enforcement.** Escambia County shall implement strategies that enhance enforcement of existing regulations (i.e., abandoned property regulations, litter regulations, sign regulations, etc.), which maintain the aesthetics of existing residential areas.~~

~~**HOU 1.4.3 Construction Inspection.** The LDC shall contain provisions for inspection procedures during the construction and reconstruction of residential units.~~

~~**HOU 1.4.4 Improvement Aid.** Escambia County shall continue to allocate loan and grant assistance to moderate, low and very low income homeowners to aid in the improvement of substandard dwelling units.~~

~~**HOU 1.4.5 Unsafe Building Abatement.** Escambia County shall enforce the~~

~~Unsafe Building Abatement Ordinance, which requires the removal of housing stock with structural deficiencies.~~

~~HOU 1.4.6 **Substandard Home Removal.** Escambia County shall report annually the number of substandard homes removed as a result of code enforcement actions and Neighborhood Enterprise Foundation, Inc. (NEFI) programs.~~

~~HOU 1.4.7 **Infrastructure Improvements.** Escambia County shall continue its efforts, through the Community Redevelopment Agency (CRA), to complete the activities necessary to improve the infrastructure in specified redevelopment neighborhoods.~~

~~HOU 1.4.8 **Rental Units.** Escambia County shall support the acquisition, rehabilitation and/or development of rental units, by the private sector and local Community Housing Development Organizations (CHDOs), for occupancy by moderate, low and very-low income families meeting the occupancy criteria of Title 24 of the Code of Federal Regulations (CFR), Part 92.~~

~~HOU 1.4.9 **Housing Stock Conservation/Rehabilitation.** Escambia County's housing agencies and the CRA shall continue to administer programs that further the conservation or rehabilitation of existing housing stock.~~

OBJ HOU 1.5 Relocation Assistance

Provide housing assistance, including relocation housing, for persons displaced by public programs, projects or housing rehabilitation.

POLICIES

HOU 1.5.1 **Grants.** Escambia County shall pursue grants to provide for relocating moderate, low and very-low income persons displaced during the housing rehabilitation process.

HOU 1.5.2 **County Policy.** Escambia County shall utilize its "Relocation Policy" that was developed in compliance with Public Law 93-383 (The Housing and Community Development Act of 1974) and adopted by the Escambia County Board of County Commissioners (BCC) on November 28, 1988, including any revisions thereto.

OBJ HOU 1.6 Housing Programs

Continue implementation of critical housing programs.

Implementation shall include by not be limited to County/Private partnerships, County/City partnerships, private non profit and technical assistance providers.

POLICIES

HOU 1.6.1 **Program Information.** Escambia County shall continue its housing outreach program to assure dissemination of housing information.

HOU 1.6.2 **Non-discrimination.** Escambia County shall enforce its nondiscrimination policies and provisions so as to ensure access to housing opportunities by all segments of the County's population.

HOU 1.6.3 **Low-Interest Mortgage Loans.** Escambia County shall cooperate with appropriate local, state and federal agencies to facilitate bond-backed low-interest mortgage loans for home purchase by qualified individuals or families.

HOU 1.6.4 **Housing Finance Authority.** Escambia County shall participate with the Escambia County Housing Finance Authority (HFA) in the issuance of bonds to provide low interest mortgage loans for home purchases by qualified families.

HOU 1.6.5 **Neighborhood Enterprise Foundation Reports.** Escambia County shall receive, review and respond to the annual reports produced by NEFI or other designated authority as such reports relate to this comprehensive plan and/or the provision of safe, sanitary and affordable housing for all citizens of Escambia County.

HOU 1.6.6 **State and Federal Assistance.** Escambia County shall participate in affordable housing programs as made available by the state, federal or other appropriate agencies.

~~the following programs or any replacement or supplemental programs, which may be developed by state, federal or other appropriate agencies:~~

- ~~a. HUD Section 8 Rental Voucher Program existing housing program, for rent supplements to qualified low income families;~~
- ~~b. The Community Development Block Grant (CDBG) Program;~~
- ~~c. The Consolidated Plan pursuant to the Cranston-Gonzalez National Affordable Housing Act;~~
- ~~d. The Home Investments Partnership Program (HOME); and~~
- ~~e. The State Housing Initiatives Partnership (SHIP) Program, among others.~~

HOU 1.6.7 **Neighborhood Enterprise Foundation.** Escambia County shall provide assistance, through NEFI to provide affordable homeownership opportunities for moderate, low and very-low income homebuyers.

HOU 1.6.8 **SHIP Fund Initiatives.** Escambia County shall use SHIP funds to expand and/or enhance ongoing activities designed to develop new affordable housing initiatives conforming to the statutory requirements of Chapter 420, Florida Statutes. ~~Such funds may be used to:~~

- ~~a. Provide local cash match for federal or state housing programs~~

- such as HOME, Housing Opportunities for People Everywhere (HOPE), McKinney Act Programs, Florida Housing Finance Corporation (FHFC) programs, etc.;
- b. Provide down-payment assistance, construction subsidies, mortgage reduction, mortgage interest rates subsidies, and/or direct mortgage loans to moderate, low and very-low income families;
- c. Provide appropriately targeted grants and loans in support of moderate and substantial rehabilitation/preservation of substandard housing owned and/or occupied by low and very-low income families;
- d. Support the availability and enhancement of emergency home repair assistance for low and very-low income families;
- e. Provide assistance for construction or rehabilitation of housing designed to address families with special needs; and
- f. Utilize funds to supplement existing and future FHFC, Escambia County HFA, and/or Florida Department of Economic Opportunity (FDEO) affordable housing projects undertaken for the benefit of lower income families within the County.

~~HOU 1.6.9 **County-Private Partnerships.** Escambia County shall seek partnerships with private and non-profit organizations in an effort to improve coordination among participants involved in housing production and delivery. In particular, the County shall continue its partnerships with nonprofit housing providers, such as Community Enterprise Investments, Inc., Circle Inc. and Habitat for Humanity.~~

~~HOU 1.6.10 **County-City Partnerships.** Escambia County, in partnership with the City of Pensacola, shall ensure the continued administration of the HUD Section 8 Rental Voucher Program, intended to aid eligible families and individuals in acquiring safe, sanitary and affordable housing.~~

~~HOU 1.6.11 **Florida Housing Coalition.** Escambia County shall participate with the Florida Housing Coalition (FHC) so as to provide opportunities for low cost home ownership for families meeting eligibility requirements.~~

OBJ HOU 1.7 Data and Monitoring

Escambia County shall continually monitor the success of its housing objectives and policies.

POLICIES

HOU 1.7.1 Housing Inventory. Escambia County shall collect housing inventory data every five years during the as required by state, federal or other appropriate agencies. update to the individual CRA plans.

HOU 1.7.2 Special Needs Housing. Escambia County shall update inventories of providers of special needs housing (group and foster homes, facilities for the homeless, etc.) on an annual basis, including quantity and location.

~~HOU 1.7.3 **EAR Housing Review.** Escambia County shall review its regulatory and permitting process and evaluate changes necessary to improve the public and private sector housing delivery process. The review shall be concurrent with state-mandated Evaluation and Appraisal Reports (EARs). During each review, opportunities for involvement of the County with private sector providers shall be analyzed.~~

HOU 1.7.4 Annual Housing Review. Escambia County shall examine its housing needs and implementation activities annually so as to maintain up-to-date information on the housing delivery process program and the success of prior activities.

OBJ HOU 1.8 Energy Efficient Housing.

Escambia County shall encourage energy efficiency in the design and construction of new residential housing.

POLICIES

HOU 1.8.1 Energy Efficient Incentive Programs. The County, by 2012, shall develop an incentive program to encourage residential construction that meets the energy efficiency criteria of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) rating systems, Florida Green Building Coalition (FGBC) certification, US Environmental Protection Agency (EPA) Energy Star program, or a similar third-party green building certification. The incentive program may include educational materials, expedited permitting, and/or public recognition.

HOU 1.8.2 No Prohibition for Energy Conservation. The County shall not prohibit the use of energy-efficient or alternative-energy practices for residences, such as photovoltaic panels, passive solar orientation of buildings, or strategic placement of landscaping materials to reduce energy consumption.

~~HOU 1.8.3 **Energy Efficiency Enforcement.** The County shall continue to enforce the minimum energy efficiency requirements of the Florida Building Code.~~

Chapter 10 Infrastructure Element.

The purpose of the Infrastructure Element is to provide guidance in the provision of services necessary to accommodate existing and future development in a way that is environmentally sensitive, efficient, and cost-effective. Included within this Element are goals, objectives and policies regarding potable water provision, wastewater treatment, solid waste disposal, stormwater management and aquifer protection. The adequate provision of these services is intended to promote orderly growth within areas best suited to accommodate development, protect sensitive natural resource systems and rural and agricultural areas, and preserve the public health, safety, and general welfare of Escambia County's citizens.

GOAL INF 1 WASTEWATER

Escambia County shall ensure the provision of environmentally safe and efficient wastewater collection, treatment, and disposal concurrent with the demand for such services.

OBJ INF 1.1 Provision of Wastewater Service

Ensure the safe and efficient provision of wastewater services through coordination with service providers, maximized use of existing facilities, maintenance of appropriate levels of service, correction of existing deficiencies and protection of natural resources.

POLICIES

INF 1.1.1 Service Agreements. Wastewater service shall be provided at established levels of service within Escambia County consistent with the Interlocal Agreements between the County and the Emerald Coast Utility Authority (ECUA), the Escambia County Utilities Authority Act, Chapter 2001-324, Laws of Florida, and agreements with other wastewater providers.

INF 1.1.2 Provider Consistency with Plan. Escambia County shall coordinate with ECUA and other providers relative to their capital improvements and program formulation to assure consistency with this Comprehensive Plan.

INF 1.1.3 Effluent Disposal. Escambia County shall cooperate with and assist appropriate regulatory agencies and central sewer systems to provide for additional techniques and methods for effluent disposal so as to improve the ability of ECUA (and other providers) to obtain the requisite permits for treatment upgrades and capacity expansions as they become necessary.

INF 1.1.4 Required Septic Tank Retirement. Escambia County shall, in coordination with the Escambia County Health Department and wastewater service providers, require all onsite sewage treatment and disposal system (i.e.,

septic tank) users to connect to an available central sewer system within the times prescribed by Section 381.00655, Florida Statutes. Sewer availability shall also be as defined in Florida Statutes.

~~INF 1.1.5 **Service Location Principles.** Public wastewater services shall be located in a manner that minimizes their cost and negative impacts on the natural environment and maximizes their efficiency. Escambia County will cooperate, assist, and encourage the service providers to provide wastewater service within the urbanized areas, and to limit extensions of wastewater infrastructure into rural areas.~~

~~INF 1.1.6 **Package Treatment Plants.** Escambia County shall encourage owners of package treatment plants not in compliance with Florida Department of Environmental Protection (FDEP) permit requirements to connect their systems to the ECUA regional system where available. Package plants will be permitted in rural areas when such plants are necessary to protect the health and safety of citizens or to preserve important resources.~~

INF 1.1.7 **Coordination on System Expansions.** Escambia County shall coordinate with ECUA and other wastewater service providers on the extensions of sanitary sewer collection lines and the siting or increase in capacity of wastewater treatment facilities to meet future needs.

INF 1.1.8 **Concurrency Management.** Escambia County shall ensure the maintenance of Level of Service (LOS) standards through implementation of the County's Concurrency Management System and consistency with the Capital Improvements Element.

INF 1.1.9 **Level of Service (LOS) Standards.** Average LOS standard for wastewater service be 210 gallons per residential connection per day and the peak LOS shall be 350 gallons per residential connection per day. For nonresidential uses, the LOS requirements shall be based upon an Equivalent Residential Connection (ERC), as may be recalculated by the service provider from time to time, and on the size of the nonresidential water meter. Escambia County shall continue to work with the water providers to ensure adequate capacity is available.

INF 1.1.10 **Facility Funding.** The construction, maintenance and operation of facilities will be the responsibility of ECUA or other service providers and funded by user fees, special assessments, developer contributions and state or federal grants or other means. Escambia County may consider additional funding mechanisms as appropriate.

INF 1.1.11 **LOS Monitoring.** Escambia County shall monitor development to ensure that the LOS standards are maintained concurrent with development, consistent with the Capital Improvements Element.

INF 1.1.12 **LOS Evaluation and Revision.** By December 2011, Escambia

County shall develop a report evaluating the current Level of Service standard for wastewater service provision. This report shall examine alternative LOS standards and establish a five-year plan to achieve and maintain a LOS that is sufficient to meet the County's projected needs. Upon completion of this report, recommendations for revisions to adopted LOS standards and other related policies identified within this report shall be adopted as amendments to the Escambia County Comprehensive Plan within 18 months. The LOS will be maintained before, during and after study period. The purpose of the proposed study is to evaluate and, if necessary, revise the current LOS standards for potable water and wastewater.

INF 1.1.13 Required New Service Connection. All new structures intended for human occupancy shall connect to the ECUA wastewater system unless ECUA has determined that it is not feasible to provide wastewater service to the proposed structures. Those structures not required to connect to the ECUA wastewater system shall not be issued a building permit until the applicant has obtained the appropriate permit from the Health Department.

GOAL INF 2 SOLID WASTE

Escambia County shall ensure the provision of environmentally safe and cost effective solid waste collection and disposal concurrent with the demand for such services.

OBJ INF 2.1 Provisions of Solid Waste Services

Ensure the safe and efficient provision of solid waste services through coordination with service providers, maximized use of existing landfill facilities, maintenance of appropriate levels of service, promotion of recycling and reuse, and protection of natural resources.

POLICIES

INF 2.1.1 Facility Funding. The construction, maintenance, and operation of solid waste facilities will be funded by user fees.

INF 2.1.2 Perdido Landfill Operation. Escambia County shall provide and operate the Perdido Landfill so as to accommodate the municipal solid waste disposal needs of the entire County.

INF 2.1.3 Perdido Landfill Expansion. Escambia County shall acquire property adjacent to the Perdido Landfill so as to accommodate the long-term expansion of the facility and provide solid waste disposal capacity for future generations.

INF 2.1.4 Level of Service (LOS) Standards. The LOS standard for solid waste disposal shall be 6 pounds per capita per day.

INF 2.1.5 Concurrency Management. Escambia County shall continuously

monitor growth and development to ensure that the LOS standard is maintained concurrent with development, consistent with the Capital Improvements Element.

INF 2.1.6 LOS Evaluation and Revision. By December 2011, Escambia County shall develop a report evaluating the current LOS standard for solid waste service provision. This report shall examine alternative LOS standards and establish a five-year plan to achieve and maintain a LOS that is sufficient to meet the County's projected needs. Upon completion of this report, recommendations for revisions to adopted LOS standards and other related policies identified within this report shall be adopted as amendments to the Escambia County Comprehensive Plan within 18 months.

INF 2.1.7 Recycling Program. Escambia County shall cooperate with ECUA, franchised haulers and other entities involved in the collection or generation of solid waste and recycling of waste products, in the continued development and implementation of a recycling program within the County. It is the goal of Escambia County to comply with the statewide goal of reducing the amount of recyclable solid waste disposed of in waste management facilities, landfills or incineration facilities by at least 75 percent by 2020.

Escambia County shall continue its public education and information campaigns aimed at informing the general public and specific solid waste generators of the benefits of recycling and other techniques designed to improve the useful life of the municipal solid waste management facilities within the County.

~~INF 2.1.8 Recycling Education.~~ ~~Escambia County shall continue its public education and information campaigns aimed at informing the general public and specific solid waste generators of the benefits of recycling and other techniques designed to improve the useful life of the municipal solid waste management facilities within the County.~~

GOAL INF 3 STORMWATER MANAGEMENT

Escambia County shall ensure the provision of environmentally safe and efficient stormwater management concurrent with the demand for such services.

OBJ INF 3.1 Provision of Stormwater Management

Ensure the safe and efficient provision of stormwater management through maximized use of existing facilities, maintenance of appropriate levels of service, correction of existing deficiencies and protection of natural resources.

POLICIES

INF 3.1.1 **Existing Deficiencies.** Escambia County shall not issue development permits for projects, which fail to meet the design and performance criteria for correcting existing deficiencies.

INF 3.1.2 **County System Improvements.** Escambia County shall continue its practice of enhancing localized and regional drainage systems to increase the LOS associated with development prior to current stormwater management requirements.

INF 3.1.3 **Maintenance and Inspection.** Escambia County shall continue its periodic inspection and maintenance program of stormwater control structures to insure the proper functioning of such structures.

INF 3.1.4 **Stormwater Management Enforcement.** Escambia County shall continue enforcement of its stormwater management ordinance, consistent with the Capital Improvements Element and in cooperation with the municipalities and regulatory agencies, pursuant to the detailed guidance provided by Escambia County's stormwater management plan.

~~INF 3.1.5 **Vegetated Drainage Swales.** Where soil conditions permit, Escambia County may allow the use of vegetated swales on all new roadways and drainage rights-of-way.~~

~~INF 3.1.6 **Facility Improvement Planning.** Escambia County shall utilize the best available information contained in the 1994 Stormwater Management Plan and its subsequent updates to assist in the planning of capital stormwater projects. The goal of the project planning shall be to retrofit existing areas of the County to as near to current stormwater levels of service as possible. Updated information shall be added to the stormwater management plan as funding allows, to support development and allow planning staff to plan for the future and minimize or eliminate facility deficiencies.~~

INF 3.1.7 **Concurrency Management.** Escambia County shall ensure the provision of stormwater management facilities concurrent with the demand for such facilities as created by development or redevelopment through implementation of the Concurrency Management System.

INF 3.1.8 **Developer Responsibilities.** Installation of stormwater management facilities made necessary by new development shall be the responsibility of the developer.

INF 3.1.9 **Level of Service (LOS) Standards.** Stormwater management LOS shall be monitored through provisions in the LDC design standards. ~~standards shall be considered met if the application includes a stormwater management plan certified by a registered and licensed professional engineer~~

~~documenting the project's design, and subsequent construction is in compliance with the adopted LOS standard and such plan has been reviewed, inspected and approved by the County Engineer or designee. The minimum standards are to contained within the LDC.~~

- ~~a. The post development run-off rate shall not exceed the pre-development run-off rate for a 25-year storm event, up to and including an event with greatest intensity. However, the County Engineer may reduce detention/retention storage requirements for developments that provide a direct discharge of treated stormwater to the Gulf of Mexico, Escambia Bay, Pensacola Bay, or Perdido Bay.~~
- ~~b. Compliance with environmental resource permitting and other stormwater design and performance standards of the Florida Department of Environmental Protection and Northwest Florida Water Management District as prescribed in the Florida Administrative Code.~~
- ~~c. The contribution of the new development to any existing, functioning area-wide drainage system shall not degrade the ability of the area-wide system to adequately retain/detain/store and control stormwater run-off.~~
- ~~d. The design and construction for all major channels of stormwater systems under arterial and collector roads shall be predicated upon, and designed to control stormwater from, at least a 100-year storm event.~~

INF 3.1.10 Natural Drainage Features. Existing functioning drainage features shall be utilized whenever sufficient capacity is available within such features. Utilization of natural drainage features shall be required when such use does not impact sensitive natural resources. The Land Development Code (LDC) shall include land use regulations that require site specific development plans to protect natural drainage features and incorporate such features into the site planning and development process.

INF 3.1.11 Untreated Stormwater. Channeling untreated run-off directly into receiving waters shall be prohibited. Thus, no new "direct" discharge of untreated stormwater shall be permitted. Note: For the purposes of this plan, adequate vegetative filtration of sheet flow from pervious surfaces may be considered "treatment".

GOAL INF 4 POTABLE WATER

Escambia County shall ensure provision of environmentally safe and efficient potable water procurement, treatment and distribution concurrent with the demand for such services.

OBJ INF 4.1 Provision of Potable Water Service

Ensure the safe and efficient provision of potable water services through coordination with service providers, maximized use of existing facilities, maintenance of appropriate levels of service, correction of existing deficiencies, water conservation and protection of natural resources.

POLICIES

INF 4.1.1 Service Agreements. Potable water service shall be provided at established levels of service within Escambia County consistent with the Interlocal Agreement between the County and ECUA, the Escambia County Utilities Authority Act and franchise agreements between Escambia County and other water service providers that were in operation on August 1, 1981. ____

INF 4.1.2 Cooperation with Service Providers. Escambia County shall cooperate with the various water service providers to provide for the timely and efficient provision of potable water facilities or to correct facility deficiencies.

INF 4.1.3 Existing Facility Utilization. The LDC shall contain provisions, regulations and incentives to encourage new development to utilize existing potable water facilities and systems to serve the needs of the development.

INF 4.1.4 Concurrency Management. Escambia County shall ensure the provision of potable water facilities concurrent with the demand for such facilities, but no later than the certificate of occupancy, as created by development or redevelopment through implementation of the Concurrency Management System.

INF 4.1.5 Facility Funding. All costs for potable water facilities shall be the responsibility of the service providers and shall be funded by user fees, special assessments, developer contributions and state or federal grants or other means. Escambia County may consider additional funding mechanisms as appropriate.

INF 4.1.6 Developer Responsibility. The cost of water line extensions made necessary by new development shall be the responsibility of the developer unless otherwise funded by the service provider.

INF 4.1.7 Level of Service (LOS) Standards. The LOS standard for potable water service within Escambia County shall be 250 gallons per residential connection per day. For non-residential uses, the LOS requirements shall be based upon an Equivalent Residential Connection (ERC) to be calculated by the service provider at the time of application. Escambia County shall continue to work with the water providers to ensure adequate capacity is available.

INF 4.1.8 LOS Compliance Agreements. Escambia County shall implement the Interlocal Agreement between Escambia County and the ECUA, and shall execute agreements with the other entities providing water service in the unincorporated areas of Escambia County, to establish procedures for assurance of compliance with LOS standards.

INF 4.1.9 LOS Evaluation and Revision. By December 2011, Escambia County shall develop a report evaluating the current LOS standard for potable water service provision. This report shall examine alternative LOS standards and establish a five-year plan to achieve and maintain a LOS that is sufficient to meet the County's projected needs. Upon completion of this report, recommendations for revisions to adopted LOS standards and other related policies identified within this report shall be adopted as amendments to the Escambia County Comprehensive Plan within 18 months.

INF 4.1.10 Conservation and Monitoring. Escambia County shall promote conservation of potable water resources and periodically monitor per capita water consumption to confirm decreases over the planning time frame.

INF 4.1.11 Mandated Conservation Measures. Escambia County shall require compliance with all state and federal mandated water conservation measures.

INF 4.1.12 Area of Water Resource Concern. An area of water resources concern may be established by the Northwest Florida Water Management District (NFWFMD) to protect the area's water resources from depletion, salt water intrusion, or contamination, or from any other activity, which may substantially affect the quality or quantity of the area's water resources. Within such area, the NFWFMD may establish lower permit thresholds, maximum and minimum levels, and stipulate any limiting conditions as necessary to monitor, manage, and control the use of water. Escambia County shall cooperate with the NFWFMD in its enforcement of regulations if an area of water resources concern is established within Escambia County.

INF 4.1.13 Additional Conservation Opportunities. Escambia County shall implement water conservation measures for County owned and operated facilities. These measures may include, but not be limited to, the use of reclaimed water for irrigation and the use of drought tolerant landscaping. In addition, the County shall explore opportunities for establishing and coordinating water conservation programs with local potable water providers.

GOAL INF 5 AQUIFER RECHARGE PROTECTION

Escambia County shall protect and provide for the rainfall recharge of the sand and gravel aquifer, the principal source of the County's potable water.

OBJ INF 5.1 Aquifer Protection

Utilize LDC provisions, state funding, aquifer modeling, and other tools and resources to safeguard the long-term integrity of the sand and gravel aquifer.

POLICIES

In compliance with state statutes the following will be addressed through state required permits: groundwater recharge protection, abandoned wells, and wellhead protection.

~~INF 5.1.1 **Groundwater Recharge Protection.** Escambia County shall, through LDC provisions, protect groundwater recharge quantity and quality by regulating lot coverage, extent of impervious surfaces, land uses, open space and stormwater management throughout the County.~~

~~INF 5.1.2 **Abandoned Wells.** Escambia County shall cooperate with the NWFWMMD to obtain state funding for an abandoned well plugging program, including requests to the legislature to fund the program. Further, Escambia County and its officials shall notify the NWFWMMD anytime information becomes available to the County regarding the location, or possible location, of an abandoned well. County officials shall immediately communicate the location of any abandoned well to the NWFWMMD so that the district may initiate appropriate actions.~~

~~INF 5.1.3 **Wellhead Protection.** Wellhead protection zones shall be located based in part upon the most current NWFWMMD three-dimensional sand and gravel aquifer computer model. Compliance with design and performance standards pursuant to Chapter 62.532 Florida Administrative Code, is required to adopt FDEP minimum wellhead protection standards. The Potable Wells Wellhead Protection Areas Map is attached herein to this ordinance as Exhibit I.~~

~~INF 5.1.4 **Cooperation.** Escambia County shall cooperate with ECUA, the City of Pensacola and the NWFWMMD in the use and application of the three-dimensional sand and gravel aquifer computer model and use the results of the model in the protection of public potable water wells and wellfields. The method of cooperation between Escambia County and the other agencies will be embodied within an Interlocal Agreement.~~

~~INF 5.1.5 **Development Review.** Escambia County shall employ the three-dimensional sand and gravel aquifer computer model in reviewing applications for development approval in areas with public potable water system wells as defined by statute.~~

Chapter 11 Coastal Management Element.

The purpose of the Coastal Management Element is to address both the natural hazards and the natural resources particular to Escambia County as a coastal county. The element establishes the necessary protection from hazards, including limiting public expenditures that subsidize development in areas subject to natural disasters. Additionally, the element ensures an orderly and balanced utilization of coastal zone resources that conserves and restores their quality.

GOAL COA 1 HAZARD MITIGATION

Escambia County shall reduce the exposure of people and property to natural hazards and limit public expenditures in coastal areas subject to destruction by natural disaster.

OBJ COA 1.1 General Hazard Mitigation

Reduce the exposure of people and property to natural hazards.

POLICIES

COA 1.1.1 Building Code. Escambia County shall, through adoption of the Florida Building Code, regulate the construction, alteration, use, maintenance and other aspects of buildings and structures to minimize the exposure to wind, flood, fire and other hazards.

COA 1.1.2 Flood Hazard Maps. Escambia County shall, through Land Development Code (LDC) provisions and adoption of the County Flood Insurance Study with accompanying Flood Insurance Rate Maps, regulate land use and development within areas of special flood hazard identified by the Federal Emergency Management Agency (FEMA).

COA 1.1.3 Flood Elevation. Escambia County shall, as supported by federal emergency management regulations (Title 44, Code of Federal Regulations (CFR) 60.1) and the County's experience of significant flood hazard events, require additional height above the base flood elevation to more effectively reduce the exposure of people and property to losses from flood hazards.

COA 1.1.4 Beach and Dune Systems. The County shall protect and enhance the primary dune system. ~~The LDC shall contain provisions requiring dune protection and shall specifically require the planting of sea oats by new development in primary dune areas. dune enhancement projects shall through the local hazard mitigation strategy. Dune enhancement projects may include the planting of native salt tolerant dune vegetation, installation of sand fences, beach/dune renourishment, and other similar activities that assure the existence, integrity and function of dunes.~~

COA 1.1.5 **Stormwater Management.** Escambia County shall, through LDC provisions and periodic drainage basin studies, improve existing public stormwater management systems and assure the provision of adequate drainage facilities concurrent with the demand for such facilities to reduce the exposure of people and property to flood hazards.

COA 1.1.6 **Wastewater Systems.** Escambia County shall, through LDC provisions and coordination with sanitary sewer providers, expand environmentally safe and efficient wastewater collection, treatment and disposal systems, especially in developed areas where elimination of septic tanks may improve public health and safety through reduced contamination of surface water and groundwater resources.

COA 1.1.7 **Future Land Use and Zoning.** Escambia County shall, through Future Land Use categories, zoning districts, and LDC provisions, regulate land use and development to reduce the exposure of people and property to natural hazards.

COA 1.1.8 **Mitigation Strategy.** Escambia County shall, particularly through the Local Mitigation Strategy (LMS), coordinate with other local and regional governing and regulating authorities, private and civic organizations, and others with interest in mitigation strategies and initiatives, to reduce the exposure of people and property to natural hazards.

COA 1.1.9 **Emergency Management.** Escambia County shall update and implement its Comprehensive Emergency Management Plan, utilizing best available information and data, including recommendations and guidance provided in the Northwest Florida Hurricane Study (U.S. Army Corps of Engineers, July 1999), the Escambia County Hurricane Evacuation Clearance Time Model prepared by PBS&J, subsequent revisions to these, and other appropriate sources as they become available.

COA 1.1.10 **Report Recommendations.** Escambia County shall incorporate recommendations from various interagency hazard mitigation reports, as practical.

OBJ COA 1.2 Coastal High-Hazard Area

Direct population concentrations away from coastal high-hazard areas, limiting development within those areas and any public expenditure that subsidizes development there.

POLICIES

COA 1.2.1 Establishment and Adoption. The Coastal High-Hazard Area (CHHA) of Escambia County shall be established as “the area below the elevation of the Category 1 Storm Surge Line as established by a Sea, Lake, and Overland Surges from Hurricane (SLOSH) computerized storm surge model.” Escambia County adopted the Coastal High-Hazard Area Map as the delineation of the CHHA and will use the most current SLOSH model to maintain the map. The CHHA Map is attached herein to this ordinance as Exhibit J.

COA 1.2.2 Expenditure Limits. Public expenditures within the CHHA shall be limited to the provision or support of recreation uses (i.e., parks), improvements required to increase public beach access, erosion control devices and infrastructure necessary to correct pre-existing deficiencies.

COA 1.2.3 Facilities Criteria. Escambia County shall not place new public facilities within the CHHA unless the following criteria are met:

- a. The facility is necessary to protect human lives or preserve important natural resources; and
- b. The service provided by the facility cannot be provided at another location outside the CHHA; and
- c. The facility is designed to provide the minimum capacity necessary to meet Level of Service (LOS) standards for its service area and its sizing is consistent with the densities and intensities reflected on the future land use map.

COA 1.2.4 Infrastructure Inventory. Escambia County shall maintain an inventory of infrastructure located within the CHHA. ~~The 1995 report on coastal infrastructure shall be updated annually. The Comprehensive Plan Implementation Committee shall produce a report for consideration by the Escambia County Board of County Commissioners (BCC) that presents opportunities to relocate or replace such infrastructure.~~

COA 1.2.5 Prohibited Uses. Escambia County shall, through LDC provisions, prohibit the location of new group homes, nursing homes, or other uses that have special evacuation requirements in the CHHA.

COA 1.2.6 Mobile Home Development. The Escambia County shall, through LDC provisions, not allow new mobile home developments within the CHHA.

COA 1.2.7 Post-disaster Assessment. Escambia County staff shall, as part of the post-disaster review of a hurricane or other major storm event, reassess the current and future populations within the CHHA and provide recommendations to the BCC within 12 months of the storm event.

OBJ COA 1.3 Population Evacuation

Maintain the capability to promptly and safely evacuate people from hazard prone areas in the event of an impending hurricane or other natural disaster.

POLICIES

COA 1.3.1 Evacuation Zones. Escambia County shall establish and maintain hurricane evacuation zones based on storm intensity categories. —

COA 1.3.2 Infrastructure Improvements. Escambia County shall, by ordinance, provide for funding sources for infrastructure improvements necessary to meet hurricane evacuation standards including, but not limited to, the creation of tax increment financing districts. Following the adoption of any such ordinance, the Five-Year Schedule of Capital Improvements shall be amended to identify the tax increment, or other financing funds allocated and available for each infrastructure improvement. The identification and availability of such funding shall be a prerequisite to approval of any development that requires an increase or expansion of infrastructure. — — —

COA 1.3.3 Roadway Clearance Times. Escambia County shall maintain a 12-hour roadway clearance time for hurricane evacuation to the nearest shelter that is reasonably expected to accommodate existing residents, a percentage of tourists, and any new residents that are expected from development approvals or potential future land use amendments that increase density. Time to the nearest shelter with adequate capacity shall be assessed based upon a category five storm event as measured on the Saffir-Simpson scale.

COA 1.3.4 Transportation Planning. Escambia County shall support critical roadway segment improvements through participation with the Florida-Alabama Transportation Planning Organization (TPO) and interaction with the Florida Department of Transportation (FDOT) to further reduce hurricane evacuation times. The Evacuation Routes / Evacuation Zones Map is attached herein to this ordinance as Exhibit K.

COA 1.3.5 Special Needs Evacuees. Escambia County shall implement the evacuation procedures for special needs evacuees as outlined in the Comprehensive Emergency Management Plan. The Division of Emergency Management will maintain a voluntary register of people who need assistance during an evacuation as required by Chapter 252, Florida Statutes. The Division of Emergency Management will ensure that an annually updated list of special needs shelters is available and maintained at the emergency operations center.

COA 1.3.6 Interstate Highway Improvements. Escambia County shall support improvements to the Interstate Highway System serving northwest Florida.

Specifically, the County shall support and encourage the construction of a new segment of interstate connecting I-10 and I-65; however, the County's support is contingent upon the location of the connecting segment being within or in close proximity to Escambia County so as to provide improved hurricane evacuation times from the County's coastal areas.

COA 1.3.7 Coordination with Alabama. Escambia County will continue yearly intergovernmental coordination efforts with State of Alabama officials regarding hurricane evacuation.

COA 1.3.8 Development Impact Analysis. The Comprehensive Plan Implementation Annual Report shall include an analysis of proposed and new developments' impact on hurricane evacuation times. The BCC, upon receipt of the report from the Local Planning Agency (LPA), will address any deficiencies identified in the report and take corrective measures as necessary. The report and recommendations will consider the actual development that has occurred during the evaluation period (preceding 12 months) as well as the projected development anticipated to be approved during the succeeding evaluation period. The needed corrective actions by the BCC will maintain or reduce the County's adopted roadway clearance time.

COA 1.3.9 Development Orders. All development order applications that propose 50 or more dwelling and/or lodging units (on a one-time or cumulative basis) within the CHHA shall be evaluated for impact to roadway evacuation times to shelter. Additionally, through LDC provisions, the County may require such evaluation of other developments based on the number and location of new units proposed. Escambia County shall not issue a development order for a project if it is determined that the proposed development would cause the adopted roadway evacuation time for hurricane evacuation to shelter to be exceeded.

Hurricane evacuation times shall be evaluated based on all existing and vested development in the County, including individual building permits for buildings that are not part of a larger development plan approval.

COA 1.3.10 Notifications. Escambia County shall notify households of their need to evacuate at various threat levels. Hotels, motels and other similar facilities shall conspicuously post the need for evacuation, evacuation routes and shelter locations.

COA 1.3.11 Roadway Lane Changes. Escambia County shall allow reverse laning on multi-lane roadways and evacuation routes during evacuation events in cooperation with public safety officials (Florida Highway Patrol, Escambia County Sheriff's Office, Gulf Breeze and Pensacola Police Departments, etc.).

COA 1.3.12 **Shelter Locations.** The Escambia County Division of Emergency Management shall identify appropriate shelter locations for evacuees. The Division of Emergency Management shall work with the Escambia County School District, the University of West Florida, Pensacola Junior College, and the Northwest Florida Chapter of the American Red Cross (ARC) to identify additional shelter capacity, based on ARC 4496 structural criteria, through mitigation projects and the incorporation of enhanced hurricane protection areas into new construction projects. The County may establish a County-wide fee to pay for hurricane evacuation shelters and other necessary mitigation measures, operational capabilities, and infrastructure necessary to maintain the adopted hurricane evacuation LOS.

COA 1.3.13 **Adopted Routes.** Escambia County's Hurricane Evacuation Route Map identifies the adopted hurricane evacuation routes.

COA 1.3.14 **Roadway Improvements.** Escambia County shall promote, to the greatest extent possible, roadway improvements identified by state and local transportation organizations as critical to hurricane evacuation.

OBJ COA 1.4 Redevelopment

Reduce or eliminate unsafe conditions and inappropriate land use through post-disaster redevelopment and as other opportunities occur.

POLICIES

COA 1.4.1 **National Flood Insurance.** Escambia County shall participate in the National Flood Insurance Program (NFIP) in conformance with Public Law 93-288.

COA 1.4.2 **Post-Disaster Plan.** Escambia County shall implement the Post Disaster Redevelopment Plan whose purpose is to reduce or eliminate the exposure of human life and public and private properties to natural hazards. Additionally, the plan distinguishes between immediate repair and cleanup actions needed to protect public health and safety and long-term repair and redevelopment activities. To assist with the implementation of this policy, the County shall maintain an inventory of areas that have experienced repeated damage from coastal storms. The County will use the inventory in guiding and directing redevelopment activities, including those activities associated with repairing or relocating infrastructure.

COA 1.4.3 **Priority Recovery Actions.** Escambia County shall give permitting priority to immediate recovery actions needed to protect public health and safety following hurricane storm events or natural disasters. Such priority actions will include, but not be limited to, debris removal; roadway and infrastructure repair; water use restrictions, if necessary; access restrictions, if required to protect lives

or property; and other similar activities needed to assure the safe movement of people, goods and supplies within the impacted area. Long-term repair or recovery actions, such as relocating infrastructure, rebuilding of damaged structures and the like, will be distinguished from the short-term actions herein described.

COA 1.4.4 Structure Damage Criteria. The Post Disaster Redevelopment Plan shall be re-evaluated within one (1) year of a disaster or a minimum of every five (5) years if no disasters occur. The Post Disaster Redevelopment Plan will provide a process and criteria for the relocation, removal or modification of damaged structures. The criteria will include, but not be limited to:

- a. Compliance with national flood insurance minimum elevation and construction standards;
- b. Conformance with coastal construction standards pursuant to Chapter 161, Florida Statutes;
- c. Hazard mitigation sufficiency;
- d. Extent of damage;
- e. The impact the removal or modification of the structure would have on:
 - 1. Important natural resources;
 - 2. Infrastructure;
 - 3. The need to protect lives and property;
 - 4. Financial feasibility; and
- f. Consistency with the requests, recommendations or permits issued by state or federal regulatory agencies.

COA 1.4.5 Public Safety Recommendations. The Escambia County Public Safety Official shall make recommendations to the BCC, as needed, regarding Comprehensive Plan and ordinance amendments to insure consistency with the Comprehensive Emergency Management Plan and applicable inter-agency hazard mitigation reports.

COA 1.4.6 Intergovernmental Task Force. An Intergovernmental Task Force, as outlined in the Post Disaster Redevelopment Plan, shall foster cooperation between local governments during pre-disaster planning, post-disaster mitigation analysis, and redevelopment. Additionally, the task force will be activated and mobilized for a minimum of 60 days following a disaster declaration. The task force will make recommendations concerning predisaster planning, post-disaster mitigation analysis, and redevelopment for inclusion in the Comprehensive Plan Implementation Annual Report of every fiscal year during which it was mobilized.

COA 1.4.7 Local Mitigation Strategy. Escambia County shall maintain and update the adopted LMS (approved by FEMA in 2004) at five-year intervals. The Planning Official shall ensure LMS coordination among the County's Emergency Management, the Emergency Medical Services, 911 Communication, Fire

Services, law enforcement agencies, ARC, civic groups, other local, state, and regional agencies and Escambia County planning staff to predict and assign future responsibilities for pre-disaster planning, response, recovery, and mitigation activities.

OBJ COA 1.5 Levels of Service

Ensure that satisfactory LOS standards, consistent with Escambia County Concurrency Management System, are maintained within the coastal area.

POLICIES

COA.1.5.1 Concurrency Management. Escambia County will ensure that required infrastructure is available to serve proposed development or redevelopment in the coastal areas by implementing the concurrency management system described in the Concurrency Management System Element and implemented through the Infrastructure, Mobility and Capital Improvement Elements.

COA 1.5.2 Evacuation Requirements. All proposed development or redevelopment within the coastal area shall be consistent with safe evacuation requirements established by this plan and the Escambia County LDC.

GOAL COA 2 COASTAL RESOURCE PROTECTION

Escambia County shall maintain, restore, and enhance the overall quality of the coastal environment, utilizing and preserving all coastal resources consistent with sound conservation principles, including restricting development activities.

OBJ COA 2.1 General Coastal Resource Protection

Protect, conserve, and enhance coastal ecosystems, environmentally sensitive areas, water resources, living marine resources, remaining coastal barriers, wildlife habitats and other natural coastal resources.

POLICIES

COA 2.1.1 Consistency with Plan. In addition to the provisions of the Coastal Management Element, the coastal ecosystems, environmentally sensitive areas, water resources, living marine resources, remaining coastal barriers, wildlife habitats, and other natural coastal resources of Escambia County shall be protected, conserved and enhanced consistent with the goals, objectives and policies of the Conservation Element of this plan.

COA 2.1.2 Resource Monitoring. Escambia County staff shall monitor the resources referenced in Objective COA 2.1 and provide recommendations to the BCC regarding their protection, conservation, and enhancement. Monitoring data and recommendations ~~shall be included in the Comprehensive Plan Implementation Annual Report~~ and shall include at least:

- a. Changes in the total acreage of coastal wetlands and the extent of coastal wetland communities;
- b. Changes in the volume of the commercial fish catch and the amount of fish and shellfish annually landed;
- c. Changes in acreage of protected land on barrier islands; and
- d. Changes in acreage of coastal lands held for conservation and recreation use.

COA 2.1.3 Development Impact Limits. Escambia County shall, through LDC provisions and other measures, limit the specific and cumulative impacts of development or redevelopment upon the resources referenced in Objective COA 2.1.

~~COA 2.1.4 **Habitat Conservation.** Escambia County shall protect the habitat of protected species on Perdido Key through the development and implementation of a comprehensive Habitat Conservation Plan in coordination with the U.S. Fish and Wildlife Services (FWS) and the Florida Fish and Wildlife Conservation Commission (FFWCC). Until the Habitat Conservation Plan becomes effective, the County shall implement an existing Intergovernmental Coordination Agreement that requires permit coordination and mitigation for any habitat of a listed species that is taken.~~

COA 2.1.5 Interlocal Agreements. Escambia County shall protect estuaries within the jurisdiction of the County and other local governments through Interlocal Agreements with the City of Pensacola, the City of Gulf Breeze, and Santa Rosa County. The agreements will establish procedures whereby each government will be afforded the opportunity to review development proposals that affect Escambia Bay, Santa Rosa Sound, East Bay or other water bodies deemed appropriate. The agreements shall ensure that adequate sites for water dependent uses are made available, estuarine pollution is prevented, surface water runoff is controlled, living marine resources are protected, exposure to natural hazards is reduced and public access to the shorelines is maintained.

OBJ COA 2.2 Shoreline Use Protection

Preserve adequate shoreline for public access and recreational and commercial water-dependent and water-related uses.

POLICIES

COA 2.2.1 **Structure Setbacks.** Escambia County shall require natural shorelines wherever possible. Development shall be required to provide adequate setbacks for ~~structures~~ construction activities as required by LDC.

~~other than water-dependent/water-related and stormwater management. A minimum 15' setback is required for construction activities proposed along shorelines. The setback shall be measured from the mean high water line.~~

~~Exemptions: Bulkheads, gazebos, docks, walkways, piers, and boathouses may be constructed within this setback~~

COA 2.2.2 **Shoreline Siting Priorities.** Escambia County shall, through zoning districts and LDC provisions, regulate shoreline land uses. Additionally, the uses shall be limited to the following, listed in descending order of priority: _

- a. Conservation or recreation;
- b. Water-dependent commercial/industrial;
- c. Residential;
- d. Water-related commercial/industrial. _

COA 2.2.3 **Waterfront Use Priorities.** Escambia County shall, through zoning districts and LDC provisions, regulate the siting of water-dependent and water-related commercial/industrial uses.

~~Additionally, the uses shall be limited to the following, listed in descending order of priority: _~~

- ~~a. Public use marinas;~~
- ~~b. Water-dependent utilities;~~
- ~~c. Water-dependent industries and associated docking facilities;~~
- ~~d. Docks for water-dependent industry;~~
- ~~e. Water-related industries and associated docking facilities;~~
- ~~f. Docks for water-related industry.~~

COA 2.2.4 **Marina Siting Regulations.** Escambia County shall, through LDC provisions, regulate the development of marinas and provide incentives to exceed minimum standards, to resist the impacts of natural disasters and minimize impacts to submerged aquatic vegetation and water quality.

COA 2.2.5 **Public Access.** Escambia County shall enforce the public access requirements of the Coastal Zone Protection Act of 1985 and shall include such requirements within the LDC.

COA 2.2.6 **County-Owned Sites.** Escambia County shall maintain County-owned shoreline or open space access sites and provide adequate parking facilities for each site. CP 11:10

COA 2.2.7 Federal and State Assistance. Escambia County shall seek all available federal and state financial assistance to increase public access to the shoreline.

~~COA 2.2.8 **Alternative Public Access.** Escambia County's development review process shall consider impacts of development or redevelopment on publicly established access ways to the beach. Developments that would preclude such access shall not be approved unless a comparable alternative access way is provided as a condition of development approval.~~

~~COA 2.2.9 **Public Access Acquisition.** Escambia County shall continue to seek opportunities to enhance the public access to water or waterways. continually coordinate with local real estate professionals to develop, prioritize and update a list of shoreline sites for potential public acquisition with the intent to obtain title, easements or other ownership interest in areas commonly used for public access.~~

COA 2.2.10 Public Access Inventory. Escambia County shall maintain and update on a two-year cycle an inventory of public beach access facilities, including those in the coastal area, and periodically survey conditions at those sites.

COA 2.2.11 Publicly-Maintained Shoreline. Escambia County shall provide public access to shoreline nourished at public expense. This access shall be provided at one-half mile intervals or less, as practical.

OBJ COA 2.3 Beach and Dune Protection

Protect beaches and dunes and restore degraded beach and dune systems.

POLICIES

COA 2.3.1 Dune Protection and Enhancement. Escambia County shall protect and enhance the primary dune and other dune systems as appropriate. The County will seek funding for dune enhancement projects through the LMS. Dune enhancement projects may include the planting of native salt tolerant vegetation, installation of sand fences, beach/dune nourishment, and other similar activities that assure the existence, integrity and function of dunes.

COA 2.3.2 Shoreline Protection Zones. Escambia County shall establish shoreline protection zones and preserve beaches, dunes and other shoreline resources. For all gulf-front properties, the protection zone shall commence at the mean high water line and run landward to the 1975 Coastal Construction Control Line (CCCL). The County shall regulate within the zone by requiring a landward setback greater than or equal to the 1975 CCCL boundary for major structures, minor structures, and uninhabitable major structures. ~~To prevent takings, Pensacola Beach gulf front properties that have an insufficient building area to rebuild or redevelop may request a variance to allow reconstruction of a similar structure provided that intrusion into Shoreline Protection Zone is reduced to the maximum extent possible.~~ CP 11:11

COA 2.3.3 Beach and Shoreline Regulations. Escambia County shall protect beach and shoreline systems. These regulating provisions shall be reviewed annually for the Comprehensive Plan Implementation Annual Report and updated as necessary to address concerns and issues including, but not limited to, the following:

- a. "White Sand" regulations;
- b. Shoreline protection zone;
- c. CCCL-related regulations;
- d. Dune replenishment, enhancement and re-vegetation programs; and
- e. Wetland and environmentally sensitive area regulations.

~~COA 2.3.4 **Beach Nourishment Assistance.** Escambia County shall continue its practice of cooperating with, and encouraging, the U.S. Army Corps of Engineers (ACOE) and the Florida Department of Environmental Protection (FDEP) to nourish public beaches using white sand made available by maintenance dredging of Pensacola Pass, the bays, bayous and/or sound, or other water bodies within or near Escambia County.~~

COA 2.3.5 Beach Hardening Restrictions. No hardening (seawalls, break waters, revetments, etc.) of gulf beaches shall be allowed unless such hardening has been determined to have an overriding public purpose. Such determination, by necessity, will be made cooperatively between all regulatory agencies having authority over the gulf beaches.

COA 2.3.6 State and Federal Funds. Through the LMS, Escambia County shall jointly seek state or federal funding, for the development and establishment of a "Dune Restoration and Protection Program" that will be applicable to all County-owned shoreline areas.

COA 2.3.7 Conservation and Recreation Future Land Use. Escambia County shall implement provisions applicable to the designated Recreation (REC) and Conservation (CON) future land use areas on Santa Rosa Island and Perdido Key that provide for public use and recreation while maintaining the important natural features, functions, and habitats of the areas. The provisions shall minimize the impacts of development on sensitive natural systems and will include:

- a. Prevention of motor vehicle traffic on beaches and dune areas, excluding publicly authorized vehicles;
- b. Prevention of destruction of native vegetation from beach pedestrian traffic by providing boardwalks and dune walkover structures;
- c. Improvement of parking at high-use beach sites;
- d. Placement of secure bicycle racks at beach sites to encourage bicycle transportation;
- e. The preparation and implementation of techniques needed to

protect established or identified nesting bird colonies, including restrictions on public access to such nesting areas; and
f. Limitations on public access or the provision of alternate routes in environmentally sensitive beach dune areas (i.e., dunes undergoing restabilization).

Chapter 12 Conservation Element.

The purpose of the Conservation Element is to ensure the protection of Escambia County's natural resources. The conservation and appropriate use of these resources is critical to maintaining a high quality of life for County residents and ensuring sustainable economic growth. The goals, objectives and policies of this element are intended to guide the management of air, water, soil, mineral, vegetative, wildlife and other natural resources in fulfillment of this purpose without County duplication of federal and state requirements.

GOAL CON 1 RESOURCE MANAGEMENT

Escambia County shall conserve, protect and appropriately use all natural resources.

OBJ CON 1.1 General Resource Management

Effectively manage the natural resources of Escambia County through sound conservation principles.

POLICIES

CON 1.1.1 Environmentally Sensitive Lands. Escambia County shall inventory the County's environmentally sensitive lands as defined in Chapter 3, Definitions. The Escambia County Wetlands Map and the Escambia County Special Flood Hazard Areas Map are attached to this ordinance as Exhibits L and M, respectively.

CON 1.1.2 Wetland and Habitat Indicators. Escambia County has adopted and will use the National Wetlands Inventory Map, the Escambia County Soils Survey, and the Florida Fish and Wildlife Conservation Commission's (FWCC) LANDSAT imagery as indicators of the potential presence of wetlands or listed wildlife habitat in the review of applications for development approval. The Escambia County Hydric Soils Map is attached to this ordinance as Exhibit N.

CON 1.1.3 Resource Status Indicators. Escambia County shall utilize surveys, sampling, and other available data sources to assess indicators of natural resource gains or losses.

CON 1.1.4 Species Diversity. Escambia County shall maintain and enhance plant and animal species diversity and distribution within the County.

~~**CON 1.1.5 Open Space Minimums.** Escambia County shall provide incentives to exceed minimum standards to preserve or establish minimum open space within developments to ensure public health, safety, and welfare, to provide~~

~~recreational and aesthetic benefits, and to accommodate groundwater recharge, tree canopy cover, wildlife habitat and other natural resource functions.~~

CON 1.1.6 Natural Reservation Protection. Escambia County shall protect existing natural reservations as identified in the Recreation and Open Space Element, or as may additionally be created by action of the federal, state or County government.

~~**CON 1.1.7 Habitat Management.** Escambia County shall require a habitat management plan for those lands identified as providing listed species habitat within its jurisdiction. The habitat management plan shall be submitted and approved by the wildlife agency or agencies having jurisdiction over the species prior to the approval of the site plan or functional equivalent.~~

CON 1.1.8 Habitat Protection. Escambia County shall coordinate with the FDEP, FFWCC and other state or federal agencies so as to provide the fullest protection to marine or wildlife habitats that may be impacted by existing or proposed development within the County. ~~The County shall provide to the appropriate regulatory agencies copies of applications for development approval anytime it is deemed that such development may impact fisheries, fishery habitats, wildlife habitats and/or other regulated marine or wildlife resources.~~

CON 1.1.9 Public Land Acquisition. Escambia County shall seek to acquire additional areas for habitat protection and connected greenways. ~~develop and maintain a list of recommended areas for public acquisition. Such areas will include, but not be limited to, habitat for protected species and parcels that would further the establishment of connected greenways.~~

CON 1.1.10 Public Land Restoration and Enhancement. Escambia County shall continually work to restore and/or enhance degraded natural areas within publicly owned lands. Restoration or enhancement may include such activities as removal of nonnative vegetation, reforestation, shoreline or dune restoration, or restoration of natural hydrology.

OBJ CON 1.2 Air Resources

Maintain or improve ambient air quality to protect public health and the environment.

POLICIES

CON 1.2.1 State and Federal Regulation. Escambia County shall, through LDC provisions, require any development with emissions that may degrade air quality to comply with all applicable federal and state regulations regarding emission control.

~~**CON 1.2.2 County Enforcement Responsibilities.** Escambia County shall assist in the maintenance of air quality standards within its jurisdiction in~~

~~conformance with state and federal air quality guidelines. The County shall notify the operator of any facility that is believed to be degrading air quality within the County of such degradation. In addition, the County shall notify the appropriate regulatory agency and encourage the agency to investigate the potential violation of air quality standards and guidelines.~~

~~CON 1.2.3 **Industrial Use Impacts.** Industrial land uses shall minimize their negative impacts on air quality. When incompatible with neighboring or proximate residential, conservation, or environmentally sensitive areas, industrial land uses shall be directed to alternative sites where their impacts are minimized.~~

~~CON 1.2.4 **County Vehicle Efficiency.** Escambia County shall establish a program to replace County-owned vehicles conventionally powered with gasoline or diesel fuel with higher efficiency hybrid vehicles or alternative fuel (i.e., natural gas) vehicles.~~

~~CON 1.2.5 **Open Burning Education.** Escambia County shall develop and implement a program to educate the public regarding County and state laws regulating open burning.~~

~~CON 1.2.6 **Transportation Alternatives.** Escambia County shall support and encourage carpooling, mass transit, non-motorized modes of transportation, and other efforts to reduce fuel consumption and motor vehicle miles traveled.~~

~~CON 1.2.7 **Motor Vehicle Pollution Reduction.** Escambia County shall continually pursue measures to reduce air pollution from motor vehicles. This will include minimizing waiting times at traffic lights, improving public transportation, and other transportation demand management techniques as referenced in this plan.~~

OBJ CON 1.3 Surface Water Resources

Protect and improve the quality, biological health, and natural function of all surface water systems to preserve their ecological and aesthetic values.

POLICIES

CON 1.3.1 Stormwater Management. Escambia County shall protect surface water quality by implementing the stormwater management policies of the Infrastructure Element to improve existing stormwater management systems and ensure the provision of stormwater management facilities concurrent with the demand for such facilities.

CON 1.3.2 Agriculture Management Practices. To minimize the potential for discharge of contaminants into water bodies designated as Outstanding Florida Waters and Aquatic Preserves, Escambia County shall coordinate with the

Natural Resource Conservation Service (NRCS), or other agencies as deemed acceptable, to encourage best management practices (BMPs) for agricultural land uses, and include provisions within the LDC that would require all agricultural land uses to implement these practices.

~~CON 1.3.3 **Silviculture Management Practices.** Escambia County shall allow silviculture and unimproved pastures within wetland areas provided the activities follow the BMPs as outlined in the current Silviculture Best Management Practices publications (Florida Department of Agriculture and Consumer Services, Division of Forestry).~~

CON 1.3.4 **Monitoring and Recommendations.** Escambia County shall utilize FDEP's annual water quality assessment and other sources to monitor surface water systems. Water quality ratings shall be monitored for the Escambia River, Pensacola Bay, Perdido Bay, and Perdido River basins and other locations as appropriate. ~~Monitoring data and recommendations shall be included in the Comprehensive Plan Implementation Annual Report.~~

CON 1.3.5 **Studies and Programs.** Escambia County shall support existing studies and programs and the funding of future studies and programs that will determine water quality conditions, sediment conditions, sources of contamination, and necessary actions to improve conditions of surface water systems and their suitability for aquatic life. The County shall support actions necessary to improve and protect surface water systems.

CON 1.3.6 **Cooperative Cleanup Efforts.** Escambia County shall cooperate with federal, state and local agencies in their efforts to cleanup water bodies within and adjoining the County that have shown a documented decline in water quality and decreased suitability for indigenous aquatic life. Such cooperation shall include, but not be limited to, sharing of information and coordination with adjacent jurisdictions on applications for funding of cleanup and enhancement efforts in these areas.

CON 1.3.7 **Wetland Development Provisions.** Development in wetlands shall not be allowed unless sufficient uplands do not exist to avoid a taking. In this case, development in wetlands shall be restricted to allow residential density use at a maximum of one unit per five acres or to the density established by the future land use map containing the parcel, whichever is more restrictive, or one unit per lot of record if less than five acres in size. (For this policy, lots of record do not include contiguous multiple lots under single ownership.)

- a. With the exception of water-dependent uses, commercial and industrial land uses will not be located in wetlands that have a high degree of hydrological or biological significance, including the following types of wetlands:

1. Wetlands that are contiguous to Class II or Outstanding Florida Waters;
2. Wetlands located in the FEMA Special Flood Hazard Areas;
3. Wetlands that have a high degree of biodiversity (three or more focal species) or habitat value based on maps prepared by the Florida Fish and Wildlife Conservation Commission or Florida Natural Areas Inventory (see attached maps adopted as part of the comprehensive plan), unless a site survey demonstrates that there are no listed plant or animal species on the site. The Escambia County Biodiversity Hot Spots Map and the Escambia County Critical Habitat Map are attached to this Ordinance as Exhibits O and P, respectively.

CON 1.3.8 ~~Density Clustering.~~

~~Escambia County shall require buffers between development and environmentally sensitive areas including wetlands. The purpose of the buffer is to protect natural resources from the activities and impacts of development.~~

~~a. The buffer shall function to provide protection to the natural resources from intrusive activities and negative impacts of development such as trespass, pets, visual impacts, vehicles, noise, lights, and stormwater. Incompatibility between the uses shall be minimized or eliminated so that the land uses can co-exist over time with the environmentally sensitive area.~~

~~b. Buffer Types: The buffer may be a landscaped natural barrier, a natural barrier, or supplemented with fencing or other manmade barrier, so long as the function of the buffer and intent of the policy is fulfilled.~~

~~Buffers for Wetlands as defined by the Florida Department of Environmental Protection: A minimum buffer of 25' measured landward of the jurisdictional line is required. Intrusion into the buffer by development activities may be allowed provided a minimum 15' buffer remains and an equal amount of square feet of buffer loss is provided within the development site along the impacted wetland complex (limited buffer averaging). Escambia County shall include density-clustering provisions in the LDC to avoid development in environmentally-sensitive lands, conservation and preservation areas, and, wherever feasible, airfield influence planning districts (AIPD).~~

OBJ CON 1.4 Groundwater Resources

Protect and conserve the quality and quantity of groundwater resources to ensure public health and safety, adequate potable water supplies

POLICIES

CON 1.4.1 Wellhead Protection. Escambia County shall provide comprehensive wellhead protection from potential adverse impacts to current and future public water supplies. The provisions shall establish specific wellhead protection areas and address incompatible land uses, including prohibited activities and materials, within those areas.

CON 1.4.2 County Facilities Procedures. Escambia County shall establish and implement standard operating procedures at all County-operated facilities that use, store, or dispose of materials that have the potential to contaminate groundwater if improperly handled.

CON 1.4.3 Coordinated Water Supply Protection. Escambia County shall coordinate with the Emerald Coast Utilities Authority (ECUA) and other water suppliers, the City of Pensacola, NFWFMD and the FDEP when implementing policies related to the protection of potable water resources.

CON 1.4.4 Emergency Water Conservation. In cooperation with NFWFMD, Escambia County shall implement any emergency water conservation plans necessary to protect the sand and gravel aquifer during periods of insufficient recharge.

OBJ CON 1.5 Soil and Mineral Resources

Regulate the extraction of soil and mineral resources and other land disturbance activities to ensure uses and activities are compatible with site conditions and to prevent adverse impacts to the quality of other resources, land uses, or activities.

POLICIES

CON 1.5.1 Erosion Control. Escambia County shall, through LDC provisions, address the use of appropriate erosion control measures during all construction and other land disturbance activities to minimize off-site migration of soil particles.

CON 1.5.2 Extraction and Reclamation Limitations. Resource extraction and reclamation activities are considered unique non-residential uses due to their transient nature and the eventual restoration of affected lands to post mining land uses. , Escambia County shall prohibit resource extraction activities within environmentally sensitive areas that cannot be completely restored, within

wellhead protection areas, within the Coastal High-Hazard Area (CHHA), within one-half mile of aquatic preserves, Class II waters, Shoreline Protection Zone 1, or Outstanding Florida Waters, and within all future land use categories except Agriculture, Rural Community, Industrial, and Public. Additionally, resource extraction in the form of borrow pits shall be prohibited abutting state and federal parks, within floodplains, or near existing residential uses, residential zoning districts, or subdivisions intended primarily for residential use. Reclamation activities to restore previously mined lands to an intended post-mining land use may be allowed in any future land use category.

CON 1.5.3 Extraction and Reclamation Compatibility. Escambia County shall permit extraction of soils and mineral resources and site reclamation only where compatible with adjacent land uses and where minimal resource degradation will occur. The determination of minimal degradation, if necessary, will be made in cooperation with the appropriate state or federal agencies regulating resource extraction and reclamation activities. The locations where these activities may be allowed, if not otherwise prohibited, shall be determined based on geological constraints and shall be regulated by the applicable zoning district and performance standards established for such activities within the LDC.

CON 1.5.4 Extraction and Reclamation Review. Escambia County shall subject all new or expanded resource extraction and reclamation activities to a mandatory development review process to assess technical standards for public safety, environmental protection, and engineering design.

~~The review shall require:~~

- ~~a. Protection of public health;~~
- ~~b. Compliance with all applicable state and federal policies and regulations;~~
- ~~c. Enforcement of the County's environmental and solid waste regulations;~~
- ~~d. A reclamation plan to restore affected lands within a reasonable timeframe to the intended post-mining land use consistent with the surrounding environment;~~
- ~~e. Buffers between resource extraction or reclamation activities and adjacent existing or allowed future uses;~~
- ~~f. Maintenance of level of service standards for commercial traffic on access roadways; and~~
- ~~g. Prevention of soil erosion or adverse effects to the quality of air, groundwater, surface water, wildlife, or other natural resources~~

OBJ CON 1.6 Vegetation Resources

Require and encourage land development and landscaping practices that

conserve, appropriately use, and protect native vegetation, and that maintain and enhance plant species diversity.


POLICIES

CON 1.6.1 Urban Forest Preservation. Escambia County defines the trees and other vegetation within and around the developed areas of the County as an urban forest, and recognizes that a healthy, diverse, and well-managed urban forest is an important public asset. The County shall preserve, maintain, and support the urban forest, requiring the maximum practical preservation of existing native vegetation with all development.

CON 1.6.2 Identification and Protection. Escambia County shall ensure the identification and protection of vegetation through LDC provisions ~~that require protected trees and unique vegetative communities to be accurately located and described on development plans submitted for approval. In addition, the plans must include implementation provisions, such as effective temporary construction barricades, for the protection and preservation of vegetation not approved for removal. Unique vegetative communities include, but are not limited to, wetlands.~~

CON 1.6.3 Tree Protection. Escambia County shall protect trees through LDC provisions, ~~giving priority to native hardwood species and consideration to tree condition, size, maturity, wind resistance, drought tolerance, species diversity, uniqueness (i.e., Champion), and historic association. Specific criteria shall be provided for exemptions from protection, including size, species, invasiveness, condition, structure, and emergencies.~~

CON 1.6.4 Urban Forest Management. Escambia County shall, through LDC provisions and other measures, sustain and promote the urban forest by:

- 
- a. Increasing tree age and species diversity for long-term forest stability,
 - b. Requiring sufficient planting of trees to compensate for removals,
 - c. Increasing the proportion of wind-resistant trees to make future storms less devastating,
 - d. Emphasizing the use of native species to reduce irrigation needs and improve plant establishment, survival, and vitality,
 - e. Increasing tree canopy cover for effective shading, temperature moderation, stormwater abatement, and other benefits,
 - f. Allowing or requiring appropriate removal of dying, diseased, damaged, hazardous, and invasive trees.

CON 1.6.5 Impact Mitigation. ~~Escambia County shall, through LDC provisions, require mitigation to adequately offset the removal of protected vegetation. Protected tree removal shall require replacements and code provisions shall address quantity, quality, size, species, and location requirements. Additionally, the provisions shall allow in-lieu payments to the County for support of general tree replacement and restoration of functional benefits provided by the urban~~

~~forest when tree replacements cannot be reasonably accommodated within the removal parcel.~~

~~CON 1.6.6 **Non-compliance Penalties.** Escambia County shall adopt monetary and other penalties to effectively discourage damage to, or removal of, protected trees and other vegetation without proper permitting.~~

~~CON 1.6.7 **Invasive Species Management.** Escambia County shall encourage, through LDC provisions, require the removal and continued management of any invasive tree or shrub species identified within the development site.~~

~~CON 1.6.8 **Florida-Friendly Landscaping.** Escambia County shall promote Florida friendly low-impact landscaping principles through LDC provisions and other measures to protect Florida's environment and preserve its natural resources.~~

~~CON 1.6.9 **Professional Standards.** Escambia County shall, through LDC provisions, require the application of professional arboricultural (e.g., International Society of Arboriculture) and horticultural standards and practices that provide for the protection and long-term survival of both existing and planted vegetation as part of an overall strategy to achieve landscape, habitat preservation, and open space objectives.~~

~~CON 1.6.10 **County Facilities Standards.** Escambia County shall attempt to exceed minimum landscape and vegetation preservation standards for County owned facilities.~~

~~CON 1.6.11 **Prescribed Burning.** Escambia County shall accommodate the use of prescribed burning as a tool to promote ecosystem health and wildfire prevention.~~

~~CON 1.6.12 **Intergovernmental Coordination.** Escambia County shall cooperate with adjacent local governments to conserve, appropriately use, and protect unique vegetative communities located within more than one local jurisdiction. Upon submission to the County, proposals for development that would impact unique vegetative communities located within more than one local government jurisdiction shall be provided to the affected local government by Escambia County.~~

OBJ CON 1.7 Hazardous Materials and Waste

Ensure the proper storage, use, and disposal of all hazardous materials within Escambia County to eliminate or significantly minimize hazards to the general public and the potential for contamination of natural resources.

POLICIES

CON 1.7.1 Required Identification. Escambia County shall require identification of any and all hazardous waste or materials used or stored by any licensed business within Escambia County.

CON 1.7.2 Handling, Storage, and Disposal. Escambia County shall cooperate with appropriate regulatory agencies to develop plans and procedures for the handling, temporary storage, and disposal of hazardous wastes generated within Escambia County. Such plans and procedures will be provided to those industries and commercial operations within the County that generate hazardous wastes in order that they may properly handle and dispose of their hazardous waste products.

CON 1.7.3 Household Hazardous Waste. Escambia County shall develop and implement a program to educate the public concerning the proper storage and disposal of household hazardous wastes.

CON 1.7.4 Petroleum Storage Tanks. Escambia County shall rely upon the Escambia County Health Department, through its contracts with the FDEP for County compliance inspections and cleanup, to protect people and the environment from contamination risks associated with petroleum fuel storage tanks.

CON 1.7.5 Accident Procedures. The Escambia County Comprehensive Emergency Management Plan shall include procedures for handling accidents involving hazardous materials and wastes.

CON 1.7.6 Locational Criteria. New industry or businesses that produce hazardous materials in their processes shall not be allowed where surface and groundwater are particularly vulnerable to contamination from hazardous materials, in wellhead protection areas, where hydric soils are present, within special flood-hazard areas, or coastal high-hazard areas. This policy does not apply to public utilities or public facilities.

CON 1.7.7 FLU Limitation. Uses involving the production of hazardous materials shall be limited to the Industrial future land use category. Retail sale of products containing hazardous materials is not limited to the Industrial future land category.

CON 1.7.8 Disposal Assistance. Escambia County shall provide assistance with disposal of hazardous waste generated by other than large quantity generators within Escambia County. This will include an Annual Amnesty Days program for Escambia County household generators.

OBJ CON 1.8 Water and Energy Conservation.

The County shall promote water and energy conservation strategies to support the protection of the County's natural resources.

POLICIES

CON 1.8.1 Sustainable Community Development Practices. The County shall encourage sustainable community development practices that conserve energy and water resources, ~~reduce greenhouse gas emissions through innovative, energy-efficient building construction strategies consistent with recognized green building standards, and contribute to reducing the overall development footprint of the County.~~ These strategies may include:

- a. Developing incentives for water conservation;
- b. Incorporating Florida Waterwise landscaping to reduce the use of potable water for irrigation of new building sites, including public building sites;
- c. Encouraging development on previously-used and under-developed sites where infrastructure already exists;
- d. Encouraging development adjacent to existing developed areas;
- e. Protecting and enhancing natural systems within the County; and
- f. Using surface waters, conservation lands and environmentally sensitive open space as visual amenities.

~~**CON 1.8.2 Reduced Irrigation Needs.** Escambia County shall require the use of Florida Friendly Landscaping techniques and native or adapted plants in order to reduce potable water consumption for irrigation for new public buildings and private development of 5 acres or 20 residential units or more.~~

CON 1.8.3 Low Impact Development. Escambia County shall promote the use of Low Impact Development (LID) techniques.
~~approved by the Northwest Florida Water Management District to protect the water resources of the County.~~

~~**CON 1.8.4 High Efficiency Appliances.** Escambia County shall promote the use of Energy Star or equivalent high-efficiency appliances and fixtures to reduce energy use in public and private buildings.~~

~~**CON 1.8.5 Carbon Sequestration.** Escambia County shall promote retention of agriculture and timber production, as these uses sequester carbon emissions, thereby improving the air quality of the County.~~

Chapter 13 Recreation and Open Space Element.

The purpose of the Recreation and Open Space Element is to ensure adequate recreational opportunities for the citizens of Escambia County through the provision of a comprehensive system of public and private park facilities. These facilities may include, but are not limited to, natural reservations, parks and playgrounds, trails, beaches and public access to beaches, open spaces and waterways. Guiding the planning and provision of these facilities are goals, objectives and policies intended to improve public awareness of existing recreational opportunities, ensure access to public facilities, encourage intergovernmental coordination, and establish Levels of Service (LOS) sufficient to meet the current and projected needs of Escambia County's citizens.

GOAL REC 1

Escambia County shall create recreational opportunities for the citizens of Escambia County through the provision of County facilities and coordination with state and federal agencies and the private sector.

OBJ REC 1.1 Recreational Facilities Access

Continue to develop and improve public awareness of and physical access to all recreation facilities.

POLICIES

REC 1.1.1 Public Information. Escambia County shall, in cooperation with the Tourist Development Council, make information available to the public concerning the location of recreational opportunities and available facilities.

REC 1.1.2 Facility Signage. Escambia County shall provide signage to identify County parks and to direct the public to these sites.

REC 1.1.3 Physical Accessibility. Escambia County shall provide physical access for disabled individuals to public recreational facilities and require compliance with the Americans with Disabilities Act (ADA) by developers, owners or operators of private recreational facilities. All new County facilities shall meet applicable local, state and federal accessibility requirements.

REC 1.1.4 Use Policies and Procedures. Escambia County shall develop standardized policies and procedures that allow for the use of County recreation facilities by private, public and non-profit groups and organizations. In addition, the County shall implement equitable procedures for reservation of facilities, and evaluate usage fees every two years.

REC 1.1.5 Facility Availability. Escambia County shall maintain or increase the availability of County recreation facilities to civic and other semi-public and private organizations.

REC 1.1.6 Public-Private Cooperation. Escambia County shall continue its cooperative efforts with private and nonprofit organizations (e.g., YMCA, Little League, civic groups, etc.) in the provision of recreational facilities/opportunities and open space areas.

REC 1.1.7 Annual Review and Report. Escambia County shall annually review and report upon the cooperative efforts between the public and private sectors in the provision of recreational opportunities to assure that such efforts are coordinated. In even numbered years, the report will include an inventory of public beach access facilities, including those in the coastal area.

REC 1.1.8 Outdoor Facilities. Escambia County shall provide for public use of those lands held in public ownership by ensuring the provision of facilities for outdoor recreation activities, including nature trails, boardwalks, waterway trails, interpretive displays, educational programs, wildlife observation areas, and picnic areas, whenever feasible.

REC 1.1.9 Multi-modal Residential Links. Escambia County shall maintain and improve a multi-modal transportation system that links beach access points, open space and other recreational facilities with residential areas. Improvements shall include, but not be limited to, signage and construction of facilities (e.g., sidewalks, bike racks, etc.) by both the public and private sectors.

OBJ REC 1.2 Intergovernmental Coordination

Continue intergovernmental coordination between Escambia County and appropriate federal, state, and local agencies (i.e. Escambia County School District, Santa Rosa Island Authority, West Florida Regional Planning Council and Florida-Alabama Transportation Planning Organization) to address mutual concerns and enhance planning for recreation and beach access.

POLICIES

REC 1.2.1 Recreation and Beach Access. Escambia County shall coordinate with appropriate federal, state and local government entities regarding beach access and recreation.

REC 1.2.2 Cooperation Agreements. Escambia County shall promote interstate and interlocal cooperation through agreements intended to enhance recreation sites and facilities and public access to such sites and facilities.

~~REC 1.2.3 **Florida Boating Improvement Program.** Escambia County shall utilize the Florida Boating Improvement Program.~~

~~The Escambia County Public Access Map Series is attached to this ordinance as Exhibit Q.~~

OBJ REC 1.3 Recreational Facilities Monitoring Level of Service (LOS)

Ensure the adequate provision of recreational facilities and open space through the implementation of level of service standards monitoring and evaluation.

POLICIES

REC 1.3.1 LDC Definitions. The Escambia County Land Development Code (LDC) shall include specific definitions for open space, parks and recreation facilities.

~~**REC1.3.2 Open Space Requirements.** Escambia County shall require the provision of open space by private development when such development is a planned unit development, a multi-family development, a mixed use commercial area or other similar types of development where relatively large land areas are involved. The requirements shall be contained within the LDC. All development projects of five acres or more shall be required to provide open space within the development or contribute to a fund therefore. Nothing in this policy shall be interpreted to eliminate the provision of open space for all projects as required by County regulations.~~

REC 1.3.3 County Facilities Inventory. Escambia County shall maintain a current inventory of all park facilities maintained by the County.

REC 1.3.4 County Facility Conversion. Public park or recreation areas operated or maintained by Escambia County shall not be converted to other uses, except by determination of the Board of County Commissioners (BCC) that such a conversion is in the public interest. The Escambia County Parks and Recreation Department shall seek appropriate compensation or replacement land if such a conversion occurs.

~~**REC 1.3.5 Established Service Districts.** Escambia County's four park and recreation service districts are established as follows: 1) Barrier Islands RSD; 2) Urban RSD; 3) Suburban RSD, and; 4) Rural RSD. These districts may from time to time be modified, added to, or deleted as necessary to address the recreation needs of the County.~~

~~**REC 1.3.6 Level of Service (LOS) Standards.** Level of service (LOS) standards for recreation and open space facilities within the County are:~~

LOS Standards for Parks & Recreational Facilities by Population

Park Categories	
Neighborhood Parks	1 per 2,500
Regional Parks	1 per 50,000
Community Parks	1 per 15,000
Nature Parks	1 per 50,000
Boat Launch Areas	1 per 15,000
Beach / Water Access Areas	1 per 20,000
Community Centers	1 per 15,000
Special Use Parks	
Equestrian Center	1 per 500,000
Civic Center / Performing Art Center	1 per 500,000
Gun Firing Range	1 per 200,000
Multi-Purpose Use Field Stadium	1 per 250,000
Park Amenities	
Baseball Fields	1 per 2,000
Softball Fields	1 per 2,000
Football Fields	1 per 10,000
Soccer Fields	1 per 10,000
Basketball Courts	1 per 10,000
Tennis Courts	1 per 10,000
Swimming Pools	1 per 25,000
Playground Structures	1 per 5,000
Park Shelters	1 per 5,000
Nature Trails	1 per 15,000
Pedestrian / Bike Trails	1 per 15,000
Park System Acreage:	
Barrier Island RSD	1 ac. per 1,000
Urban RSD	1 ac. per 1,000
Suburban RSD	1 ac. per 1,000
Rural RSD	1 ac. per 1,000

REC 1.3.7 County Open Space Acquisition. Escambia County shall acquire (through lease, purchase, or dedication) open space and natural areas to maintain and improve the natural functions of open space, wetlands and other sensitive lands, and recreational opportunities for all residents. The priority for acquisition of open space and/or natural areas shall be:

- a. Unique natural systems/environmentally sensitive lands;
- b. Shoreline sites;
- c. Sites within the urban or transitioning areas experiencing rapid development; and
- d. Sites that are historically or archaeologically significant.

Escambia County shall not accept the donation of land or recreation facilities, unless they meet the Escambia County Parks and Recreation Department's park planning and development standards and a management/funding source is in place.

REC 1.3.8 Areas within Private Development. The LDC shall clearly articulate the provision of open space and recreation areas within private developments.

REC 1.3.9 Designated Natural Reservations. The following are designated as natural reservations and are intended to provide open space and recreational uses of all types for the citizens of Escambia County: — —

- a. The Gulf Islands National Seashore;
- b. The Escambia River Wildlife Management Area;
- c. The Perdido River State canoe trail;
- d. Lake Stone Park and boat ramp;
- e. The improved county owned community, neighborhood and urban parks/tot lots;
- f. Wayside Park;
- g. Navy Point Park;
- h. Casino Beach Recreation Area;
- i. Ft. Pickens;
- j. Big Lagoon State Recreation Area;
- k. Jones Swamp Wetland Preserve and Southwest Greenway;
- l. Perdido River Walk;
- m. Perdido Key Parks;
- n. Tarkiln Bayou Preserve State Park;
- o. All publicly owned beach access ways.

REC 1.3.10 Vacant Property Evaluation. All vacant property owned by Escambia County shall be evaluated for its potential as a park, recreational facility, designated open-space or other use. New vacant properties acquired by the County shall be added to the existing vacant properties inventory.

Chapter 14 Intergovernmental Coordination Element.

The Intergovernmental Coordination Element seeks to establish and maintain efficient, effective procedures of coordinating planning efforts with adjacent counties and cities; the incorporated areas within Escambia County; regional, state, and federal agencies; and other agencies and entities that provide services but do not have regulatory authority over land. Through coordination and cooperation among the various entities affecting planning and land use, Escambia County can better serve its residents and ensure orderly and balanced growth and development, while protecting and enhancing the County's existing communities and natural resources.

GOAL ICE 1 COORDINATED APPROACH TO PLANNING

Escambia County shall establish and maintain an efficient, effective program of intergovernmental coordination that achieves the maximum quality of life for residents and visitors and promotes a County-wide approach to planning.

OBJ ICE 1.1 Coordinate with Federal, State and Local Agencies

Coordinate with the City of Pensacola, Town of Century, City of Gulf Breeze, Santa Rosa County, the Emerald Coast Utilities Authority (ECUA), the Santa Rosa Island Authority, the United States Navy, and the Escambia County School Board to ensure consistency among the Escambia County Comprehensive Plan and the plans of adjacent counties and municipalities, and the plans of other agencies or entities affecting land use or providing services in Escambia County.

POLICIES

ICE 1.1.1 Large-Scale Future Land Use Map Amendments. Escambia County shall submit a copy of any proposed large-scale Future Land Use Map (FLUM) amendment to adjacent municipalities and counties within the jurisdiction of the ~~Florida Department of Community Affairs~~ Department of Economic Opportunity and other units of government providing services but not having regulatory authority over the use of land provided that those agencies have submitted a written request to Escambia County for such information as required by Section 163.3184(3)(a), Florida Statutes. Procedures for intergovernmental coordination with the Escambia County School Board shall be governed by the Interlocal Agreement for Public School Facility Planning and Objective 1.5 of the Public School Facilities Element.

~~**ICE 1.1.2 Comprehensive Plan Amendments.** For proposed comprehensive plan amendments that could potentially impact adjacent jurisdictions, Escambia~~

~~County shall submit copies of the proposed amendment to the affected local government and invite their review and comment.~~

~~ICE 1.1.3 **Joint Planning Initiatives.** By 2010 the Escambia County planning staff shall identify planning topics of concern between local governments who would benefit from joint planning efforts and initiate coordination accordingly. Such topics of concern should include infrastructure service areas and redevelopment initiatives. Upon approval by the Planning Board of the identified topics of concern, the Planning Official will meet with representatives from the affected local governments to develop specific procedures for implementation of the identified joint planning initiatives. Such implementation procedures should be established by 2011.~~

ICE 1.1.4 **Interlocal Agreements.** Escambia County shall implement adopted interlocal agreements with the Escambia County School Board, the City of Milton, the City of Pensacola, the City of Gulf Breeze and Santa Rosa County so as to provide for coordination and evaluation of development proposals that affect the bays, bayous, sound or gulf (including estuaries and estuarine systems).

ICE 1.1.5 **Mediation.** Escambia County may use the West Florida Regional Planning Council's informal mediation process, or other mediation processes, to attempt to resolve conflicts with other units of government that cannot be resolved through meetings between the governing bodies of the affected governments.

OBJ ICE 1.2 Level of Service Standards

Coordinate with appropriate state, regional and local agencies and other entities that have operational and maintenance responsibility for public facilities in Escambia County, to achieve and maintain, adopted Level of Service (LOS) standards. As required by Section 163.3177(6)(h)2, F.S., when such entity is another unit of local government, Escambia County shall enter into an interlocal agreement or other formal agreement which shall describe joint processes for collaborative planning and decision making on population projections, the location and extension of public facilities subject to concurrency, and siting facilities with County-wide significance, including locally unwanted land uses.

POLICIES

ICE 1.2.1 **Public Facilities.** Escambia County will, through interlocal agreement or other formal agreement with public service providers, establish LOS standards for public facilities, identify actions that Escambia County will undertake to coordinate the location and extension of these facilities, as well as the siting of facilities with County-wide significance. Established LOS standards will be

maintained through implementation of Escambia County's Concurrency Management System.

ICE 1.2.2 Water and Wastewater Supply. Escambia County shall adopt agreements with local water suppliers to establish LOS standards for water usage and identify strategies the County and water suppliers will undertake to address joint planning issues. The County will also coordinate planning efforts with the ECUA with regard to wastewater service.

OBJ ICE 1.3 Coordination with the Escambia County School Board

Maintain cooperative relationships with the School Board and municipalities, and implement joint planning processes to coordinate land use planning with school facility planning.

POLICIES

ICE 1.3.1 Interlocal Agreement for Public School Facility Planning. In cooperation with the School Board and the local governments within Escambia County, the County implemented the Interlocal Agreement for Public School Facility Planning ~~dated on August, 7th, 2006~~ (herein Interlocal Agreement) that established procedures for coordination and sharing of information, planning processes, and school concurrency implementation. ~~The Interlocal Agreement was updated on April 30th, 2009, and may be amended annually.~~

ICE 1.3.2 Annual School Board Report. On an annual basis, the School Board shall provide information from their Tentative District Educational Facilities Plan to determine the need for additional school facilities. The School Board shall provide to the County, each year, a General Education Facilities Report. The Educational Facilities Report shall contain information detailing existing facilities, their locations, and projected needs. The report shall also contain the School Board's financially feasible Five-Year District Facilities Work Program.

ICE 1.3.3 Consistent Population and Enrollment Projections. The staff working group established in Policy ICE 1.3.6 shall meet annually to coordinate and base their local government comprehensive plans and school facility plans on consistent projections. These projections shall include population projections developed in coordination with the Planning Board, and student enrollment projections (district-wide ~~and by concurrency service area~~) developed by the School Board with the agreement of the Florida Office of Educational Facilities. The School Board's student enrollment projections shall consider the impacts of development trends as per the Interlocal Agreement. To accomplish this policy the County and the School Board agree to provide the information and follow the procedures specified in the Interlocal Agreement.

ICE 1.3.4 Growth and Development Trends. As per the Interlocal Agreement, the local governments will provide the School Board with their Comprehensive Plan Implementation Committee Annual Report on growth and development trends within their jurisdiction. To the extent feasible, the reports should be provided in geographic information system compatible format for the purpose of geo-referencing the information. This report will be in tabular, graphic, and textual formats and will include the following:

- a. The type, number, and location of residential units that have received zoning approval, final plat and site plan approval;
- b. Information regarding FLUM amendments;
- c. Building permits and certificate of occupancy data for residential dwellings issued for the preceding year and their location;
- d. Summary of vested rights determinations and other actions that affect demands for public school facilities;
- e. Information regarding the conversion or redevelopment of housing or other structures into residential units that are likely to generate new students and reflects the existing land use; and
- f. The identification of any development orders issued.

ICE 1.3.5 Elected Officials Joint Planning Workshops. One or more representatives of the Escambia County Board of County Commissioners, the Pensacola City Council, the Century Town Council, and the School Board will meet on an as needed basis, but not less than annually, in joint workshop sessions. The workshop sessions will be opportunities for the representatives of the elected bodies to receive reports, discuss policy, and reach understandings on issues of mutual concern regarding coordination of land use and school facilities planning. Topics for such workshops may include, but are not limited to: student enrollment trends, growth and development trends, school needs, joint use opportunities, implementation of school concurrency, and performance of the adopted Interlocal Agreement. The workshops will take place in accordance with the procedures established in the Interlocal Agreement.

ICE 1.3.6 Staff Working Group. A staff working group comprised of representatives from the County, School Board, City of Pensacola, Town of Century, and Local Planning Agency, or their appointees will meet on an as needed basis, but not less than semi-annually to discuss issues and formulate recommendations regarding coordination of land use and school facilities planning. The staff working group meetings will take place in accordance with the timeframes and procedures established in the Interlocal Agreement.

~~**ICE 1.3.7 LPA Coordination with the Escambia County School Board.**~~
~~Pursuant to Section 163.3174, Florida Statutes, a representative of the Escambia County School Board shall be appointed to the County Planning Board as an ex-officio, nonvoting member.~~

OBJ ICE 1.4 Coordination with Santa Rosa County School Board

Because the Santa Rosa County School Board provides educational opportunities for residents of Pensacola Beach, Escambia County shall execute an Interlocal Agreement with the Santa Rosa County School Board addressing the issues identified in the Interlocal Agreement with the Escambia County School Board as they relate to Pensacola Beach.

POLICIES

ICE 1.4.1 Interlocal Agreement with Santa Rosa County School Board.

Escambia County shall, ~~by September 2012, execute~~ maintain an Interlocal Agreement with the Santa Rosa County School Board.

OBJ ICE 1.5 Campus Master Plans

Escambia County agrees to recognize campus master plans of the state university system and to work with the board of regents in the development of a "campus development agreement" as the need arises.

POLICIES

ICE 1.5.1 Campus Development Agreement. As required by Section 1013.30, Florida Statutes, Escambia County agrees to recognize campus master plans of the state university system and to work with the Board of Regents in the development of a "campus development agreement" as the need arises.

Chapter 15 Capital Improvements Element.

The purpose of the Capital Improvements Element is to demonstrate how capital projects identified to maintain Levels of Service or accommodate new growth will be programmed and funded. The Capital Improvements Element must include estimates of the cost of improvements for which Escambia County has fiscal responsibility and analyze the ability to finance and construct those improvements. The Capital Improvements Element also outlines financial policies to guide the funding and construction of improvements in a manner necessary to ensure that capital improvements are provided when required based on needs identified in the Comprehensive Plan. Finally, the Capital Improvements Element requires that an adequate Concurrency Management System is implemented by the local government, pursuant to Section 163.3180, Florida Statutes.

GOAL CIE 1 CAPITAL FACILITIES

The Capital Improvements Element shall be used to efficiently meet the needs of Escambia County for the construction, acquisition or development of capital facilities necessary to correct existing deficiencies, to accommodate desired future growth and to replace obsolete or worn out facilities.

OBJ CIE 1.1 Capital Improvements Funding

Manage the land development process to provide or require provision of needed improvements so that public facility needs created by previously issued development orders or future development do not exceed the ability of Escambia County to fund and provide or require provision of the needed capital improvements.

POLICIES

~~CIE 1.1.1 **Comprehensive Plan Implementation Committee.** Escambia County shall convene a Comprehensive Plan Implementation Committee to review the development activities within Escambia County and to review the Level of Service (LOS) conditions for the County. The County Administrator shall designate those County officials that shall serve on the Committee and those responsible for providing other assistance to the Committee as circumstances and issues may require. The Committee shall maintain information on development activity, LOS conditions, de minimis impacts, and other data necessary to accurately evaluate the implementation of the County's Comprehensive Plan, including the annual Capital Improvements Element update.~~

CIE 1.1.2 LOS Standards. Escambia County shall establish LOS standards for concurrency-related public facilities that are within the jurisdiction of the County.

These standards shall be those found in the other Comprehensive Plan Elements. The adopted level of service standards in this ordinance are as indicated in the following policies:

TABLE INSET:

LOS	Policy
Roads	
County and State	MOB 1.1.2
Mass Transit	MOB 2.2.3
Sanitary Sewer	INF 1.1.9
Solid Waste	INF 2.1.4
Drainage	INF 3.1.9
Potable Water	INF 4.1.7
Recreation/Open Space	REC 1.3.6
Public Schools	PSF 2.1.2

CIE 1.1.3 **LOS Maintenance.** Escambia County shall coordinate land use decisions and development approvals through implementation of the Concurrency Management System, available and/or projected fiscal resources, and the Five-Year Schedule of Capital Improvements, so as to maintain adopted LOS standards and meet the existing and future facility needs.

CIE 1.1.4 **Vested Development.** Escambia County shall provide for the availability of public facilities to serve developments for which development orders were issued and development rights are vested to support development concurrent with the impacts of such development.

~~CIE 1.1.5 **Concurrency.** Escambia County shall require the availability of public facilities and services needed.~~

~~CIE 1.1.6 **Concurrency Management System.** Escambia County will implement the concurrency management system described in the Concurrency Management System Element. As a component of the Concurrency Management System, the County will make the Proportionate Fair Share Program available as an option for developers to contribute the value of their transportation impacts as provided in the Land Development Code (LDC) and the Escambia County Concurrency Management System Procedure Manual adopted per Ordinance 2007-50.~~

OBJ CIE 1.2 Five-Year Schedule

Maintain a Five-Year Schedule of Capital Improvements as the specific guide the County will use to determine construction of capital facilities and maintenance of LOS standards. The Five-Year Schedule of Capital Improvements is attached herein to this ordinance as Exhibit R.

POLICIES

CIE 1.2.1 Project Prioritization. Escambia County shall evaluate and rank capital improvement projects in the Five-Year Schedule of Capital Improvements by using the following criteria to prioritize:

- a. The elimination of future public hazards to preserve the health, safety, and welfare of the public;
- b. The elimination of any existing capacity or LOS deficits;
- c. The impact on the annual operating budget and Capital Improvements Program (CIP) of Escambia County;
- d. Locational needs based on projected growth patterns;
- e. The accommodation of new development and redevelopment facility demands;
- f. ~~Financial feasibility~~ and
- g. Plans of The Northwest Florida Water Management District (NFWFMD), Escambia County School Board, Florida Department of Transportation, and other state agencies or entities that provide public facilities within the jurisdiction of Escambia County.

CIE 1.2.2 Funding Prioritization. Escambia County shall prioritize funding for capital improvements in a manner that generally assigns first priority to the renewal and replacement of obsolete or worn-out facilities; assigns second priority to correcting existing deficiencies in public facilities; and assigns third priority to facilities necessary to accommodate desired future growth. Nothing in this policy shall preclude Escambia County from increasing or rearranging the priority of any particular capital improvement project so that cost savings may be realized or LOS standards are met.

~~**CIE 1.2.3 Facility Rehabilitation Preference.** Escambia County shall promote rehabilitation and re-use of existing governmental facilities, structures, and buildings as the preferred alternative to new construction.~~

CIE 1.2.4 CHHA Expenditure Limits. Escambia County shall limit public expenditures in the Coastal High Hazard Area (CHHA), except for the provision, or support, of recreation uses such as parks and walkovers, erosion control devices, increased public access and the correction of existing deficiencies.

CIE 1.2.5 Incorporation of School Board's 5-Year District Facilities Work Plan. The County hereby incorporates by reference the Escambia County School District 2009-2010 through 2013-2014 current Work Plan for the 5-Year District Facilities Work Program approved by the School Board of Escambia County ~~effective December 2009~~. The Work Plan includes school capacity sufficient to meet anticipated student demands projected by the County and municipalities, in consultation with the School Board's projections of student enrollment, based on the adopted level of service standards for public schools.

OBJ CIE 1.3 Fiscal Policies

Establish fiscal policies to direct the use of public and private funding sources, to implement the Goals, Objectives and Policies of the Comprehensive Plan, and provide a financially feasible Schedule of Capital Improvements.

POLICIES

~~CIE 1.3.1 **Fiscal Resource Objectives.** The fiscal resources of Escambia County shall be used, to the extent necessary, to maintain LOS standards and support the Five-Year Schedule of Capital Improvements.~~

~~CIE 1.3.2 **Funding Resources.** Escambia County shall use a combination of public resources to fund capital improvements, including state and federal grants, below market interest rate state loans, user fees, connection charges, a combination of long term and short term financing vehicles, accumulated surpluses, and the use of revenues set aside specifically for capital projects (pay as you go and Proportionate Fair Share Agreement revenues).~~

~~CIE 1.3.3 **General Obligation Debt.** General obligation debt shall be used sparingly. General obligation debt, if determined necessary during the planning period, shall be established consistent with rating agency standards and guidelines.~~

~~CIE 1.3.4 **Enterprise Fund Debt.** Enterprise fund debt shall be, in part, managed through a ratio of net system revenue and other pledged funds to annual debt service. Also, this principle of coverage shall be used in the management of debt for other projects that are supported by user fees or shared revenues. The maximum ratio of total debt service to total revenue shall not exceed 25 percent and the limitation of revenue bonds as a percentage of total debt shall not exceed 80 percent.~~

~~CIE 1.3.5 **Municipal Service Taxing Units.** Escambia County shall encourage and assist neighborhoods in the adoption of Municipal Service Taxing Units (MSTU) or Municipal Service Benefit Units (MSBU) as a revenue source. Once~~

established and approved by the Board of County Commissioners (BCC), a MSTU or MSBU shall be considered a committed funding source.

~~CIE 1.3.6 **Developer Cost Sharing.** New development shall bear a proportionate share of the cost, if the development creates a deficiency of the adopted LOS, of providing new or expanded public facilities and infrastructure required to maintain adopted LOS Standards through Escambia County's site-related development dedications, and developer contributions. This policy shall be implemented through the County's permitting and inspection process.~~

~~CIE 1.3.7 **Acceptable Private Funding.** Escambia County shall rely on private contributions as a committed funding source within the Five-Year Schedule of Capital Improvements only when the obligation to fund a specific capital improvement is addressed in an enforceable development agreement or development order. The County shall not be responsible for funding capital improvements that are the obligation of the developer. If the developer fails to meet any capital improvement commitment that is programmed in the Five-Year Schedule of Capital Improvements, a plan amendment to delete the capital improvement from the Schedule shall be required.~~

~~CIE 1.3.8 **Capital Improvements Schedule.** The Five-Year Schedule of Capital Improvements shall be financially feasible, consisting of committed and planned funding sources. The Schedule shall be balanced so that total expenditures do not exceed total revenues for the planning period.~~

OBJ CIE 1.4 Annual Review

Review the Capital Improvements Element each year, amend as necessary, and submit to the state land planning agency for compliance review.

POLICIES

~~CIE 1.4.1 **Implementation Status Report.** By April 1 of each year, the Comprehensive Plan Implementation Committee shall report to the Local Planning Agency (LPA) on the status of capital project implementation activities as well as LOS conditions within the County.~~

~~CIE 1.4.2 **LPA Implementation Review.** By June 1 of each year, the Escambia County LPA shall report to the BCC its evaluation of the implementation of the Capital Improvements Element and the Comprehensive Plan during the previous fiscal year. The report shall contain recommendations to maintain LOS standards and any adjustments necessary to the Capital Improvements Element and/or the County's annual capital improvement program.~~

~~CIE 1.4.3 **BCC Implementation Review.** The BCC shall consider the report of the LPA upon receipt and during its deliberations on the annual budget and CIP.~~

Any adjustments made to the Capital Improvements Element or the CIP shall include consideration of the maintenance of LOS standards.

~~CIE 1.4.4 **LOS Project Schedule Modification.** A plan amendment shall be required to eliminate, defer, or delay the scheduled date of construction of any capital project listed in the County's Five-Year Schedule of Capital Improvements, which is needed to maintain the adopted LOS standard.~~

~~CIE 1.4.5 **Capital Improvements Adoption.** Adoption of the Capital Improvements Element may occur at a single public hearing outside of the two regular Comprehensive Plan Amendment cycles established by the County. The Capital Improvements Element adoption ordinance shall be submitted to the state land planning agency no later than December 1 of each year.~~

CIE 1.4.6 **Capital Improvements Amendment.** Amendments to the Capital Improvements Element that support the amendment of another Element shall be submitted to the state land planning agency during a regular Comprehensive Plan Amendment cycle. If the Escambia County annual budget is adjusted outside of the regular cycle, the Capital Improvements Element may be amended and adopted again, provided that the adoption ordinance is submitted to the state land planning agency no later than December 1.

~~CIE 1.4.7 **De minimis Roadway Impact Monitoring.** Escambia County shall implement a methodology to monitor and track approved de minimis impacts on the roadway network within its jurisdiction. All de minimis impacts (an impact that would not affect more than one percent of the maximum volume at the adopted LOS of the affected transportation facility) shall be compiled into an annual report and submitted to the state land planning agency with the annual Capital Improvements Element update.~~

DRAFT

Chapter 16 Public Schools Facilities Element

The intent of this chapter is to provide guiding policies through which the local governments can effectively manage growth and meet public school needs. The element is required to establish a school concurrency management system through which the local governments can ensure public school capacity is available concurrent with development. The school concurrency management system will allow for a greater communication and understanding between Escambia County, the City of Pensacola, the Town of Century, and the School Board of Escambia County when concentrating on public school capacity issues.

The PSFE is also intended to increase coordination between the School Board and local governments on issues such as land use planning, the school siting process, and school facility expansion.

This chapter establishes a framework for the planning of public schools pursuant to Section 163.3177(12), Florida Statutes. The law requires that local governments adopt a public school facilities element as a part of their comprehensive plans. The 2005 Legislature mandated that the availability of public schools be made a prerequisite for the approval of residential construction and directed a closer integration of planning for school capacity with comprehensive planning.

The following sections present the guidelines by which the School Board evaluates school facilities; an inventory of existing facilities and planned future facilities; an evaluation of the school system based on these guidelines and determination of need; an analysis of funding; an analysis of coordination between school planning and local land use planning.

In addition, the Public School Facilities Element Data & Analysis prepared for the Escambia County School District supports the required implementation of school concurrency in Escambia County. The Data & Analysis evaluates the school system and its relationship to development and growth from both a countywide perspective and a closer look at schools within established Concurrency Service Areas (CSAs). A CSA is defined in Policy PSF 2.2.1. The findings and conclusions of the data and analysis support the goals, objectives and policies of the element including the establishment of level of service standards and the delineation of CSAs.

GOAL PSF 1 COORDINATE WITH THE SCHOOL BOARD OF ESCAMBIA COUNTY

Coordinate with the School Board of Escambia County (herein "School Board") to ensure high quality public school facilities that are consistent with the Comprehensive Plan and serve to enhance communities. The joint procedures referenced in Policy ICE 1.3.1 state that coordination between

~~the county and the school board is pursuant to the Public School Facility Planning Interlocal Agreement and shall state the obligations of the county under the agreement. Section 163.3177(6)(h)(4), Florida Statutes.~~

~~OBJ PSF 1.1 Schools as Community Focal Points~~

~~Enhance communities and encourage school facilities to serve as community focal points through effective school facility design and siting standards. The location will be coordinated with the future land use map.~~

~~POLICIES~~

~~PSF 1.1.1 **School Location.** New schools shall be located proximate to the student population they are intended to serve. For the purpose of determining eligibility for transportation, a reasonable walking distance for students to school is one (1) mile for elementary, one and one-half (1 1/2) miles for middle, two (2) miles for high schools; and to a school bus stop, is one-half (1/2) mile for elementary and one (1) mile for middle and high schools. Such mileage shall be measured by the nearest traveled route over which a pedestrian can walk to the nearest entrance to the school or the nearest school bus stop. The distance (permanent residence to school) may be measured by an automobile having an odometer that has been certified for accuracy. Students whose permanent residence is equal to or greater than these distances from the nearest appropriate school or school bus stop, or students who are handicapped, are eligible for transportation. (School Board Policy 6.02 Eligibility for Transportation).~~

~~PSF 1.1.2 **Shared-use and Co-location of School Sites.** Coordinate with the School Board to permit the shared-use and co-location of school sites and County facilities with similar facility needs as described in the Interlocal Agreement for Public School Facility Planning dated April 30th, 2009 (herein "Interlocal Agreement"). The County will identify opportunities for collocation and shared use facilities when preparing updates to the Schedule of Capital Improvements and when planning and designing new community facilities.~~

~~PSF 1.1.3 **Emergency Shelters.** Escambia County will coordinate with the School Board on emergency preparedness issues, including the use of public schools as emergency shelters as required by Section 163.3177(12)(g)(8), Florida Statutes. The School Board will fulfill the building code requirements of Section 1013.372, Florida Statutes, that appropriate new educational facilities can serve as public shelters for emergency management purposes.~~

~~PSF 1.1.4 **School Design.** The School Board will design and ensure performance standards for new school facilities according to the "Design Guidelines and Technical Specifications 2006" Florida Department of Education State Requirements for Educational Facilities (SREF).~~

~~OBJ PSF 1.2 Future Land Use and School Siting~~

~~Consistent with Section 163.3177, Florida Statutes, the County will include sufficient allowable land use designations for schools proximate to residential development to meet the projected need for schools.~~

~~POLICIES~~

~~PSF 1.2.1 Future Land Use Categories.~~ Consistent with the Escambia County Future Land Use Element, public schools shall be an allowable use in all land use categories, except for Industrial, Mixed Use Perdido Key, and Recreation and Conservation. The Land Development Code may include siting standards for schools, consistent with the Comprehensive Plan. Escambia County will consider the provisions of Section 1013.33(13), Florida Statutes.

~~PSF 1.2.2 Flood Zones & Coastal High Hazard Area.~~ New schools shall not be allowed within a velocity flood zone or in a coastal high hazard area as delineated by Escambia County.

~~OBJ PSF 1.3 School Facility Siting and Consistency with the Comprehensive Plan~~

~~Ensure that the planning, construction, and opening of educational facilities are coordinated in time and place, concurrent with necessary services and infrastructure, and consistent with the Comprehensive Plan.~~

~~POLICIES~~

~~PSF 1.3.1 Consistency with Comprehensive Plan.~~ Escambia County will coordinate with the School Board by giving an informal assessment regarding the consistency of potential new school sites, and significant expansions or potential closures of existing schools, with the Comprehensive Plan, as described in the Interlocal Agreement. The informal assessment reviews, as applicable, the following: environmental suitability, transportation and pedestrian access, availability of infrastructure services, safety concerns, land use compatibility, consistency with community vision and other relevant issues.

~~PSF 1.3.2 Review of School Sites.~~ Escambia County shall review potential new school sites, and significant expansions or potential closures of existing schools, for consistency with the following criteria:

- a. That school sites are compatible with present and projected uses of adjacent property.
- b. The locations of proposed new elementary schools are proximate to the student population they are intended to serve.

- ~~c. The locations of proposed new high schools are on the periphery of residential neighborhoods, with access to major roads.~~
- ~~d. Existing or planned adequate public facilities are available to support the school.~~
- ~~e. Safe access to and from the school site is available for pedestrians and vehicles.~~
- ~~f. The site is well drained and the soils are suitable for development or are adaptable for development and outdoor educational purposes with drainage improvements.~~
- ~~g. The proposed school location is not within a velocity flood zone or floodway, as delineated in the Comprehensive Plan.~~
- ~~h. The site is not in conflict with Escambia County stormwater management plans or watershed management plans;~~
- ~~i. The proposed site can accommodate required parking, circulation, and queuing of vehicles.~~
- ~~j. The proposed location lies outside the area regulated by Section 333.03, Florida Statutes, regarding the construction of public educational facilities in the vicinity of an airport.~~

Escambia County shall also consider the following in its review:

- ~~a. Site acquisition and development costs;~~
- ~~b. Whether existing schools can be expanded or renovated to support community redevelopment and revitalization;~~
- ~~c. Efficient use of existing infrastructure;~~
- ~~d. Discouragement of urban sprawl;~~
- ~~e. Environmental constraints that would either preclude or render cost infeasible the development or significant renovation of a public school on a site; and~~
- ~~f. Adverse impacts to archaeological or historic sites.~~

~~PSF 1.3.3 School Expansion into Unincorporated Portion of County.~~ When a new school or significant expansion to an existing school is proposed within unincorporated Escambia County, the County shall review the proposed development according to the terms of the Interlocal Agreement for Site Plan Review Requirements for School Board Projects.

~~OBJ PSF 1.4 Pedestrian Access to Schools~~

~~Improve safe student access to school facilities, and reduce hazardous walking conditions, in coordination with the School Board and consistent with the Florida Safe Ways to School Program.~~

POLICIES

PSF 1.4.1 Bicycle and Pedestrian Access. All public schools shall provide bicycle and pedestrian access consistent with Florida Statutes. Parking at public schools will be provided consistent with Escambia County's Land Development Code (LDC) requirements.

PSF 1.4.2 Sidewalk Master Plan. Upon completion of the County's sidewalk inventory, the County will create a sidewalk master plan to comprehensively address bicycle and pedestrian needs. The plan will include a focus on bicycle and pedestrian needs relating to school facilities.

PSF 1.4.3 Sidewalk/Pedestrian Improvements. To ensure continuous pedestrian access to public schools, priority for County sidewalk/pedestrian improvements will be given to cases of hazardous walking conditions pursuant to Section 1006.23, Florida Statutes, and specific provisions for constructing such facilities will be included in the schedule of capital improvements adopted each fiscal year.

PSF 1.4.4 New Development Adjacent to School Property. New developments adjacent to existing or planned school sites shall be required to provide a right-of-way and an access path for pedestrian travel.

PSF 1.4.5 Sidewalk Requirements for Residential Development near Schools. New residential developments within 2 miles of an existing or planned school, as measured by the nearest traveled route over which a pedestrian can walk to the nearest entrance to the school measured by an automobile having an odometer that has been certified for accuracy, shall be required to provide sidewalks along all roads interior to the subdivision. In addition, sidewalks shall be placed along all collector, arterial, and local roads abutting the subdivision to the subdivision property line, where it has been determined that the most direct route from the subdivision to the school is along those roadways. The location, width and other details of the sidewalks shall be as set forth in the LDC.

PSF 1.4.6 Sidewalks for Commercial Development near Schools. New commercial developments within 2 miles of an existing or planned school, as measured by the nearest traveled route over which a pedestrian can walk to the nearest entrance to the school measured by an automobile having an odometer that has been certified for accuracy, are encouraged to provide sidewalks along their street frontage. The location, width and other details of the sidewalks shall be as set forth in the LDC.

PSF 1.4.7 Coordination with FL-AL TPO. Coordinate with the FL-AL TPO to ensure funding for safe access to schools including participation in the Bicycle Pedestrian Advisory Committee and the Community Traffic Safety Team.

~~OBJ PSF 1.5 Coordinate Future Land Use Map Amendments to Maintain School Capacity~~

~~It is the objective of Escambia County to coordinate petitions for future land use changes to maintain adequate school capacity to meet future growth needs. This objective will be accomplished recognizing the School Board's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools, and the County's authority for land use, including the authority to approve or deny petitions for comprehensive plan amendments, re-zonings or final plat and site plans that generate students and impact the Escambia County school system.~~

~~POLICIES~~

~~PSF 1.5.1 **School Board Review and Input.** As per Section 7.6 of the Interlocal Agreement, Escambia County shall take the School Board comments and findings on the availability of adequate school capacity into consideration when reviewing comprehensive plan amendments and other land use decisions.~~

~~PSF 1.5.2 **Determining Impact of Future Land Use Changes.** The School Board shall use the adopted student generation rates to estimate the potential impact of a proposed future land use change on available school capacity. When such analysis projects a potential deficiency, the School Board shall include in its comments how it will propose to meet the projected demand. The County will take these comments into consideration per Policy PSF 1.5.1 prior to approving or denying any future land use change.~~

~~OBJ PSF 1.6 Address Corrections to Existing School Facilities Deficiencies and Facilities Needed to Meet Future Needs~~

~~The Escambia County School Board shall make reasonable attempts to address existing school facility deficiencies and make attempts to meet and plan for existing and future needs.~~

~~POLICIES~~

~~PSF 1.6.1 **Coordination with School District Capital Projects Planning.** The School Board shall make every effort to ensure that capital projects designed to address capacity/Level of Service (LOS) deficiencies are shared with Escambia County Planning Staff via periodic Tentative District Educational Facilities Plan reviews as set forth in Interlocal Agreement Subsection 3.1.~~

~~PSF 1.6.2 **Working Group Coordination with School District.** The staff working group established in Interlocal Agreement Subsection 1.1 will assist the School Board in an advisory capacity in the preparation of all updates to the Educational Plant Survey. The staff working group will evaluate and make~~

~~recommendations regarding the location and need for new, significant renovation or expansion, and closures of educational facilities, and the consistency of such plans with the local government comprehensive plan and relevant issues listed in subsections 5.3, 7.6, 7.7, and 8.1 of the Interlocal Agreement.~~

~~PSF 1.6.3 **Address Access to Capital Improvements Elements.** The County is required to implement the adoption of annual plan amendments adding a new fifth year, updating the financially feasible public schools capital facilities program, coordinating the program with the 5-year district facilities work plan, the plans for other local governments, and, as necessary, updates to the concurrency service area map. The annual plan amendments shall ensure that the capital improvements program continues to be financially feasible and that the level of service standards will continue to be achieved and maintained. (Section 163.3177(12)(g)1, Florida Statutes.~~

~~**GOAL PSF 2 SCHOOL BOARD TO COORDINATE WITH ESCAMBIA COUNTY**~~

~~The School Board will coordinate with the County to assure the future availability of public school facilities to serve new development will be consistent with the adopted level of service standards. This goal will be accomplished recognizing the School Board's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools, and the County's authority for land use, including the authority to approve or deny comprehensive plan amendments, re-zonings or other development orders that generate students and impact the County's school system.~~

~~**OBJ PSF 2.1 Level of Service Standards**~~

~~Coordinate with the School Board to ensure that the capacity of schools is sufficient to support residential development at the adopted level of service (LOS) standards within the period covered by the 5-year schedule of capital improvements, and the long range planning period. The adopted LOS standards shall be achieved by the conclusion of the first 5-year schedule of capital improvements and the LOS standards shall be maintained each subsequent year. These standards shall be consistent with the Interlocal Agreement agreed upon by the School Board, the County, and the local municipalities.~~

~~**POLICIES**~~

~~PSF 2.1.1 **Consistency.** The LOS standards set forth herein shall be applied consistently by all local governments within Escambia County and by the School Board to all schools of the same type.~~

~~PSF 2.1.2 **Level of Service Standards.** Consistent with the Interlocal Agreement, the County and School Board agree to the following level of service standards for school concurrency in Escambia County, based on Florida Inventory of School Houses (FISH) permanent capacity and maximum school size by type. In calculating achievement of LOS, modular capacity is considered permanent FISH capacity and relocatables/portables are not considered permanent FISH capacity. Permanent FISH capacity includes permanent buildings and Modular Capacity for modular buildings that are Type II Non-combustible and have a 40 year life span. School enrollment shall be based on the annual enrollment of each school based on actual counts reported to the Department of Education in October of each year.~~

TYPE OF SCHOOL	LEVEL-OF-SERVICE STANDARD
Existing or New Schools	100% of permanent FISH capacity
Centers (Special Purpose)	100% of permanent FISH capacity or the level of service based on the student/teacher ratios dictated by specific programs, whichever is lowest.

~~PSF 2.1.3 **Amending Level of Service Standards.** Potential amendments to the LOS standards shall be considered at least annually at the staff working group meeting referenced in Policy ICE 1.3.6. If there is consensus to amend any level of service, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and the adoption of amendments to the County, City and Town's comprehensive plans. The amended LOS shall not be effective until all plan amendments are effective and the amended Interlocal Agreement is fully executed.~~

~~PSF 2.1.4 **Financial Feasibility of LOS.** No LOS standard shall be amended without a showing that the amended LOS standard is financially feasible, supported by adequate data and analysis, and can be achieved and maintained through the five-year schedule for capital improvements.~~

OBJ PSF 2.2 School Concurrency Service Areas

~~The School Board shall establish School Concurrency Service Areas as the areas within which an evaluation is made to determine if adequate school capacity exists based on the adopted level of service standards. Concurrency service areas shall be designed so that the adopted level of service will be achieved within the period covered by the first five years of the five-year schedule of capital improvements. After the first five-year schedule of capital improvements, the level of service must be maintained within each year of subsequent five-year schedules of capital improvements.~~

POLICIES

~~PSF 2.2.1 **Concurrency Service Areas.** The Concurrency Service Area (CSA) is the area within which capacity determinations are made as part of the concurrency management system. The PSFE establishes the CSAs as the entire school district by service level, elementary, middle, and high school (district-wide). District-wide: Elementary grades k — 5, District-wide: Middle grades 6 — 8, and District-wide: High grades 9 — 12. For special purpose centers, charter schools, and magnet schools the concurrency service area shall also be district-wide.~~

~~PSF 2.2.2 **Maximize Capacity Utilization.** Concurrency service areas shall maximize capacity utilization, taking into account transportation costs, limiting maximum student travel times, achieving socio-economic, racial and cultural diversity objectives, and other relevant factors as related to the School Board's policy on maximization of capacity.~~

~~PSF 2.2.3 **Amending Concurrency Service Areas.** Potential amendments to the concurrency service areas shall be considered annually at the staff working group meeting referenced in Policy ICE 1.3.4. If there is consensus to amend the concurrency service areas to establish boundaries other than those stipulated above, it shall be accomplished by a written execution of an amendment to the Interlocal Agreement by all parties and by the amendment to the County, City and Town's comprehensive plans. The amended concurrency service areas shall not be effective until the amended Interlocal Agreement is fully executed and comprehensive plan amendments are in effect. Amendments to the concurrency service areas that keep the CSAs District-wide by service level shall be agreed upon by all parties and shall not require comprehensive plan amendments.~~

OBJ PSF 2.3 Student Generation Rates

~~The School Board will work with Escambia County, City of Pensacola, and Town of Century to establish student generation rates that will be used to determine the impact of development on public school facilities.~~

POLICIES

~~PSF 2.3.1 **Student Generation Rates.** Consistent with the Interlocal Agreement, the School Board staff, working with the County staff and municipal staffs, will develop and apply student generation multipliers for residential developments by dwelling unit type (single family or multi-family) for each school type (elementary, middle, K-8, high, or center), considering past trends in student enrollment in order to project future public school enrollment.~~

~~PSF 2.3.2 Calculating Student Generation Rates.~~ The student generation rates shall be calculated by the School Board and the County, in accordance with professionally accepted methodologies. The student generation rates shall be determined annually, with input from the staff working group.

~~OBJ PSF 2.4 Process for School Concurrency Implementation~~

~~Establish a joint process for implementation of school concurrency, in coordination with the School Board, which includes applicability, capacity determination, and availability standards. Manage the timing of residential subdivision and site plan approvals to ensure adequate school capacity is available consistent with adopted level of service standards for public school concurrency.~~

~~POLICIES~~

~~PSF 2.4.1 Applicability Standards.~~ School concurrency implementation applies to residential development or a phase of residential development requiring an approval of subdivision plat, site plan, or its functional equivalent, proposed or established. Prior to the adoption of the land development regulations, Escambia County shall use the comprehensive plan policies as the development regulations as set forth in Interlocal Agreement Subsection 4.3.

~~PSF 2.4.2 Exempted Development.~~ The following residential development shall be considered exempt from the school concurrency requirements:

- ~~a. Single family lots of record; master plans that have received final subdivision plat approval prior to June 24, 2009, the effective date of the PSFE; and single family subdivision plats actively being reviewed or that have received preliminary plat approval at the time of adoption of the PSFE, April 30, 2009.~~
- ~~b. Residential developments that have received final site plan approval prior to June 24, 2009, the effective date of the PSFE, or residential site plans actively being reviewed at the time of adoption of the PSFE, April 30, 2009.~~
- ~~c. Amendments to residential site plans or subdivisions that were previously approved prior to June 24, 2009, the effective date of the PSFE, and that do not increase the number of students generated by the development based on the adopted student generation rates.~~
- ~~d. Age restricted developments that are subject to deed restrictions prohibiting the permanent occupancy of a resident under the age of fifty-five (55). Such deed restrictions must be recorded and must be irrevocable for a period of at least thirty (30) years.~~

e. Group quarters that do not generate students, including facilities such as local jails, prisons, hospitals, bed and breakfast, motels and hotels, temporary emergency shelters for the homeless, adult halfway houses, firehouse dorms, college dorms exclusive of married student housing, and religious non-youth facilities.

PSF 2.4.3 Capacity Determination Standards. Escambia County shall adopt LDC provisions to establish the application procedure and process for evaluating school capacity and making concurrency determinations consistent with the Interlocal Agreement. The School Board shall be responsible for conducting concurrency reviews. The School Board may choose to provide an informal assessment of school concurrency at the time of preapplication. The test of concurrency shall be at preliminary plat, site plan, or functional equivalent approval.

PSF 2.4.4 School Board Findings. The School Board's findings and recommendations shall address whether adequate capacity exists for each affected concurrency service area, based on the level of service standards. If adequate capacity does not exist, the School Board findings shall address whether appropriate mitigation can be accepted. If mitigation can be accepted, the School Board's findings shall identify the accepted form of mitigation that is consistent with the policies set forth herein.

PSF 2.4.5 Determination of Insufficient Capacity. For the review process, the School Board shall use the first three years of the Five-Year Work Facilities Program for determinations. Any relevant programmed improvements in years four or five of the five-year schedule of improvements shall not be considered available capacity for the project unless funding for the improvement is assured through School Board funding to accelerate the project, through proportionate fair share mitigation, or some other means of assuring adequate capacity will be available within the first three years. The School Board may choose to use relocatable classrooms to provide temporary capacity while funded schools or school expansions are being constructed. In the event that the School Board finds that there is not sufficient capacity in the affected concurrency service area(s) to address the impacts of a proposed development, the following standards shall apply:

- ▼ a. The project must provide capacity enhancement sufficient to meet its impacts through proportionate share mitigation; or
- b. Approval of the site plan or final plat (or functional equivalent) must be delayed to a date when the capacity enhancement necessary to maintain level of service can be assured; or
- c. A condition of approval of the site plan or preliminary plat (or functional equivalent) shall be that the project's development order and/or building permits shall be delayed to a date when the

~~capacity enhancement necessary to maintain level of service can be assured.~~

~~PSF 2.4.6 **Availability Standard.** Where capacity will not be available to serve students generated by a residential development the County shall use the lack of school capacity as a basis for denial of petitions for final plats, site plans or functional equivalents. However, the County shall not deny a petition for a final plat, site plan, or functional equivalent due to a failure to achieve and maintain the adopted level of service for public school capacity where:~~

- ~~a. Adequate school facilities will be in place or under actual construction within three years after the issuance of the final plat or site plan or functional equivalent; or~~
- ~~b. The developer executes a legally binding commitment with the School Board to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property subject to the final plat or site plan (or functional equivalent) as provided in the Interlocal Agreement.~~

OBJ PSF 2.5 Proportionate Share Mitigation

~~**Coordinate with the School Board to provide proportionate share mitigation alternatives that are financially feasible and will achieve and maintain the adopted level of service standard consistent with the School Board's adopted financially feasible Five-Year Facilities Work Program.**~~

POLICIES

~~PSF 2.5.1 **Acceptable Mitigation.** The School Board shall allow mitigation for developments that would otherwise cause the LOS standards to be exceeded. Mitigation options shall include the following: contribution of, or payment for, acquisition of new or expanded school sites; construction or expansion of permanent school facilities; mitigation banking, the creation of mitigation banking based on the construction of a public school facility in exchange for the right to sell excess capacity credits within the same concurrency service area; and charter schools, provided they are constructed to SREF standards, so that they can be relied on over the longer term as public school capacity, designed to whatever minimum size and specifications established by the School Board to ensure that if the School Board is required, it can efficiently operate the school, or such mitigation options acceptable to all parties.~~

~~PSF 2.5.2 **CIP and Proposed Mitigation.** Proposed mitigation must be directed toward a permanent capacity improvement identified in the School Board's financially feasible Five-Year Facilities Work Program. However, the School Board may accept mitigation in the form of an improvement not identified on the Five-Year Facilities Work Program and commit to add the needed improvement~~

to the Five-Year Facilities Work Program. The School Board must find that any proposed mitigation will satisfy the demands created by the proposed development consistent with the adopted level of service standards, and the mitigation shall be assured by a legally binding development agreement between the School Board, the County, and the applicant executed prior to the issuance of the final plat, site plan or functional equivalent.

PSF 2.5.3 Shifting Impacts. The School Board shall evaluate how the impacts of a development shall be shifted. Measures to maximize capacity, including modifications to concurrency service areas in lieu of shifting development impacts, can be considered.

PSF 2.5.4 Relocatable Classrooms. Relocatable classrooms will not be accepted as mitigation. Modular classrooms are not considered relocatable for purposes of acceptable mitigation.

PSF 2.5.5 Calculation Proportionate Share Mitigation. The applicant's total proportionate share mitigation obligation to resolve a capacity deficiency shall be based on the following formula for each school level: multiply the number of new student stations required to serve the new development by the average cost per student station, as determined by the Department of Education's most current cost per student station applicable to Escambia County plus land costs. The average cost per student station shall include school facility development costs and land costs. The applicant's proportionate share mitigation obligation will be credited toward any other impact fee or exaction imposed by local ordinance for the same need, on a dollar for dollar basis, at fair market value.

PSF 2.5.6 School Facility Map. Consistent with Section 163.3177(12)(h), Florida Statutes, the Public School Facilities Element shall include future conditions maps showing existing and, where practical, anticipated schools over the five-year and long-term planning periods. The maps of necessity may be general over the long-term planning period and do not prescribe a land use on a particular parcel of land. The Public Schools Facilities Element Maps are attached herein to this ordinance as Exhibit S.

PSF 2.5.7 Long Range Public School Facility Map. The County is to address coordination of the long range public school facility map with the local government's comprehensive plan, including the Future Land Use Map. (Section 163.3177(12)(g)9, Florida Statutes.

Chapter 16

GOAL FLU 5 MID-WEST ESCAMBIA COUNTY OPTIONAL SECTOR PLAN

Escambia County shall utilize the Optional Sector Plan process to encourage cohesive and sustainable development patterns within central Escambia County, emphasizing urban form and the protection of regional resources and facilities.

OBJ FLU 5.1 Conceptual Long-term Build-out Overlay

Adopt a conceptual long-term buildout overlay for the Mid-West Optional Sector Plan area as authorized by the Florida Department of Community Affairs.

POLICIES

FLU 5.1.1 The Long-Range Conceptual Framework Map, attached and incorporated in this Ordinance as Exhibit D, identifies the location, type and extent of land uses, regionally significant public facilities, and regionally significant natural resources. This area shall be depicted on the Future Land Use Map as the Optional Sector Plan (OSP) and be evaluated in future statutorily required evaluation & appraisal reports review.

FLU 5.1.2 Development within the OSP area shall support and further the following general principles:

Economic Development

- a. Promote economic development and job creation**
- b. Promote the fiscally efficient use of land and infrastructure**
- c. Provide adequate retail and service opportunities to meet the needs of the surrounding community**

Transportation

- a. Create a highly interconnected, multi-modal transportation system that efficiently links housing to employment and retail opportunities**
- b. Develop a hierarchy of transportation corridors that would increase mobility and accessibility within the OSP while respecting existing residential development**
- c. Create an interconnected and accessible pedestrian and bicycle network**
- d. Reduce vehicle trips (VT) and vehicle miles traveled (VMT) through the use of compact, mixed-use and transit-oriented development patterns**

Environment

- a. Establish a “green infrastructure” network of interconnected**

- recreation areas and open space
- b. Identify, protect and when impacted by development restore key ecosystems
- c. Identify, protect and when impacted by development restore wildlife habitat and corridors
- d. Reduce greenhouse gas (GHG) emissions

Community Design

- a. Create a hierarchy of place
- b. Promote compact neighborhood design
- c. Create neighborhoods that would provide a broad range of housing options varying in size, style, cost and type of ownership
- d. Provide neighborhood schools and parks within close proximity to housing consistent with Chapter 16, Public Schools Facilities Element.
- e. Construct resource-efficient homes and businesses

FLU 5.1.3 The total maximum development scenario of the Mid-West Escambia County Optional Sector Plan shall be limited to 12,175,000 sq. ft. of non-residential development and 23,000 residential dwelling units. Any future amendments to this total shall result in a balanced jobs-to-housing ratio.

OBJ FLU 5.2 Economic Development

Adopt development guidelines that implement the economic development principles of the Optional Sector Plan area.

POLICIES

FLU 5.2.1 The OSP shall contain two Regional Employment Districts. The Northern Regional Employment District is intended to recognize and build upon the County's pre-existing investment in the Central Commerce Park. The Southern Regional Employment District is intended to create an immediate

opportunity for significant economic development and job creation proximate to Interstate 10 and existing population centers.

The location of these districts shall be generally consistent with the conceptual long-term buildout overlay. The intent of these districts is to support economic development and improve the jobs-to-housing balance in central Escambia County. These districts are intended to contain predominantly industrial, distribution and office uses. Development within the Regional Employment Districts shall be consistent with the following standards:

Northern Regional Employment District

<u>Development Standards</u>	
<u>Maximum Size</u>	<u>400 net acres*</u>
<u>Maximum FAR</u>	<u>.50</u>
<u>Maximum Gross Floor Area</u>	<u>2,500,000 sq. ft.</u>

**Net acres are to be defined as gross acreage less waterbodies and wetlands.*

<u>Land Use Mix*</u>	<u>Minimum</u>	<u>Maximum</u>
<u>Residential</u>	<u>0%</u>	<u>10%</u>
<u>Office</u>	<u>20%</u>	<u>60%</u>
<u>Commercial</u>	<u>0%</u>	<u>5%</u>
<u>Industrial</u>	<u>20%</u>	<u>60%</u>
<u>Recreation/Public</u>	<u>5%</u>	<u>No Maximum</u>

**Percentages apply to the Northern Regional Employment District as a whole and not by individual parcel.*

Southern Regional Employment District

<u>Development Standards</u>	
<u>Maximum Size</u>	<u>1,600 net acres*</u>
<u>Maximum FAR</u>	<u>.50</u>
<u>Maximum Gross Floor Area</u>	<u>8,000,000 sq. ft.</u>

**Net acres are to be defined as gross acreage less waterbodies and wetlands.*

<u>Land Use Mix*</u>	<u>Minimum</u>	<u>Maximum</u>
<u>Residential</u>	<u>0%</u>	<u>10%</u>
<u>Office</u>	<u>20%</u>	<u>60%</u>
<u>Commercial</u>	<u>0%</u>	<u>5%</u>
<u>Industrial</u>	<u>20%</u>	<u>60%</u>
<u>Recreation/Public</u>	<u>5%</u>	<u>No Maximum</u>

**Percentages apply to the Southern Regional Employment District as a whole and not by individual parcel.*

FLU 5.2.2 In order to minimize public expenditures and maximize the efficient use of public infrastructure and services such as utilities and roads, development within the OSP shall be in the form of clustered, compact neighborhoods and centers.

OBJ FLU 5.3 Transportation

Adopt development guidelines that implement the transportation principles of the Optional Sector Plan area.

POLICIES

FLU 5.3.1 Transportation infrastructure within the OSP shall be designed as a network of hierarchical local, collector and arterial roadways that form a curvilinear grid pattern that respects the natural environment while providing a high degree of interconnectivity.

FLU 5.3.2 Local and collector streets, sidewalks, bike lanes and multi-use paths shall contribute to a system of fully-connected and attractive routes from individual neighborhoods to neighborhood, village, town and employment centers. Their design should encourage pedestrian and bicycle use by being spatially defined by buildings, trees, and lighting; and by discouraging high speed vehicular traffic.

FLU 5.3.3 Neighborhood, Village and Town Centers shall be transit-oriented and designed to accommodate current and future transit systems.

FLU 5.3.4 Land uses adopted within the OSP shall result in an appropriate job to housing balance that reduces overall vehicle miles traveled (VMT) locating residential uses within close proximity to jobs.

OBJ FLU 5.4 Environment

Adopt development guidelines that implement the environmental principles of the Optional Sector Plan area.

POLICIES

FLU 5.4.1 "Green infrastructure" shall be defined as an interconnected network of preservation areas, open space, parks, greenbelts and other natural areas that support the function of natural systems, allow the natural management of stormwater, support wildlife migration patterns, and promote community access to recreational areas. Throughout the OSP these areas shall be constructed, restored and maintained to the greatest extent possible.

FLU 5.4.2 Wherever possible, the natural terrain, drainage and vegetation of the area shall be preserved.

FLU 5.4.3 Environmentally sensitive areas shall be preserved in a way that will maintain their integrity as wildlife habitat consistent with the definition in Chapter 3, Definitions. The County shall require mandatory clustering on the upland areas of properties that are impacted by environmentally sensitive areas; however, for those properties that lack an adequate amount of uplands, limited development in the OSP would be permitted if a taking would result.

FLU 5.4.4 Key wildlife corridors shall be identified and protected from the impacts of development.

FLU 5.4.5 Measures shall be implemented to reduce greenhouse gas (GHG) emissions consistent with the intent of Chapter 2008-191, Laws of Florida. The implementation of this policy shall include but not be limited to the following measures:

- d. Reduction of vehicle miles traveled (VMT) by encouraging the design of compact, walkable, mixed-use, transit-oriented neighborhoods.
- e. Creation of a highly interconnected, multi-modal transportation that incorporates facilities for current and future transit systems.
- f. Promotion of alternative (non-fossil fuel) energy sources.

FLU 5.4.6 To ensure appropriate identification, protection and management of regionally significant natural resources within the OSP, the following process is established:

- 1. Regionally significant natural resources, including waterbodies, wetlands, listed species habitat, unique vegetative communities and publicly owned lands acquired for conservation purposes, shall be identified at the long-term master plan level utilizing publicly available data. These resources shall be depicted on the long-term master plan framework map as "Anticipated Conservation Areas."
- 2. At the Detailed Specific Area Plan (DSAP) level, Anticipated Conservation Areas shall be subject to further study and refinement. Methods such as photo-interpretation and ground-truthing shall be utilized to verify and, where appropriate, revise Anticipated Conservation Area boundaries. These areas shall be depicted as Low Impact Natural Resource Areas (LINRA) on the DSAP land use map. LINRA designation is intended to identify areas of regionally significant natural resources within the Mid-West Escambia County Sector Plan. It is anticipated that these areas will be subject to further delineation under the State of Florida's

Environmental Resource Permit (ERP) program and may be regulated accordingly.

3. Land within a DSAP and located within areas designated as LINRAs will be evaluated during the development review process for environmental significance. Land uses, densities, and intensities will be that of the underlying land use plan. However, wetlands and other environmentally sensitive lands as defined in Section 3.04 will be subject to the relevant requirements of Conservation Policies 1.3.7, 1.3.8 and Conservation Objective 1.4. Lands identified through the permitting process for preservation shall be protected through the recordation of conservation easements consistent with Section 704.06, Florida Statutes.

OBJ FLU 5.5 Community Design

Adopt development guidelines that implement the community design principles of the Optional Sector Plan area.

POLICIES

FLU 5.5.1 The OSP shall contain mixed-use town, village and neighborhood centers. The location of these centers shall be generally consistent with the conceptual long-term build-out overlay. The intent of these centers is to provide recreation, retail, service, and employment opportunities within close proximity to residential neighborhoods. These centers and the surrounding neighborhoods shall be linked by interconnected, multi-modal transportation corridors containing pedestrian, bicycle, public transit and auto facilities, thereby encouraging alternative forms of travel and reducing both Vehicle Trips (VT) and Vehicle Miles Traveled (VMT). Prior to site development a conceptual plan will be provided to the county to demonstrate these standards set forth below.

D. Town Center

The Town Center is intended to be the retail center of the OSP and capture a market area approximately 5 to 15 miles in size. The design of the Town Center is intended to be compact, mixed-use and similar in nature to traditional downtown cores. The Town Center shall be designed to accommodate approximately 500,000 to 1,000,000 sq. ft. of non-residential uses predominantly comprised of retail and office space. The Town Center shall contain significant residential opportunities. Residential uses shall be limited to multi-family units which may be located above

ground floor office or retail uses. In addition, higher density single-family development may occur within ½ mile of the Town Center. Development within the Town Center shall be consistent with the following standards:

<u>Development Standards</u>	
<u>Maximum Size</u>	<u>500 net acres*</u>
<u>Maximum FAR</u>	<u>1.0</u>
<u>Maximum Gross Floor Area</u>	<u>1,200,000 sq. ft.</u>
<u>Minimum Residential Density</u>	<u>10.0 du. ac.</u>

**Net acres are to be defined as gross acreage less waterbodies and wetlands.*

<u>Land Use Mix*</u>	<u>Minimum</u>	<u>Maximum</u>
<u>Residential**</u>	<u>30%</u>	<u>50%</u>
<u>Office</u>	<u>20%</u>	<u>40%</u>
<u>Commercial</u>	<u>20%</u>	<u>40%</u>
<u>Industrial</u>	<u>Not Permitted</u>	
<u>Recreation/Public</u>	<u>15%</u>	<u>No Maximum</u>

**Percentages shall be applied to the Town Center as a whole and not by individual parcel.*

E. Village Centers

Village Centers are intended to be sub-area retail centers and capture a market area approximately ½ to 2 miles in size. The design of Village Centers shall be compact, mixed-use and similar in nature to traditional, small town main streets. Village Centers shall be designed to accommodate approximately 40,000 to 200,000 sq. ft. of non-residential uses predominantly comprised of retail and office space. In addition, Village Centers may contain centralized park and recreation, community and educational facilities. Development within the Village Centers shall be consistent with the following standards:

<u>Development Standards</u>	
<u>Maximum Size</u>	<u>40 net acres*</u>
<u>Maximum FAR</u>	<u>.50</u>
<u>Maximum Gross Floor Area</u>	<u>200,000 sq. ft.</u>
<u>Minimum Residential Density</u>	<u>7.0 du. ac.</u>

**Net acres are to be defined as gross acreage less waterbodies and wetlands*

<u>Land Use Mix*</u>	<u>Minimum</u>	<u>Maximum</u>
<u>Residential**</u>	<u>20%</u>	<u>40%</u>
<u>Office</u>	<u>10%</u>	<u>25%</u>
<u>Commercial</u>	<u>15%</u>	<u>30%</u>
<u>Industrial</u>	<u>Not Permitted</u>	
<u>Recreation/Public</u>	<u>10%</u>	<u>No Maximum</u>

**Percentages shall be applied to each Village Center as a whole and not by individual parcel.*

***Residential uses shall be limited to multi-family and may be located above ground floor office or commercial.*

F. Neighborhood Centers

Neighborhood Centers are intended to provide small, neighborhood serving retail and service opportunities with a market area approximately ¼ to 1 mile in size. The design of Neighborhood Centers shall be compact and pedestrian oriented. Neighborhood Centers shall be designed to accommodate approximately 1,000 to 15,000 sq. ft. of non-residential uses. In addition, Neighborhood Centers may contain centralized park and recreation, community and educational facilities. Neighborhood Centers shall be generally located as indicated on the Optional Sector Plan long-range conceptual framework map. Additional neighborhood centers may be considered where market data and analysis demonstrate the trade area will support an additional center. Development within the Neighborhood Centers shall be consistent with the following standards:

<u>Development Standards</u>	
<u>Maximum Size</u>	<u>5 net acres*</u>
<u>Maximum FAR</u>	<u>.25</u>
<u>Maximum Gross Floor Area</u>	<u>15,000 sq. ft.</u>
<u>Minimum Residential Density</u>	<u>5.0 du. ac.</u>

**Net acres are to be defined as gross acreage less waterbodies and wetlands.*

<u>Land Use Mix*</u>	<u>Minimum</u>	<u>Maximum</u>
<u>Residential**</u>	<u>-</u>	<u>-</u>
<u>Office</u>	<u>0%</u>	<u>20%</u>
<u>Commercial</u>	<u>0%</u>	<u>35%</u>
<u>Industrial</u>	<u>Not Permitted</u>	
<u>Recreation/Public</u>	<u>20%</u>	<u>No Maximum</u>

**Percentages shall be applied to each Neighborhood Center as a whole and not by individual parcel. **Residential uses shall be limited to multi-family and must be located above ground floor office or commercial.*

FLU 5.5.2 The OSP shall contain a mixture of residential neighborhoods that vary in regards to dwelling unit type and density. The location of these neighborhoods shall be generally consistent with the conceptual long-term build-out overlay. The intent of these neighborhoods is to provide a variety of housing options and within close proximity to schools and parks as well as retail, service, and employment opportunities. The location and design of new neighborhoods shall be such that they ensure the continued protection of natural resources and existing neighborhoods, promote a strong sense of community, and provide access to nearby recreational opportunities.

D. Traditional/Urban Neighborhoods

Traditional/Urban Neighborhoods are intended to be high density, compact communities adjacent to centralized retail and service opportunities. Traditional Urban Neighborhoods shall be designed in a manner that creates a strong sense of place through the layout of the streets, arrangements of open space, appearance of streetscapes and linkage of neighborhoods to supporting services. To allow the efficient use of land and infrastructure, increase walkability and support existing and future transit systems, Traditional/Urban Neighborhoods shall be located generally within ½ mile of Town, Village or Neighborhood centers and contain a variety of housing types ranging on average from 5 to 25 dwelling units per gross acre. Individual sites may have density greater than 25 units per gross acre provided the average density stays within the 5 to 25 dwelling units range.

E. New Suburban Neighborhoods

Residential development generally greater than ½ mile from Town, Village or Neighborhood centers shall be in the form of New Suburban Neighborhoods. These neighborhoods are intended to be medium density communities comprised of a highly interconnected transportation system including pedestrian, bicycle, and automobile networks. A variety of housing types ranging from 3 to 10 dwelling units per gross acre shall be permitted.

F. Conservation Neighborhoods

Residential neighborhoods generally greater than 1/2 mile from Town, Village or Neighborhood centers with a density less than 2.5 dwelling units per gross acre shall only be permitted as Conservation Neighborhoods. Conservation Neighborhoods are intended to replace typical suburban neighborhoods with a more efficient and environmentally protective development pattern. Conservation Neighborhoods shall be low density, clustered communities with a distinct “edge” consisting of interconnected open space. This open space shall serve to protect and preserve areas of significant natural resources and wildlife habitat while offering passive recreational opportunities to residents. Conservation Neighborhoods shall

be required to preserve a minimum of 50% open space. Open space shall be preserved in perpetuity through a conservation easement.

FLU 5.5.3 Escambia County recognizes the number of pre-existing neighborhoods within the OSP. These neighborhoods range from loosely associated subdivisions of land to historical communities with a strong sense of place. Through the Detailed Specific Area Plan (DSAP) process, residents of existing neighborhoods will be asked to provide input regarding new development within the OSP. In addition, existing neighborhoods will be provided the opportunity to either redevelop or more strongly establish their existence through the use of organizing elements such as signage and designation of a community park or center.

FLU 5.5.4 To reduce the impacts and costs of transportation and create a neighborhood focal point, the County shall encourage the location of schools, consistent with Chapter 16, Public Schools Facilities Element, within residential neighborhoods or adjacent to centers. Co-location with community parks shall be encouraged.

FLU 5.5.5 Residential and non-residential construction within the OSP shall promote green building principles intended to reduce overall energy and water consumption.

OBJ FLU 5.6 Specific Area Plans

Adopt procedures and guidelines for the development and approval of detailed specific area plans.

POLICIES

FLU 5.6.1 Development within the OSP shall be subject to the adoption of Detailed Specific Area Plans (DSAP). Each DSAP must be a minimum of 1,000 acres in size and developed in sufficient detail to allow evaluation of the interrelationship of its parts and establish consistency with principles and criteria contained in FLU 5.1.1-FLU 5.5.5. Until and unless a DSAP is approved by the Escambia County Board of County Commissioners and found in compliance by the Florida Department of Economic Opportunity, the property in the OSP shall maintain the underlying future land use category (e.g. Agricultural, Rural Community, Mixed-Use Suburban) and zoning district (e.g. the agricultural, the rural community, the mixed-use low density zonings or the equivalents), except for those projects that are vested.

All applications for development approvals (i.e. lot splits, special exceptions, variances, etc.) on any property within the OSP shall be reviewed on a case-by-case basis for the effect of such development approval on adopted or future DSAPs and in compliance with the general principles established in FLU Policy

5.1.2. At a minimum, development of a DSAP must include the following information:

VI. DSAP Boundary Determination Analysis

Conduct a preliminary site analysis of the proposed DSAP area to determine appropriate boundaries. This analysis shall include the following:

1. Identification of the extent and location of natural resources.
2. Identification of the environmental opportunities and constraints to development within the area.
3. Identification of the net usable land area.
4. Determination of a maximum development scenario based upon the uses, densities and intensities identified in the Conceptual Long-term Build-out Overlay.
5. A Jobs-to-housing balance assessment consistent with policy FLU 5.3.4 and utilizing a professionally acceptable methodology.
6. Identification of public facilities and services available to the area; available capacity; potential deficiencies; and an approximation of necessary improvements.

The final boundaries for a DSAP must be approved by Escambia County before initiating a conceptual DSAP as described in Section II below.

VII. Conceptual DSAP

The intent of the Conceptual DSAP process is to prepare an initial plan for public review and comment. A Conceptual DSAP shall address the following:

1. The location of neighborhoods, centers and regional employment districts generally consistent with the conceptual long-term buildout overlay. For neighborhoods, a computation of density shall be provided along with the permitted uses and proposed lot sizes. For centers, a computation of density and intensity shall be provided, as well as the area and percentage of land use mix consistent with the categories found in FLU 5.5.1. For regional employment districts, a computation of the area, intensity and percentage of land use mix consistent with the categories found in FLU 5.2.1 shall be provided.

2. Circulation routes for pedestrians, bicycles, transit and automobiles, including consideration for connection with the surrounding area. For each facility to be included in the DSAP, design criteria should be included addressing:
 - Roadway cross-sections
 - On street parking (if applicable)
 - Pedestrian, Bicycle and Transit facilities
 - Landscape and streetscape standards
3. Location and size/capacity of major infrastructure components including wastewater, water, re-use water, stormwater and solid waste.
4. Design criteria proposed for each land use category proposed for the DSAP including, but not limited to:
 - Typical lot size
 - Setbacks
 - Height
 - Density
 - Floor Area Ratio (commercial)
 - Signage
5. Strategies for the integration of existing development.

The Conceptual DSAP shall be presented to the public at an information workshop. This workshop is to be advertised in a manner consistent with Chapter 4, Public Participation. In addition, each property owner in the DSAP and each property owner within 1,000 feet of the boundary of the DSAP must be notified of the workshop. Substantial compliance with the provisions of this policy regarding the various methods for providing notice shall be sufficient to constitute notice to all affected parties. Comments from the public must be documented and included in a report to Escambia County.

VIII. Preliminary DSAP.

Based on the results of the informational workshop described in Section II., prepare a Preliminary DSAP shall be prepared. At a minimum, this plan shall consist of the following elements:

1. Statement of the community goals and objectives to be accomplished by the DSAP.
2. DSAP exhibits including:
 - g. A detailed land use plan indicating the distribution, extent and location of future land uses, including the proposed

locations for transportation facilities (auto, transit, bike, pedestrian), major community services (water and wastewater plants, fire and police substations, government buildings), neighborhood school(s), parks and any conservation areas.

- h. A detailed public facilities plan identifying regionally significant public facilities, including public facilities outside the jurisdiction of Escambia County, anticipated impacts of future land uses on these facilities and required improvements consistent with Chapter 9J-2, Florida Administrative Code. In addition, this plan shall include the following components:
- i. A transportation analysis consistent with Chapter 9J-2, indicating the general location of all arterial and collector roadways necessary to serve the DSAP, their right-of-way width, and design cross section. It should also address the proposed location of transit routes and the manner in which they can be integrated into the regional transportation system. The general location of all bikeways and pedestrian paths should demonstrate access to all schools, commercial and civic areas from any point in the DSAP. The transportation analysis should be accompanied by a report demonstrating the impact on transportation facilities and documenting the timing and estimated cost for transportation improvements required by development of the DSAP. Prior to initiation of any transportation analysis, the County shall consult with the Florida Department of Transportation (FDOT) regarding the analysis methodology in regards to impacts to the Florida Intrastate Highway System (FIHS). Each DSAP shall analyze the cumulative traffic impact of all previously approved DSAPs on the area road network, including the FIHS. Prior to approval of any DSAP, the Florida DOT shall have the opportunity to comment on the traffic analysis in regards to impacts to any State roads.
 - ii. A public improvements analysis that identifies the location and size of the water and wastewater systems necessary to support development of the DSAP. The analysis shall address demand, the location and size of plants, major distribution and collection systems, the design performance standards

that will be used in the review and approval of all development plans processed for the individual land use categories, the proposed source of funding, and the approximate timing for construction.

- i. A housing analysis addressing the need for affordable and workforce housing within the DSAP, the ability of the DSAP to provide a sustainable balance of housing units to employment opportunities, and potential impact of the proposed plan on existing neighborhoods and infill opportunities throughout the County.
- j. A detailed natural resource analysis that identifies specific measures to assure the protection of regionally significant natural resources and other important resources both within and outside the jurisdiction of Escambia County, including those resources identified in Chapter 9J-2, Florida Administrative Code.
- k. An energy efficiency analysis addressing the ability to reduce greenhouse gas emissions and improve energy efficiency within the DSAP.
- l. A land use need analysis addressing the amount of land necessary to accommodate both the projected population and future employment opportunities and promote sustainable development patterns.

The Preliminary DSAP shall be presented to the public at an informational workshop as per the requirements of Section II.

IX. Final DSAP and Report

Refinements to the Preliminary DSAP documents, based on the informational workshop described in II, shall be prepared. The resulting Final DSAP shall be submitted to Escambia County for review and approval by the Planning Board and Board of County Commissioners. DSAP's prepared by an individual property owner or other venture must be presented through the County planning staff to the Board of County Commissioners. The DSAP will not be effective until approved by the Escambia County Board of County Commissioners.

X. Changes to an Existing DSAP.

Any addition or deletion of property or changes to the neighborhood, center or district boundaries in an approved DSAP shall follow the County's established processes. It shall include an evaluation and

analysis of the impacts to the approved or planned land uses and the ability of the proposed amendment to meet the principles and guidelines outlined in this plan. Such additions or deletions shall not be designed to create remnant areas or fragmented DSAPs.

FLU 5.6.2 Approval of zoning changes shall be based on consistency with the OSP principles and guidelines outlined in FLU 5.1.1-5.5.4. Specifically, such changes shall consider the impact on the overall DSAP in terms of the central focus of the land uses in the DSAP, with higher density in general proximity to Centers.

FLU 5.6.3 Once a DSAP is adopted by the Board of County Commissioners, all applications for development approval (i.e., lot splits, special exceptions, variances) under the existing zoning shall be evaluated for compatibility with the adopted DSAP.

FLU 5.6.4 Applications for a comprehensive plan amendment to establish a DSAP shall include an analysis matrix indicating compliance with the specific requirements of Sec. 163.3245, Florida Statutes.

FLU 5.6.5 OSP design criteria shall be incorporated into the Land Development Code within one year of the adoption of the first DSAP. All development within the boundary of an adopted DSAP shall comply with the OSP design criteria and other applicable provisions of the LDC. Where OSP design criteria conflict with other LDC provisions, the OSP criteria shall govern.

FLU 5.6.6 Should a development be proposed requiring an amendment to the OSP, which the County Local Planning Agency determines is contrary to the intent of the OSP planning concept and, therefore, should not be exempt from the requirements of Section 380.06 Florida Statutes, the applicant may be required, with concurrence by the FDEO, to be processed as a DRI.

OBJ FLU 5.7 Adequate Public Facilities and Services

Adopt procedures and guidelines for the provision of adequate public facilities to serve the OSP and subsequent DSAPs.

POLICIES

FLU 5.7.1 Each DSAP shall be evaluated to determine whether adequate public facilities and services exist or will be in existence to serve the identified needs of the DSAP.

FLU 5.7.2 Prior to or in conjunction with the approval of an DSAP by the Escambia Board of County Commissioners, the land for the following public facilities shall be conveyed to Escambia County or a development agreement addressing the timely conveyance of such lands shall be approved by Escambia County.

- Land for identified schools sites, consistent with Chapter 16, Public Schools Facilities Element.
- Land for identified parks and recreation facilities
- Right-of-way for identified collector and arterial roadways necessary to serve the DSAP
- Land for identified potable water and wastewater treatment facilities
- Right-of-way for all utilities necessary to serve the DSAP

FLU 5.7.3 Procedures and guidelines governing the provision of adequate public facilities and services shall not replace or supersede and provisions of the Escambia County concurrency management system.

Escambia County Comprehensive Plan **DRAFT** Review Matrix

Note No.	Comp Plan Chapter	Section	Sub Section	Action	Action Comment	Statute Location/Section / Page No.
	2	2.01		Added Military rep. and School dist rep		
2.1	2	2.01	2 (c)	Revised Statement - Monitor, review and prepare periodic reports required by Section 163.3191 , Florida Statutes, including regular assessments of the plan and preparation of the evaluation and appraisal report on the plan	Eliminated reference to Section 163.3191 and Evaluation and Appraisal of comprehensive plan	163.3191 Section 20 entire section
3.1	3	3.04		Amended definition of "Density"	Revised definition to match 163	Page 9, Statute 163.3164 (4)
4.1	4	4.03 -4.07		Legal Review requested - As of mid Oct Legal is revising this section		NR
5.1	5	5.07		Striking this section and replacing with new language	The comprehensive plan must be based upon permanent and seasonal population estimates and projections, which must either be those provided by the University of Florida's Bureau of Economic and Business Research or generated by the local government based upon a professionally acceptable methodology. (§163.3177(1)(f)3, F.S.)	Page 22, Statute 163.3177. (1)(f)3.
5.2	5	5.08		Revised Statement - To remove concurrency requirements for mass transit, Public Schools, and recreation		Page 67, Statute 163.3180. (1)(b)/Page 152, Statute 339.2819. (5)€
5.3	5	5.09		Revised per County request	County Requested Revision	NR
5.4	5	5.12		Removed Reference to timeframe restrictions (no EAR based amendment required)	Eliminated as Statute 163.3187 6B page 122	163.3191 Statute 20 entire Statute
5.5	5	5.12	a-i	Removed due to revision to EAR requirement	Eliminated as Section 163.3187 6B page 122	163.3191 Statute 20 entire section
5.6	5	5.13		Eliminated ref. to sections and chapter nos. and ref. to fees	for clarity	163.3191 Statute 20 entire section
	6					
6.1	6			Revised to indicate as policy and refer to LDC Chapter 5.	TOMMY and DREW working this- TBD	Page 67, Statute 163.3180. (1)(b)/Page 152, Statute 339.2819. (5)€
6.2	6	CMS 1.1- CMS 1.4.4		removed	uplicated in LDC Art 5.14 NEW LANGUAGE- DREW & TOMMY - TBD	Page 67, Statute 163.3180. (1)(b)/Page 152, Statute 339.2819. (5)€
7.1	7			Revised to remove "reduce vehicle miles traveled and reduction of greenhouse gases"	Not required by State	Page 27, Statute 163.3177. (6)h. / Page 34, Statute 163.3177. (6)(c) / Page 43, Statute 163,3177.(6) (j)10.
7.2	7	FLU 1.1.5-1.1.11		Removed per County Staff request	Duplicated in LDC in Art. 4 and 7	NR
7.3	7	FLU 1.2.1		Revised language	simplified	NR
7.4	7	FLU 1.2.2 - 1.2.3		Duplicated in LDC	LDC Art. 7	NR
7.5	7	FLU 1.4.2		Modified.	Specifics are in Art. 2 to admin. The process.	NR
7.6	7	FLU 1.5		Removed Green requirement	Not required by State	Page 27, Statute 163.3177. (6)h. / Page 34, Statute 163.3177. (6)(c) / Page 43, Statute 163,3177.(6) (j)10.
7.7	7	FLU 1.5.2		Removed	Duplicated in LDC in Art. 6 and 7	NR
7.8	7	FLU 2.1.4		Removed	Duplicated in LDC Art. 7	NR

Escambia County Comprehensive Plan **DRAFT** Review Matrix

Note No.	Comp Plan Chapter	Section	Sub Section	Action	Action Comment	Statute Location/Section / Page No.
7.9	7	FLU 2.3.1		Revised per County request due to the fact that statement limited CRA to current areas	Removing specific ref.	NR
7.10	7	FLU 2.4 and 2.4.1		revised	dated info removed	NR
7.11	7	FLU 2.4.2		Required as part of the grant agree	County Request	NR
7.12	7	FLU 2.4.3-4		Revised per County request	Unsafe cond. Covered by Code Enf. And 2.4.4 is completed	NR
7.20	7	5		Changed "Optional Sector plan" means the an optional process authorized by s. 163.3245 in which one or more local governments engage in long-term planning for a large area and by agreement with the state land planning agency are allowed to address regional development-of-regional-impact issues through adoption of detailed specific area plans within the planning area within certain designated geographic areas identified in the local comprehensive plan as a means of fostering innovative planning and development strategies in s. 163.3177(11)(a) and (b), furthering the purposes		Page 131, Statute 163.3245 (1) through (3) and (6), (9)(b)
7.21	7	3.1.6-8		Removed per County Staff request	County request	NR
		4.1.2		Revised	Portioin exists in LDC	
7.22	7	FLU 4.1.3-6	a, b	relocate to 2.01	relocated in comp plan to 2.01 (4) a,b,c,d respectively	NR
7.23	7	FLU 4.1.7		relocate to 2.	added to 2.01 (1)	NR
7.24	7	GOAL FLU 5		To be relocated to the end of the Comp Plan per County direction	Now referred as Ch. 17	NR
7.25	7	5.8.1		Now 5.1 and 5.1.1	due to relocation of sector plan to ch 17	Page 3 of House Bill No. 7207
8.1	8	1.1.1		removed	Not required by State	Statue 163.3180
8.2	8	1.1.2		revised	to allow for local control of LOS	Page 67, Statue 163.3180 Section 15 1(b) Page 67, Section 163.3180. (1)(b), (5)(b)(d), (f)(2)5., (h)3.c.(II)(A), (5)(e), (6), (7), (9)(a), (10), (12)(a)4., (13), (15) / Page 152, Section 339.2819. (5)(e)
8.3	8	1.1.3		revised	reference to LDC - Design Standards access management	NR
#REF!	8	1.1.7		removed	Duplicated in LDC Art. 7:11.00	NR
#REF!	8	1.1.8		revised: general reference to maps	Update dates and references	NR
#REF!	8	1.1.12		removed	not req. by State	NR
#REF!	8	1.1.13		revised	SRTS renamed to transportation alternative which includes SRTS, sidewalks, bikes,rails & trails.	NR

Escambia County Comprehensive Plan **DRAFT** Review Matrix

Note No.	Comp Plan Chapter	Section	Sub Section	Action	Action Comment	Statute Location/Section / Page No.
#REF!	8	1.1.14		Revised	Move the followig to LDC 7.11.05 -New development along routs shown on the TPO Bicycle and Pedestian Plan, the County's Bicycle and Pedestrian Plan, or the SRTS Plan shall install sidewalks and/or bicycle facilities as specified by those plans for any stree frontage of the development that coincides with those routes.	NR
	8	1.1.15		Revised	combined 1.1.16 into 15	
		1.1.16		removed and combined into 1.1.15		
	8	1.1.18	MOB 1.1.18	Revised to remove concurrency and allow for provisions to address development impacts	per decision w traffic & pz	
8.10	8	1.1.19		Requirement to remain - Required for trip funding	County Request	NR
8.11	8	1.1.23	OBJ MOB 1.2 -1.3	remains for trip funding	TRIP funding	Page 73. Statute 163.3180
	8	1.2	OBJ MOB 1.2	removed not req. by State	Not required by State 163	
8.12	8	1.5	MOB 1.5.1 -1.5.5	removed	Duplicated in LDC	NR
8.13	8	1.5	MOB 1.5.6	remains	req. for State funding	NR
8.14	8	1.6	OBJ MOB 1.6	removed	Eliminated as part of Section 163.3177 page 43 and 34	NR
	8	2	2.1.1-2.1.2/2.2.1-2.2.7/2.3.1-2.3.2/2.4.1-2.4.2	remain	not req. by State;is in ECAT contract	
		2.5	2.5.2-2.5.3	removed	contractural req. of provider	
	8	3.1.1	3.1.1-3.3.2	removed	not req. by State	
#REF!	8	4	4.2.1	revised	combined some language and deleted duplicated DRC process (LDC Art. 2,4 and 11)	NR
	8	4	4.2.2	removed	combined language with MOB 4.2.1	
	8	4	4.2.3	relocated to LDC	To Chapter 2.01 Comp Plan	
#REF!	9	1.2	Hou 1.2.1	Definition revised to match 163	Edited by Randy Wilkerson	Page 8. Statute 163.3164 (3)
#REF!	9	1.4	OBJ Hou 1.4	Editing to allow for the removal of 1.4.1 -1.4.9	Edited by County staff - to remove several paragraphs and place the essential information in the head paragraph.	NR
#REF!	9	1.4	1.4.1-1.4.9	Removal due to redundancy	Edited by County staff	NR
#REF!	9	1.6	Hou 1.6.5	Revised by County staff	Edited by County staff	NR
#REF!	9	1.6	Hou 1.6.6	Revised to remove dated information	Edited by County staff	NR
#REF!	9	1.6	Hou 1.6.8-1.6.11	Revised to remove restricting information and redundant information	Edited by County staff	NR
9.10	9	1.7	Hou 1.7.1	Revised to remove unnecessary information and timelines not required of the County.	Edited by County staff	NR
	9	1.7	1.7.3	removed	Change to EAR req. (no report, now review)	
#REF!	9	1.8	Hou 1.8.3	removed	not req. by State (ref. Building Code)	Page 38. Statute 163.3177 Section 12 1 h
	10	1.1	INF 1.1.8-12	legal review needed		
10.1	10	1.1	1.1.5-1.1.6	removed	Regulated by FDEP	NR
			2.1.8	removed	combined education to the program language in 2.1.7	
#REF!	10	3	INF 3.1.5-3.1.6	removed	dated info no longer used in the process	NR
#REF!	10	3	INF 3.1.9	removed	duplicated LDC Art.7 future Design Standards	NR
#REF!	10	4	INF 4.1.4, 4.1.7-4.1.9	Legal review needed		NR

Escambia County Comprehensive Plan **DRAFT** Review Matrix

Note No.	Comp Plan Chapter	Section	Sub Section	Action	Action Comment	Statute Location/Section / Page No.
#REF!	10	5.1	INF 5.1.1 - 5.1.4	Added language to indicate policy req. (State permits) consolidated into one statement		NR
10.10	10	5.1	INF 5.1.5	removed	duplicated by State permit in 5.1	NR
11.1	11	1.1	COA 1.1.4	removed	duplicated in LDC Art. 12.06	
#REF!	11	1.2	COA 1.2.4	revised	dated info	NR
#REF!	11	2.1	2.1.2	revised	Annual report not req.	
			2.1.4	removed	implemented and scheduled for adoption	
#REF!	11	2.2	COA 2.2.1	removed	duplicated in LDC Art 12.01	NR
#REF!	11	2.2	COA 2.2.3	removed	duplicated in LDC Art. 7.08	NR
11.10	11	2.2	COA 2.2.8	removed	not req. by State	NR
			2.2.9	revised		
11.11	11	2.3	COA 2.3.2	Section remaining	req. concession of the HCP	NR
11.12	11	2.3	COA 2.3.4	removed	not req. by state	NR
12.1	12	1.1	CON 1.1.5	removed	duplicated within LDC Art. 13 (clustering)	NR
12.2	12	1.1	CON 1.1.7	removed	duplicated in Art.7.13	NR
12.3	12	1.1	CON 1.1.8	revised	not req. by State	NR
12.4	12	1.1	CON 1.1.9	revised	not req. by State	NR
12.5	12	1.2	CON 1.2.1	Revised	for clarity-not req. in LDC	NR
12.6	12	1.2	CON 1.2.2-1.2.3	removed	State/Fed enforces these	NR
			1.2.4-1.2.7	removed	not req. by State	
12.7	12	1.3	CON 1.3.2	revised	for clarity	NR
			1.3.3	removed	State/Fed enforces these	
			1.3.4	revised	Removing specific ref. to annual report	
12.8	12	1.3	CON 1.3.8	removed	State/Fed enforces these	NR
12.9	12	1.5	CON 1.5.4	removed	add to LDC Art 7.07 NEW LANGUAGE - ALLYSON- Appendix A	NR
12.10	12	1.6	CON 1.6.2	Revised	duplicated in LDC Art. 7.01/.03	NR
12.11	12	1.6	CON 1.6.3	Revised	duplicated in LDC 7.03	NR
12.12	12	1.6	CON 1.6.5 & 1.6.6	removed	duplicated in LDC 7.01	NR
12.13	12	1.6	CON 1.6.7	revised	not req. by State	NR
12.14	12	1.6	CON 1.6.8 - 1.6.10	removed	not req. by State	NR
12.15	12	1.8	CON 1.8.1	removed	not req. by State	Page 43. Statute 163.3177 Section 12 10
12.16	12	1.8	CON 1.8.2	removed	not req. by State	NR
12.17	12	1.8	CON 1.8.3	revised	removed port. Not req. by state	NR
12.18	12	1.8	CON 1.8.4-1.8.5	removed	not req. by State	Page 38. Statute 163.3177 Section 12 1 h
	13	1.1	1.1.4	revised	not req. by State	
#REF!	13	1.2	CON 1.2.3	removed	not req. by State	NR
#REF!	13	1.3		Modified.	not req. by State; but monitoring still used	Page 67. Statute 163.3180 Section 15 (1) (a) and (2) (b)
#REF!	13	1.3	REC 1.3.2	removed	open space req. added to LDC in Desity Bonus Art. 7.17 (NEW LANGUAGE) Allyson. Appendix B 7 concurrency req. removed	NR
#REF!	13	1.3	CON 1.3.5	removed	not req. by State	NR
#REF!	13	1.3	Con 1.3.6	removed	not req. by State	Page 67. Statute 163.3180 Section 15 (1) (a) and (2) (b)
14.1	14	1	ICE 1.1.1	revised	corrected Dept name	Page 98. Statute 163.3184 Section 17 (3) (c) 2
			1.1.2	removed	not req. by State	
			1.1.3	removed	past policy not req. by State	
#REF!	14	1.3	1.3.1	Revised	removed concurrency optional items	
			1.3.3	revised	removed concurrency optional items	
			1.3.5	revised	removed concurrency optional items	
			1.3.7	removed	relocated in comp plan to 2.01	
			1.4.1	revised	Updated	
	15		1.1.1	removed	not req. by State	
			1.1.2	removed	removed concurrency optional items	
			1.1.4-1.1.6	revised/removed	removed concurrency optional items	

Escambia County Comprehensive Plan **DRAFT** Review Matrix

Note No.	Comp Plan Chapter	Section	Sub Section	Action	Action Comment	Statute Location/Section / Page No.
15.2	15	1.2	CIE 1.2.1	Slight revision to remove financial feasibility requirement	(b)1. The capital improvements element must be reviewed by the local government on an annual basis. Modifications and modified as necessary in accordance with s. 163.3187 or s. 163.3189 in order to update the maintain a financially feasible 5-year capital improvement schedule of capital improvements.	Page 24. Statute 163.3177 Section 12 (3) (a) 5 (b)
15.4	15	1.2	CIE 1.2.3	removed	not req. by State	NR
			1.2.5	revised	removed dated info	
15.5	15	1.3		revised	not req. by State	Page 24. Statute 163.3177 Section 12 (3) (a) 5 (b)
	15		1.3.6 - 1.3.7	removed	NEW LANGUAGE in LDC Trans LOS Monitoring TBD	
	15		1.3.1-1.3.8	remove	managed through ordinance, not req. by state not Land use issue	
15.8	15	1.4	1.4.5	removed	Modifications to update the 5-year capital improvement schedule may be accomplished by ordinance and is not (and may not be) deemed to be amendments to the local comprehensive plan. (§163.3177(5)(b), F.S.)	Page 24. Statute 163.3177 Section 12 - (3)(a)5(b)
15.10	15	1.4	1.4.7	Removed	removed concurrency optional items	Page 75. Statute 163.3180 Section 15 (6)
15.11	16	All		Remove	removed concurrency optional items	Page 55. Statute 163.3177 Section 12 (12)

Appendix A

7.07.00. Standards regulating adverse off-site impacts.

7.07.07. *Borrow pits* (includes mining and resource extraction) and reclamation activities thereof.

Extraction and Reclamation Review. Escambia County shall subject all new or expanded resource extraction and reclamation activities to a mandatory development review process to assess technical standards for public safety, environmental protection, and engineering design. The review shall require:

- a. Protection of public health;
- b. Compliance with all applicable state and federal policies and regulations;
- c. Enforcement of the County's environmental and solid waste regulations;
- d. A reclamation plan to restore affected lands within a reasonable timeframe to the intended post-mining land use consistent with the surrounding environment;
- e. Buffers between resource extraction or reclamation activities and adjacent existing or allowed future uses;
- f. Maintenance of level of service standards for commercial traffic on access roadways; and
- g. Prevention of soil erosion or adverse effects to the quality of air, groundwater, surface water, wildlife, or other natural resource.

{Underlined Text added from CON.1.5.4 of the Comprehensive Plan 2030}

- A. *Setbacks for excavation.* Borrow pit slope commencement (i.e., the outermost edge of excavation) shall be located a minimum of 25 feet from the adjoining owner's property boundary and/or adjacent right-of-way (ROW). Setback provisions established herein include the required width for landscape screening and buffers subsequently noted herein. The following exceptions may apply:
 - 1. *Back to back pits.* The setback for slope commencement excludes property boundary lines between active pits using the same excavation area.
 - 2. *Slope angles.* Pits with a shallow excavation slope of 6:1 (i.e., six feet horizontal for each one foot vertical) may exceed the 50-foot setback up to the 20-foot minimum required width for landscape screening and buffer requirements. Steep pits allowed to exceed the required 2:1 slope ratio as provided in subsection C., below, shall require a 100-foot setback.
- 3. *Site specific requirements.* Increased setbacks may be required per the terms of the mandatory county development order to protect wellheads, environmental areas, and/or adjacent properties from adverse impacts (reference Comprehensive Plan Policies 7.A.5.2, 11.A.1.6, 11.B.2.9 and 11.B.3.1-9, among others).

Appendix B

7.17.00. Density bonus.

Density bonuses are intended to provide incentives to the private sector for assistance in achieving some of the goals, objectives and policies included within the comprehensive plan. The county may award density bonuses (or allow increased densities) for properties in the R-1 through R-6, the PK zoning districts and the following village zoning districts; V-1, V-2, V-2A, V-3, V-4, V-5. Applicants who wish to obtain density bonuses may so qualify if the application submitted, or finally approved, establishes that the proposed development will exceed minimum zoning requirements, exceed minimum performance standards and implement relevant provisions of the comprehensive plan. Bonuses will be determined and points will be awarded pursuant to criteria in the subsections below.

7.17.01. Environmentally sensitive lands. Donation of environmentally sensitive lands to a public agency approved by the county or dedication of a conservation easement in perpetuity which encompasses environmentally sensitive lands. Two points per acre donated or reserved.

7.17.01 A. Open Space Requirements. Escambia County promotes and encourages
shall require the provision of open space by private development when such
development is a planned unit development, a multi-family development, a mixed use
commercial area or other similar types of development where relatively large land areas
are involved. Henceforth, The requirements shall be contained within the LDC. All
development projects of five acres or more that provides for shall be required to provide
open space within the development shall receive 3 additional points to their total points
as specified below. or contribute to a fund therefore. Nothing in this policy shall be
interpreted to eliminate the provision of open space for all projects as required by
County regulations.

{Added to LDC from REC 1.3.2. of the Comprehensive Plan 2030}