

Design Guidelines and Development Standards

Pensacola Downtown Technology Campus



**Pensacola Downtown Technology Campus
Design Guidelines and Development Standards**

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The Pensacola Downtown Technology Campus Design Guidelines

Introduction to the Campus Design

The Pensacola Downtown Technology Campus will be sited on a 9.19 acre parcel located in the historic district of Pensacola on Chase Street at its intersection with 9th Avenue. This urban office campus will provide pre-developed sites for future tenants recruited by the Pensacola-Escambia Promotion and Development Commission intended to create employment within the downtown district. Since intended tenants will range in size from only a few employees to hundreds of employees, building sizes and types will be unknown until the time of tenant purchase and development. For this reason, the subdivision of parcels was planned to be exceedingly flexible to allow nearly any combination of development parcels and portions of parcels. Based on the original Conceptual Master Plan completed by Urban Design Associates, the subdivision plan evolved to include options for onsite parking decks as well as shared offsite parking at the nearby Civic Center site. Blocks and parcels are arranged and designed to:

- Accommodate the extension of Salamanca west directly across from the existing portion of the street east of the parcel;
- Allow large parcels in Block A along the north side of Salamanca Street (and backing up to Chase Street) to accommodate larger footprint buildings of up to 100 feet (ten stories) in height;
- Allow smaller sized parcels in Block B along the south side of Salamanca Street of up to 40 feet (four stories) in height to minimize offsite impacts to adjacent Aragon neighborhood;
- Accommodate all required utilities flexibly; and,
- Be assembled of typical 50-foot width parcels that can be split and/or combined to form varying sized development parcels, to aid in flexibility.

Streetscape Design

The street designed to serve the campus is an extension of the existing Salamanca Street east of the campus, with significant additional improvements: on-street parallel parking and loading zones; wide sidewalks with regularly spaced street trees; and intermediately spaced street lighting and lighted bollards to provide pedestrian level lighting. Traffic calming will be accomplished by means of bumpouts at the east and west intersections and at various intermediate points along the length of the street. A wide pedestrian crossing is planned at the middle point of the proposed street to interconnect the two planned centrally located parks north and south of the street.

Intended Market

The subdivision design is planned for flexibility in marketing a variety of sizes and combinations of parcels with limitations on building height and lot depth being the differences between Block A (ten-story maximum) and Block B (four-story maximum). Each lot or combinations of lots will be sold to potential tenants. A property owners association (POA) will assume governance, operation, and maintenance of the campus after a majority of sales have occurred. The development was proposed with a goal of recruiting tenants who will create 1,000 jobs overall with the primary business purpose focused on technology positions.

The Design Guidelines Manual

The purpose of this manual is to describe the planned improvements and the design guidelines that will direct the physical form and overall character and ensure continuity of the quality of future development within the Pensacola Technology Campus.

Future amendments to these guidelines from time to time are expected and encouraged to maintain owner/tenant guidance and control of future development after the departure of the original developers and assumption of governance by the future property owners association. The intent of the guidelines is to encourage creativity and diversity in the design treatments of the vertical built components of the office district without imposing a particular design style.

The Guidelines will serve the following functions:

- To give guidance on physical, character, and aesthetic qualities to owners proposing construction within the campus.
- To ensure the city's Gateway Redevelopment District and land development code standards are incorporated in designs within the development or that modified GRD standards are clearly described, defined, and approved.
- To assist local government reviewers and the public in reviewing development proposals.
- To ensure that the standards are applied in the interest of the public health, safety, and welfare without discrimination to maintain the order, function, and value of the development as a whole.
- To provide for governance of design, land use, construction, and operation and maintenance of the campus.
- To establish a framework for improvements within the public realm – streets, sidewalks, streetscape and landscape treatment.
- To encourage the most appropriate use of land in accordance with the Master Plan.
- To avoid needless waste of infrastructure, and natural resources.
- To ensure consistency and quality in construction specifically to assure each tenant or owner a protected investment.
- To make working and relaxing in the Pensacola Technology Campus an enjoyable experience.

Use of the Design Guidelines

These guidelines should be used during the design of individual parcel development proposals relating to items such as building style, height, massing, and setbacks; construction materials; landscape plantings; lighting; and signage. The diagrams in this manual should be used as a guide and should not replace actual construction details. Actual construction details should be designed to meet all applicable requirements established by the City of Pensacola and by appropriate approving agencies, except as modified by these guidelines. In some site conditions, these diagrams may not be applicable. For such cases and other potential design conflicts, please consult the Owner's designated representative(s), or the City planning, engineering, and public works departments. If any conflict occurs between these guidelines and City, State, Federal or other requirements, ordinances, laws, or regulations, the more restrictive requirement shall apply.



Organization and Format

This manual describes the Design Guidelines for future development within the Pensacola Technology Campus. The format of the manual is organized into sections describing or guiding the following:

- 2.0 Existing Conditions
- 3.0 Master Development Plan
- 4.0 Street Design
- 5.0 Visual Reference Library
- 6.0 Public Spaces
- 7.0 Parking Facilities
- 8.0 Stormwater Management
- 9.0 Utility Accommodation and Siting
- 10.0 Development Controls and Governance
- 11.0 GREEN Technology Guidance and References

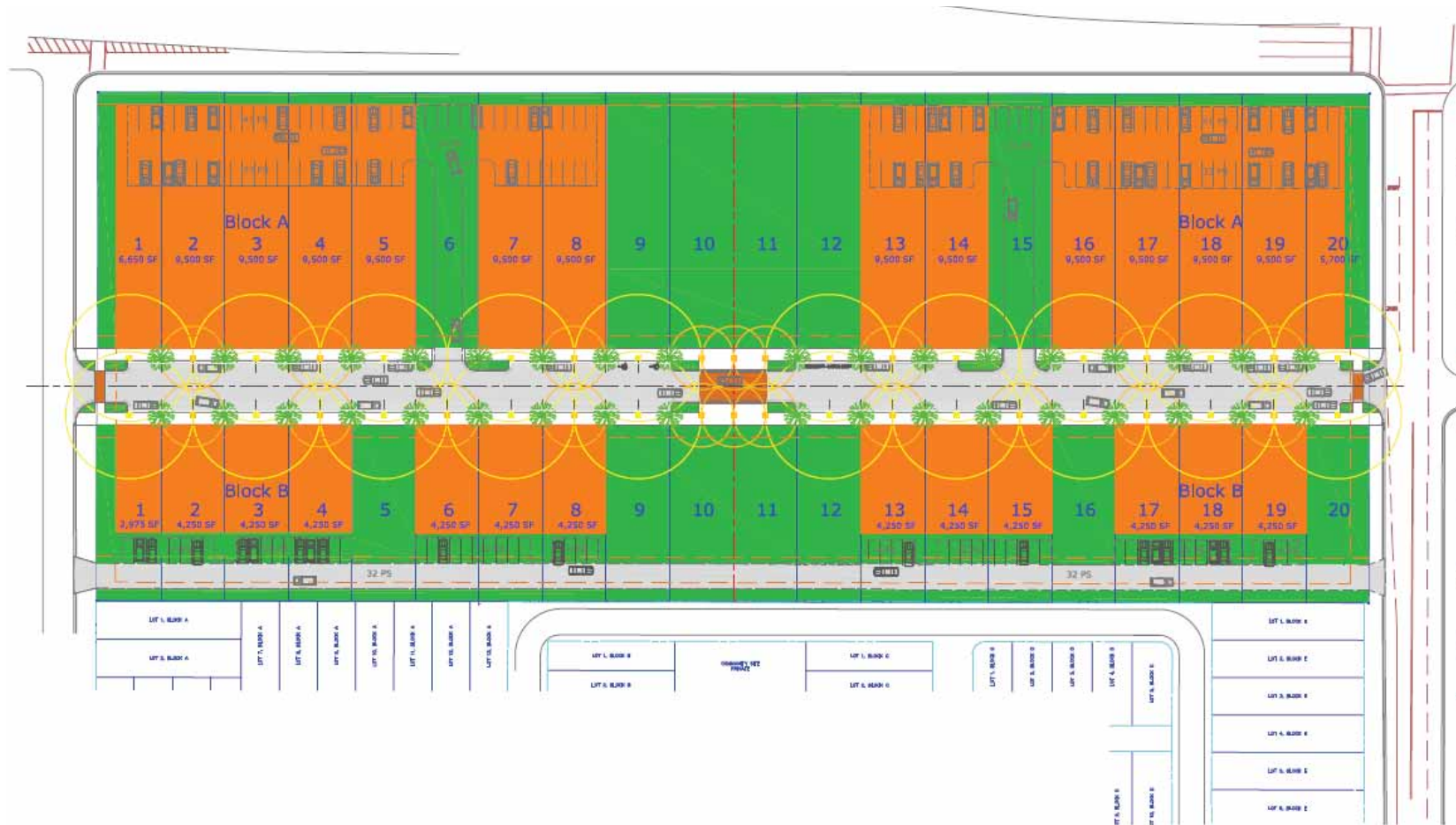
Reference Materials, Codes, Variances, and Exceptions

Nothing in this Design Guideline manual is intended to substitute for state or Federal statutes, regulations, standards, or procedures. The user is advised to coordinate all design issues during the pre-purchase due diligence process and/or during preliminary and conceptual design stages after purchase. All development proposed within the campus will require review by the Gateway Redevelopment District Board, city review, and review by the property owners representatives prior to commencing construction. Except for the following specifically requested amendments to the Gateway Redevelopment District (GRD) standards, all development standards of the GRD shall apply to development within the Downtown Technology Campus, except in rare cases when the proposed design is of a quality, type, form, or unique character that would mitigate against following precisely the standards of the GRD.

Gateway Redevelopment District Standards Requested to be Modified by the Design Guidelines		
Standard	GRD Standard	Revised Standard
Required Parking Ratio Section 12-2-12 (4)b.1	1 parking space per 300 square feet of floor space	1 parking space per 500 feet of floor space
Required Front Setback Section 12-2-12 (4)c.3	Five (5) feet from the right-of-way line	Zero (0) feet from the front property line (the right-of-way line of Salamanca Street). The right-of-way line is a mandatory build-to line, without explicit approval. <u>OR</u> A maximum setback of ten (10) feet when an arcade, balcony, awnings, porches, stairwell, entry garden or courtyard are a desired and approved element of the proposed design of a building.
Lot Coverage Section 12-2-12 (4)i.	The total coverage of all development sites within the Gateway Redevelopment District, including all structures, parking areas, driveways and all other impervious surfaces, shall not exceed seventy-five (75) percent.	The total parcel lot coverage within the Pensacola Downtown Technology Campus shall, in the aggregate of all impervious surfaces within the entire 9.12 acre parent parcel of the site, not exceed eighty (80) percent of the entire parent parcel.



Site Development Concept



Master Development Concept Plan without Parking Structures and with Permissible Parking under Buildings in Block A and Alley Parking in Block B



Pensacola Downtown Technology Campus
Pensacola-Escambia Promotion and Development Commission

Ground Floor/Multi-floor Floor Area Analysis

Concept 1 No Onsite Parking Decks-WITH Allowance for Parking under Buildings in Block A and for Alley Parking in Block B

8/3/2009

Alternative: 1 2 3 4 5 6
2-Story Building 3-Story Building 4-Story Building 5-Story Building 6-Story Building

Parcel	Block	Ground Floor Footprint	Total Floor Area (GLA)	Total Floor Area (GLA)	Total Floor Area (GLA)	Total Floor Area (GLA)	Total Floor Area (GLA)
1	A	6,650	13,300	19,950	26,600	33,250	39,900
2	A	9,500	19,000	28,500	38,000	47,500	57,000
3	A	9,500	19,000	28,500	38,000	47,500	57,000
4	A	9,500	19,000	28,500	38,000	47,500	57,000
5	A	9,500	19,000	28,500	38,000	47,500	57,000
6	A	0	0	0	0	0	0
7	A	9,500	19,000	28,500	38,000	47,500	57,000
8	A	9,500	19,000	28,500	38,000	47,500	57,000
9	A	0	0	0	0	0	0
10	A	0	0	0	0	0	0
11	A	0	0	0	0	0	0
12	A	0	0	0	0	0	0
13	A	9,500	19,000	28,500	38,000	47,500	57,000
14	A	9,500	19,000	28,500	38,000	47,500	57,000
15	A	0	0	0	0	0	0
16	A	9,500	19,000	28,500	38,000	47,500	57,000
17	A	9,500	19,000	28,500	38,000	47,500	57,000
18	A	9,500	19,000	28,500	38,000	47,500	57,000
19	A	9,500	19,000	28,500	38,000	47,500	57,000
20	A	5,700	11,400	17,100	22,800	28,500	34,200
Total	A	126,350	252,700	379,050	505,400	631,750	758,100



Pensacola Downtown Technology Campus
Pensacola-Escambia Promotion and Development Commission

Ground Floor/Multi-floor Floor Area Analysis

Concept 1 No Onsite Parking Decks-WITH Allowance for Parking under Buildings in Block A and for Alley Parking in Block B

8/3/2009

Alternative: 1 2 3 4 5 6
2-Story Building 2-Story Building 2-Story Building 2-Story Building 2-Story Building

Parcel	Block	Ground Floor Footprint	Total Floor Area (GLA)	Total Floor Area (GLA)	Total Floor Area (GLA)	Total Floor Area (GLA)	Total Floor Area (GLA)
1	B	2,975	5,950	5,950	5,950	5,950	5,950
2	B	4,250	8,500	8,500	8,500	8,500	8,500
3	B	4,250	8,500	8,500	8,500	8,500	8,500
4	B	4,250	8,500	8,500	8,500	8,500	8,500
5	B	0	0	0	0	0	0
6	B	4,250	8,500	8,500	8,500	8,500	8,500
7	B	4,250	8,500	8,500	8,500	8,500	8,500
8	B	4,250	8,500	8,500	8,500	8,500	8,500
9	B	0	0	0	0	0	0
10	B	0	0	0	0	0	0
11	B	0	0	0	0	0	0
12	B	0	0	0	0	0	0
13	B	4,250	8,500	8,500	8,500	8,500	8,500
14	B	4,250	8,500	8,500	8,500	8,500	8,500
15	B	4,250	8,500	8,500	8,500	8,500	8,500
16	B	0	0	0	0	0	0
17	B	4,250	8,500	8,500	8,500	8,500	8,500
18	B	4,250	8,500	8,500	8,500	8,500	8,500
19	B	4,250	8,500	8,500	8,500	8,500	8,500
20	B	0	0	0	0	0	0
Total	B	53,975	107,950	107,950	107,950	107,950	107,950
Total		180,325	360,650	487,000	613,350	739,700	866,050



Pensacola Downtown Technology Campus
Pensacola-Escambia Promotion and Development Commission

Parking Requirement			1	Space per	300	sq.ft.	
Concept 1			No Onsite Parking Decks-WITH Allowance for Parking under Buildings in Block A and for Alley Parking in Block B				8/3/2009
Alternative:			1	2	3	4	5
			2-Story Building	3-Story Building	4-Story Building	5-Story Building	6-Story Building
Parcel	Block	Ground Floor	Required Parking	Required Parking	Required Parking	Required Parking	Required Parking
1	A	22	44	67	89	111	133
2	A	32	63	95	127	158	190
3	A	32	63	95	127	158	190
4	A	32	63	95	127	158	190
5	A	32	63	95	127	158	190
6	A	0	0	0	0	0	0
7	A	32	63	95	127	158	190
8	A	32	63	95	127	158	190
9	A	0	0	0	0	0	0
10	A	0	0	0	0	0	0
11	A	0	0	0	0	0	0
12	A	0	0	0	0	0	0
13	A	32	63	95	127	158	190
14	A	32	63	95	127	158	190
15	A	0	0	0	0	0	0
16	A	32	63	95	127	158	190
17	A	32	63	95	127	158	190
18	A	32	63	95	127	158	190
19	A	32	63	95	127	158	190
20	A	19	38	57	76	95	114
Total	A	421	842	1,264	1,685	2,106	2,527



Pensacola Downtown Technology Campus
Pensacola-Escambia Promotion and Development Commission

Parking Requirement			1	Space per	300	sq.ft.	
Concept 1 No Onsite Parking Decks-WITH Allowance for Parking under Buildings in Block A and for Alley Parking in Block B							8/3/2009
Alternative:			1	2	3	4	5
			2-Story Building	2-Story Building	2-Story Building	2-Story Building	2-Story Building
Parcel	Block	Ground Floor	Required Parking	Required Parking	Required Parking	Required Parking	Required Parking
1	B	10	20	20	20	20	20
2	B	14	28	28	28	28	28
3	B	14	28	28	28	28	28
4	B	14	28	28	28	28	28
5	B	0	0	0	0	0	0
6	B	14	28	28	28	28	28
7	B	14	28	28	28	28	28
8	B	14	28	28	28	28	28
9	B	0	0	0	0	0	0
10	B	0	0	0	0	0	0
11	B	0	0	0	0	0	0
12	B	0	0	0	0	0	0
13	B	14	28	28	28	28	28
14	B	14	28	28	28	28	28
15	B	14	28	28	28	28	28
16	B	0	0	0	0	0	0
17	B	14	28	28	28	28	28
18	B	14	28	28	28	28	28
19	B	14	28	28	28	28	28
20	B	0	0	0	0	0	0
Total	B	180	360	360	360	360	360
Total		601	1,202	1,623	2,045	2,466	2,887



Pensacola Downtown Technology Campus
Pensacola-Escambia Promotion and Development Commission

Ground Floor/Multi-floor Floor Area Analysis

Concept 1 No Onsite Parking Decks-WITH Allowance for Parking under Buildings in Block A and for Alley Parking in Block B

8/3/2009

Alternative: 1 2 3 4 5 6
3-Story Building 3-Story Building 3-Story Building 3-Story Building 3-Story Building

Parcel	Block	Ground Floor Footprint	Total Floor Area (GLA)	Total Floor Area (GLA)	Total Floor Area (GLA)	Total Floor Area (GLA)	Total Floor Area (GLA)
1	B	2,975	8,925	8,925	8,925	8,925	8,925
2	B	4,250	12,750	12,750	12,750	12,750	12,750
3	B	4,250	12,750	12,750	12,750	12,750	12,750
4	B	4,250	12,750	12,750	12,750	12,750	12,750
5	B	0	0	0	0	0	0
6	B	4,250	12,750	12,750	12,750	12,750	12,750
7	B	4,250	12,750	12,750	12,750	12,750	12,750
8	B	4,250	12,750	12,750	12,750	12,750	12,750
9	B	0	0	0	0	0	0
10	B	0	0	0	0	0	0
11	B	0	0	0	0	0	0
12	B	0	0	0	0	0	0
13	B	4,250	12,750	12,750	12,750	12,750	12,750
14	B	4,250	12,750	12,750	12,750	12,750	12,750
15	B	4,250	12,750	12,750	12,750	12,750	12,750
16	B	0	0	0	0	0	0
17	B	4,250	12,750	12,750	12,750	12,750	12,750
18	B	4,250	12,750	12,750	12,750	12,750	12,750
19	B	4,250	12,750	12,750	12,750	12,750	12,750
20	B	0	0	0	0	0	0
Total	B	53,975	161,925	161,925	161,925	161,925	161,925
Total		180,325	414,625	540,975	667,325	793,675	920,025



Pensacola Downtown Technology Campus
Pensacola-Escambia Promotion and Development Commission

Parking Requirement	1	Space per	300	sq.ft.	
Concept 1	No Onsite Parking Decks-WITH Allowance for Parking under Buildings in Block A and for Alley Parking in Block B				8/3/2009
Alternative:	1	2	3	4	5
	3-Story Building	3-Story Building	3-Story Building	3-Story Building	3-Story Building

Parcel	Block	Ground Floor	Required Parking	Required Parking	Required Parking	Required Parking	Required Parking
1	B	10	30	30	30	30	30
2	B	14	43	43	43	43	43
3	B	14	43	43	43	43	43
4	B	14	43	43	43	43	43
5	B	0	0	0	0	0	0
6	B	14	43	43	43	43	43
7	B	14	43	43	43	43	43
8	B	14	43	43	43	43	43
9	B	0	0	0	0	0	0
10	B	0	0	0	0	0	0
11	B	0	0	0	0	0	0
12	B	0	0	0	0	0	0
13	B	14	43	43	43	43	43
14	B	14	43	43	43	43	43
15	B	14	43	43	43	43	43
16	B	0	0	0	0	0	0
17	B	14	43	43	43	43	43
18	B	14	43	43	43	43	43
19	B	14	43	43	43	43	43
20	B	0	0	0	0	0	0
Total	B	180	540	540	540	540	540
Total		601	1,382	1,803	2,224	2,646	3,067



Pensacola Downtown Technology Campus
Pensacola-Escambia Promotion and Development Commission

Ground Floor/Multi-floor Floor Area Analysis

Concept 1 No Onsite Parking Decks-WITH Allowance for Parking under Buildings in Block A and for Alley Parking in Block B

8/3/2009

Alternative: 1 2 3 4 5 6
4-Story Building 4-Story Building 4-Story Building 4-Story Building 4-Story Building

Parcel	Block	Ground Floor Footprint	Total Floor Area (GLA)	Total Floor Area (GLA)	Total Floor Area (GLA)	Total Floor Area (GLA)	Total Floor Area (GLA)
1	B	2,975	11,900	11,900	11,900	11,900	11,900
2	B	4,250	17,000	17,000	17,000	17,000	17,000
3	B	4,250	17,000	17,000	17,000	17,000	17,000
4	B	4,250	17,000	17,000	17,000	17,000	17,000
5	B	0	0	0	0	0	0
6	B	4,250	17,000	17,000	17,000	17,000	17,000
7	B	4,250	17,000	17,000	17,000	17,000	17,000
8	B	4,250	17,000	17,000	17,000	17,000	17,000
9	B	0	0	0	0	0	0
10	B	0	0	0	0	0	0
11	B	0	0	0	0	0	0
12	B	0	0	0	0	0	0
13	B	4,250	17,000	17,000	17,000	17,000	17,000
14	B	4,250	17,000	17,000	17,000	17,000	17,000
15	B	4,250	17,000	17,000	17,000	17,000	17,000
16	B	0	0	0	0	0	0
17	B	4,250	17,000	17,000	17,000	17,000	17,000
18	B	4,250	17,000	17,000	17,000	17,000	17,000
19	B	4,250	17,000	17,000	17,000	17,000	17,000
20	B	0	0	0	0	0	0
Total	B	53,975	215,900	215,900	215,900	215,900	215,900
Total		180,325	468,600	594,950	721,300	847,650	974,000

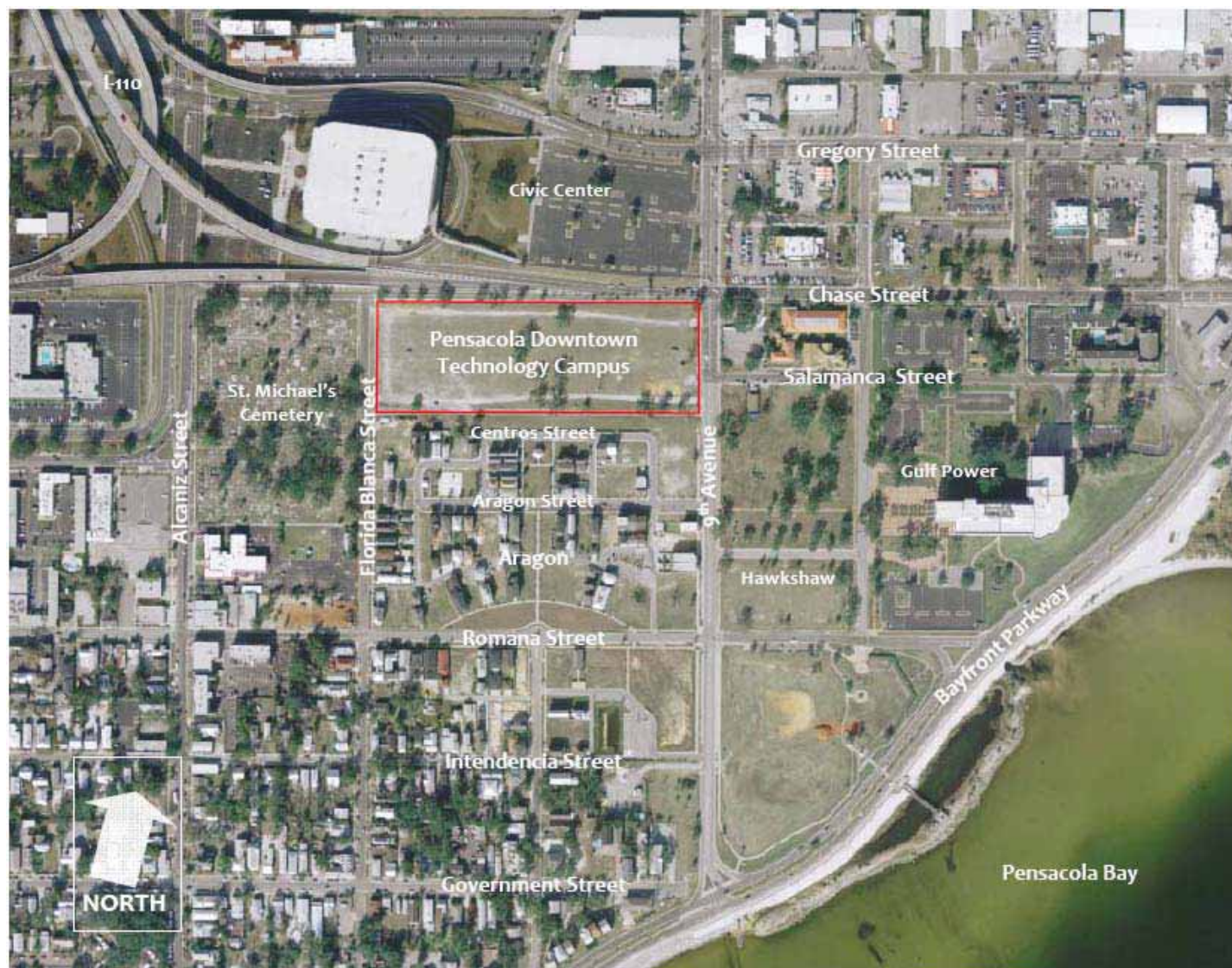


Pensacola Downtown Technology Campus
Pensacola-Escambia Promotion and Development Commission

Parking Requirement	1	Space per	300	sq.ft.	
Concept 1	No Onsite Parking Decks-WITH Allowance for Parking under Buildings in Block A and for Alley Parking in Block B				8/3/2009
Alternative:	1	2	3	4	5
	4-Story Building	4-Story Building	4-Story Building	4-Story Building	4-Story Building

Parcel	Block	Ground Floor	Required Parking	Required Parking	Required Parking	Required Parking	Required Parking
1	B	10	40	40	40	40	40
2	B	14	57	57	57	57	57
3	B	14	57	57	57	57	57
4	B	14	57	57	57	57	57
5	B	0	0	0	0	0	0
6	B	14	57	57	57	57	57
7	B	14	57	57	57	57	57
8	B	14	57	57	57	57	57
9	B	0	0	0	0	0	0
10	B	0	0	0	0	0	0
11	B	0	0	0	0	0	0
12	B	0	0	0	0	0	0
13	B	14	57	57	57	57	57
14	B	14	57	57	57	57	57
15	B	14	57	57	57	57	57
16	B	0	0	0	0	0	0
17	B	14	57	57	57	57	57
18	B	14	57	57	57	57	57
19	B	14	57	57	57	57	57
20	B	0	0	0	0	0	0
Total	B	180	720	720	720	720	720
Total		601	1,562	1,983	2,404	2,826	3,247





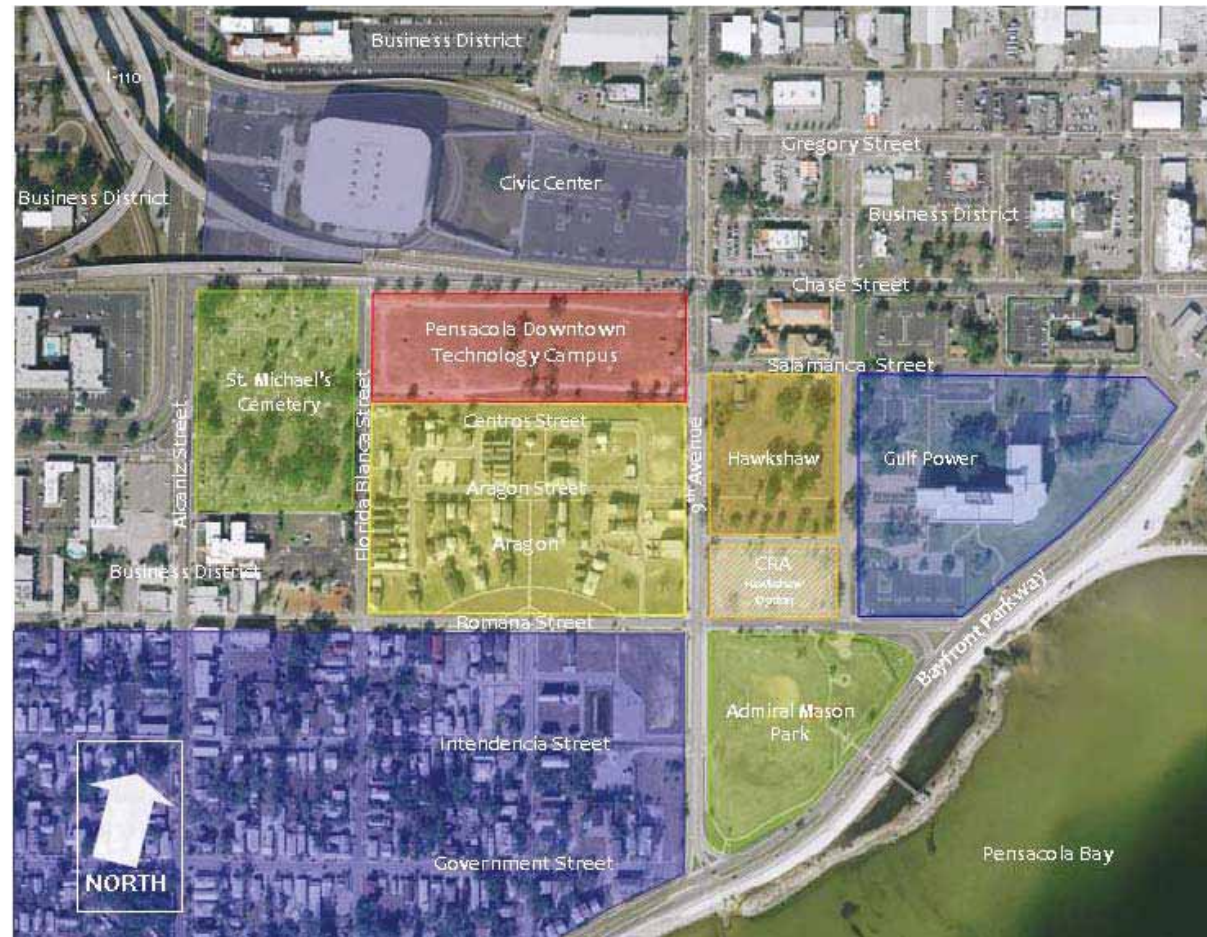
Neighborhood Context

The Technology Campus is strategically located at the terminus of Interstate I-110 and at the gateway to the Pensacola central business district from the US 98 bay bridge to the east. The parcel is presently used only as an overflow grassed parking lot during events at the Civic Center across Chase Street from the site.

Surrounding properties include:

Acreage	Site	Present Use
7.9 acres	St. Michael's Cemetery	Institutional
14.5 acres	Aragon	Residential
4.2 acres	Hawkshaw	Vacant (proposed residential)
2.2 acres	CRA	Vacant
13.0 acres	Gulf Power	Institutional/Commercial
7.0 acres	Admiral Mason Park	Recreation

A portion of Admiral Mason Park is the proposed location of a regional stormwater management facility to manage and filter stormwater runoff from both the Technology Campus and the Hawkshaw parcels.





A. View from the center of the site toward the west and Florida Blanca Street.



B. View from the center of the site toward the north and Chase Street. The Civic Center parking lot is in the background. The end of the eastbound exit ramp of I-110 is approximately at the center of the site.



C. View from center of the site toward the east and 9th Avenue.



D. View from center of the site toward the south and the Aragon neighborhood.



A. View toward east along Chase Street near NW corner of the parcel.



B. View toward south along 9th Avenue toward NE corner of the parcel.



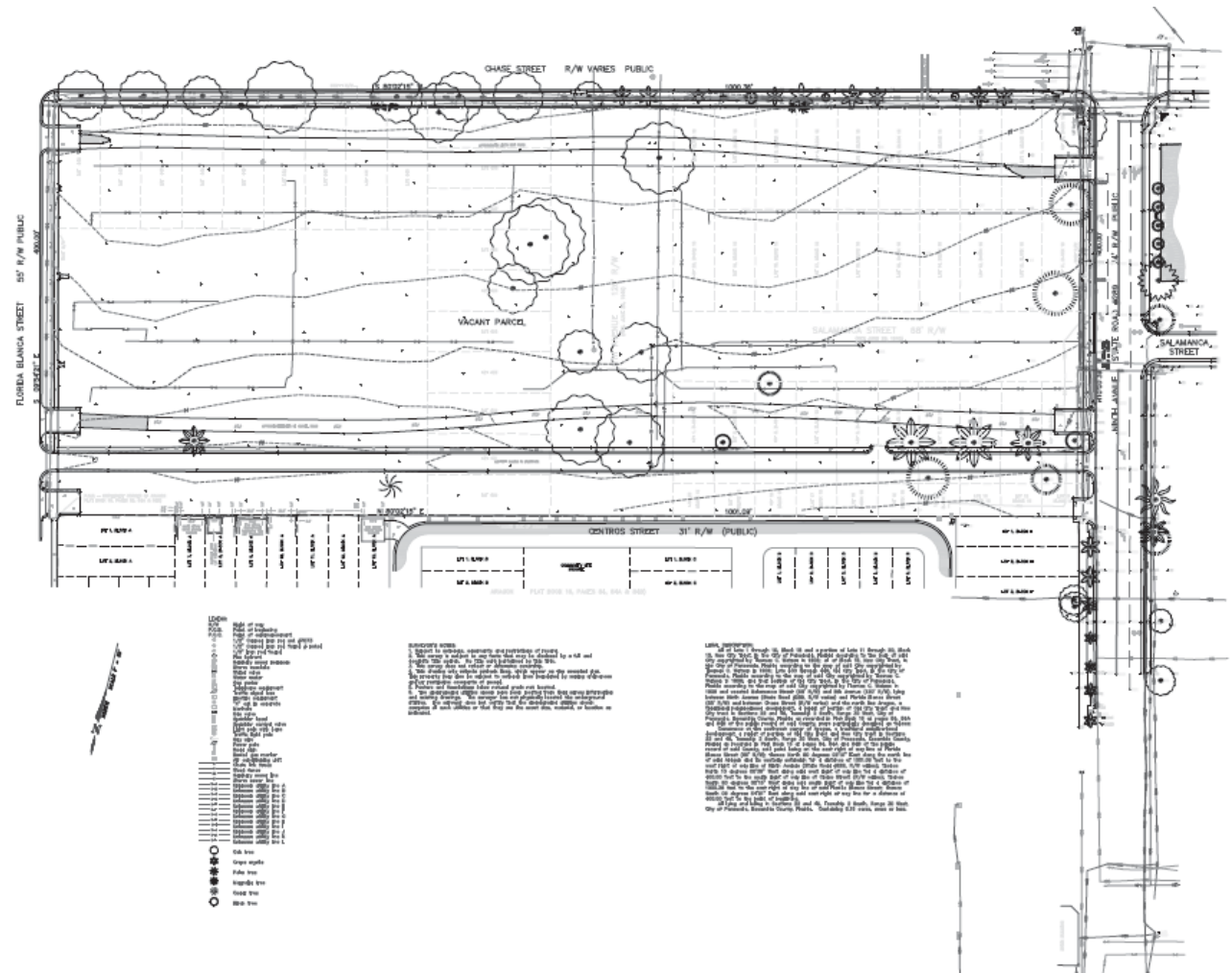
C. View toward west along Salamanca Street near middle of the parcel at 9th Avenue intersection.



D. View north along 9th Avenue toward the SE corner of the parcel.



E. View north along Florida Blanca Street toward the SW corner of the parcel.



Protected Trees

Protected trees within the technology campus property boundary are indicated on the aerial photo on this page. All of the trees on the parcel appear to be stressed. The Live Oaks on the site and the only Magnolia are in fair health with some crown die back due to stress caused by root zone compaction caused by extensive driving and parking that has occurred on the site over a long period of time. All of the Sycamores on the site are in poor to very poor health. All of the live oaks and crepe myrtles along the public right-of-way appear to be in good health.

Tree Removal and Replacement

Trees onsite indicated with a green highlight on the aerial photo are those that are anticipated to remain after development of the campus. Trees to be planted on the campus will meet or exceed the replanting requirements of the City Code tree replacement standard.

Trees Along Public Rights-of-Way

It is the design intent of the site development program that trees on public rights-of-way surrounding the parcel will remain after development to the extent that major construction of hardscape or infrastructure is not required within the right-of-way. All trees along the public rights-of-way of Chase Street and 9th Avenue will be protected to the greatest extent practicable. Additional Live Oak trees may be planted along the north boundary of the property along Chase Street to meet the replanting requirement after removal of trees onsite.



Master Development Plan

The Pensacola Downtown Technology Campus is an urban infill office park, intended to spur economic development within the near-downtown district, and designed in a form compatible with its surrounding context—the historic district, Aragon neighborhood, and the Civic Center district. The campus will be constructed in a location that serves as a gateway to the central business district from the terminus of I-110 and along US 98. When completed, it will provide an employment center that likely will also spur new residential development in the vicinity, or will provide an opportunity for “walk-to-work” employment near to existing residential neighborhoods. For that reason, the design is intended to be compatible with the walkable streets already in place in the historic district, in Aragon, and in surrounding neighborhoods.

Amenities within the campus will include on-street parking, wide sidewalks and pedestrian plazas, two parks that will protect the existing old-aged Live Oaks there and augment them with additional permanent landscaping, and pots and planters with landscape materials that can be rotated by the season or annually. The park areas fulfill the Code required green space, but also provide a gathering space and meeting venue for outdoor relaxation and food service. At buildout, a cafe, deli, coffee shop, or newsstand would have a sustainable market solely within the campus and the surrounding neighborhoods and, if built, those facilities would be envisioned to share the “greens” for outdoor service. Also at buildout, other allowable office service uses could be located near the center of the campus: copy shops, office supply stores, mail and delivery centers, and training centers may all find desirable locations within the campus. *[Note: These non-office uses would require an amendment to the existing Interlocal Agreement between Escambia County, the City of Pensacola, the Community Redevelopment Agency of the City of Pensacola, and the Pensacola Promotion and Development Commission which limits uses to certain technology sectors and employers only.]*

The Pensacola Downtown Technology Campus is intended to provide a rich, rewarding working environment. A coherent and orderly pattern of proposed streets, buildings, open space and recreation amenities has been sensitively planned to provide an enjoyable urban neighborhood. The small scale of the complex, combined with changing market conditions and the need to maintain flexibility over time, calls for a development process that continues to evolve. Like any complex project, the campus will fill gradually over a period of years. Its ultimate form will reflect decisions made by a multitude of individuals, and businesses. These decisions must be guided by a clear vision and philosophy. The vision is intended to provide the foundation upon which the campus will emerge.

The guiding principles of the design are:

- **Develop an urban form to complete the existing urban neighborhood context.** The design of the development follows the form of the original subdivision of land laid out in the New City Tract platted in 1906 and the Old City Tract, also platted in 1906 which included a rectangular grid of streets and primarily 40 foot width lots. Salamanca Street was included within these plats as a 68 foot wide street right-of-way that ran west from 9th Avenue half way across the campus parcel to the 120 foot right-of-way of Cevallos Avenue (8th Avenue), now abandoned. The intent of the campus plan was to continue Salamanca Street (with a smaller 60 foot right-of-way) entirely across the campus to connect with Florida Blanca Street to complete the existing city block pattern.
- **Develop a lotting plan that is logical, flexible, and consistent with the building pattern of the Pensacola downtown core.** The choice of 50 foot lots is intended to break down the north and south blocks into discrete platted parcels that can be used as is, or combined into larger tracts for a single user. The north tier of lots in Block A provides 200 foot depth, and these lots are intended for larger buildings requiring deeper lots, and lots that can also support private parking at the rear under the buildings. The south tier of lots,

Block B, provides for smaller depth lots to allow a purchaser the flexibility of purchasing a site suited to smaller uses. Block B lots also includes an alley that can be used for loading and unloading access and parking, and for utility access and service within a 35 foot easement.

- **Develop a coherent plan to manage traffic.** Because access to and away from the campus is by means of heavily traveled roads and streets, a traffic pattern focusing on clockwise circulation of traffic through the site was provided. Access to the campus is envisioned to be primarily from Chase Street and 9th Avenue, with circulation through the site to Florida Blanca Street and then back to Chase Street and 9th Avenue. This creates a “first impression” gateway to the campus, from the intersection of Chase Street and 9th Avenue, then along 9th Avenue, to the entrance of the campus at the intersection of Salamanca Street and 9th Avenue.
- **Develop a “complete street”.** Today there is a return to recognizing that the proper functions of street includes purposes other than simply providing for high speed traffic flow. The campus design provides for such a complete street with attention paid to slowing traffic, parking on the street for the occasional visitor or short term parking, wider pedestrian walks shaded with regularly spaced street trees, and safe pedestrian crossings.
- **Develop a plan to flexibly manage parking.** Although the original concepts for the campus included two large six-story parking structures on the site either side of a green park at the middle of Block A, a modified campus plan was developed to provide for development of the parcels originally to be used by the parking structures to be sold and used for office space. An agreement with the county and city to accommodate shared parking at the Civic Center parking lot north across Chase Street allows for the efficient use of the campus for office development at the same time as allowing the maximum efficiency of use of the Civic Center parking field as the location of multi-story parking structures. Ultimately, this arrangement for parking will require a carefully conceived plan to provide convenient, safe, all-weather pedestrian access from the campus to this offsite parking, potentially including an elevated pedestrian bridge.
- **Develop a sense of place and community compatible with the historic district.** Set within a historic area of downtown Pensacola, and adjacent to a traditional neighborhood—Aragon—the campus will come complete with an immediate sense of place and community. However, protecting the virtues of place by providing high quality design features that are consistent with the street accoutrement of the existing historic district streets was essential. For that reason, the street lighting fixtures and other street furniture and equipment were chosen to complement the existing surrounding street contexts.
- **Develop people places and spaces.** In addition to providing flexibility in marketing parcels, the design was developed to allow for the use of the required open space to be combined into parcels that provided parks with greens and plazas that provide for quiet, relaxing green niches in the center of the downtown campus. These amenities will provide respite from the intensity and focus required by tenants to develop, market, and use the technologies contemplated within the campus complex.
- **Develop the campus using sustainability best practices.** It is appropriate that a technology campus demonstrate the technologies of sustainable development. For that reason, the campus master development plan, construction specifications, and design guidelines focus on the principles of sustainability: compact infill development (redevelopment); natural landscape materials and the use of xeriscape techniques; pedestrian friendly access and facilities; proximity to and the provision of recreation facilities; and promotion through the design guidelines of the design and construction principles of LEED—Leadership in Energy and Environmental Design.



Lotting Plan Concepts



Original 1906 Plat of the Area

New City Tract and Old City Tract Subdivision Plats

The proposed campus plan follows the form of the original subdivision of land laid out in the New City Tract platted in 1906 and the Old City Tract also platted in 1906, which included a rectangular grid of streets and primarily 40 foot width lots between 9th Avenue and Cevallos Street (now abandoned).

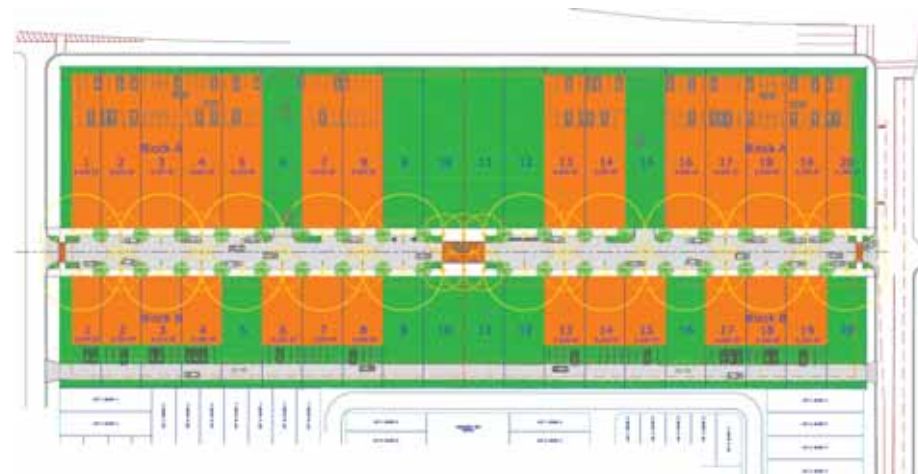
The Urban Design Associates Master Plan

The Urban Design Associates master plan and lotting diagram for the campus also followed this form and expanded on it to the west to Florida Blanca Street. Because the UDA plan called for integral parking structures spaced along the north block on Salamanca Street, irregular sized lots were indicated in that block. Within the south block lot widths ranged from 100 feet to 200 feet. Centrally located parks were a feature of both blocks in the UDA plan.



The Proposed Campus Plat

After review of a number of alternative lotting arrangements, including a curvilinear street and more suburban lotting plans, the final lotting plan for the campus was crafted as two blocks of twenty 50-foot lots on either side of an extension of Salamanca Street through and across the parcel to intersect with Florida Blanca Street. This lotting pattern provides the most flexibility in parcel assembly and partitioning. The 50 foot lots are the smallest practical small sized parcels for independent, free-standing office buildings and all combinations of these lots with whole lots or portions of lots can provide a wide array of building parcel sizes. Ultimately, making the decision to design for this lotting plan allowed subsequent decisions regarding the location and sizing of utility services. The plan for central parks within the north and south blocks was expanded and although the lots will be platted, they will be dedicated to the purposes of open space and parks.



Proposed Campus Lotting Plan-Concept

Downtown Technology Park Interlocal Agreement

The interlocal agreement between Escambia County, the City of Pensacola, the Community Redevelopment Agency of the City of Pensacola, and the Pensacola-Escambia Promotion and Development Commission stipulates development requirements for the campus noted in Exhibit C:

Development Requirements. Companies purchasing land in the Tech Campus shall commit to the following development requirements:

- Minimum building size of 14,000 square feet on property south of Salamanca Street
- Minimum building size of 60,000 square feet on property north of Salamanca Street

Consideration should be given to amending these standards to allow smaller building floor areas within the campus to provide for flexibility of sales and development consistent with the lotting indicated in the development concept plan presented in the design guidelines.



Green Space and Open Space

Green Space Plan

The green space, open space plan for the campus provides for and meets the requirements of the Gateway Redevelopment District (GRD) which allows a maximum of 75% lot coverage (total of building, parking, and all impervious surfaces on site). The green space total indicated in the following table is for all dedicated setbacks and park parcels. The green space total exceeds the 25% green space requirement for the site development concept plan without parking decks, however, the green space ratio would be 22.3% for Options 3 and 4 with parking decks. For that reason, a reduction from the Gateway Redevelopment District 25% green space/open space requirement down to 10% is requested.

Parcel Area		Concepts 1 and 2 Without Parking Decks		Concepts 3 and 4 With Parking Decks	
		sq.ft.	acres	sq.ft.	acres
Central Park	Block A	38,224.13	0.88	20,265.67	0.47
	Block B	21,882.13	0.50	21,882.13	0.50
North 10 ft. Setback Buffer		10,003.54	0.23	10,003.54	0.23
South 10 ft. Setback Buffer		9,960.85	0.23	9,960.85	0.23
West Setback Buffers	15 ft. Block A	2,881.12	0.07	2,881.12	0.07
	15 ft. Block B	1,594.43	0.04	1,594.43	0.04
East Setback Buffers	20 ft. Block A	3,800.09	0.09	3,800.09	0.09
	50 ft. Block B	5,226.02	0.12	5,226.02	0.12
Block A Green Space Parcels (lots 6 & 15)		19,077.84	0.44	2,770.43	0.06
Block B Green Space Parcels		10,922.18	0.25	10,922.18	0.25
Total Green Space/Open Space		123,572.33	2.84	89,306.46	2.05
Total Site Area		400,290.44	9.19	400,290.44	9.19
Total Green Space			30.87%		22.31%

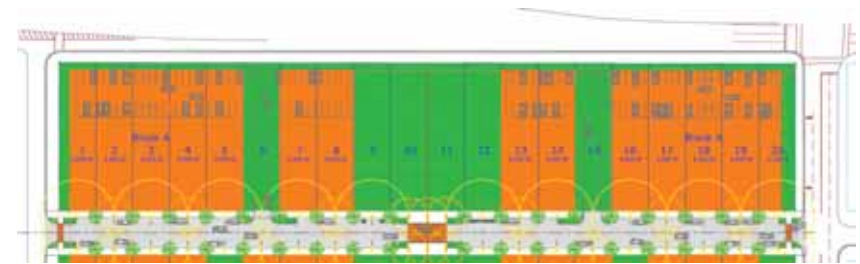
Notes:

1. Alley green space beyond the 35 foot alley access and utility easement is not included as part of the Green Space Plan, since it may be used as parking if the tenant desires.
2. Green space within Salamanca Street right of way is not included as part of the Green Space plan.

Block A Building Setbacks

Block A provides for building setbacks consistent with or exceeding the requirements of the Gateway Redevelopment District:

Area	feet
North Building Setback (includes utility easement)	10
West Building Setback along Florida Blanca Street	15
East Building Setback along 9 th Avenue (includes utility easements)	20
Front Building Setback along Salamanca Street (build-to line)	0
Maximum Building Setback along Salamanca Street	10



Block A Green Space (Setbacks and Parks)

Block B Building Setbacks

Block A provides for building setbacks consistent with or exceeding the requirements of the Gateway Redevelopment District:

Area	feet
South Building Setback along Aragon subdivision	15
West Building Setback along Florida Blanca Street	15
East Building Setback along 9 th Avenue (includes sewer line easement)	50
Front Building Setback along Salamanca Street (build-to line)	0
Maximum Building Setback along Salamanca Street	10



Block B Green Space (Setbacks and Parks)



Block A Open Space Parks

Lot 6 and Lot 15 are indicated as unoccupied by intent to provide a method of breaking up the east and west tiers of parcels. These areas are intended to be temporary park sites (sodded, grassed, and maintained open space) until demand for additional development occurs. These parcels may be sold and occupied in the future.

Block B Open Space Parks

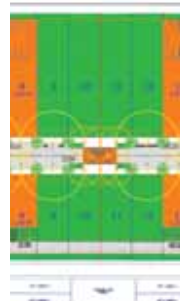
Lot 5 and Lot 16 are indicated as unoccupied by intent to provide a method of breaking up the east and west tiers of parcels. These areas are intended to be temporary park sites (sodded, grassed, and maintained open space) until demand for additional development occurs. These parcels may be sold and occupied in the future.

Central Parks Parcels

Both Block A and Block B contain central park sites that serve the entire campus.

The park within Block A is indicated as Lots 9, 10, 11, and 12, with total dimensions of 200 feet in width and 200 feet of depth, and an area of 0.88 acres (Options 1 and 2 without parking decks).

The park within Block B is also indicated as Lots 9, 10, 11, and 12, with total dimensions of 200 feet in width and 140 feet in depth, and an area of 0.50 acres. A 30 foot easement crosses the south portion of the Block B park and will contain a 20 foot wide alley intended to be constructed of pervious pavement.

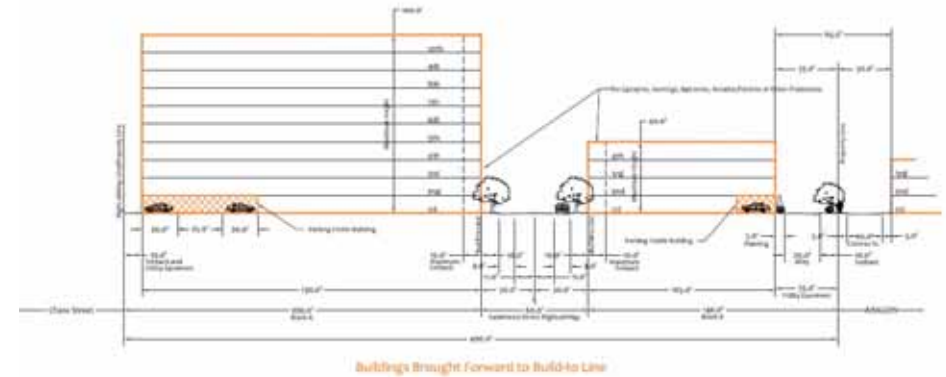


Central Park Parcels

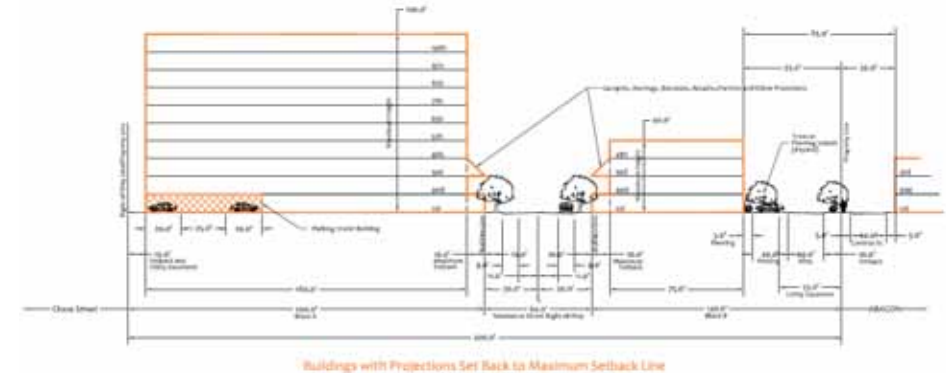
Total Open Space and Green Space

Since several development options were developed for the campus (with and without parking decks), total open space and green space could vary between the optional plans. As development of the campus proceeds, tracking of total green space should be maintained to assure that in the final buildout condition total open space and green space totals greater than 10% of the total site.

Front Build-to Line and Rear Setbacks and Utility Easements



Front Maximum Building Setback and Rear Setbacks and Utility Easements



Building Massing Diagrams

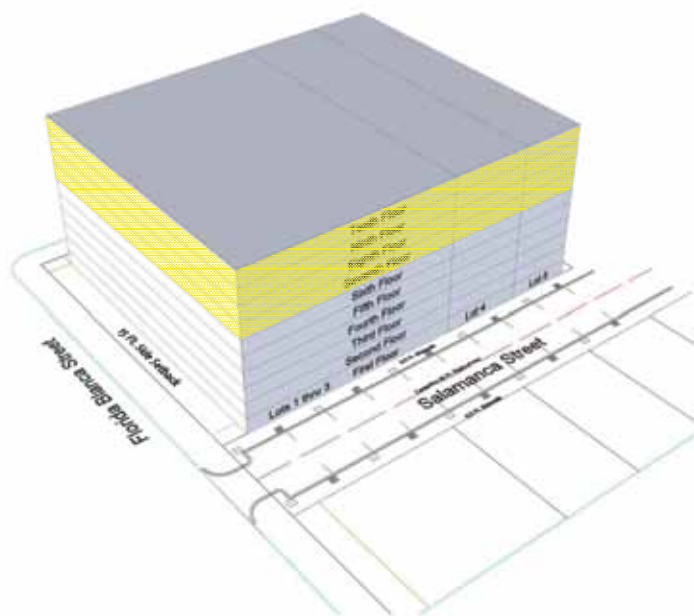
North Block A West, Lots 1 through 5

North Block A East, Lots 16 through 20 (similar, mirror image)

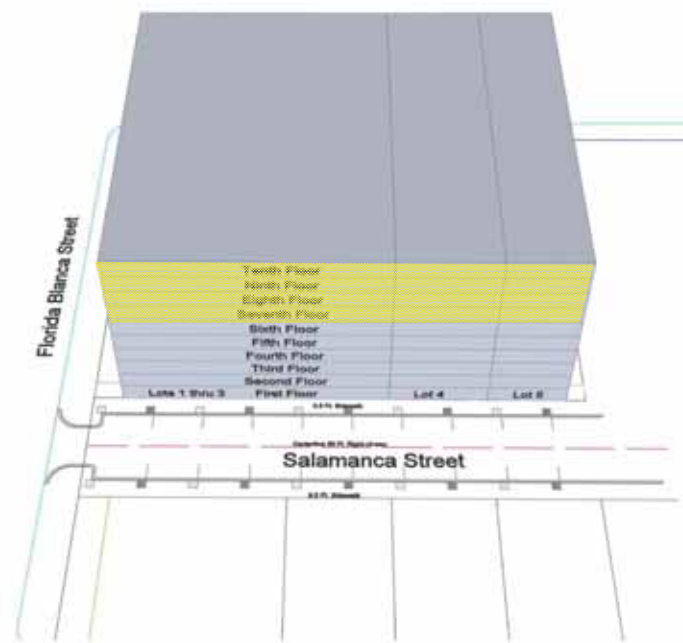
The building massing diagrams illustrated here are the maximum building envelopes envisioned for each of the sites in Block A, the north tier of lots.

A 10 foot access and service easement is indicated in the design on the north side of the parcels. If parking is not constructed on the north 30 feet of the parcels, the buildings can extend to within 10 feet of the right-of-way of Chase Street (the minimum building setback along Chase Street).

Although the allowable maximum height of buildings within the GRD District is 100 feet (see diagram below), parking ratios for the proposed office uses on the site will likely generate an extensive requirement for parking that cannot be accommodated. Therefore, it is expected that 10-story structures, although allowed, would potentially not be constructed. The proposed development program illustrated in Section 3.0 Master Development Plan indicates six-story structures for this location (floors above sixth floor shown here in yellow).



Southwest Elevation—Block A, Lots 1 through 5



South Elevation—North Block; Parcels 1 through 5

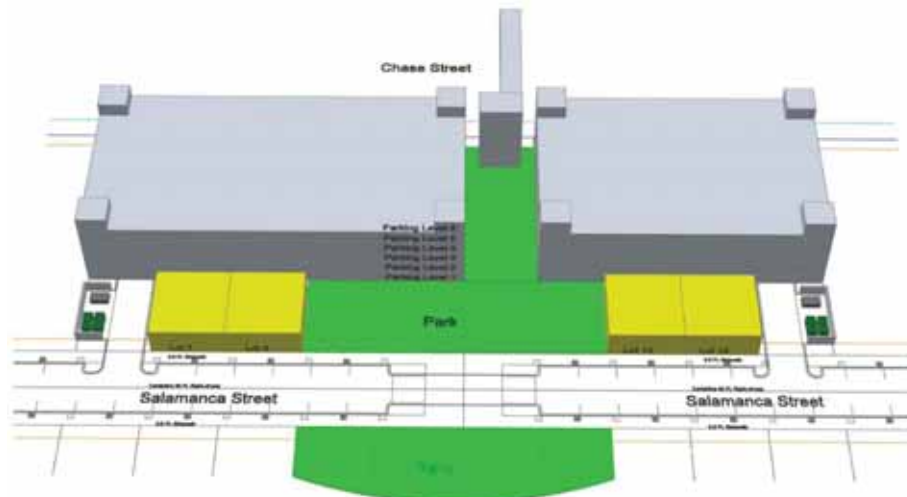
Building Massing Diagrams

North Block—Parking Deck Configurations

Parking Deck

A parking deck was envisioned in the original development master plan and subsequent conceptual development plans. Later plans showed the single deck split into two structures to allow for green space and a utility easement on the parcel that became Lot 11. Parking structures will not be located on the campus parcel if final agreement can be negotiated for structured parking to be placed on the Civic Center parking lot across Chase Street north of the site. The image here is shown to illustrate the planned footprint location of the parking structure or structures, if constructed. A pedestrian bridge was added to the design to indicate a possible accessible pedestrian connection from the campus to the Civic Center site.

The parking deck massing diagrams illustrated here are for 6-story parking structure envelopes envisioned for a central location on the north block or tier of lots. Additional parking may be required to meet the parking ratio for the maximum buildout of the campus. Additional floors of parking may be added up to a maximum structure height of 100 feet. The single parking structure illustrated here would be constructed in two or more phases to accommodate financing and budget constraints and to allow for a utility easement between the structures. If a unified single structure were to be built it would necessitate re-routing of an existing sanitary sewer line and an FDOT storm sewer line lying under Lot 11.



South Elevation—North Block Parking Structures

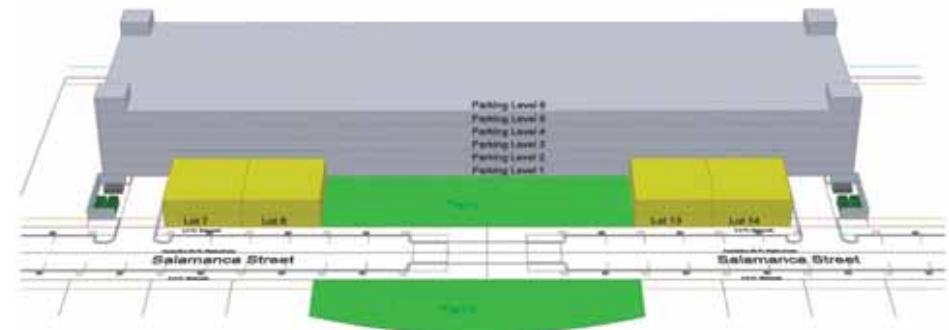
Multi-flex Commercial, Retail, Office, Service Structures

The two-story structures indicated as Lots 7, 8, 13, and 14 are proposed as “liner buildings” in space “in front of” the parking structure, if constructed. The ground floor spaces are the primary location proposed to accommodate a variety of commercial, retail, service, and supplier uses. Restaurants, cafés, delicatessens, or coffee shops,

newsstands, personal care services, print shops and office supply sales and services businesses are examples of the types of uses proposed to be permitted and planned for, although a variety of professional office uses would also be allowed by right (ex: property owner's or campus management office). Seating areas for eating establishments *could be allowed* to extend into the park, if no restrictions and limitations on use were imposed by the property owner's association. A potential 10 foot separation between adjacent structures and the parking deck is indicated to allow for some hidden service space for utilities, HVAC, and storage. These structures are programmed in the Conceptual Master Plan as two-stories, however, if demand for smaller footprint buildings with larger floor space exists, these structures could be expanded to match the floor height of the parking deck (maximum building height is 100 feet). An advantage of the location of these structures is the ability to design direct access to the parking deck from the rear of the buildings. [Note: An amendment to the interlocal agreement for the Downtown Technology Park between Escambia County, the City of Pensacola, the Community Redevelopment Agency of the City of Pensacola, and the Pensacola-Escambia Promotion and Development Commission would be required in order to allow retail and service uses to be located within the campus. Interlocal Agreement attached in Appendix.]

Park and Open Space

The proposed centrally located park is anticipated to be dedicated to and maintained by the property owner's association. The park is also located either side of the central pedestrian access across Salamanca Street so that the two park spaces are connected by safe access.



South Elevation—Single North Block Parking Structure

Utility Compounds

Two utility compounds are accommodated on either side of the parking structure access drives. These locations are the most efficient use of space that would not be used in other ways, are centrally accessible to the entire campus, and are sufficiently large to accommodate trash dumpsters, electric transformers, or emergency generators. Although gates are not indicated, gates would be required to shield these facilities from view. Trash dumpsters would be required to be of the roll-out type since turning movements of the collection vehicles would not allow direct access to the utility compound.



Building Massing Diagrams

South Block—Lots 1 through 8 and 13 through 20

Office Structures

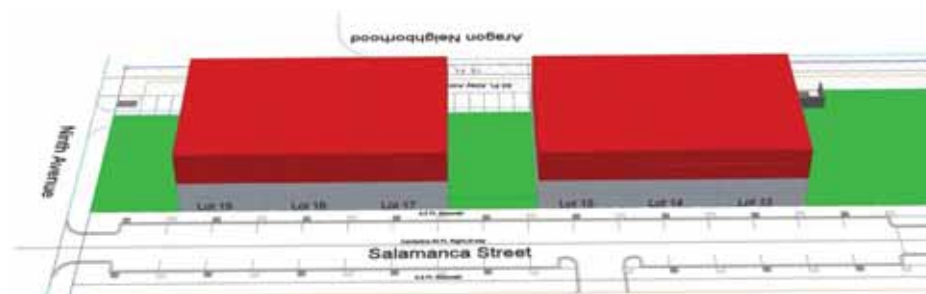
The office structures located on the south block or tier of lots are anticipated to be two, three, or four-story structures. The red floors illustrated indicate the optional third and fourth floor space. A 35-foot alley easement is indicated in the design to accommodate service and parking access at the rear of these structures. With the 35-foot easement (10 feet of landscaped buffer, 20 feet of pavement, and 5 foot landscape strip between parking and paving) or with an additional 20 foot parking space perpendicular to the rear of the buildings (or within the buildings themselves), the total building setback from the south property line would be 35 feet with parking in the building, or 55 feet with parking outside the building. That extensive setback would minimize concerns of Aragon neighborhood residents over structures adjacent to the neighborhood.

Park and Open Space

The proposed centrally located park is anticipated to be dedicated to and maintained by the property owner's association. The park provides a logical design extension of the central park axis of the adjacent Aragon neighborhood and pedestrian access could be easily designed and permitted. To accommodate alley access across the entire south boundary of the campus, gravel, turf block, or other pervious pavements would be used across the park.

Utility Compounds

Two utility compounds are accommodated on either side of the park space and would be accessible from the alley. These locations are centrally accessible to the entire campus, and could be sufficiently large to accommodate trash dumpsters, electric transformers, emergency generators, potable and fire line backflow preventers and other service facilities. Storage of lawn maintenance or other equipment could also be accommodated in these compounds.



South Block; Southwest Corner Parcels 13 through 20 (View toward South)



South Block; Southeast Corner Parcels 1 through 8 (View toward South)

Sun/Shade Study

Sun/Shade Study Methodology

In order to determine accurately the effects of sun angle and shadows both on the Technology Campus parcel and on surrounding streets and parcels, a sun/shade study was performed using SketchUp to build a building massing model and orient it accurately to the latitude and longitude, azimuth angle of the site, and the time of year and time of day.

Building Heights

For purposes of this study, the buildings located on lots in Block A (the north tier of lots) are indicated as 10-story buildings. The maximum height allowable in the Gateway Redevelopment District is 100 feet so the analysis was accomplished using structure massing blocks of 10 stories. The buildings located in Block B (the south tier of lots) are shown as 4-story buildings, however, these structures likely will be constructed at 2- or 3- story heights. Once again, a worst case analysis was carried out using the maximum height 4-story building massing blocks.

The following dates and times of day were modeled using the SketchUp model:

Date	Time of Day
March 21, 2010	8:00 AM
June 21, 2010	8:00 AM
September 21, 2010	8:00 AM
December 21, 2010	8:00 AM
March 21, 2010	4:00 PM
June 21, 2010	4:00 PM
September 21, 2010	4:00 PM
December 21, 2010	4:00 PM

Shading of Adjacent Parcels

Each of the models is shown on the following pages. For purposes of the study, a worst case was indicated in the massing diagram for the south tier of lots, Block B, in order to determine the effect of the maximum sun angles and shade on adjacent parcels. At no time during the day at all times of year will shade become a nuisance factor for properties to the south of the campus. Shade will not encroach on any portion of the Aragon neighborhood.

Shading Issues in the Central Parks

Because the two central park areas will have both existing Live Oak trees and planted landscapes, the onsite shading of these areas was of interest also. The two park areas are primarily affected in both early morning and late evening hours. This will not pose serious impacts on the horticultural material in the parks. Another issue of concern was the effect on the users of the park areas. The sun/shade study indicates that the most serious impact on the park will be late in the day, late in the year. At these times (nearing 4 pm) sun angles in northwest Florida are low in any case and park use is not expected to be heavy at that time of year.

Shading of Street Trees and Landscaping

The sun/shade study indicates heaviest shading of Salamanca Street early in the day and in late afternoon, late in the year. Trees of the type chosen for the street tree for the campus are normally dormant or approaching dormancy during this time of year and are accustomed to lower sunlight levels. Care should be taken in the selection of planting materials for the street landscape areas to assure that shading in late day can be tolerated. Perennial plantings accustomed to varying light levels during a complete year might be the best choice to eliminate the high maintenance cost of rotation of annuals.

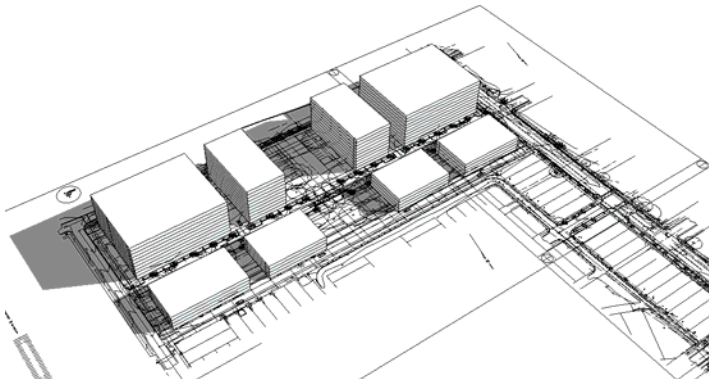
LEED Daylighting Impacts

For purposes of acquiring LEED certification of buildings onsite, daylighting of interior spaces is an element of energy reduction to be considered. As the shading diagrams indicate, even at the maximum height expected for buildings located in Block B (the south tier of lots), the effect of shading on buildings in the north tier (Block A) is marginal and restricted to very late in the day, late in the year. Of course, for those buildings located close together, spaces between building side facades will be shaded, however, building separations as shown can minimize this effect.

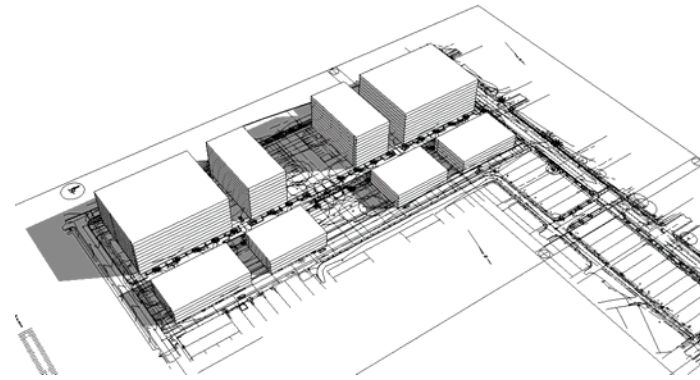
Solar Power Collector Access

The sun/shade study indicates that there will be no dramatic restriction on solar access for the buildings located in Block B, and there will be no offsite impacts to solar access.

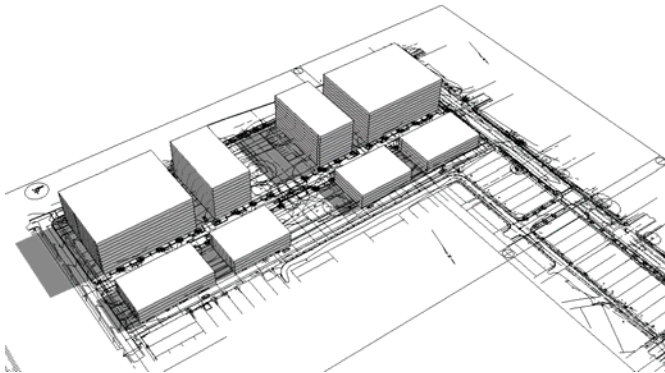




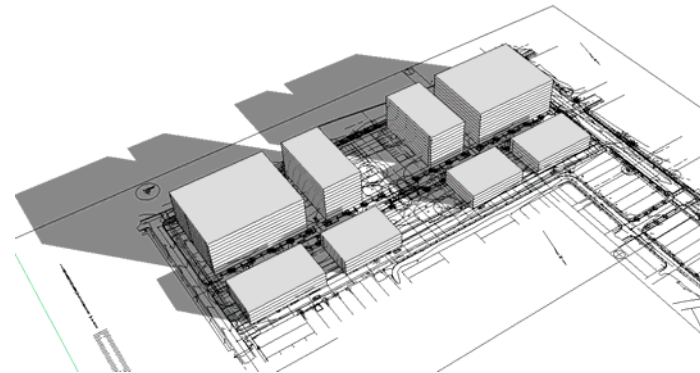
March 21, 2010 8:00 am



September 21, 2010 8:00 am

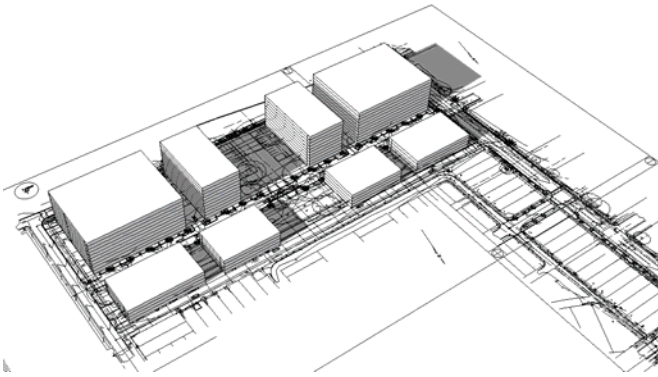


June 21, 2010 8:00 am

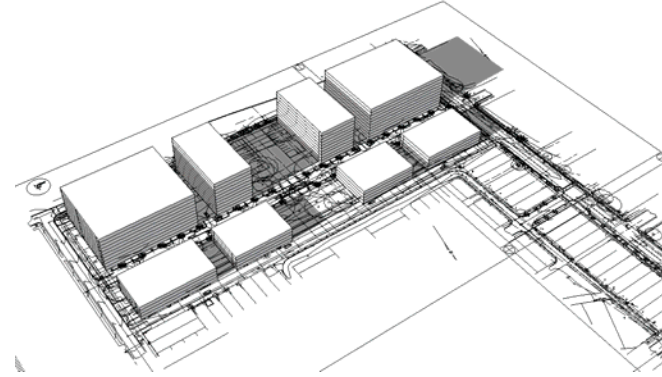


December 21, 2010 8:00 am

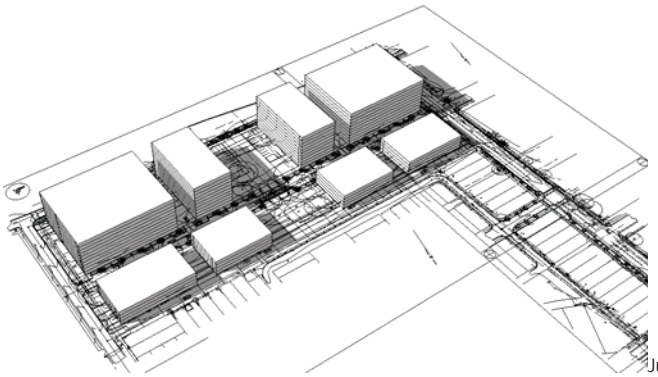




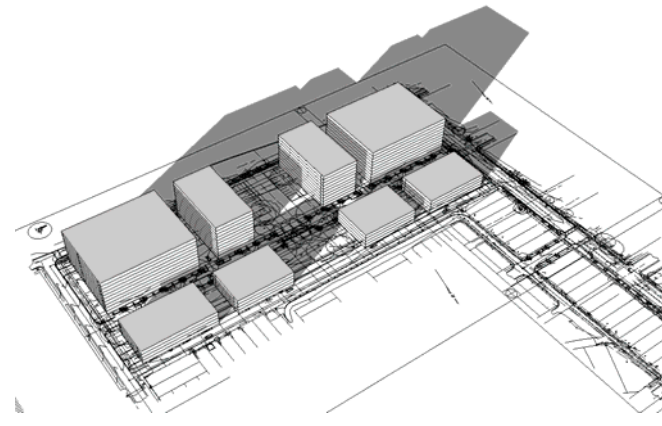
March 21, 2010 4:00 pm



September 21, 2010 4:00 pm



June 21, 2010 4:00 pm



December 21, 2010 4:00 pm



Access and Circulation

Traffic Circulation on and from Surrounding Streets

Traffic approaching the Technology Campus comes from the directions and origins indicated in the following table.

Facility	Origin
I-110	Regional Traffic
Chase Street	From Central Business District and west Pensacola
Gregory Street via 9 th Avenue	From Beaches and north Pensacola
9 th Avenue (southbound)	From north Pensacola
9 th Avenue (northbound)	From Central Business District and Beaches
Salamanca Street	Local traffic
Florida Blanca Street (southbound)	From Chase Street
Florida Blanca Street (northbound)	From Historic District and Central Business District

Entering Traffic and Traffic Circulation on the Campus

Tenants, employees, and visitors not originating from local neighborhoods and downtown will arrive via I-110 and Chase Street, 9th Avenue, or Gregory Street (US 98) via 9th Avenue. For that reason, nearly all non-local traffic (originating in the vicinity of the campus) destined for the campus will arrive southbound on 9th Avenue. That factor will make the intersection of Salamanca Street and 9th Avenue the de facto entrance to the campus and the normal and desired circulation through the campus will be from east to west, exiting onto Florida Blanca Street.

Parking Facilities as the Destination

The original master plan development concept for the campus crafted by Urban Design Associates (see UDA Lotting Diagram in Section 3.2 Lotting Plans), and development concepts further investigated for the campus by PBS&J, called for large scale parking structures located on the campus. Due to limitations in funding, land use efficiency concerns, lot coverage issues, and real estate value considerations, later decisions were made to locate the parking structure(s) offsite at the Civic Center parking lot across Chase Street, north of the campus. For that reason, most of the non-visitor traffic destined for the campus will arrive at the Civic Center location, eliminating much of the potential for circulating traffic on the campus itself.

Onsite and Offsite Parking

Onsite and offsite parking facilities are expected to be accommodated as described in the following table.

Parking Summary	
Location	Parking Spaces
North parking on Lots 1-8 and 13-20 in Block A (under buildings)	148 (potential)
On street parking on Salamanca Street	62
South alley parking on Lots 1-8 and 13-20 in Block B	64
Total potential onsite parking	274
Shared offsite parking at Civic Center	Estimated 450

Additional parking would be required in order to support the level of development indicated in the summary tables in Section 1.2 Development Concept and Development and Parking Summaries. This parking would be provided in the form of parking structures built over the existing surface parking lot at the Civic Center site. A request to reduce the required parking ratio from 1 parking space per 300 square feet to 1 parking space per 500 square feet will be made to the Gateway Review Board.

Turning Movements from Surrounding Streets to the Campus

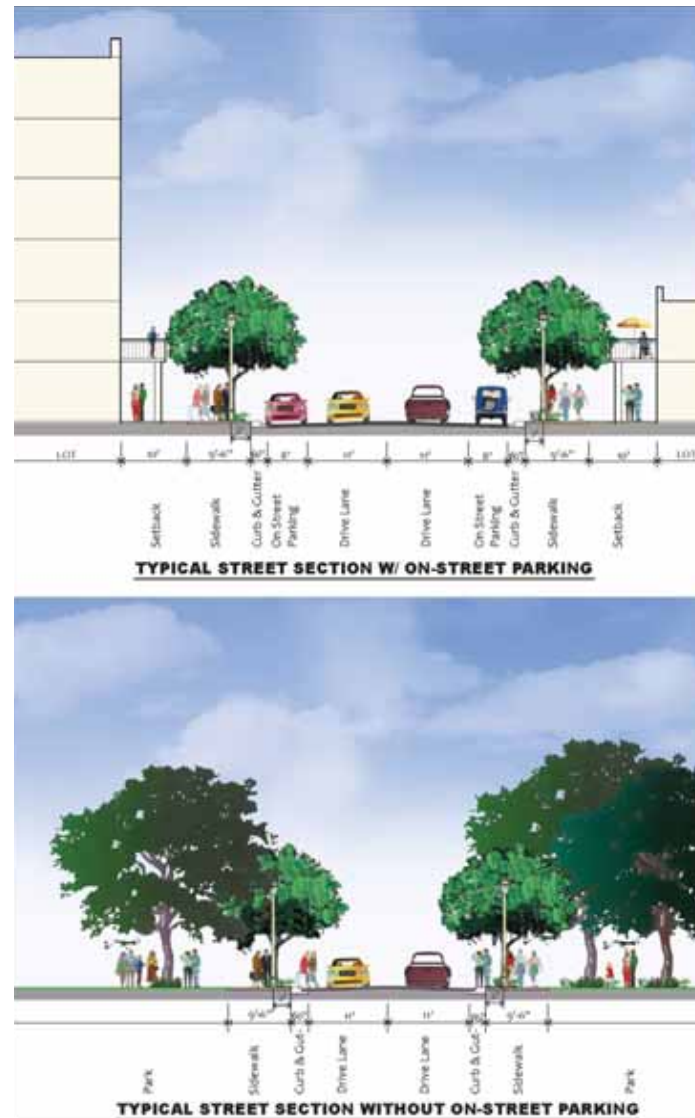
A turning movement analysis was conducted to determine the need for a dedicated right turn lane onto the campus from 9th Avenue. Factors considered in the study were the normal and natural flow of traffic surrounding the site prior to development, the potential for parking both on and off the campus, and the type and design of existing roadway facilities adjacent to the campus. Although there currently is a left turn lane in 9th Avenue capable of serving northbound traffic desiring to turn left onto the campus, the level of traffic arriving from the south at that location is expected to be low. A higher number of arrivals are expected from traffic moving southbound on 9th Avenue. Using FDOT analysis procedures, the need for a right turn lane was studied and the level of arriving traffic expected to be generated by the campus was found to not require a right turn lane onto Salamanca Street at buildout. Note that this analysis was done with the primary permanent parking destination located at the Civic Center lot.



Typical Street Plan and Sections

Typical Street Sections

The design of the extension of Salamanca Street within the Technology Campus is intended to create an urban context within which adequate slow speed traffic circulation can occur on the campus, while providing for traffic calming and adequate facilities for pedestrian access and level of service and also maintaining aesthetic control of streetscape design features. Eleven foot travel lanes, nine foot parallel parking spaces (including the 1 foot gutter), and nine and a half foot pedestrian walks can be constructed within the recommended sixty foot wide right-of-way. Additional pedestrian walks or plazas can be constructed within the private 10 foot front maximum setback on each parcel, if the buildings are set back to the maximum setback line.



Traffic Calming

Landscaped bump-outs at the proposed Salamanca Street intersections with 9th Avenue and Florida Blanca Street will provide for pedestrian safe-havens and shortened crossing times at pedestrian crosswalks. Additionally, the design calls for a narrowed street pattern created by bump-outs at the central point of the street located at the central greens. On-street parallel parking along the full length of Salamanca Street will provide for further traffic calming.

On-Street Parking and Loading Zones

As well as providing for traffic calming, the proposed parallel parking spaces on the street will provide for as many as 62 on-street parking spaces, depending on the ultimate configuration of needed loading zones, drives, and transit stops. These spaces can fulfill the important requirement of providing for short term parking for visitors or clients, or to meet loading zone requirements depending on striping configurations. Two spaces in front of Lot 12, Block A, have been combined to form a bus transit stop/loading zone to serve the campus, however, other combinations of parking spaces can be converted to transit/loading zones in the future if demand requires conversion.

Street Trees

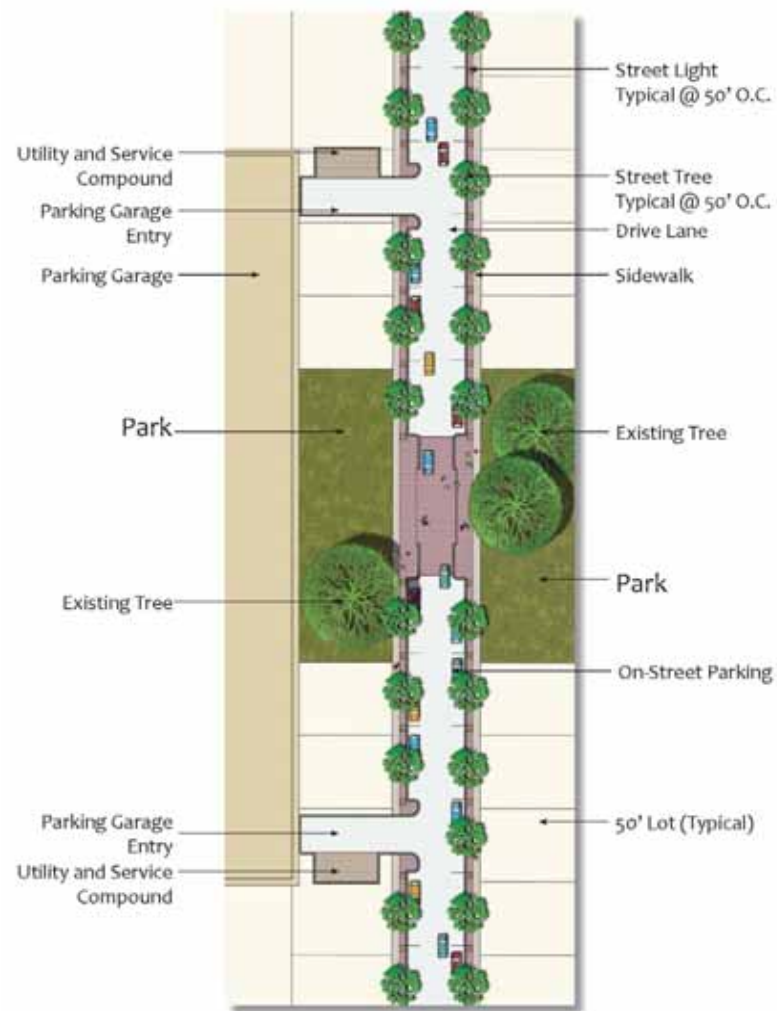
To create street enclosure for amenity purposes and to shade adjacent sidewalks and parking spaces, street trees planted on a spacing of 50 feet is recommended. (See Section 4.9 for street tree and landscape materials guidelines.) The specific spacing of parking space striping, street trees, and street light poles is consistent with the 25 foot length of adjacent parking spaces to avoid conflicts with car door swings.

Build-to and Setback Lines

The street typical section indicates buildings brought forward to the right-of-way line acting as a build-to line. A maximum setback of 10 feet setback is allowed for purposes of locating arcades, balconies, courtyards, and other exterior, non-enclosed building spaces, when they are made an important integral element of the streetscape in front of the parcel. This design feature is consistent with traditional forms of handling front setbacks along streets within the Pensacola central business district. Although the intent is for buildings to be brought forward to the build-to line, quality designs with courtyards, terraces, or other onsite public spaces at the front of the building may be acceptable upon approval of the board of the Property Owners Association (POA), or its designated Architectural Review Board (ARB).

Street Plan and Driveway Access

The street plan indicated here is designed to accommodate the possibility of a parking structure on Block A and driveways to access these parking structures. The location of the driveways is consistent with the concept plan currently envisioned without the onsite parking structures, and with slight revisions in alignment would allow access to parking lots at the rear of Lots 1-8, Block A, and Lots 13-20, Block A.



TYPICAL STREET PLAN VIEW



Street Construction Materials

Optional Street Surfacing Types

The least cost street surfacing material option for Salamanca Street is asphalt. This option also has an advantage if the street requires repair and replacement or resurfacing in the future. Concrete paving is more durable and initially may look better if constructed well, however, the initial cost is higher. Both dyed and stamped asphalt and color-impregnated and stamped concrete are options that allow patterning on the street pavement. Both add considerable additional cost. Brick or concrete pavers add character, but also add initial costs and future maintenance costs that would dictate whether they are used in areas with heavy traffic.

Proposed Street Surfacing Materials

Salamanca Street is proposed to be constructed with an asphalt surface except at the crosswalks and pedestrian crossing at the central point of the street. In these locations surfacing will be chosen from concrete or brick pavers, stamped concrete, or stamped asphalt (the least cost patterning option).

Crosswalks

One option for patterned streets is to sparingly use patterning only at the crosswalks or the central pedestrian crossing. At the two crosswalks at the intersections of Salamanca Street with 9th Avenue and Florida Blanca Street, consideration should be given to a patterned crosswalk. Final bid costs will dictate feasibility of use of these materials. At the central pedestrian crosswalk between the two central parks the street design should include either patterned concrete or asphalt surfaces, or concrete or brick pavers, to distinguish the area as a major pedestrian crossing.



Stamped Concrete, Palafox Pier, Pensacola



Lowe's Parking Lot, Hialeah, Florida (Atlantic Paving Company)
<http://www.atlanticpaving.com/decorative-pavement-projects.html>



Concrete Pavers, Alcaniz Street, Pensacola

On-street Parking

Parking along Salamanca Street

As many as 62 standard parallel parking spaces can be accommodated along Salamanca Street on the campus. Each parking space will be 9'-0" wide including the gutter pan and 25 feet long. These spaces are indicated in the plan to be striped on a module of 25 feet to coincide with the spacing of street lights and street trees to make entering and exiting the vehicle on the passenger side more convenient.



Proposed On-street Parking Configuration on Salamanca Street

Purpose of On-street Parking

The purpose of the on-street parking spaces is to accommodate visitors and short-term parking. With the bulk of the parking anticipated to be located across Chase Street at the Civic Center, the on-street parking will also provide convenient parking in early phases at the beginning of development of the campus. Two of the parking spaces in front of Lot 12, Block A, at the center of the campus near the pedestrian crosswalk are indicated as a transit stop, if needed, and/or a loading zone to accommodate temporary loading and unloading of delivery vehicles.



Additional Benefits of On-street Parallel Parking

On-street parking is often understood to be the most convenient parking available since it is located at the "front" of buildings fronting the street. Parallel parking along the street also provides several other benefits that are less tangible but as valuable:

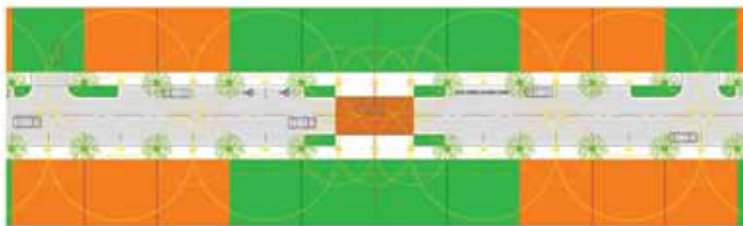
- **Traffic calming.** When the street is lined with parked cars there is a common reaction of drivers on the street to slow down in anticipation of doors opening and persons exiting from parking vehicles.
- **Protection of pedestrians on the adjacent sidewalk.** Normally when sidewalks are adjacent to a curbed roadway the sidewalk is set back several feet to allow for a grass strip for planting, or the sidewalk is made much wider when up against the curb to give pedestrians the ability to walk further from traffic on the street. When parallel parking spaces are located along the curb, the pedestrians can use the entirety of the sidewalk without the need to shy away from passing traffic.
- **Street tree shading.** When street trees line the street, parallel parking spaces along the curb are conveniently shaded.
- **Quick pick-up and drop-off of passengers.** Although not the intended purpose of parallel parking spaces, they do provide for the very temporary ability to pick up and drop off passengers in inclement weather or those carrying packages.



Loading Zones

On-street Loading Zones

The proposed design for Salamanca Street includes five parking spaces either side of the centrally located pedestrian crosswalk on the street. Some of these five parking spaces can be converted to loading and unloading space at the time when sufficient buildout of the campus has occurred if demand for loading/unloading space warrants. The construction plans indicate two handicap spaces in front of Lot 9, Block A.



Off-street Loading Space in Block A

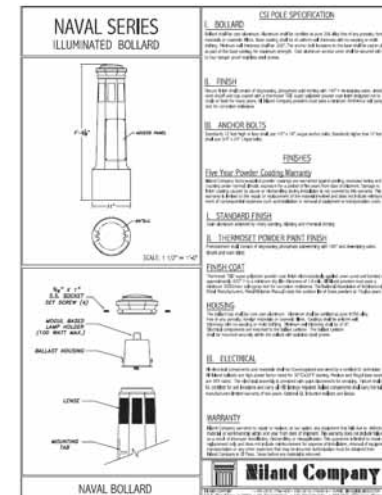
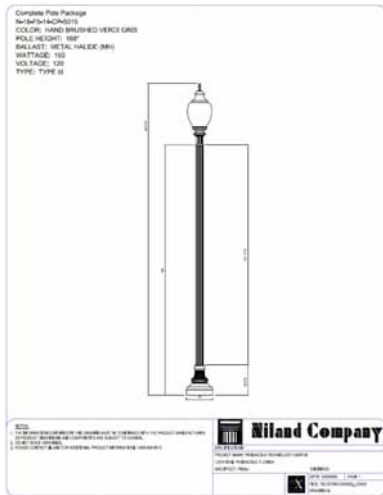
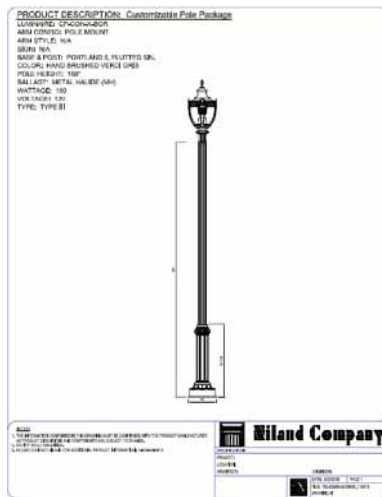
Two options exist for loading zones in Block A. The design proposed allows for parking in an alley at the rear of the lots (along the Chase Street side of the lots) under the buildings. These parking areas could be striped to accommodate loading and unloading space for vehicles. Additionally, the driveway to access this parking on Lot 6, Block A, and Lot 15, Block A, could be widened to allow for a loading zone.



Off-street Loading Space in Block B

The alley parking areas in Block A can accommodate temporary loading and unloading of vehicles out of the way of traffic. The proposed alley is 20 feet in width, sufficient space for a vehicle to pass a parked vehicle in the alley. The alley is wide enough to allow for two-way traffic but will function better if signed for one-way traffic with traffic flow from east to west.



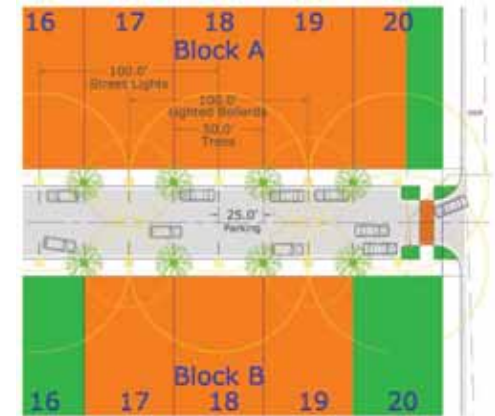


Street Lighting

Street lighting within the Technology Campus is intended to provide sufficient lighting to allow safe use of the street for vehicular traffic circulation and parking, and for safe pedestrian access on adjacent sidewalks, terraces, and public seating areas. The street plan allows for potential use of several types of pole-mounted light types and intensities. With lower intensity lighting the street plan indicates locations for street lights alternating with street trees, with trees and lights each placed fifty (50) feet on center. If higher intensity lighting is selected, spacing within this pattern is possible at 100 feet, 150 feet, or 200 feet on center. Also, if higher intensity lighting is selected, it is possible to install lighted bollards in the 50 foot spacing locations between trees that are not used for street lighting. This would provide adequate low level lighting for pedestrians. Similar pole lights will be installed on the south side of the alley at 100 foot spacing.

Example Lighting Products

Standard municipal pole-mounted "acorn" style street lights are recommended for the campus. Samples of these styles are indicated here for design reference. These fixtures are consistent with the design of pole-mounted fixtures in the adjacent Aragon subdivision, the remainder of the historic district, and in downtown Pensacola. This style of fixture has other advantages: they are common throughout the available lines of most street light manufacturers and distributors, they are available in a wide variety of pole heights and light intensities, and pole mounted fixtures are typically more wind resistant than pendant, side-arm, or cobra-head street lights. The additional advantage of fitting well between closely-spaced street trees allows for light to be well distributed even when street tree spacing is also tight enough to produce the desired shaded environment on sidewalks. (Product CP-CON-X-BOR-F5-Portland5- is similar to pole fixtures used in Aragon.)



Typical Street Lighting and Tree Spacing

Dark Sky Compliance

Since street lighting consumes as much as 30-40 percent of a typical city's municipal energy consumption, energy efficiency is an important consideration. In an effort to be consistent with Leadership in Energy and Environmental Design (LEED) initiatives, street lighting efficiency is an important element of minimizing potential energy consumption within the campus. Luminaires with dark-sky compliant, high cut-off angle lighting are very efficient at lighting only areas adjacent to and within the design lighting footprint guidelines of the specific fixture. By directing light only where needed and with proper intensity, light pollution is limited, lighting is more attractive, and street lighting can be more efficiently designed.

CPTD: Crime Prevention Through Environmental Design

Although an office park usually does not experience extensive night-time use, the Technology Campus is a multi-use site that will potentially provide for parking for events at the adjacent Civic Center and possible retail and service uses within the campus. For that reason, night time lighting will be an especially important element of the street design and configuration. Illuminating the entire streetscape will minimize dangerous low lit areas along the public spaces fronting the street.



Street Furniture

A listing of representative street furnishing and suppliers is listed here for design reference. Numerous suppliers of quality outdoor street furnishing exist and final selection of suppliers and materials will be accomplished during final design of the street and infrastructure for the campus.

Benches



Victor Stanley Model RB-12 Steelsites

<http://www.victorstanley.com/products/?mode=prodDetail&id=77&catId=1>



Victor Stanley Model RB-28

<http://www.victorstanley.com/products/?mode=prodDetail&id=1&catId=1>



Victor Stanley Model CR-18

<http://www.victorstanley.com/products/?mode=prodDetail&id=5&catId=0>



Victor Stanley Model CR-138

<http://www.victorstanley.com/products/?mode=prodDetail&id=67&catId=0>

Trash Receptacles



Victor Stanley Model NSDC-36

<http://www.victorstanley.com/products/?mode=prodDetail&id=20&catId=3>



Victor Stanley Model FC-12

<http://www.victorstanley.com/products/?mode=prodDetail&id=71&catId=3>



Planters



Victor Stanley Model S-24

<http://www.victorstanley.com/products/?mode=prodDetail&id=33&catId=11>



Victor Stanley Model TP-36

<http://www.victorstanley.com/products/?mode=prodDetail&id=320&catId=11>



Longshadow International Collection, or similar

http://www.longshadow.com/Pages/longshadow_internationals.html

Tree Guard



Victor Stanley Model S-6

<http://www.victorstanley.com/products/?mode=prodDetail&id=29&coord=true>

Bike Racks



Victor Stanley Model BK-4

<http://www.victorstanley.com/products/?mode=prodDetail&id=384&catId=25>



Victor Stanley Model BK-3

<http://www.victorstanley.com/products/?mode=prodDetail&id=184&catId=25>



Bollards



Victor Stanley Model R-7591
<http://www.bollards.ca/R-7591.htm>

Tree Grates



Neenah Foundaries Model 8706-A—180° square



<http://www.aecinfo.com/1/resourcefile/00/29/76/neen09.htm>



Street Trees and Landscape Materials

Planting Zone

The Technology campus is located within a wind and salt spray zone in proximity to the shore of Pensacola Bay. Trees and shrubs in that zone are subject to wind and salt spray pruning and stress. For that reason, the plant palette chosen for the campus emphasizes native plant materials with demonstrated wind and salt tolerance. The plant materials listed are appropriate for landscape locations along Salamanca Street on the campus as well as on surrounding buffers and setbacks within the campus.

Street Trees

Live Oak trees are ubiquitous throughout the downtown and historic districts of Pensacola. For that reason, the canopy tree chosen as the Salamanca Street signature street tree is *Quercus virginiana* 'Highrise' Live Oak, a cultivar that exhibits a more vertical growth habit than the native Live Oaks and will be able to be limbed up to 6½ to 7 feet as it grows to allow pedestrian passage under the canopy. Tree grates have been indicated in the Conceptual Master Plan for Salamanca Street. Grates should be chosen that will allow modification of the grate tree opening as the trees grow. Using a 5 foot square opening, sufficient space will be allowed for growth without root damage to the adjacent sidewalk. Consideration should also be given to the use of products that incorporate tree root growth and stormwater management in such a way that sidewalk and street pavement damage is limited. See "Silva Cell" products or similar:

http://www.deeproot.com/template.php?sec=products&nav=silva&content=sc_app&sub=1&lsl=1

Park and Buffer Planting Materials

All of the plant materials on the approved plant list are natives or naturalized plants that are suitable for use in the parks, buffers, setbacks, green spaces, or foundation planting on the campus. All landscape designs on individual lots and parcels within the campus must be approved by the property owners association prior to installation. Exceptions will be granted for specimen trees, or plants with desirable special characteristics or design qualities.

Xeriscape and Low Maintenance

All plant materials should be selected to assure the minimization of irrigation and maintenance. Selection of plants from the Approved Plant Materials List will assure low maintenance. Aside from irrigation needed for the grow-in period, trees and plants should be installed in locations and in such a way as to require minimal or no irrigation. (See also LEED certification requirements in Section 11.0 Green Technology Guidance and References.)

Approved Plant Materials List

Canopy Trees

Magnolia grandiflora 'Bracken's Brown Beauty' - Southern Magnolia

Magnolia virginiana - Sweet Bay

Nyssa sylvatica - Black Gum

Quercus shumardii - Shumard Oak

Quercus virginiana 'Highrise' - 'Highrise' Live Oak

Ulmus alata - Winged Elm

Vaccinium arboreum - Sparkleberry

Understory Trees

Cercis canadensis - Redbud

Chionanthus virginicus - Fringe Tree

Cornus florida - Dogwood

Ilex cassine - Dahoon Holly

Ilex opaca - American Holly

Ilex vomitoria - Yaupon Holly

Magnolia grandiflora 'Little Gem' - 'Little Gem' Magnolia

Prunus umbellata - Flatwoods Plum

Shrubs

Ilex glabra 'compacta' - Dwf. Gallberry

Ilex vomitoria nana - Dwf. Yaupon Holly

Itea virginica 'Little Henry' - 'Little Henry' Sweetspire

Myrica pumila - Dwf. Wax Myrtle

Raphiolepis indica 'Snow' - Dwf. Indian Hawthorne

Viburnum obovatum - Walter's Viburnum

Vines

Bignonia capreolata - Crossvine

Gelsemium sempervirens - Carolina Jessamine

Lonicera sempervirens - Scarlet Honeysuckle

Passiflora incarnata - Maypop

Ferns

Dryopteris ludoviciana - Wood Fern

Osmunda cinnomomea - Cinnamon Fern

Thelypteris kunthii - Shield Fern

Herbaceous Perennials / Groundcovers

Coreopsis lanceolata - Lance Leaf Coreopsis

Echinacea purpurea - Purple Coneflower

Hemerocallis fulva - Daylily

Lantana montevidensis - Purple Lantana

Mimosa strigulosa - Powderpuff

Rudbeckia hirta - Black Eyed Susan

Stokesia laevis - Stokes' Aster

Verbena tenuisecta - Verbena

Bog Plants

Bacopa caroliniana - Lemon Bacopa

Canna flacida - Yellow Canna

Crinum americanum - String Lily

Hibiscus coccineus - Swamp Hibiscus

Hymenocallis latifolia - Key Lily

Iris virginica - Blue Flag

Juncus effuses - Soft Rush

Osmunda regalis - Royal Fern

Pontederia cordata - Pickerel Weed

Grass / Grasslike Plants

Eragrostis spectabilis - Purple Lovegrass

Muhlenbergia capillaris - Gulf Muhly Grass

Pityopsis graminifolia - Silkgrass

Sisyrinchium angustifolium - Blue Eyed Grass

Spartina bakerii - Sand cordgrass

Turfgrass

Cynodon dactylon 'Celebration' - 'Celebration' Bermudagrass

Notes:

Signifies recommended materials for landscape areas within Salamanca Street right-of-way

Signifies recommended materials for landscape areas on individual lots and parcels and within the onsite buffers and parks



Pedestrian Bicycle and Transit Facilities

Traffic Calming

The design of Salamanca Street is, by intent, one that encourages traffic calming and a high level of pedestrian access, safety, enjoyment, and use. A variety of design techniques encourage and protect pedestrian use and are described below.

Pedestrian Walkways

The proposed design for Salamanca Street Includes 9'-6" wide pedestrian sidewalks (10 feet including the curb itself), lined with street trees to provide shade. The outside edge of the sidewalk is the right-of-way line of the 60 foot right-of-way of Salamanca Street. Buildings are required to build to the right-of-way line unless granted the right to set back to the maximum setback of 10 feet. Although arcades, balconies, and awnings are allowed to overhang into the right-of-way, features that would restrict public sidewalk access will not be allowed. Buildings that include extensive porches, stairways, walls, courtyards and similar ground plane obstructions may be required to set back to the maximum ten foot setback line.

A 50 foot wide pedestrian crosswalk crossing between the two centrally located park amenities of the campus is located at the mid-point of Salamanca Street. At this point the curb would be lowered, the sidewalk widened to a pedestrian plaza, and the plaza would be flush with the street pavement for handicap access purposes. In this fashion occasional vehicular access would be allowed into the adjacent parks for special events. Examples of vehicles allowed would be food kiosks, sound trucks, and other special event caterers and services, or regular maintenance vehicles. Removable bollards would allow this access by permission of the property owners association.

Curb Bumpouts

The purpose of the variously located landscaped curb bumpouts is to allow shorter pedestrian street crossing distances (and times), to allow a safe haven prior to and after crossing, and to neck down the width of the travelway for purposes of traffic calming and protection of pedestrian use. The bumpouts will be located at either end of the parallel parking on the street at the entrances to the campus and at the pedestrian crossing. In addition, bumpouts are located at the two potential driveways leading north to future parking in the rear of Block A.

Bicycle Facilities

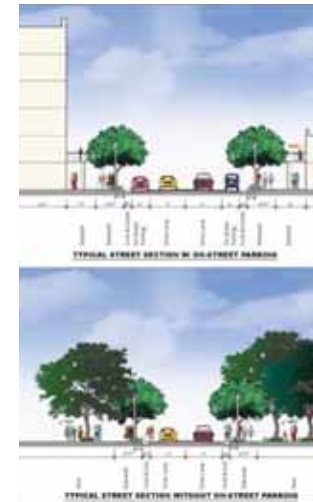
In order to pursue LEED certification of the development and buildings on the campus, bicycle parking will be provided within the two centrally located parks. To add LEED certification points, bicycle lockers may be added by the property owner's association at a point where demand and use would support installation. Building owners would be encouraged to include changing rooms and showers in each building constructed within the campus to gain additional LEED points.

On-street Bicycle Use

Because the design of Salamanca Street will discourage high-speed traffic, the street was designed to accommodate bicycles in the travel lane of the street.

Transit Accommodation

There are five parallel parking spaces indicated in the campus development plan either side of the central park on the north side of Salamanca Street. The parking spaces on the east side of the pedestrian crossing may be converted to a transit stop at such time that demand dictates and after agreement with the local transit service agencies. This configuration is shown on the Development Concept Plan in Section 1.0 Introduction.



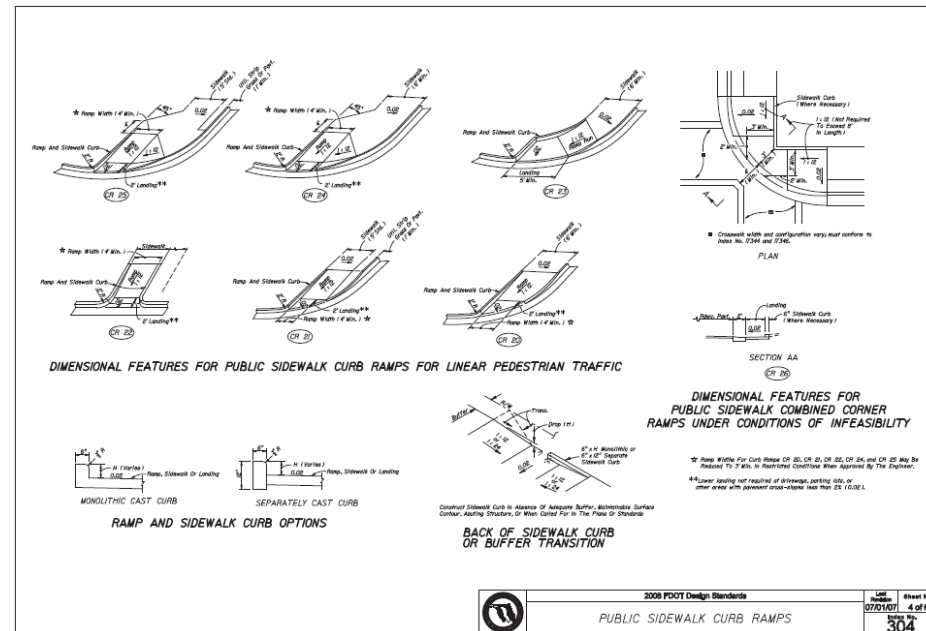
Universal Access—ADA Requirements

ADA Compliance along Salamanca Street

Salamanca Street will be constructed with ADA compliant curb ramps and sidewalk slopes consistent with the Florida Department of Transportation (FDOT) Design Standards for Design, Construction, Maintenance and Utility Operations on the State Highway System (FDOT Design Index), latest edition.

See Index Sheet No. 304 for Public Sidewalk Curb Ramps: <http://www.dot.state.fl.us/rddesign/rdrtds/08/304.pdf>

Detectable warnings shall be constructed at all curb ramps in accordance with the details included in Index Sheet No. 304, Sheet 6 of 6: <http://www.dot.state.fl.us/rddesign/rdrtds/08/304.pdf>



Sidewalk Slopes

All sidewalks along Salamanca Street will be constructed with ADA compliant sidewalk slopes. All building ground floors within the campus shall be required to be accessible from the street sidewalk by means of an ADA compliant handicap access path to the front or public entrance of the building. An advantage of granting a variance to allow buildings to be set back to the maximum 10 foot front setback is that grade changes can be worked out between the back edge of the sidewalk at the right-of-way line and the front of each building. In that way, each building pad finished floor elevation can "float" upward as needed and not be tied to matching the back edge of the sidewalk.

Provision of ADA Compliant Parking

The majority of parking allotted to the campus is anticipated to be located across Chase Street at the Civic Center parking lot. In early phases that parking would be shared parking with the Civic Center on the existing asphalt lot and would not be readily handicap accessible. When later phases of the campus are built out, structured parking will be needed and the excess parking needed will be constructed over the existing asphalt lot. At that time it is anticipated that an accessible pedestrian overpass over Chase Street will be constructed with or soon after the construction of the parking deck. This overpass would be served by elevators on both sides, although on the north side the overpass could intersect with the upper floors of the parking structure. The elevator would provide access to handicap parking on the ground floor of the parking structure to allow for high van height parking spaces. With elevators and the overpass constructed, an acceptable handicapped access path would be provided from offsite parking to the campus.

In the interim prior to construction of offsite accessible parking, on-street handicap parking will be provided on Salamanca Street. The five spaces either side of the pedestrian crossing between the central parks on the north side of Salamanca Street have been identified as spaces that may be striped to provide loading zones and/or transit stops. For interim use as handicap spaces the five parking spaces on the east side would be striped and signed as handicap accessible spaces as shown on the Development Concept Plan in Section 1.0 Introduction. For this purpose, curb cuts would be constructed on the passenger side of each handicap space for a wheel chair lift to be let down to sidewalk level.

At the central pedestrian crossing the curb will be transitioned down so that the sidewalk elevation will match the roadway elevation for the full width of the crossing. This will provide handicap access to sidewalks on the south side of Salamanca Street.

Privately Provided ADA Compliant Parking

Note:

Until an accessible parking structure is constructed at the Civic Center site, all buildings constructed within the campus must meet the Universal Access parking standards and accessible routes standards on each individual site, *however*, the first building constructed may *temporarily meet* the parking standard by use of on street parallel parking spaces designed and constructed to meet the Federal accessibility standards AND the standards of the State of Florida Accessibility Code for Building Construction cited in Rule Chapter 9B-7, Florida Administrative Code.



Department of Justice ADA Standards for Accessible Design

Relevant parts of the Federal ADA accessibility standards related to the provision of handicap parking are included below.

For complete guidance on provision of universal access for new construction, please refer to the Department of Justice ADA Standards for Accessible Design website at this address: <http://www.ada.gov/adastd94.pdf>

4.1.2 Accessible Sites and Exterior Facilities: New Construction.

An accessible site shall meet the following minimum requirements:

- (1) At least one accessible route complying with 4.3 shall be provided within the boundary of the site from public transportation stops, accessible parking spaces, passenger loading zones if provided, and public streets or sidewalks, to an accessible building entrance.
- (2) At least one accessible route complying with 4.3 shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.
- (3) All objects that protrude from surfaces or posts into circulation paths shall comply with 4.4.
- (4) Ground surfaces along accessible routes and in accessible spaces shall comply with 4.5.
- (5) (a) If parking spaces are provided for self-parking by employees or visitors, or both, then accessible spaces complying with 4.6 shall be provided in each such parking area in conformance with the table below. Spaces required by the table need not be provided in the particular lot. They may be provided in a different location if equivalent or greater accessibility, in terms of distance from an accessible entrance, cost and convenience is ensured.

Total Parking in Lot	Required Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100 over 1000
Source: Department of Justice, 4.1.2 Accessible Sites and Exterior Facilities: New Construction (28 CRF Part 36 Revised as of July 1, 1994)	

Except as provided in (b), access aisles adjacent to accessible spaces shall be 60 in (1525 mm) wide minimum.

(b) One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 in (2440 mm) wide minimum and shall be designated “van accessible” as required by 4.6.4. The vertical clearance at such spaces shall comply with 4.6.5. All such spaces may be grouped on one level of a parking structure. EXCEPTION: Provision of all required parking spaces in conformance with “Universal Parking Design” (see appendix A4.6.3) is permitted.

(c) If passenger loading zones are provided, then at least one passenger loading zone shall comply with 4.6.6.

4.6 Parking and Passenger Loading Zones

4.6.1 Minimum Number. Parking spaces required to be accessible by 4.1 shall comply with 4.6.2 through 4.6.5. Passenger loading zones required to be accessible by 4.1 shall comply with 4.6.5 and 4.6.6.

4.6.2 Location. Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In parking facilities that do not serve a particular building, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility. In buildings with multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located closest to the accessible entrances.

4.6.3* Parking Spaces. Accessible parking spaces shall be at least 96 in (2440 mm) wide. Parking access aisles shall be part of an accessible route to the building or facility entrance and shall comply with 4.3. Two accessible parking spaces may share a common access aisle (see Fig. 9). Parked vehicle overhangs shall not reduce the clear width of an accessible route. Parking spaces and access aisles shall be level with surface slopes not exceeding 1:50 (2%) in all directions.



Visual Reference Library

Building Types

This Visual Reference Library is intended to guide the choice of building types, footprint and floorplate sizes, and general building mass and scale, however, the images in this section are not a design reference intended to direct required exterior design features and ornamentation, fenestration, color, or, historic period. Allowances can be made for quality designs that represent a broad range of styles and exterior details. A typical building is used to represent each of the types of lots and parcels envisioned in the Conceptual Master Plan.

1. Two-story Buildings on 50 Foot Lots

Offices

For 50 foot wide lots indicated on the Conceptual Master Plan, building footprints may range up to the full 50 foot width, minus any fire code building separation from buildings on adjacent lots (in cases without a firewall). The building at the corner of E. Intendencia St. and S. Tarragona St. represents the shape, size, and proportions of buildings intended for these lots. In this case the building uses only an awning over the sidewalk and is set forward to the right-of-way line of the street. Within the Technology Campus, similar buildings would be required to build forward to the right-of-way line (property line), and all awnings, canopies, arcades, balconies, porches, and terraces allowed to extend over the sidewalk within the right-of-way would require a request for a variance accompanied by detailed drawings of the right-of-way encroachment and description or indications of methods of maintaining sidewalk access for the public.

Liner Buildings Integral with Parking Structures

The commercial space inserted into the city parking structure at 65 W. Washington Street, Orlando, shown at right is an example of a creative way to allow a “liner structure” to occupy the lower floors of a parking garage along a street frontage. In this way a pedestrian scaled street presence can be maintained along the street front and practical functional use can be made of the lower floors of parking structures along the street.

Commercial Retail and Service Buildings

Examples of small one- or two-story commercial/retail buildings are represented here. Because daily deliveries must be accommodated for most types of commercial, retail, and service businesses, commercial buildings may be restricted to certain lots. Lots located adjacent to the central park sites on both Block A and Block B are the desired locations for these types of establishments, if allowed. Loading zones within the on-street parallel parking lane would be dedicated to these buildings. No onsite parking would be accommodated, since the primary users of these businesses would be expected to be tenants or visitors to the Technology Campus. [Although the allowance of commercial and service uses within the campus in order to support office uses is a desirable inclusion in an office campus setting, modification of the interlocal agreement between Escambia County, the City of Pensacola, the Community Redevelopment Agency of the City of Pensacola, and the Pensacola-Escambia Promotion and Development Commission would be required to allow non-office uses not meeting the economic development intent criteria of the agreement.]



MEP Engineering, Corner of Intendencia and Tarragona, Pensacola



Example of “Liner Building” Space Integral with Parking Structure, Orlando



Agrape, Coconut Creek Lifestyle Center, Ft. Myers, Florida



California Pizza Kitchens, Coconut Creek Lifestyle Center, Ft. Myers, Florida



Visual Reference Library

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2. Two Three or Four-story Buildings on 50 Foot Lots or Multiple Lots

Offices

For 50 foot wide lots indicated along the south side of Salamanca Street on the Conceptual Master Plan, building footprints may range from as wide as 50 feet up to 450 feet along the street frontage, minus any building separation or setbacks dictated by fire code requirements. Although the south tier of lots may be dominated by two, or perhaps, three story buildings, an example of a four-story building with proportions that would fit that location is indicated.

The Palafox Pier project is a set of two mixed-use commercial-residential buildings, the scale of which is indicative of the maximum proportions anticipated along the south tier of lots in the campus. These structures are 180 feet long and 70 feet deep. A total of four of this type and size of structure would fit on each side of the park on the south tier of lots; two each side.

These buildings also use alley access to good advantage, with garage spaces and utility and stair access and fire exits at the rear, alley portion of the building.

The Beckrich Office Park building illustrated is a 78,000 sq. ft. two-story structure. Tilt-up construction was used to minimize cost and expedite the construction schedule. The Panama City Beach Chamber building is a two-story, 13,700 sq. ft. building. This building and the office building on Alcaniz Street illustrate structures that are of the appropriate type and scale.



Street Front View, Palafox Pier Mixed-use Buildings, Pensacola



Alley View, Palafox Pier Mixed-use Buildings, Pensacola



Office Building, Alcaniz St., Pensacola



Beckrich Office Park, Panama City Beach



Panama City Beach Chamber Centre, Panama City Beach

Visual Reference Library

Building Types

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3. Multi-story Buildings on 50 Foot Lots or Multiple Lots

Offices

For 50 foot wide lots indicated along the north side of Salamanca Street on the Conceptual Master Plan, building footprints may range from as wide as 50 feet up to 250 feet long, minus any building separation or setbacks dictated by fire code requirements. Although the north tier of lots allows up to 100 foot building heights, it is likely that a maximum of six stories will be practical. Buildings with five, six, seven, and ten stories are indicated here as examples. The Holiday Inn Express in Savannah, Georgia, is illustrated to indicate the appearance of a seven story building on a typical corner lot in the campus.



Federal Courthouse, Pensacola



Holiday Inn Express, Abercorn Street, Savannah, Georgia



316 S. Baylen St. Office Building (Zarragpssa Façade), Pensacola



Blount Building, Pensacola



First Telephone Exchange Building, Pensacola



Holiday Inn Express, Abercorn Street, Savannah, Georgia

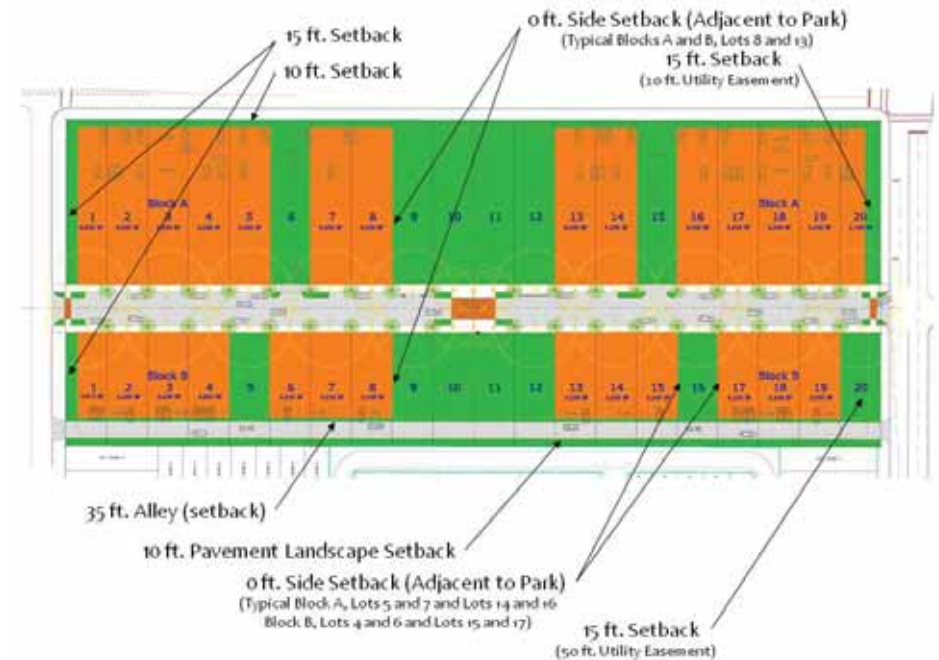


Building Setbacks

Building setbacks within the campus are intended to meet the minimum requirements of the Gateway Redevelopment District (GRD district). Some building setbacks will act as landscape buffers, however, in some cases the building setback was set to accommodate utility easements and in those cases large trees and permanent structures would not be allowed. Grassing, sod, and shrubs would be permissible in those areas.

The front setback along Salamanca Street is intended to be a build-to line (maximum setback) for all buildings, however, it will be permissible for building porches, balconies, arcades, stairs, plazas, walkways, and awnings to overhang into this area.

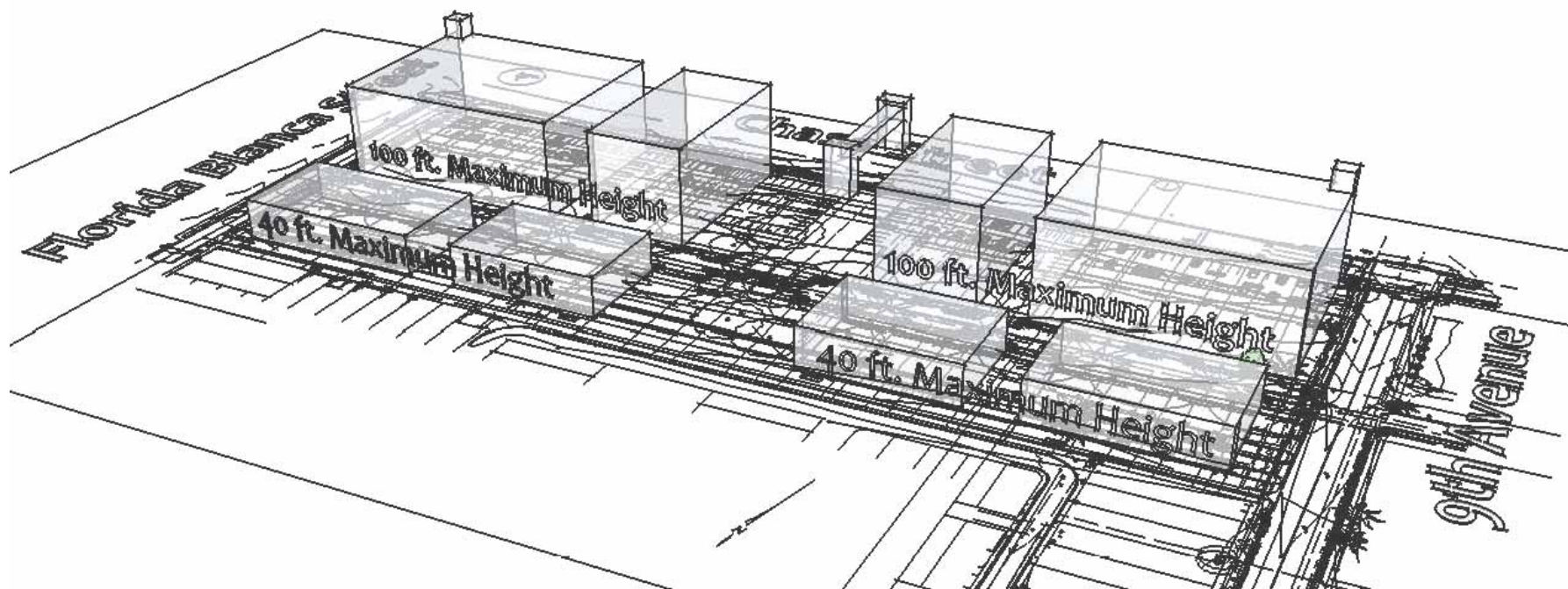
Required Building Setbacks				
Block A				
Front	Rear	Side (with Common Wall)	Side (with no Common Wall)	Side (Corner Lot)
10 ft Maximum (Build-to line)	10 ft. Minimum	0 ft. (with fire wall)	Determined by occupancy, opening placement on side walls, and fire code separation requirements.	15 ft. Minimum
Block B, Standard Requirements				
Front	Rear	Side (with Common Wall)	Side (with no Common Wall)	Side (Corner Lot)
10 ft Maximum (Build-to line)	10 ft. Minimum, (However, alley provides a 30 foot easement for access and utility use.)	0 ft. (with fire wall)	Determined by occupancy, opening placement on side walls, and fire code separation requirements.	15 ft. Minimum
	10 ft. (Property line to alley pavement to provide landscaped buffer.)			
Block B: Lots 4 and 6 and Lots 15 and 17, Specific Requirements				
Front	Rear	Side (with Common Wall)	Side (adjacent to open space/park)	Side (Corner Lot)
Same as standard requirements.	Same as standard requirements.	0 ft. (with fire wall)	0 ft.	N/A
Block A: Lots 8 and 13; Block B: Lots 8 and 13				
Front	Rear	Side (with Common Wall)	Side (adjacent to open space/park)	Side (Corner Lot)
Same as standard requirements in each block.	Same as standard requirements in each block.	0 ft. (with fire wall)	0 ft.	N/A
Notes: 1. Designers, architects, and contractors are cautioned to consult the local Building Official to determine any local, state, or federal requirements that may supercede or modify these setback requirements. 2. The setbacks indicated are the minimums and maximums allowed by right. Variances may be granted by the property owner's association and the City of Pensacola upon request. Variances would be granted for hardship reasons, for purposes of allowing quality design proposals, for solar access and energy efficiency purposes, and for other design factors that are considered to be in the public interest.				



Building Envelopes

Maximum building bulk must fit within the building envelopes indicated on this page.

Maximum Building Height			
Block A			
Lots	Height	Stories	Roof Treatment
Lots 1-20	100 ft.	10 stories	Roof slopes and parapets may exceed 100 foot height limit.
Block B			
Lots	Height	Stories	Roof Treatment
Lots 1-20	50 ft.	4 stories	Roof slopes and parapets may exceed 100 foot height limit.
Notes:			
1. The maximums shown are allowed maximums but are not anticipated due to limitations imposed by parking ratio requirements.			
2. If parking is constructed at the rear of lots in Block A (along Chase Street) the buildings in Block A would be adjusted in size to allow the parking lots.			



Building Arcades and Balconies

Consistency of Streetfront Design with Historic Downtown Pensacola Examples

The downtown central business district and historic district core of old Pensacola include many examples of street façades which include arcades and balconies which help to enliven, shade, and protect the sidewalks along the street. Some of these features and locations are shown here, and the design guidelines include these examples to indicate the intended treatment of the frontages along Salamanca Street on the campus. Although many examples in Pensacola are primarily of historic vernacular architecture, the images shown here, and particularly of the Alcaniz Street block face, are intended to show a more contemporary treatment that will also be allowed and encouraged.

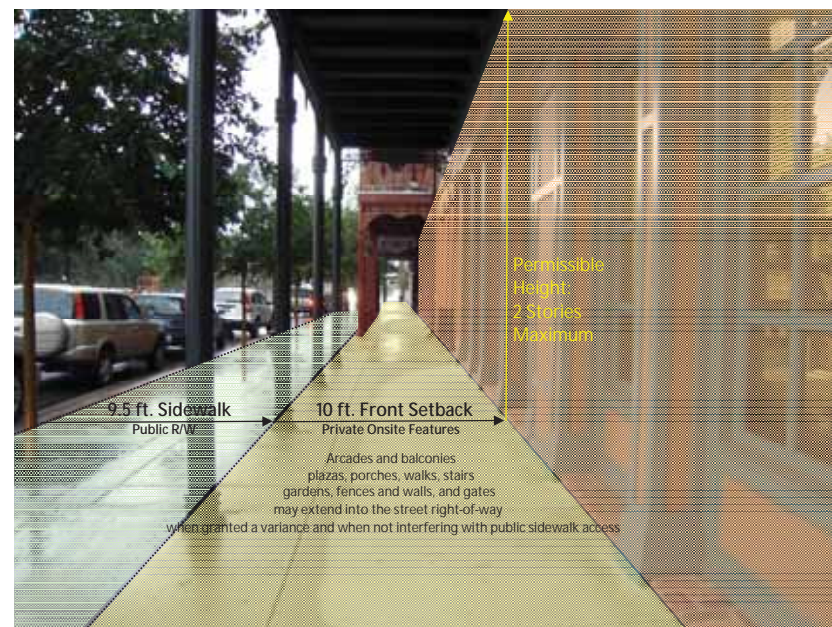
Buildings Brought Forward to the Right-of-Way (Build-to Line)

Within both Block A and Block B of the campus, buildings are required to bring the front façade of the building to the front property line (right-of-way line). The right-of-way line thus becomes the required build-to line. However, to create a lively street frontage along Salamanca Street, and in order to provide building amenities and accessory elements of the structures, they will be allowed to be within the maximum 10 foot setback zone. Structures including arcades and balconies, plazas, gardens and garden walls and fences, stairs, porches, and other private outdoor space may also project into the street right-of-way when granted a variance by the City, and when not interfering with safe and convenient pedestrian access on the sidewalks.

Public and Private Streetfront Spaces

The image at right is a typical example in downtown Pensacola that indicates the approximate dimensions of the public space (the green tinted portion of the image) of the sidewalk to be located within the right-of-way of Salamanca Street in the campus, and the private outdoor spaces (the yellow tinted portion) on the individually owned lots.

In each local case studied the dimensions varied but the model remained the same. Although in some cases building are brought forward to the right-of-way line in the downtown district, in most cases private open space in front of each building is located within the front 10 feet of each lot or parcel. Although within the campus similar open space may be allowed to be fully "paved", it is intended that for each 50 foot lot, some of the front setback will be dedicated to landscape features.



An Example of a Two-story Arcade and Balcony along South Palafox Street



Arcade at Palafox Pier



Arcade at Palafox Pier



Arcade and Plaza at Alcaniz Street



Arcade and Plaza at Alcaniz Street

Visual Reference Library

Architectural Design Principles and Guidelines

General Statement of Design Principles

The Pensacola Downtown Technology Campus design is based on a coherent urban street form dedicated to the development of a campus that will allow for flexibility of sales and buildout of parcels and lots that will allow for a wide variety of types and sizes of tenant spaces and space needs. Because buildings will be brought forward to the street build-to line and in some cases adjacent lots will be developed with zero side setbacks, it is imperative to provide fundamental guidance as to architectural form, and design and construction materials criteria. At the outset of campus development, the owner (the PEDC), or its authorized delegates, will assume the role of plans review agents. As the campus is developed further it is intended that a property owner's association in some form will be created and will assume that role. At the outset these design guidelines will assist buyers and tenants with developing designs for the initial buildings that are compatible with the original intent of the campus, and with each other. Architectural massing, bulk, and envelopes are well detailed elsewhere in these guidelines, however, **since the goal within the campus is to create *general uniformity and consistent relationships* between buildings, and between buildings and the street, architectural style and aesthetic guidelines included here are for guidance purposes and will be generally, not strictly, applied.**

The general principles guiding architecture and construction within the campus include:

- Creating building facades on free standing buildings (those not having adjacent zero setback neighboring buildings) that treat all four elevations of the building with as much detail and design treatment as would be applied to a building with simply a "front" façade.
- Providing sloped roofs providing interest to the building elevations, or on flat roofs, parapets with aesthetic details to hide or minimize or improve the flat roof appearance.
- Emphasize architectural details that give an attractive and interesting front street appearance.
- Create and maintain architectural design character that is consistent throughout the campus, and importantly, compatible designs for adjacent buildings.
- Maintain the integrity of building massing, floor heights, fenestration, roof types, treatments, construction materials, and paint and materials colors of adjacent buildings and entire blocks faces.
- Develop architectural designs that are consistent with the general types, styles, forms, colors, structural components, and construction materials, that are found in the nearby context neighborhoods and the central business district of Pensacola.

Exterior Building Materials

Exterior construction materials and treatments shall conform to and be in harmony with the overall design principles, guidelines, and standards of these Design Guidelines, the intent and standards of the Gateway Redevelopment District (GRD), and with generally accepted criteria for compatibility between adjacent structures further described here.

Recommended Exterior Building Materials

Except for specific aesthetic purposes, and in specified locations and limited amounts, the following exterior construction materials are the recommended materials allowed:

- Brick
- Stone
- Pre-cast Concrete Masonry Unit
- Cast-in-Place Concrete
- Direct-applied Stucco over Concrete Block or Cast-in-Place Concrete
- Split-faced Concrete Block

- EIFS
- EIFS Moldings
- Glass
- Ceramic or Glazed Finished Tile

Because of their frangible nature when used at street level in areas subject to accidental or intentional abrasion or rough contact, Dryvit, EIFS, and similar materials, and lath-applied stucco are not permitted below eight (8) feet above grade in areas readily accessible to the public or in service areas, and below four (4) feet above grade elsewhere.

Prohibited Exterior Building Materials

Except for very specific approved aesthetic purposes, and in specified locations and limited amounts, the following exterior construction materials are NOT allowed:

- Wood or Imitation Wood
- Imitation Rock or Stone
- Exposed Aggregate
- Vinyl or Plastic
- Corrugated Metal
- Glass Block or Glass with reflectivity greater than 25%
- Tent-type Tension Structures
- Concrete Masonry Units (CMU) without Direct-applied Stucco, or Lath-applied Stucco above elevations noted above

Recommended Exterior Colors

Except for approved aesthetic purposes, locations, and amounts, the following exterior color guidelines are allowed:

- Natural earth tones
- Colors naturally occurring in native rock or stone
- Standard brick tones of types consistent with neighboring districts, neighborhoods, the Historic District, and the central business district of Pensacola
- Colors commonly used in the Pensacola Historic District

Application of Exterior Colors

All exterior colors and textures applied to buildings and accessory structures shall be harmonious and compatible with colors of adjacent buildings, and generally compatible with other buildings on the campus. The following guidance is given:

- Accent colors may be approved when used with discretion and in appropriate locations and amounts, but may not be used as the primary building color.
- A single color shall comprise over 50% of each building façade not composed of window glass openings and door openings.
- This dominant color shall not be a primary color.
- Two complimentary accent colors will be permitted on wall surfaces.
- Accent colors shall not compose more than ten (10) percent of the color of any building elevation.
- The use of metallic, black, or florescent colors is prohibited.
- Colors applied to adjacent building facades, AND roofing, shall be compatible and similar in tone, intensity, hue, and saturation.
- Roof colors shall be chosen from colors used for traditional roofing materials; no primary colors, unless of very low intensity.



Façade Articulation

Facades, especially the front, street-facing façade, play the most important role in providing a sense of design and consistency throughout a district or along an urban street. Additional guidance is provided below.

Horizontal Façade Articulation

Although not entirely necessary to a consistent street front, buildings often are brought forward to a right-of-way line or build-to line to maximize the building footprint and interior space of each floor above. The horizontal articulation of the building façades within the campus will be allowed to be flexible, however, the majority (largest plane) of the building façade shall be brought forward to either the right-of-way of the street (build-to line) or, alternately, the maximum ten (10) foot setback line along Salamanca Street. Entrances may be recessed back from the front façade however, the building entrance should be located and designed to clearly identify it as the entrance to the building interior. As described in Section 5.4 of these Design Guidelines, outdoor accessory spaces such as balconies and arcades, porches, plazas, entry gardens, walkways, sidewalks, and outdoor walled and fences spaces are anticipated and encouraged within the front maximum ten (10) foot setback area.

Vertical Façade Articulation

In all cases, vertical façade articulation should clearly represent the various stories of the building in some fashion, whether by aligned balcony levels, floor level cornices, soldier courses in brick, definitive decorative banding, or window and door sill and header alignment. Floors of adjacent buildings should align when grade allows, except for buildings with floor and one-half or two floor ground floor design. The first, or ground, floor should be articulated to present a human scale to the street front sidewalk. In multi-story buildings some design articulation should be applied to differentiate between the ground, or street, level and floors above.

Windows

Storefront windows are permissible, and windows at the street level should extend down to the floor elevation, or should be at least a minimum of 75% of the height of the ground floor façade. Windows on floors above the ground floor should be at least 50% of the height of each story measure from normal header heights. The following window designs are not recommended:

- Irregular spacing of same sized windows
- Odd shaped or out-sized windows
- Glass block windows, unless with prior approval for specific purposes
- Stained glass or glass used as art or accent, unless with prior approval
- Mirror-finished glass

Architectural Features

The following exterior architectural features and details are allowed:

- Entrance canopies and recessed or projected entrances
- Arcades and Balconies
- Porches
- Raised cornices parapets
- Peaked roof forms
- Columns and Arches
- Exterior stairs
- Tower elements
- Outdoor plazas, seating spaces, and gardens
- Water features and fountains

- Public art
- Plaques or appliques applied to facades

Roof Designs

Roofs normally visible to the general public shall be treated with an architectural material that is compatible with the primary building material. Examples of compatible combinations are: masonry and stucco combined with standing seam metal or clay tile; masonry and stucco combined with asphalt shingles. Roofing materials and combinations shall be pre-approved by the owner or authorized representatives prior to the completion of design.

Roof Forms

Roof forms contribute to the massing, scale, and proportions of the exterior of all buildings. The articulation of the various roof types and forms of a building give clues to the use and interior spaces of the building. Building roofs can be broken into multiple planes to give character and aesthetic quality to a building. The following design principles should be applied to the design of roofs for buildings within the campus:

- Flat roofs shall require parapets to hide the roof plane from the ground and from view from similar height adjacent buildings.
- Parapet walls shall not exceed 15% of the height of supporting building structure walls unless used to hide mechanical equipment or stacks.
- Overhanging eaves shall extend no less than three (3) feet beyond the supporting walls.
- Pitched roofs shall have a minimum pitch of 4/12, excluding roofs for dormers and entries, or eyebrow forms.
- Roof gables shall be in the same plane as the building façade.
- Since it is expected that higher floors in buildings in Block A will have full view of roof tops of buildings within Block B, building roofs in Block B should be constructed to obscure roof-mounted mechanical equipment and stacks.

The maximum height of all buildings within the campus is 100 feet. Roof maximum height shall not exceed 100 feet from average ground elevation around each building footprint.

Architectural Treatment of Specific Facades

Chase Street

All façades facing Chase Street are expected to be the “back or rear” façade of buildings within Block A. In each case, these building façades shall be finished to the same finish, material, and detail level as the Salamanca Street façades.

Lots 1 and 20, Block A, and Lots 1 and 19-20, Block B

On these corner lots, the building façades facing Florida Blanca Street (Lot 1 in both blocks) and 9th Avenue (Lot 20 in Block A and 19-20 in Block B) shall be finished to the same finish, material, and detail level as the Salamanca Street façades.

Lots within Block B

Specific attention to design, materials, color, detail, and finish shall be applied to the south façades of all buildings within Block B to assure compatibility between these buildings and neighboring buildings within the Aragon neighborhood.



Public Space Landscape Concepts

The planning and design of outdoor spaces, plazas, parks, and buffers is an essential element of design for any office park or neighborhood. In order to create comfortable outdoor public spaces compatible with the uses within the campus, multiple landscape concepts were considered. Each of these concepts unified the design of the public green space and open space on the campus. Concepts 1 and 2 were initially developed for consideration and after review of existing utility impacts and developer comments, Concept 3 was developed as a synthesis of the original concepts. Each of these concept plans is included on the following pages.

The overall landscape concept for this area is intended to ensure that buildings and related improvements are in concert with the surrounding neighborhoods and the historic district, and provide for comfortable and relaxing surroundings in the midst of an intensely developed urban landscape. All of the preliminary concepts indicated preservation of the existing old age Live Oaks within the central park areas and along the property boundary. Native plants were emphasized in each design. Live Oaks were chosen as the signature street tree along Salamanca Street to be consistent with other streets within the downtown core of Pensacola.

Proposed new plantings and landscape features are planned to emphasize the comfort of the park settings and to create an inviting streetscape. The purpose of the landscape guidelines is to identify specific plant material to be used, tree preservation techniques, buffering, screening, installation, irrigation and maintenance recommendations that are required within the campus.



Central Park within Block A

The design of the central park space in Block A was developed to accommodate, and avoid to the extent possible, existing underground utilities within a 50 foot easement in the central portion of the park (Lot 11, Block A) and assure that if the sanitary sewer and potable water lines within that easement require excavation in the future, little of the planted and constructed features would be disturbed.

A secondary, but also important feature of this park area is the preservation of the existing Live Oaks in a way that will minimize disturbance to them, while also honoring and augmenting their place in the natural landscape. Outdoor seating will be placed to enjoy both shaded and sunny periods of the day.

Connecting the Central Parks

The original concepts of the campus plan were centered around a central axis mid-point in the property, an axis that also aligns with the central design axis of the Aragon neighborhood and its central park space. The central pedestrian crossing on Salamanca Street will also be centered on this alignment and will connect the two central parks with a defined, wide, safe, and attractive pedestrian road crossing.

Central Park within Block B

Similarly to the Block A park, the design of the central park within Block B was developed to preserve the existing Live Oaks and protect in place existing underground utilities. A primary focus of this park area is a larger open plaza that could be utilized as outdoor seating if a café, restaurant, or deli were to be located within the campus.

The design of this space is also transecting by the access and utility alley along the southern 30 feet of the space and the design recognizes the opportunity to use pervious pavements, pavers, or other paving materials than asphalt or concrete.

Again, access along the central axis of the green space park on the campus and the central park within Aragon is recognized in the design and honored with an entrance gate feature at the property line.



Tree Preservation

The existing landscape environment consists of an open field with large old aged Live Oaks. Well preserved landscape contributes significantly to the economic value of the adjacent properties and avoids the high cost of replacement trees and other landscape materials to augment the existing vegetation. Preserving trees is an essential part of maintaining tree cover in an urban context. The existing Live Oaks on the site will be preserved to the extent possible, however, the required removal of existing trees shall comply with the City of Pensacola tree preservation guidelines. As part of these guidelines an additional 10 foot setback is required from the limits of disturbance to allow for the area around each existing tree to remain undisturbed. Tree save areas shall be encircled by protective fences and limits of disturbance clearly marked. To preserve trees during construction, avoid placing soil against tree trunks, restrict vehicular equipment from entering areas scheduled for preservation avoid stockpiling adjacent to trees, grading or destroying the root area within the drip line of trees to remain. Existing trees shall not be removed without approval of the City of Pensacola and the developer's representatives. Trees that are to remain, and that are flagged before the site is cleared, shall remain undisturbed during the entire length of construction period. During construction, clearing, grading, and construction crews should take precautions to preserve quality trees and tree protected areas. Landscape planting adjacent to tree preservation areas is intended to provide a natural landscape characteristic and condition.

Required Tree Removal and Replacement

Per the City of Pensacola tree preservation requirements, the removal of trees must be replaced with the equivalent required replacement trees. The replacement trees shall be a type or species having similar characteristic and value, to the trees being removed. For the campus development, the replaced trees shall exceed the minimum tree size requirement and shall be 3" caliber for shade trees and 1½" caliber for understory trees. The required tree planting for landscape setback requirements between parcels, the perimeter parking lot screening, and internal parking landscape will all count towards the overall site landscape requirements. Existing vegetation that will also remain on site can be quantified and used to minimize overall landscape requirements, however landscape required between parcels, parking lot screening, and internal parking landscape requirements still need to be provided.



Landscape Setbacks

Landscaped setbacks are intended to provide a natural or planted landscape separation between parcels and adjacent to the public right-of way. These areas are required to be landscaped to soften the transition between parcels and to enhance the appearance of both adjoining parcels. These guidelines are intended to ensure that suitable transitions occur between the neighboring parcels, especially in terms of grading and landscaping. A minimum 10 foot landscape setback is required on the campus perimeter property lines.

The 10 foot landscape setback shall be planted in accordance with the perimeter parking lot landscape standards. The landscape planting character is to be more naturalistic in arrangement, plant species and character.

Landscape Screening

Screening, where required around service areas, dumpster, trash containers, mechanical, or electrical equipment, shall be provided in accordance with one of the following methods.

- A screening wall or fence of a material similar to and compatible with that of the building. Screening between loading, storage, and/or dumpsters and parking areas and public streets or neighboring properties, shall be required or, in lieu of this, one of the following two methods shall be used.
- A planting screen consisting of a minimum of two staggered rows of approved evergreen shrubs with a minimum height of eight feet, installed, and a maximum spacing suitable to the particular plant used while forming an effective visual screen.
- An earth bank or berm minimum- 3-feet high with a maximum side slope of 1 to 3 and covered with acceptable shrubs and trees suitable to the slope used.

Parking Landscape Requirement

Vehicular parking areas are required to provide landscaping to minimize their visual and physical impacts upon the surrounding environment. The following are guidelines for off-street parking perimeter screening, off-street parking internal planting and on-street parking planting. Irrigation and appropriate under-drainage are recommended for all landscaped areas.

Perimeter Parking Screening

A perimeter landscape area should be provided along all off-street parking areas on sides adjacent to public street/pedestrian zones and to adjacent land use. The goal of the perimeter screening is to lessen the visual impact of parked cars and parking areas on the area streetscape and surrounding uses. The minimum width of this landscape area should be 10 feet with an additional 2 feet where vehicular overhangs occur.

Perimeter parking lot planting includes the following planting requirements:

- Shade Tree – One 3" inch caliper tree, spaced at 50' feet on center for the perimeter of the parking area, minimum installed height shall be 10 feet.
- Shrubs/Hedges – Plant a continuous double row of shrubs the entire perimeter of the parking facility. At maturity the shrubs are required to be a minimum height of 30" inches and a maximum of 42" inches. Shrubs shall be planted on center to create a continuous hedge after a minimum of 3 years of growing period.
- Ornamental Trees – Ornamental trees if planted in lieu of large shade trees around perimeter parking facilities, shall be planted single or multi-stemmed at approximately 10 feet in height or 1 1/2" inch caliper minimum. They shall be spaced on average of a maximum of 25' feet on center.

- Perennials/Ornamental Grasses/Groundcovers–Perennial, ornamental grasses and groundcovers are required to be planted in front of shrubs and trees along the public street frontage or in the overhang area. Perennials/grasses and ground covers should be installed to provide immediate impact.

All landscape perimeter landscape areas should be fully irrigated until establishment, and appropriately graded to drain.

Internal Parking Landscape Standards

Employing plant materials within the parking lots can reduce the visual impact of the expanse paving materials and enhance the surroundings by:

- Increasing the ratio of green open space to the impervious areas
- Minimizing stormwater runoff
- Reducing the urban heat factor
- Providing shade and enhancing the site appearance

Parking facilities are required to provide the following amount of internal landscape area:

- Total number of parking space x 18 sf equals the minimum square footage of interior landscape area.
- One planted island shall be required for every 15 parking spaces, preferably grouped together to maximize the planting areas and survivability. Landscaped islands should have raised curb with a minimum of 250 square feet of planting soil per tree.
- All landscape areas in the parking lot such as planting islands, excluding perimeter screening, are included in the parking lot internal planting guidelines.
- One shade canopy tree for every 250 square feet of the internal landscaped area
- The minimum of caliper size of internal tree planting in parking lots is 3" inch caliper shade trees.
- Landscaped islands should be a minimum 8 feet wide back of curb to back of curb.
- Low shrub massing, lawn, ornamental grasses and groundcover plantings are encouraged under tree plantings in islands.
- Irrigation and appropriate drainage are recommended for all large planting islands. Other equipment such as electrical outlet could be installed for maintenance needs or for seasonal lighting displays.

On-Street Parking Landscape

On-street parking will be softened by landscape bump-out islands at intersections and mid block points. The islands are to be protected by a raised curb. The landscaped island should include low shrubs or groundcovers. Site distance and visibility should be verified in order to maintain safe sight triangles and site distances.

Service and Drive-Up Areas

- Service areas shall be screened from view of passing traffic and typically located in the rear of the site. Screening shall include a landscape hedge to up a height of 3 feet.
- Waste containers shall be enclosed by a solid screen wall and landscape on all sides.
- Employee parking areas, service, and loading/unloading areas shall be screened as required under the parking and landscape sections with hedge and plant material.



Description of Plant Material Species and Required Size

Trees, shrubs and ground covers shall be of a variety that is indigenous to the surrounding area and selected from the Approved Plant Materials List. It is recommended that a registered landscape architect be consulted to choose or approve the proper tree species and prepare the design. Tree species shall be noted on landscape drawing submittals and are subject to approval by the Owner's representatives. A list of approved trees, shrubs and ground covers has been selected for landscape use. It is intended that through consistent, repeated use of these species, the overall development will be unified.

Approved Plant Materials List

See **Section 6.2** for recommended plants for use within the campus. The landscape elements to be used fall into the following categories:

Shade Trees shall be full-headed deciduous specimens, 3 inches in caliper or larger. They shall be used for shade or features, either individually or in clusters.

Street Trees are herein defined as trees, on either side of all streets, avenues, or right of ways. Street trees are crucial in providing the characteristics and aesthetic quality of the corridor. They provide shade, ensure drivers roadway attention, and create a safety buffer between the sidewalks and travel lanes. Street trees should be a minimum of 3" caliper size for deciduous trees. A preferred street tree type is to be selected for a road and used continuously along the corridor. Typically, planted 50' on center. Small flowering and ornamental trees can be utilized at intersections or used in addition to the Street trees to provide accent and color.

Evergreen Trees shall be used in masses of general background planting, for screening and framing buildings or views. They may also be used as massed, freestanding elements for special effects. Minimum height for these specimens shall be 7-8 feet in height.

Small Flowering / Ornamental Trees shall be grouped in randomly arranged clusters as foreground plantings. They may also be grouped for accents or other effects requiring seasonal color. Planted a minimum of 1 1/2" caliber and typically a maximum of 25' on center.

Evergreen or Deciduous Shrubs shall be massed for screening, background, planters or foundation planting. They may be used as freestanding elements as low landscape features, but should always be used in masses or groups. Minimum of 3 gallon plants and planted according to spread characteristics.

Foundation Planting are plantings that are adjacent to the buildings and are normally low to medium in height. They also help bring the buildings edges to the ground to provide a more pleasing and seamless transition. Plants are normally a mix of evergreens, shrubs and perennials. Shrubs shall be a minimum of 3 gallon, in size and perennials shall be planted at a minimum of 1/4' pots.

Hedges are used to define the property lines and the public realm, and to differentiate between property lots. Planned properly using a combination of groundcovers, shrubs and ornamental grasses hedges can be used to define outdoor rooms of yards. Hedge height varies depending on site location and conditions. Hedges should be planted at a minimum of 3 gallon plants.

Ground Covers shall be used on all slopes steeper than 2.5 to 1. They may also be used in flat areas either alone or in combination with other plant materials for a massed effect. They may also be used to aid in erosion control as well as visual appearance. Plants shall be a minimum of 1/4' pots.

Grasses shall be planted as seed or sod to form lawns wherever practical, i.e., slopes of 2.5 to 1 or less. Lawns may be interrupted only by paving, trees or the mulched beds of other planting materials.

Earth Mounds are intended to create a soft, gentle rolling effect on an otherwise flat plane. They are to gradually taper into the surrounding area from a maximum slope of 3 to 1 and should have softly rounded tops for ease in mowing. When used repeatedly, mounds should create an irregular natural appearance with variations in both height and width. They are recommended as screening devices, with or without plant materials, to lessen the visual impact of service and parking areas. They may also be used where practical in front of setback areas for a soft visual effect. Although they may be used in combination with plant groupings, mounds are to be planted mainly in grass, with only clustered plant or tree groupings emerging.

Recommended Signature Street Tree for Salamanca Street

The selected street tree for Salamanca Street is the Highrise Live Oak (*Quercus virginiana* 'Highrise') pictured here. This type was chosen for its vertical growth habit and single leader branching system that will avoid to the extent possible interference with parked cars and balconies and arcades on either side of its canopy.

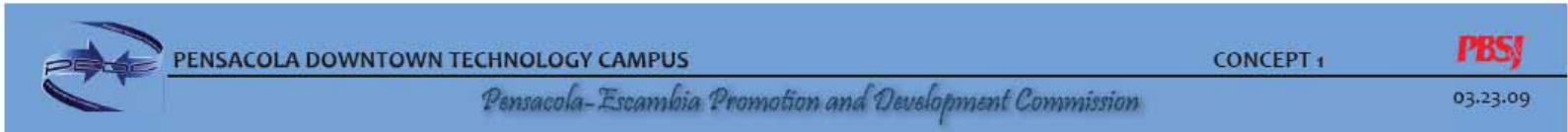


Highrise Live Oak (*Quercus virginiana* 'Highrise')

Landscape Concept Plans

Landscape Concept Plans are included on the following pages.







PENSACOLA DOWNTOWN TECHNOLOGY CAMPUS

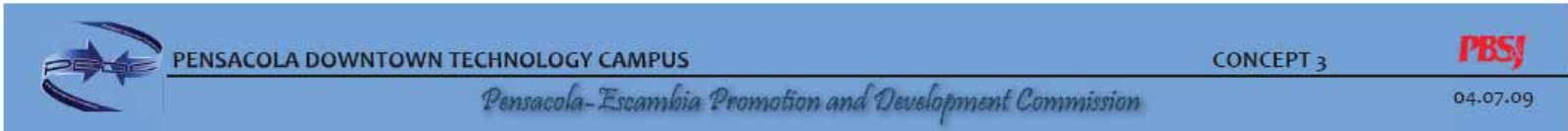
Pensacola-Escambia Promotion and Development Commission

CONCEPT 2

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03.23.09





Allowable Landscape Materials

Planting Zone

The Technology campus is located within a wind and salt spray zone in proximity to the shore of Pensacola Bay. Trees and shrubs in that zone show signs of wind and salt spray pruning and stress. For that reason, the plant palette chosen for the campus emphasizes native plant materials with demonstrated wind and salt tolerance. The plant materials listed are appropriate for landscape locations along Salamanca Street on the campus as well as on the development lots and parcels within the campus.

Canopy Trees

Live Oak trees are ubiquitous throughout the downtown and historic districts of Pensacola. For that reason, the canopy tree chosen as the Salamanca Street signature street tree is *Quercus virginiana* 'Highrise' Live Oak. Consideration should be given to the use of the Highrise Live Oak when selecting canopy trees for landscape designs on the individual lots and parcels within the Technology Campus.

Park and Buffer Planting Materials

All of the plant materials on the approved plant list are natives or naturalized plants that are suitable for use in the parks, buffers, setbacks, green spaces, or foundation planting on the campus. All landscape designs on individual lots and parcels within the campus must be approved by the campus property owners association (POA) prior to installation. Exceptions will be granted for specimen trees, or plants with desirable special characteristics or design qualities.

Xeriscape and Low Maintenance

All plant materials should be selected to assure the minimization of irrigation and maintenance. Selection of plants from the Approved Plant Materials List will assure low maintenance. Aside from irrigation needed for the grow-in period, trees and plants should be installed in locations and in such a way as to require minimal or no irrigation. (See also LEED certification requirements in Section 11.0 Green Technology Guidance and References.)

Green Screens and Maintenance of Vertical Plantings

Since it is anticipated that the size and scale of the proposed parking structures on the campus will dominate a portion or portions of the campus, to help to blend the structures into the landscape, the use of "green screen" vine management products on the parking structures located within the campus is encouraged. Many products including steel webs or cable types of structures and attachments are available for use to allow vining plants to climb up walls of structures and the use of these products is encouraged. The use of vines that physically attach to the structure is discouraged since many of these vines damage the surfaces or do not allow for future cleaning, painting, repair, or maintenance. (See also Section 11.0 GREEN Technology Guidance and References for guidance on sustainable landscapes and LEED certification items related to landscapes.)

Approved Plant Materials List

Canopy Trees

Magnolia grandiflora 'Bracken's Brown Beauty' - Southern Magnolia
Magnolia virginiana - Sweet Bay
Nyssa sylvatica - Black Gum
Quercus shumardii - Shumard Oak
Quercus virginiana 'Highrise' - 'Highrise' Live Oak
Ulmus alata - Winged Elm
Vaccinium arboreum - Sparkleberry

Understory Trees

Cercis canadensis - Redbud
Chionanthus virginicus - Fringe Tree
Cornus florida - Dogwood
Ilex cassine - Dahoon Holly
Ilex opaca - American Holly
Ilex vomitoria - Yaupon Holly
Magnolia grandiflora 'Little Gem' - 'Little Gem' Magnolia
Prunus umbellata - Flatwoods Plum

Shrubs

Ilex glabra 'compacta' - Dwf. Gallberry
Ilex vomitoria nana - Dwf. Yaupon Holly
Itea virginica 'Little Henry' - 'Little Henry' Sweetspire
Myrica pumila - Dwf. Wax Myrtle
Raphiolepis indica 'Snow' - Dwf. Indian Hawthorne
Viburnum obovatum - Walter's Viburnum

Vines

Bignonia capreolata - Crossvine
Gelsemium sempervirens - Carolina Jessamine
Lonicera sempervirens - Scarlet Honeysuckle
Passiflora incarnata - Maypop

Ferns

Dryopteris ludoviciana - Wood Fern
Osmunda cinnomomea - Cinnamon Fern
Thelypteris kunthii - Shield Fern

Herbaceous Perennials / Groundcovers

Coreopsis lanceolata - Lance Leaf Coreopsis
Echinacea purpurea - Purple Coneflower
Hemerocallis fulva - Daylily
Lantana montevidensis - Purple Lantana
Mimosa strigulosa - Powderpuff
Rudbeckia hirta - Black Eyed Susan
Stokesia laevis - Stokes' Aster
Verbena tenuisecta - Verbena

Bog Plants

Bacopa caroliniana - Lemon Bacopa
Canna flacida - Yellow Canna
Crinum americanum - String Lily
Hibiscus coccineus - Swamp Hibiscus
Hymenocallis latifolia - Key Lily
Iris virginica - Blue Flag
Juncus effuses - Soft Rush
Osmunda regalis - Royal Fern
Pontederia cordata - Pickerel Weed

Grass / Grasslike Plants

Eragrostis spectabilis - Purple Lovegrass
Muhlenbergia capillaris - Gulf Muhly Grass
Pityopsis graminifolia - Silkgrass
Sisyrinchium angustifolium - Blue Eyed Grass
Spartina bakerii - Sand cordgrass

Turfgrass

Cynodon dactylon 'Celebration' - 'Celebration' Bermudagrass

Notes:

Signifies recommended materials for landscape areas within Salamanca Street right-of-way

Signifies recommended materials for landscape areas on individual lots and parcels and within the onsite buffers and parks



Parking Requirements

Onsite Parking

One or more large, multi-story parking structures were originally envisioned to be located on the Technology Campus site in the future. The original concept planning was completed to accommodate that concept. However, as the program and plans were developed, modified, and finalized, arrangements were discussed for the majority of the required parking to be accommodated offsite at the Civic Center parking lot and shared with Civic Center users. This accommodation of parking assured that the majority of the strategically located, high value land on the campus will be used for the intended purpose of development of office floor space to pursue and maximize economic development through recruitment of technology employment.

Shared Parking

The shared parking philosophy would require an agreement detailing the terms of the sharing and the arrangements for peak use accommodation. The tables in [Section 1.2](#) include parking requirement tables based on a number of buildout scenarios. The following table summarizes the current code requirements for one likely scenario and the anticipated methods of accommodating parking.

Development Summary and Required Parking					
Total Building Floor Area (sq.ft.) ¹	Parking Ratio	Required Spaces	Onsite Spaces ²	Offsite Spaces ³	Additional Spaces Required without Reduction of Parking Ratio ⁴
379,050	1 space per 300 sq.ft.	1,624	274	450	540
379,050	1 space per 500 sq.ft.	759	274	450	35
Notes					
1. The building floor area indicated is for the <u>Site Development Concept</u> scenario shown in the development summary in Section 1.2. It is for 4-story buildings in Block A and 2-story buildings in Block B.					
2. The 274 spaces shown here include on street parking, alley parking, and parking on the north side of the buildings in Block A.					
3. The 450 spaces shown here are an estimate of the number of spaces that can be shared within the surface lot at the Civic Center. Additional spaces can be provided in structured parking built over the surface parking lot (similar to the space shown in dark blue in the drawing on this page).					
4. The 540 parking spaces are the remainder of the parking required without reducing the parking required by the City Code. These spaces would require structured parking built over the surface parking lot at the Civic Center.					

Reduction of Parking Ratio

In order to accommodate the maximum buildout on the site without the necessity of constructing excessive parking beyond that required for normal operation of the office campus, a reduction of the City Code required parking ratio from 1 parking space per 300 square feet of floor area to 1 parking space per 500 square feet of floor area will be requested. This is particularly applicable in this instance in that there is sufficient parking at the Civic Center site to accommodate all but the rare instances where there would be a daytime event during a time when the office campus is at peak operation. Further negotiation of the terms of the shared parking arrangement can accommodate that occurrence with proper controls over access, use, and time of day preferences.



Parking Structure Design Criteria

These design guidelines were developed to regulate onsite parking decks if constructed in the future.

Onsite Parking Structures

One or more large, multi-story parking structures may be located on the Technology Campus. Often these types of structures dominate a developed site or campus. Most often, parking structures are hidden in the middle of a block or under or behind prominent buildings on a site. Also, it is often the case that budget constraints limit the aesthetic design quality of what is thought to be a utilitarian structure. Parking structures could be a feature of a campus, however, it is practical to anticipate that funding for elaborate façade treatment or extensive use of brick or cladding materials may be impossible. However, all efforts should be made to assure that the parking structures on the campus are designed to look as much like habitable space as possible, or more practically, be covered with green vegetation in lieu of ornamentation.

Parking Structure Design Elements

In the case of the Technology Campus, parking structures located on site cannot be hidden, or their size, scale, and height minimized. Because of this, and the possibility that the structures would be as tall as the adjacent occupied space, the four perimeter facades of the structures should be designed to appear similar to occupied space, although it is possible to minimize the extent of the detailing on the two east and west sides where buildings would be immediately adjacent. An excellent example of that design approach is demonstrated by the design of the City of Savannah Bryan Street Parking Garage. With exterior banding adding both vertical and horizontal elements, and wall openings that are of the size and dimensions of windows, this structure imitates adjacent buildings in the historic section of old Savannah. Brick cladding materials used on this structure are compatible with materials used throughout the historic district. However, considering budget limitations, it is also possible to paint portions of the structure in compatible colors to add contrast.



Bryan Street Parking Garage, Savannah,



Jefferson Street Parking Garage, Pensacola



Parking Structure on A. Philip Randolph Blvd., Jacksonville, Florida



Crescent Hill Parking Structure, University of South Florida, Tampa

Strong Horizontal and Vertical Design Elements

In the case of the Pensacola Jefferson Street Parking Structure, the exterior façade treatment is defined by use of strong, horizontal brick clad banding with contrasting vertical concrete columns that break up the horizontal features.

Ground Floor Occupied Space

If occupied space is added, as retail, office, or service space, the structure can have a street presence that would make it an important part of the campus fabric. These heated and cooled spaces can be added across the ground floor between parking structure entrances and exits at minimal cost since the primary structure is in place, however, the tradeoff is in the reduction of available parking on the ground floor.

Stair Towers

Because many, if not most, parking structures of any size require stair access at each of the four corners, the stair enclosure represents an opportunity to enclose the space and create 'tower features' at the corners of the structure. At the extreme, the stair enclosures become the strongest design element of the structure as is the case with the structure located near Alltel Stadium in Jacksonville, Florida, and the parking structure on the University of South Florida campus, shown here.

Visibility of Vehicles

In most cases parking garage designs include a 48 inch high wall surrounding the parking surfaces in order to hide vehicles from view. In cases where cost is a severe constraint, a post and cable system is used to restrain vehicles and persons from falls from the deck. The Escambia County courthouse uses this type of restraint. If this type of design is used for the Technology Campus parking structures it should be limited to the sides adjacent to neighboring buildings and/or along Chase Street, where aesthetics are not as much an issue, or the structure should be shielded by "green screen" landscape elements. In no case should a cable restraint system be part of the design of the north, Chase Street, or south, Salamanca Street façades, without the use of "green screen" elements.





West Main St. and South Baylen St. Parking Structure, Pensacola



316 Baylen St. Parking Structure (Zarragossa Façade), Pensacola

Color Controls

Although color can add excitement to a structure, excessive use of color, use of saturated, primary, or pastel colors, or incompatible colors within the Technology Campus is undesirable. An example of a strong use of bold color is the Edison State Bank garage in Ft. Myers, Florida, however, within the campus, appropriate and compatible colors and intensities will err on the side of natural earth tones.



Edison National Bank, Ft. Myers, Florida

Painted Concrete or Applied Stucco

To reduce cost, many parking structures are not constructed with elaborate exterior cladding but are simply constructed of concrete and then painted. A least cost option is illustrated by the parking structure at the corner of W. Main Street and S. Baylen St., where the concrete structure was simply painted. However, with some applied stucco features, and contrasting paint colors, parking structures can be made more aesthetically pleasing.

Landscaping and Green Screen Walls

As costs are reduced to the point that the design of the parking structures are brought to a least cost option, landscaped areas alongside the structure can help to soften the visual impact of the structure. Examples of excellent extensive landscape treatment of street-facing facades are the parking structures at 316 S. Baylen Street, or the Coastland Center mall in Naples, Florida.

Appliques and Other Façade Design Treatments

The Coastland Center mall parking structure represents several uses of design features that add interest and dimension to otherwise flat surfaces. A "screen" and logo of the mall above the entrance and the "Parking Area" text are appropriately placed to emphasize the entrances. Plaques are used to break up the long horizontal surfaces and the corner columns are topped with a pyramidal treatment. Perhaps the most visually impressive feature is the use of cut steel painted botanical "stencils" used as a sun screen and hardscape feature. Although not an inexpensive treatment, this design feature adds an elegant design element to an otherwise ordinary structure.



Parking Structure Entrance, Coastland Center mall, Naples, Florida



Decorative Ironwork, Parking Structure, Coastland Center mall, Naples, Florida



Decorative Ironwork, Parking Structure, Coastland Center mall, Naples, Florida

Parking Structure Entrances and Traffic Control

A good example of a clearly marked and controlled parking structure entrance is illustrated by the Historic Downtown Parking Facility in St. Augustine, Florida. At this location the entrances are prominently located and identified by the arched façade design element, while the exit (left) is less prominent. Clear signage is essential and is demonstrated by this facility. Several design issues to be determined and accommodated in the campus parking facilities are related to collection methods and limitation of access. If gates and gate cards or parking checks are to be used, signage and traffic control must be carefully considered and designed to limit traffic backups onto Salamanca Street. Clear signage and ease of use can smooth the flow of traffic into the parking structures and will be necessary to limit congestion on the campus.

Multi-use Parking Structures

As mentioned previously, parking structures, if located on site on the Technology Campus, could also accommodate some retail, office, or service uses on the ground floor. The parking structures should also accommodate a drop-off area that can be used by persons parking in the structures either temporarily, or for special events at the adjacent Civic Center. In the case of the St. Augustine parking facility, the parking structure serves a wider area and a broader user group. The facility is located within the historic town center district and the local tourist visitor center is also co-located on the same site. Tour buses and guided tour vehicle pick-up and drop off occurs on the same site. Broad pedestrian plazas accommodate large groups using this multi-use facility. Elements of this facility design could be incorporated into the campus parking structures if the structures are to be shared with a broader group of users than just the tenants of the campus offices.

Accommodating and Controlling Shared Parking

It is expected that the parking structures on the Technology Campus will be shared by both the onsite owners and tenants of the campus, but also with visitors to the Civic Center. Shared use will require careful consideration of user identification, fee structures, traffic control and collection methods, and parking ratios to accommodate most or all of the parking required by the onsite owners and tenants. Further investigation of locating some of the required parking for the onsite uses at the Civic Center will be necessary to limit the size and scale of onsite parking structures.



Entrance, Historic Downtown Parking Facility, St. Augustine, Florida



Pick-up/Drop-off Circle, Historic Downtown Parking Facility, St. Augustine, Florida



Visitor Center Plaza, Historic Downtown Parking Facility, St. Augustine, Florida



Historic Downtown Parking Facility, St. Augustine, Florida



Additional Examples of Multi-use Parking Structures



Mixed-use Parking Structure, Church Street, Orlando



Church Street, Orlando



Multi-use Office/Commercial/Residential Parking Facility, Ybor City, Tampa



Mixed-use Parking Structure, W. Washington Street, Orlando



W. Washington Street, Orlando



W. Washington Street, Orlando



Utility Accommodation

Proposed Utility Provision

The utility accommodation schematic drawing on this page indicates the location of proposed stormwater system pipes, sanitary sewer collection system and potable/fire water system mains, and electrical service and communication duct banks.

Existing Drainage System

An existing FDOT owned and maintained 60 inch concrete storm drain crosses the site north to south from Chase Street across Lot 11, Block A, and then east along the approximate centerline of proposed Salamanca Street. This system will remain in place after construction.

Proposed Drainage and Stormwater Management System

Salamanca Street will be a curb and gutter roadway with integral stormwater collection curb inlets located along both sides. Additionally, side drains to catch basins on several sites will allow surface drainage to be accommodated within both Block A and Block B. The stormwater collection system will run to the southeast corner of the site and then down 9th Avenue to a previously permitted proposed stormwater management facility at Admiral Mason Park. No stormwater management systems are proposed to be located on site.

Existing Sanitary Sewer System

An existing 8 inch sanitary sewer main owned and maintained by Emerald Coast Utility Authority (ECUA) runs north south from Chase Street across Lot 12, Block A and Lot 12, Block B, and then south to the Aragon neighborhood. An existing 8 inch main also runs east along the approximate route of the proposed Salamanca Street to 9th Avenue. This main is proposed to be abandoned according to ECUA.

Proposed Sanitary Sewer System

An 8 inch sanitary sewer main is proposed to be constructed along the north travel lane of Salamanca Street. Six inch sanitary sewer services will be constructed to each lot along the street with the exception of Lots 10 and 11, Block A, and Lots 10 and 11, Block B (the central park parcels).

Existing Potable Water and Fire System Mains

Existing 6 inch ECUA water mains are located along Chase Street and Florida Blanca Street.

Proposed Potable Water and Fire System Mains

A proposed 6 inch water line will be constructed along the alley on the south side of the parcel within a 35 foot access and utility easement to serve lots in Block B. A proposed 6 inch water line will be constructed in a 20 foot utility easement across Lot 20, Block A, and a 50 foot utility easement across Lot 20, Block B to finish a loop between the Chase Street system and the on site water line in the alley easement. Fire hydrants will be constructed within the green space on Block A Lots 1 and 20 at the east and west entrance to the Tech Park on Salamanca Street, Block B Lot 11 and at the northeast corner of Lot 20, Block A. Existing hydrants are located on the east side of Florida Blanca Street at the west end of Block A and on the 6 inch water main on the south side of Chase Street north of Lot 10, Block A.

Proposed Electrical System Duct Bank

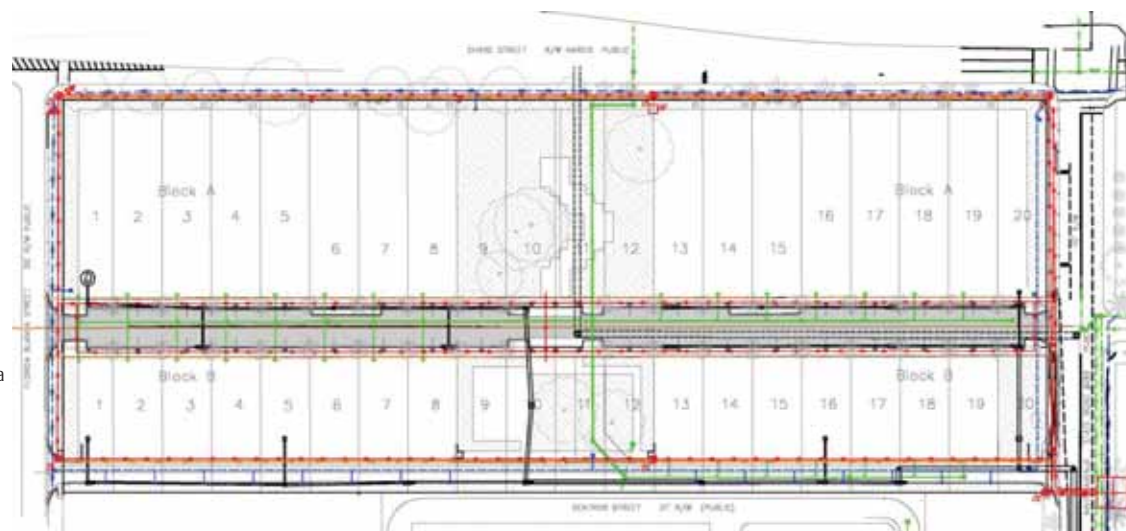
An electrical duct bank consisting of six 2 inch conduits arrayed in two three conduit vertical rows side by side will be installed by the developer for Gulf Power Corporation along the north 10 foot utility easement on Block A and along the north side of the alley pavement in the 35 foot access and utility easement along the south side of Block B. (See detail, Section 4.6 Utility Accommodation.)

Proposed Communication System Duct Bank

A communication duct bank consisting of three 4 inch conduits arrayed one horizontal row side by side will be installed by the developer for use by the various communications providers along the north 10 foot utility easement on Block A and along the north side of the alley pavement in the 35 foot access and utility easement along the south side of Block B, parallel to the electrical duct bank. (See detail, Section 4.6 Utility Accommodation.)

Natural Gas Service

A natural gas line may be installed by the service provider if the developer determines program demand warrants the expense of installation.



Utility Accommodation Plan

Maintaining an Attractive Campus Setting

To maintain an attractive campus setting within the Technology Campus, above ground utilities should be screened from view from surrounding streets and neighborhoods and from the extension of Salamanca Street within the campus. It will be the responsibility of the parcel owner to adequately conceal above ground utility equipment. Some utility equipment compounds may be provided by the developer in order to conceal utilities serving more than one owner. These compounds are indicated in the campus Master Development Plan.

Utilities Located within Structures

When utility equipment can be located within building structures that method of concealment is encouraged. Examples of equipment that can often be located within building mechanical rooms are potable water and fire service backflow prevention devices, electric generators with adequate through the wall exhausting, trash compactors and dumpsters, and telephone and other communication junction boxes.

Equipment Enclosures and Utility Compounds

Walled or fenced utility compounds shall be used to enclose all dumpsters located on the campus. Outdoor electric generators shall be enclosed within a walled or fenced compound meeting the requirements for air circulation and heat resistance. Electric transformers owned and maintained by Gulf Power Corporation shall be enclosed in a walled compound that meets all of the access, separation, and physical setback dimensions required by Gulf Power.

Utility Compound Design Requirements

Each utility compound shall be constructed of solid masonry and finished with a finished surface of either stucco or a veneer of brick or other finish materials compatible with surrounding structures. Metal or wood fences shall be allowed but only if constructed to be entirely opaque and of a construction type that can be maintained in sound condition. Wire fences, chain link fencing, shadow box or wooden fences with spaces between wood vertical members shall not be used.

Each utility compound shall be constructed to a height that conceals the main portions of equipment within, not including exhaust stacks, required telemetry antennae, and utility poles. The minimum height shall be six (6) feet. Adequate space shall be provided for full access to and around all equipment contained within the compound. One wall of the compound facing the point of access (typically the street) shall consist of fully operational gates that open either the full front of the compound or, if two gates are used, one half of the compound at a time. Gates shall be constructed to either roll or swing to allow full access to the compound opening. Examples of adequate utility compounds are illustrated in the photos in this section.



Enclosure constructed of stucco-finished concrete block with steel swing gates across full front of enclosure.

Dumpster Enclosures and Compounds

Depending on consultation with and approval by the alternative waste management collection vendors, dumpster enclosures may be designed for either straight-in pickup or roll-out dumpsters. Dumpster pickup shall be accomplished with the collection vehicle located fully off the street (Salamanca Street).

Recycling Containers

Recycling of waste materials will be encouraged within the campus. Depending on the extent to which plastic, glass, and aluminum and other metal recycling is implemented in the community, adequate space shall be provided

for current and future recycling separation containers. Dumpster compounds shall be designed to be of a size allowing for these containers.

Visible Utility Equipment and Structures

To the extent possible, the only utility equipment or structures that will be visible from the street will be fire hydrants, street light poles, lighted bollards, screened backflow prevention devices, telephone and cable television pedestals.

Flush Mounted Utility Equipment

Water Meters, Water Valves, and Individual Onsite Backflow Prevention Devices

Water meters located within the Salamanca Street right-of-way shall be located and constructed in such a way that they are flush mounted and square with the existing sidewalk or are constructed in such a fashion that they can be adjusted after future construction of sidewalks or plazas. Water meter vaults shall be constructed so as to not present a tripping hazard if located in the public sidewalk. Water meters shall be located as far toward the right-of-way as is practical or onsite, if allowed. Onsite backflow prevention devices shall be screened from view from the street.

Sanitary Sewer Manholes and Service Cleanouts

Sanitary sewer manholes and service cleanouts shall not be constructed within the public sidewalk.

Electrical and Communication Junction Boxes

All below ground electrical and communication junction boxes, manholes, circuit panel boxes, and other equipment accesses shall be constructed out of the common pathway of public sidewalks. When, of necessity, they are constructed within the sidewalk each shall be constructed to be flush mounted and square with the existing sidewalk.



A loading dock and utility enclosure constructed integrally to allow access to all services.



Dumpster enclosure constructed of stucco-finished concrete block with wooden-clad, steel frame swing gates.



City of Pensacola Code
Title XII. Land Development Code
Article I. In General

Sec. 12-2-12. Redevelopment land use district. [Revisions to this Section related to the Downtown Technology Campus are noted in yellow highlighted text.]

The regulations in this section shall be applicable to the gateway and waterfront redevelopment zoning districts: GRD and WRD.

(A) *GRD, Gateway Redevelopment District.*

(1) *Purpose of district.* The Gateway Redevelopment District is established to promote the orderly redevelopment of the southern gateway to the city in order to enhance its visual appearance, preserve a unique shoreline vista, improve traffic safety, and encourage a high quality of site planning and architectural design. Site specific analysis of each development proposal within the Gateway District is intended to ensure that the scenic orientation and open space image of the Bayfront Parkway is maintained, the development character of the Chase-Gregory corridor is upgraded, and the boundary of the adjacent historic district is positively reinforced.

(2) *Uses permitted.*

(a) Single-family residential (attached or detached) at a maximum density of seventeen and four-tenths (17.4) units per acre. Multi-family residential at a maximum density of one hundred (100) dwelling units per acre.

(b) Home occupations, subject to regulations in section 12-2-13.

(c) Offices.

(d) Adult entertainment establishments subject to the requirements of Chapter 7-3 of this Code when located within the dense business area as defined in Chapter 12-14, Definitions.

(e) All commercial uses permitted in the C-2A zone, with no outside storage or repair work allowed, with the exception:

1. Mortuaries and funeral parlors.
2. Appliance and repair shops.
3. Public parking lots and parking garages.
4. New car lots or used car lots.
5. Public utility plants, transmission and generating stations, including radio and television broadcasting stations.
6. Car or truck rental agencies or storage facilities.

(f) Family day care homes licensed by the Florida Department of Children and Family Services as defined in the Florida Statutes.

(3) *Procedure for review of plans.*

(a) *Plan submission:* All development plans must comply with development plan requirements set forth in subsections 12-2-81(C) and (D), and design standards and guidelines established in section 12-2-82. Every application for a new certificate of occupancy or a building permit to erect, construct, demolish, renovate or alter a building or sign, or exterior site work (i.e., paving and landscaping of off-street parking areas), located or to be located in the Gateway Redevelopment District shall be accompanied with drawings or sketches with sufficient detail to show, as far as they relate to exterior appearances, the architectural design of the building, sign, or exterior work (both before and after the proposed work is done in cases of altering, renovating, demolishing or razing a building or structure) including proposed materials, textures and colors, and the plot plan or site layout including all site improvements or features such as walls, fences, walks, terraces, plantings, accessory buildings, paved areas, signs, lights, awnings, canopies and other appurtenances.

(b) *Review and approval.* All plans shall be subject to the review and approval of the Gateway Review Board established in Chapter 12-13. At the time of review the board may require that any aspect of the overall site plan which does not meet the standards established in this section be incorporated and brought into compliance within a time limit approved by the board.

(c) *Abbreviated review.* Sign requests, paint colors, fencing, and emergency repairs which are consistent with the regulations and guidelines set forth in this section, may be approved by letter to the building official from the Gateway Review Board secretary and the chairman of the board. This provision is made in an effort to save the applicant and the board time for routine approval matters. If agreement cannot be reached as it pertains to such requests by the board secretary and chairman, then the matter will be referred to the board for a decision.

(d) *Final development plan.* If the Gateway Review Board approves a preliminary development plan, the owner shall submit a final development plan in accordance with the procedure set forth below within six (6) months of the date of approval of the preliminary plan of development. For good cause shown, the Gateway Review Board may, in its discretion, extend the time within which to file the final development plan for successive periods, the total of which shall not be more than an additional six (6) months. The final development plan shall be in basic conformity with the preliminary plan of development and comply with the other provisions of section 12-2-81 pertaining to the final development plan. If the applicant submits a final development plan which conforms to all the conditions and provisions of this chapter, then the Gateway Review Board shall conclude its consideration at its next regularly scheduled meeting.

(4) *Regulations.* Except where specific approval is granted by the Gateway Review Board due to unique and peculiar circumstances or needs resulting from the use, size, configuration or location of a site, requiring the modification of the regulations set forth below the regulations shall be as follows:

(a) *Signs.* Refer to sections 12-4-2 and 12-4-3 for general sign regulations and for a description of sign area calculations. In addition, the following regulations shall be applicable to signs only in the Gateway Redevelopment District.

1. Number of signs. Each parcel under single ownership shall be limited to one sign per street adjacent to the parcel; provided, however, if there exists more than one establishment on the parcel, there may be one attached sign per establishment.



2. Signs extending over public property. Signs extending over public property shall maintain a clear height of nine (9) feet above the sidewalk and no part of such signs shall be closer than eighteen (18) inches to the vertical plane of the curb line or edge of pavement.

3. Permitted signs.

a. Gregory, Chase and Alcaniz Streets, 9th Avenue.

- Attached signs:

Height. No sign may extend above the roof line of the building to which it is attached. For purposes of this section roof surfaces constructed at an angle of seventy-five (75) degrees or more from horizontal shall be regarded as wall space.

Size: Ten (10) percent of the building elevation square footage (wall area) which fronts on a public street, not to exceed fifty (50) square feet.

- Freestanding signs:

Maximum sign height--20 feet.
Maximum area for sign face--50 square feet.

b. Bayfront Parkway.

- Attached signs:

Height. No sign shall extend above the roof line of a building to which it is attached.

Size. Ten (10) percent of the building elevation square footage (wall area) which fronts on a public street, not to exceed fifty (50) square feet.

- Freestanding signs:

TABLE INSET:

Distance from Curb (Feet)	Maximum Area Sign Face (Square Feet)	Maximum Sign Height (Feet)
10	20	5
20	35	7
30	50	9

c. All other streets and areas within the Gateway Redevelopment District:

- Attached signs:

Height. No sign shall extend above the main roof line of a building to which it is attached.

Size. Ten (10) percent of the building elevation square footage (wall area) which fronts on a public street, not to exceed twenty-five (25) square feet.

- Freestanding signs:

TABLE INSET:

Distance from Curb (Feet)	Maximum Area Sign Face (Square Feet)	Maximum Sign Height (Feet)
10	20	5
20	35	7
30	50	9

4. Other permitted signs:

a. Signs directing and guiding traffic and parking on private property, bearing no advertising matter. Such signs shall not exceed three (3) square feet in size.

b. Signs advertising the acceptance of credit cards not exceeding two (2) square feet in size and which are attached to buildings or permitted freestanding signs.

c. Official traffic signs or signals, informational signs erected by a government agency and temporary signs indicating danger.

5. Submission and review of sign plans. It shall be the responsibility of the contractor or owner requesting a sign permit to furnish two (2) plans of sign drawn to scale, including sign face area calculations, wind load calculations and construction materials to be used.

6. Review of sign plans. All permanent signs within the Gateway Redevelopment District shall be reviewed as follows:

a. The contractor or owner shall submit sign plans for the proposed sign as required herein. The Department of Planning and Neighborhood Development shall review the sign based on the requirements set forth in this section and the guidelines set forth in subsection (5)(b)7. herein and forward a recommendation to the Gateway Review Board.

b. The Gateway Review Board shall review the planning staff recommendation concerning the sign and approve, or disapprove, the sign, it shall give the owner written reasons for such action.

c. The owner shall have the right to appeal an adverse decision of the Gateway Review Board to the city council within thirty (30) days of the decision of the Gateway Review Board.



7. Prohibited signs. Refer to section 12-4-7 for prohibited signs. In addition the following signs are prohibited within the Gateway Redevelopment District:

- a. Portable signs are prohibited except as permitted in section 12-4-6(E).
- b. Signs which are abandoned or create a safety hazard are not permitted. Abandoned signs are those advertising a business which becomes vacant and is unoccupied for a period of ninety (90) days or more.
- c. Signs which are not securely fixed on a permanent foundation are prohibited.
- d. Signs which are not consistent with the standards of this section are not permitted.

8. Temporary signs: Only the following temporary signs shall be permitted in the Gateway

Redevelopment District:

a. Temporary banners indicating that a noncommercial special event, such as a fair, carnival, festival or similar happening, is to take place, are permitted with the following conditions:

- Such signs may be erected no sooner than two (2) weeks before the event;
- Such signs must be removed no later than three (3) days after the event.
- Banners extending over street rights-of-way require approval from the city manager.

b. One nonilluminated sign per street frontage advertising the sale, lease or rental of the lot or building upon which the sign is located. Such sign shall not exceed twelve (12) square feet in size, and shall be removed immediately after occupancy.

c. One nonilluminated sign not more than fifty (50) square feet in area in connection with the new construction work and displayed only during such time as the actual construction work is in progress.

d. Temporary signs permitted in section 12-4-6(H).

9. Nonconforming signs:

a. Compliance period. All existing signs which do not conform to the requirements of this section shall be made to comply by April 24, 1991. Provided, however, existing portable signs must be removed immediately.

b. Removal of nonconforming signs. The building inspection superintendent shall notify the owner of a nonconforming sign in writing of compliance period specified above. Nonconforming signs shall either be removed or brought up to the requirements stated herein within the period of time prescribed in the compliance schedule. Thereafter, the owner of such sign shall have thirty (30) days to comply with the order to remove the nonconforming sign, or bring it into compliance. Upon expiration of the thirty-day period, if no action has been taken by the owner, he shall be deemed to be in violation of this section and the building inspection superintendent may take lawful enforcement action.

(b) Off-street parking. The following off-street parking requirements shall apply to all lots, parcels or tracts in the Gateway Redevelopment District:

1. Off-street parking requirements in the district shall be based on the requirements set forth in Chapter 12-3 of the code. The required parking may be provided off-site by the owner/developer as specified in section 12-3-1(D). Off-street parking within the Downtown Technology Campus will be allowed under buildings in the rear, Chase Street, side of buildings within Block A, and along the north side of the alley pavement for buildings within Block B.

2. Off-street parking and service areas are prohibited within the Bayfront Parkway setback described in subsection (c) herein, unless these requirements cannot be met anywhere else on the site due to its size or configuration.

3. Screening. Screening shall be provided along the edges of all parking areas visible from street rights-of-way. The screening may take the form of:

A solid wall or fence (chain-link fences are prohibited) with a minimum height of four (4) feet which is compatible in design and materials with on-site architecture and nearby development; or an earth berm approximately three (3) feet in height which is landscaped to provide screening effective within three (3) years; or a combination of walls or fences and landscape screening; or landscape screening designed to provide positive screening within three (3) years.

(c) Street setback. The following building setbacks shall apply to the district:

1. Bayfront Parkway setback/height requirements. All buildings located adjacent to the Bayfront Parkway shall be set back a minimum of fifty (50) feet from the northern parkway right-of-way line. At this minimum setback, building height may not exceed fifty (50) feet. Above fifty (50) feet in height, an additional one-foot setback shall be required for each additional two (2) feet in building height. This setback is intended as a landscaped buffer zone which preserves the open space character of the parkway.

2. Gregory, Alcaniz and Chase Streets, 9th Avenue. Ten (10) feet from the right-of-way line.

3. All other streets. Five (5) feet from the right-of-way line.

4. Along Salamanca Street within the Downtown Technology Campus the front setback shall be zero (0) feet (build-to line) after obtaining a variance for any projections within the road right-of-way that may hinder convenient safe pedestrian access along adjacent sidewalks, or alternately, a maximum permissible front setback of ten (10) feet to accommodate balconies, arcades, porches, stairs, walled gardens and other ground plane features as approved by the Gateway Review Board.

(d) Street frontage. Every lot, tract, or parcel of land utilized for any purpose permitted in this district shall have a street frontage of not less than fifty (50) feet. Any lot of record on the effective date of this title which is less than fifty (50) feet may be used as a site for only one establishment listed as a permitted use in paragraph (2) herein.



(e) Building height. No building shall exceed a maximum height of one hundred (100) feet.

(f) Vehicular access. Access to the following streets shall be limited as follows:

1. Bayfront Parkway. No access shall be permitted from the parkway unless no other means exist for ingress and egress from the site.

2. Gregory Street, Chase Street, Alcaniz Street, 9th Avenue and 14th Avenue. For each lot, tract, or parcel under single ownership, the maximum number of access points shall not exceed two (2) per street footage if driveway spacing standards can be met pursuant to section 12-4-82(C)(2). **The Downtown Technology Campus shall not permit access to Chase Street or 9th Avenue. Access to all lots within the Downtown Technology Campus shall be from Salamanca Street within the campus parcel.**

(g) Landscaping. Landscaping requirements in the Gateway Redevelopment District shall be based on applicable requirements of Chapter 12-6. All service areas (i.e., trash collection containers, compactors, loading docks) shall be screened from street and adjacent buildings by one of the following techniques:

- Fence or wall, six (6) feet high;
- Vegetation, six (6) feet high (within three (3) years);
- A combination of the above.

(h) Underground utility services. All new building construction or additions of floor area to existing structures along Bayfront Parkway, Chase Street, Gregory Street, 9th Avenue and all property fronting Salamanca Street, shall be required to install underground utilities.

(i) Lot coverage. The total coverage of all development sites within the Gateway Redevelopment District, including all structures, parking areas, driveways and all other impervious surfaces, shall not exceed seventy-five (75) percent. **Within the Downtown Technology Campus lot coverage in the aggregate shall not exceed ninety (90) percent.**

(j) Sidewalks. Developers of new construction or redevelopment projects shall repair, reconstruct, or construct new sidewalks on all sides of property fronting on a street.

(k) Consideration of floodprone areas. Portions of the district are within the one hundred-year floodplain. Site planning shall consider the special needs of floodprone areas.

(l) Storm drainage. Adequate storm drainage must be provided to prevent flooding or erosion. The surface drainage after development should not exceed the surface drainage before development. Flexibility in this guideline shall be considered by the city engineer based on capacity of nearby off-site stormwater drainage systems, the surrounding topography and the natural drainage pattern of the area. **The storm drainage system for the Downtown Technology Campus shall convey all stormwater to a stormwater management facility located offsite at Admiral Mason Park.**

(m) All mechanical equipment, satellite dishes and other similar equipment should be completely screened by the architecture of the structure, or fences, walls, or vegetation.

(n) Exemptions. All detached single-family and duplex residential development proposals are exempt from the provisions of this section and shall be developed in accordance with R-1A regulations set forth in section 12-2-4(E), with the exception of the height requirements.

(5) *Development guidelines.* The Gateway Redevelopment District is characterized by a variety of architectural styles with no common theme. The intent of these guidelines is to reduce the level of contrast between buildings and to create a more compatible appearance in architectural design, scale, materials and colors. **[In addition to the development guidelines contained in this Section, all development within the Downtown Technology Campus shall be guided by the specific and general design guidelines contained in the Downtown Technology Campus Design Guidelines and Development Standards.]** All development within the Gateway Redevelopment District is encouraged to follow design guidelines as established in section 12-2-82(D). In addition, the following site planning guidelines shall be used by the Gateway Review Board in the review and approval of all development plans:

(a) Site planning. The integration of site features such as building arrangement, landscaping and parking lot layout is critical in producing a pleasant and functional living or working environment. In reviewing development proposals, the following guidelines shall be taken into consideration.

1. Maximum preservation of bay views: Considering the bayfront location within the district, the placement of buildings, signs, service areas, parking and landscaping shall be planned to maximize the preservation of views of the bay and to protect the bayfront's scenic open space character. To prevent the effect of a "wall" of development along the inland edge of the parkway, the long axis of all buildings located on the corridor should be oriented parallel to the inland street grid, rather than parallel to the parkway itself. The preservation of ample open space between buildings, and the creation of a campus-like development pattern, are encouraged especially in the bayfront area. In addition, site planning throughout the district should recognize existing topographical variations and maximize this variation to maintain bay views.

2. Development coordination: The preservation of bay views and the creation of a campus character development pattern cannot be achieved through the site planning of any single development; all development efforts within the district must be coordinated to achieve these objectives.

3. Off-street parking and service: Off-street parking shall be discouraged within all street setbacks. Where possible, any service areas (i.e. trash collection, loading docks) shall be located to be screened by the building itself; otherwise, walls, fences, landscaping and earth berms shall be used to achieve effective screening.

(b) Architectural design and building elements.

1. Buildings or structures which are part of a present or future group or complex shall have a unity of character and design. The relationship of forms and the use, texture, and color of materials shall be such as to create a harmonious whole.

2. Buildings or structures located along strips of land or on single sites and not a part of a unified multibuilding complex shall strive to achieve visual harmony with the surroundings. It is not to be inferred that buildings must look alike or be of the same style to be compatible



with the intent of the district. Compatibility can be achieved through the proper consideration of scale, proportions, site planning, landscaping, materials and use of color.

3. Materials such as metal and plastic shall be discouraged on exterior surfaces of buildings.

4. Severe or angular roof lines which exceed a pitch of 12-12 (forty-five degree angle) are discouraged. Exceptions to this guideline (i.e., churches) shall be considered on a case-by-case basis.

5. Bright colors and intensely contrasting color schemes are discouraged within the district.

6. Proposed development adjacent to the historic district should give special consideration to visual compatibility in scale and architectural design in order to positively reinforce the character of the historic area and provide a buffer and transition.

7. The following guidelines concerning design, materials, lighting, landscaping, and positioning of permitted signs shall be considered:

a. Design/materials. The architectural character of the building to which the sign relates should be reflected in the lettering of the sign, the materials used for the supporting structure and the sign face.

b. Lighting. Indirect and internal lighting is encouraged. Neon and exposed fluorescent lighting is not encouraged.

c. Copy. The sign copy should be limited to the name, address, and logo of the building complex, the major tenant or the business. The sign should be primarily used for communicating identity and locating the business, not for advertising.

d. Landscaping. The landscaping and positioning of the sign should compliment the overall site plan and landscaping of the development.

(6) *Maintenance standards.* The following maintenance standards shall be applied to all structures and land parcels respectively, whether occupied or vacant within the Gateway Redevelopment District, subject to review and approval by the Gateway Review Board. Properties which do not conform to the maintenance standards described in subparagraphs (a) to (g) shall be made to comply as required by the city inspections office based on regular inspections or complaints.

(a) Building fronts, rears, and sides abutting streets and public areas. Rotten or weakened portions shall be removed, repaired or replaced.

(b) Windows. All windows must be tight-fitting. All broken and missing windows shall be replaced with new glass.

(c) Show windows and storefronts. All damaged, sagging or otherwise deteriorated storefronts, show windows or entrances shall be repaired or replaced.

(d) Exterior walls.

1. Existing miscellaneous elements on the building walls, such as empty electrical conduit, unused signs and/or sign brackets, etc., shall be removed.

2. Sheet metal gutters, downspouts and copings shall be repaired or replaced as necessary and shall be neatly located and securely installed.

3. All exterior finishes and appurtenances such as paint, awnings, etc. shall be kept in a state of repair.

(e) Roofs.

1. All auxiliary structures on the roofs shall be kept clean, repaired or replaced.

2. Roofs shall be cleaned and kept free of trash, debris or any other elements which are not a permanent part of the building.

(f) Front, rear, and side yards, parking areas and vacant parcels.

1. When a front, rear or side yard, parking area or vacant parcel exists or is created through demolition, the owner may utilize the space in accordance with the provisions of the zoning district, provided, however, that the site shall be properly maintained free of weeds, litter, and garbage.

2. Any landscaping which was installed to comply with regulations of this subsection must be maintained.

(g) Walls, fences, signs. Walls, fences, signs and other accessory structures shall be repaired and maintained.



The following section is included for reference regarding allowable uses also allowed within the C-2A District (underlined for emphasis):

City of Pensacola Code
Title XII. Land Development Code
Article I. In General

Sec. 12-2-8. Commercial land use district.

The regulations in this section shall be applicable to the retail and downtown commercial and wholesale and light industry zoning districts: C-1, C-2A, C-2, R-C and C-3.

(A) *Purpose of district.* The commercial land use district is established for the purpose of providing areas of commercial development ranging from compact shopping areas to limited industrial/high intensity commercial uses. Conventional residential use is allowed as well as residential uses on upper floors above ground floor commercial or office uses and in other types of mixed use development.

The C-1 zoning district's regulations are intended to provide for conveniently supplying the immediate needs of the community where the types of services rendered and the commodities sold are those which are needed frequently. The downtown and retail commercial (C-2A and C-2) zoning districts' regulations are intended to provide for major commercial areas intended primarily for retail sales and service establishments oriented to a general community and/or regional market. The C-3 wholesale and light industry zoning district's regulations are intended to provide for general commercial services, wholesale distribution, storage and light fabrication.

(B) *Uses permitted.*

(1) *C-1, retail commercial zoning district.* Any use permitted in the R-NC district and the following uses, with no outside storage or repair work permitted:

- (a) Retail sales and services.
- (b) Motels/hotels.
- (c) Vending machine when as accessory to a business establishment and located on the same parcel of land as the business.
- (d) Car washes.
- (e) Movie theaters, except drive-in theaters.
- (f) Open air sales of trees, plants and shrubs. The business shall include a permanent sales or office building (including restrooms) on the site.
- (g) Pet shops with all uses inside the principal building.
- (h) Parking lots and parking garages.
- (i) Pest extermination services.
- (j) Animal hospitals and veterinary clinics with fully enclosed kennels and no outside runs or exercise areas.
- (k) Accessory buildings and uses customarily incidental to the above uses.

(2) *C-2A, downtown retail commercial district.* Any use permitted in the C-1 district with the exception of manufactured home parks. The following uses with no outside storage or repair work permitted:

- (a) Bars.

- (b) New car lots and used car lots accessory thereto, including trucks which do not exceed five thousand (5,000) pounds.
- (c) Pool halls.
- (d) Newspaper offices and printing firms.
- (e) Business schools.
- (f) Car rental agencies and storage, including trucks which do not exceed five thousand (5,000) pounds.
- (g) Marinas.
- (h) Major public utility buildings and structures including radio and television broadcasting station.
- (i) Amusement machine complex.
- (j) Accessory buildings and uses customarily incidental to the above uses.

(3) *C-2, commercial district (retail).* Any use permitted in the C-2A district and the following uses with no outside storage or repair work permitted:

- (a) New and used automobile sales lots, including trucks which do not exceed five thousand (5,000) pounds.
- (b) Cabinet shops and upholstery shops.
- (c) Electric motor repair and rebuilding.
- (d) Mini-storage warehouses.
- (e) Trade schools.
- (f) Garages for the repair and overhauling of automobiles.
- (g) Bowling alleys.
- (h) Skating rinks.
- (i) Other recreation or amusement places operated for profit.
- (j) Sign shop.
- (k) Accessory buildings and uses customarily incidental to the above uses.

(4) *R-C, residential-commercial district.* Any use permitted in the C-2 district and the following uses with no outside storage or repair work permitted, except as provided herein:

- (a) Industrial laundries and dry cleaners using combustible or flammable liquids or solvents with a flash point of one hundred ninety (190) degrees Fahrenheit or less which provide industrial type cleaning, including linen supply, rug and carpet cleaning, and diaper service.
- (b) Retail lumber and building materials.
- (c) Warehouses.
- (d) Plumbing and electrical shops.
- (e) Accessory buildings and uses customarily incidental to the above uses.

(5) *C-3, commercial zoning district (wholesale and limited industry).*

- (a) Any use permitted in the R-C district. Outside storage and work shall be permitted for those uses and the following uses, but shall be screened by an opaque fence of wall at least eight (8) feet high at installation. Vegetation may be used as a screen where such vegetation provides seventy-five (75) percent opacity within three years of planting. Obvious outside sales (i.e., mobile homes, trailer sales, boat sales, car lots, and storage of delivery vehicles) do not require screening.
- (b) Outside kennels, runs or exercise areas for animals subject to regulations in section 12-2-54.
- (c) Growing and wholesale of retail sales of trees, shrubs and plants.



- (d) Bakeries, wholesale.
- (e) Ice cream factories and dairies.
- (f) Quick-freeze plants and frozen food lockers.
- (g) Boat sales and repair.
- (h) Outdoor theaters.
- (i) Trailer sales.
- (j) Mobile home sales.
- (k) Truck sales and repair.
- (l) Light metal fabrication and assembly.
- (m) Contractors shops.
- (n) Adult entertainment establishments subject to the requirements of chapter 7-3 of this Code.
- (o) Accessory buildings and uses customarily incidental to the above uses.

(C) Regulations. All developments are required to comply with design standards and are encouraged to follow design guidelines as established in section 12-2-82. Table 12-2.7 describes requirements for the commercial zoning districts:

TABLE 12-2.7
REGULATIONS FOR THE COMMERCIAL ZONING DISTRICTS
TABLE INSET:

Standards	C-1	C-2A	R-C, C-2 and C-3
<u>Minimum Yard Requirements. (Minimum Building Setbacks)</u>	<u>There shall be no yard requirements, except that where any nonresidential use is contiguous to a residential zoning district there shall be a twenty-foot (20') yard unless the two (2) districts are separated by a public street, body of water, or similar manmade or natural buffer of equal width.</u>		
<u>Maximum Building Height</u>	No building shall exceed forty-five (45) feet in height at the property or setback lines. (See Note 1)	<u>No building shall exceed one hundred (100) feet in height at the property or setback lines. (See Note 1)</u>	
<u>Lot Coverage Requirements (The maximum combined area occupied by all principal and accessory buildings)</u>	Shall not exceed seventy-five (75) percent of the total site area for buildings up to one hundred (100) feet in height. For buildings over one hundred (100) feet in height, lot coverage shall not exceed sixty-five (65) percent.	<u>Shall not exceed one hundred (100) percent of the total site area for buildings up to one hundred (100) feet in height. For buildings over one hundred (100) in height, lot coverage shall not exceed ninety (90) percent.</u>	Inside the dense business area: shall not exceed one hundred (100) percent of the total site area for buildings up to one hundred (100) feet in height. For buildings over one hundred (100) feet in height, lot coverage shall not exceed ninety (90) percent. Outside the dense business area: shall not exceed seventy-five (75) percent of the total site area for buildings up to one hundred (100) feet in height. For buildings over one hundred (100) feet in height, lot coverage shall not exceed sixty-five (65) percent.
<u>Maximum Density Multiple Family Dwellings</u>	.35 dwelling units per acre.	<u>.135 dwelling units per acre.</u>	Inside the dense business area: One hundred thirty-five (135) dwelling units per acre. Outside the dense business area: Thirty-five (35) dwelling units per acre.

Note 1: Above the height permitted, three (3) feet may be added to the height of the building for each foot the building is set back from the property or setback lines up to a maximum height of one hundred fifty (150) feet.

(D) Additional regulations. In addition to the regulations established above in section 12-2-8(C), all developments within the commercial zoning districts will be subject to, and must comply with, the following regulations:

- Supplementary district regulations subject to regulations in sections 12-2-31 to 12-2-50.
- Off-street parking subject to regulations in Chapter 12-3.
- Signs subject to regulations in Chapter 12-4.
- Tree/landscape regulations subject to regulations in Chapter 12-6.
- Stormwater management and control of erosion, sedimentation and runoff subject to regulations in Chapter 12-9.
- Alcoholic beverages regulations subject to chapter 7-4 of this Code.

(Ord. No. 25-92, § 1, 7-23-92; Ord. No. 6-93, § 6, 3-25-93; Ord. No. 29-93, § 6, 11-18-93; Ord. No. 3-94, § 4, 1-13-94; Ord. No. 44-94, § 1, 10-13-94; Ord. No. 33-95, § 2 (Exhibit 1), 8-10-95; Ord. No. 40-99, §§ 2, 3, 10-14-99; Ord. No. 17-06, § 1, 7-27-06)

Note: Uses and development standards within the Downtown Technology Campus are further regulated by specific requirements contained in the Downtown Technology Campus Development Criteria, Exhibit C of the Interlocal Agreement (Downtown Technology Park) between Escambia County, the City of Pensacola, the Community Redevelopment Agency of the City of Pensacola, and the Pensacola-Escambia Promotion and Development Commission. (See following pages.)

