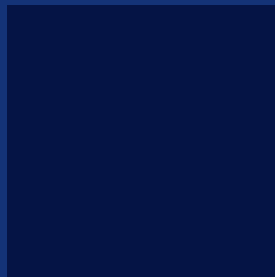


We create lasting communities.SM



Why Sector Planning?



- Allow for mid-range planning
- Formulate a vision
- Evaluate trends and alternatives
- Evaluate Impacts
- Support innovative and flexible planning

What is a Sector Plan?



- Local government initiated planning process
- Intended to encompass large geographic areas, or “sectors” (minimum of 5,000 acres)
- Replacement for Development of Regional Impact (DRI)



Completing a Sector Plan



1. Agreement

- **Define area**
- **Identify issues and participation**

2. Conceptual, long-term build-out overlay

- **Develop conceptual framework**
- **Determine design principles & guidelines**

3. Detailed specific area plans (“SAP”)

- **Determine Future Land Uses**
- **Provide infrastructure**



DESIGN

Conceptual Build-Out Overlay



Designed using the Oregon Model

- Where are we now? (Assessment, Values)
- Where are we going? (Trends Analysis)
- Where do we want to be? (Visioning)
- How do we get there? (Action Planning)
- Are we getting there? (Measure Progress)

Economic Context – Base Condition

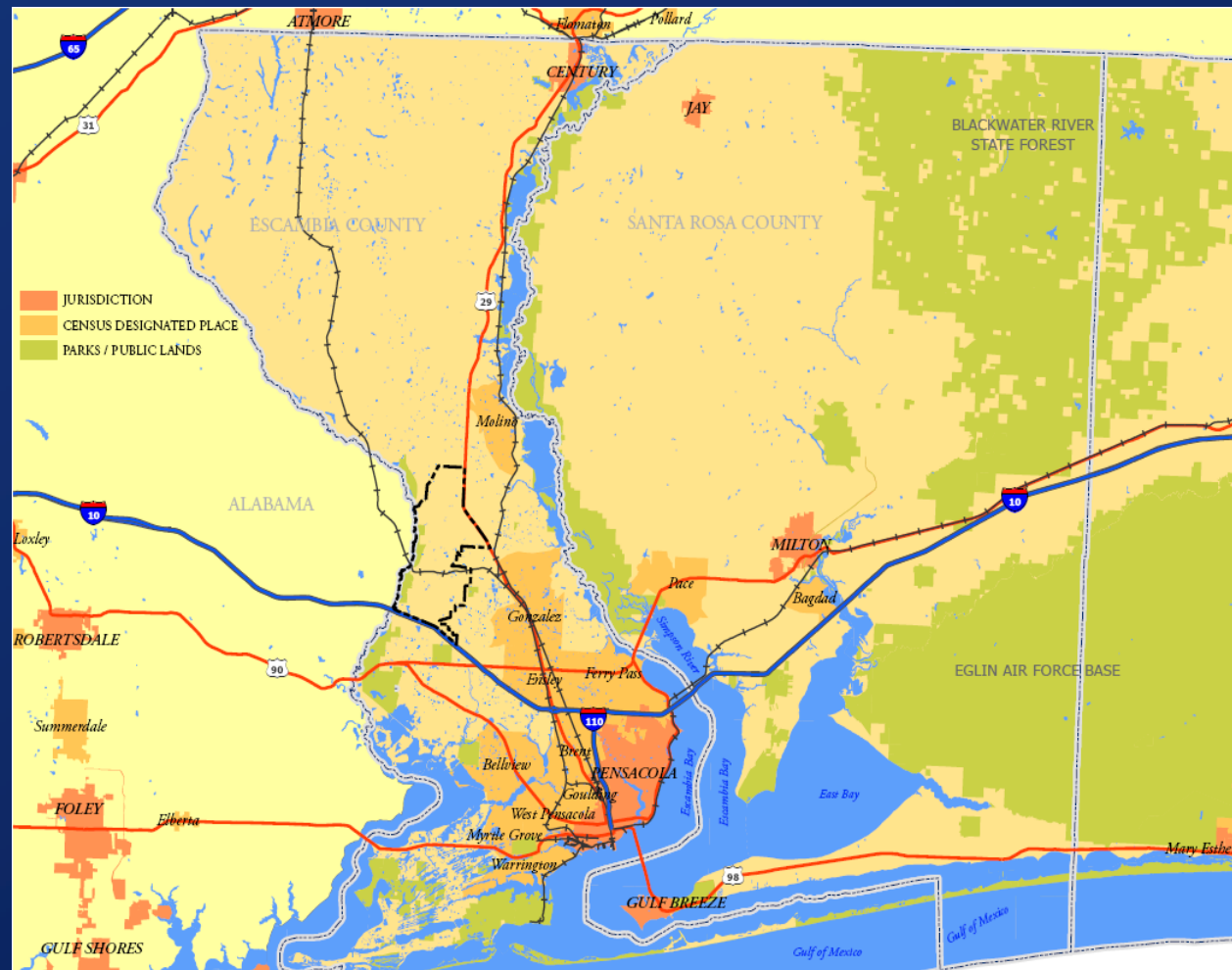


County:

- Population = 312,000
- Population by 2030 = 378,000 (68,000 increase)
- 15 Tapestry Segments
- Jobs per household = 1.32

Sector:

- Population = 3,069
- 2 Tapestry Segments:
Rooted Rural & Midland Crowd
- Jobs per household – 0.24



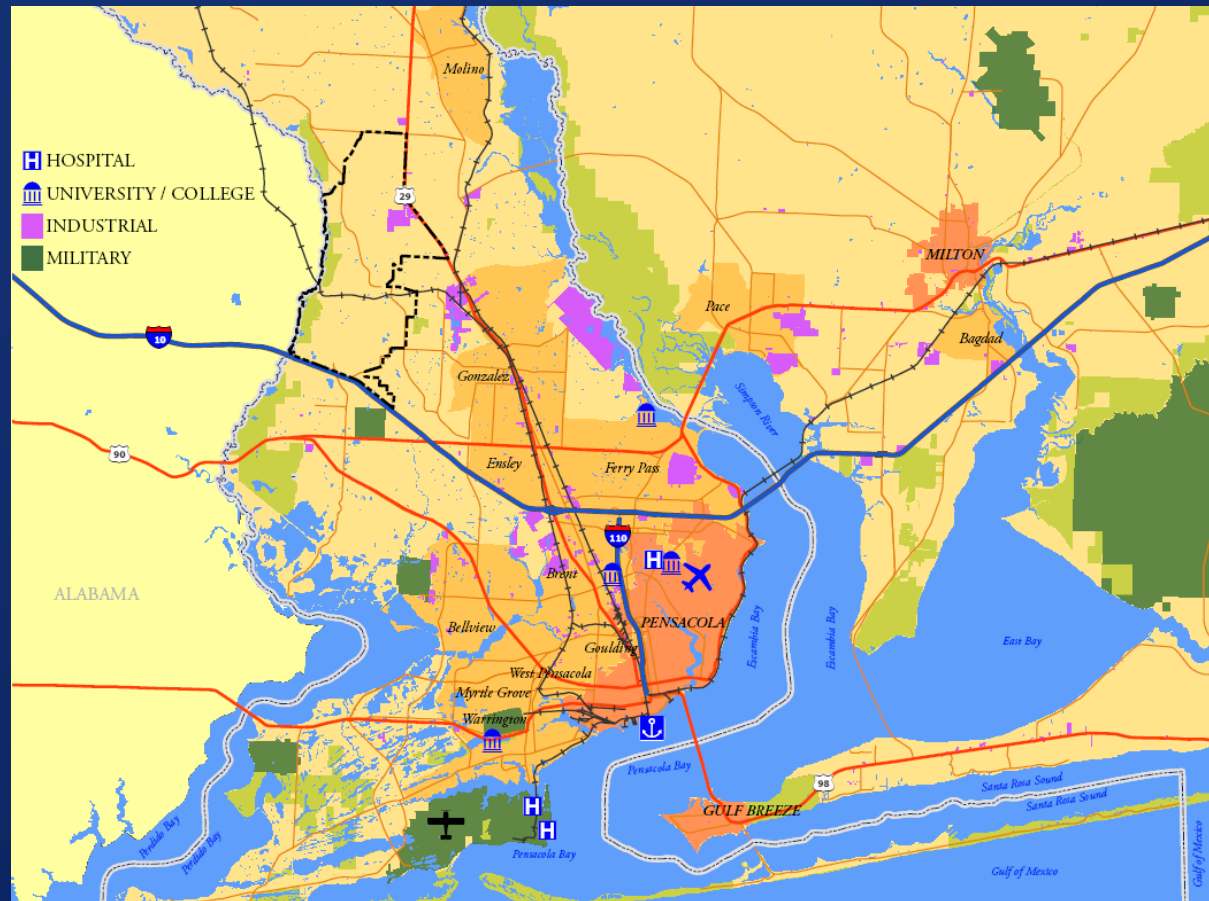
Creating and sustaining jobs and an adequate workforce

ECONOMICS

County Economic Context



- Military, government, health care and education are 6th largest employers
- Good number of jobs but a lack of economic diversity
- Diverse housing stock is well served by commerce and government
- **Good jobs-housing balance**
- Quality housing growth in Santa Rosa is feeding off Pensacola Economy
- Focused on attracting distribution & diversity via high tech / high wage



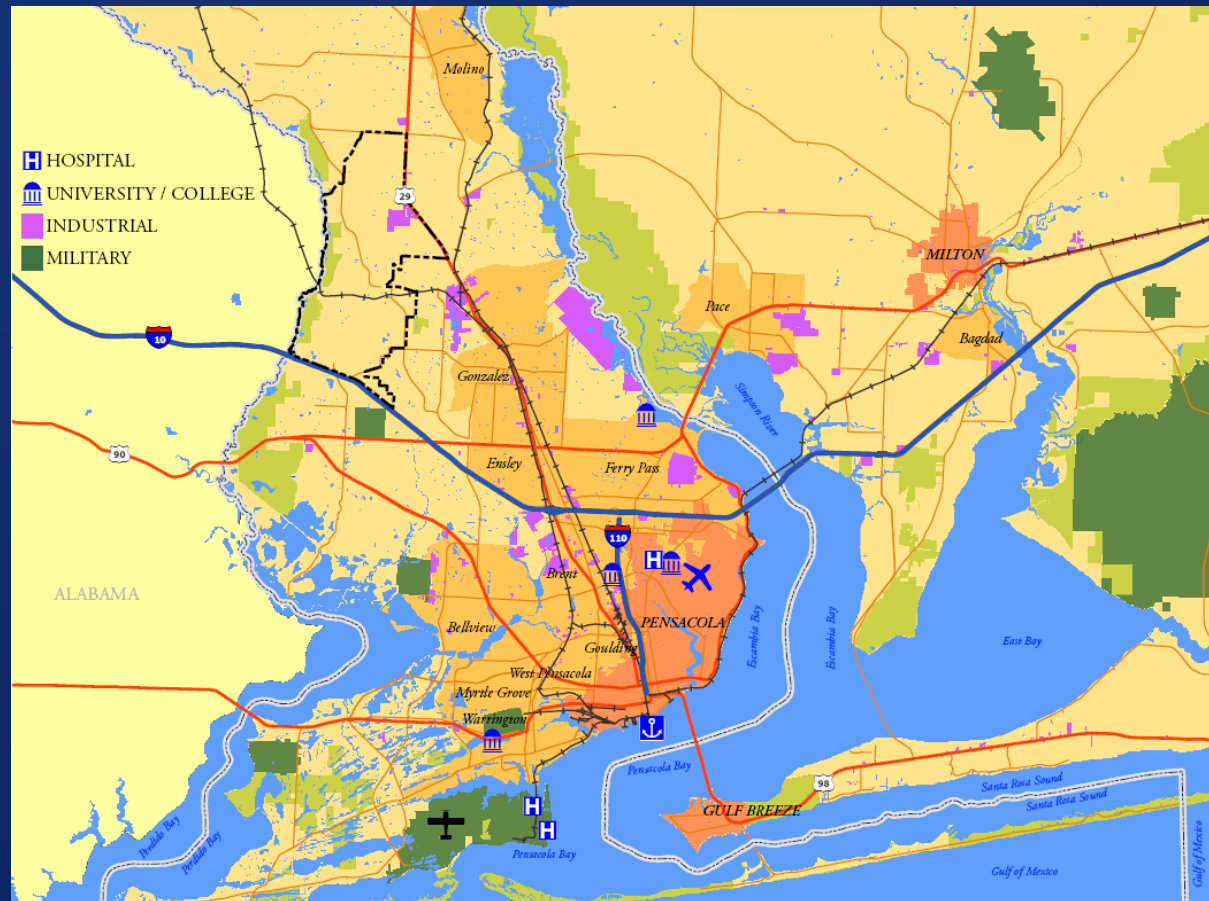
Creating and sustaining jobs and an adequate workforce

ECONOMICS

Sector Economic Context



- Single family / mobile homes are not adequately served by commercial
- Few jobs
- Rural & low density single family and mobile homes – must drive to everything
- **Poor jobs-housing balance**
- **Sector's jobs-housing imbalance is clogging roads & unsustainable**
- A new County Commerce Park is beginning to attract business

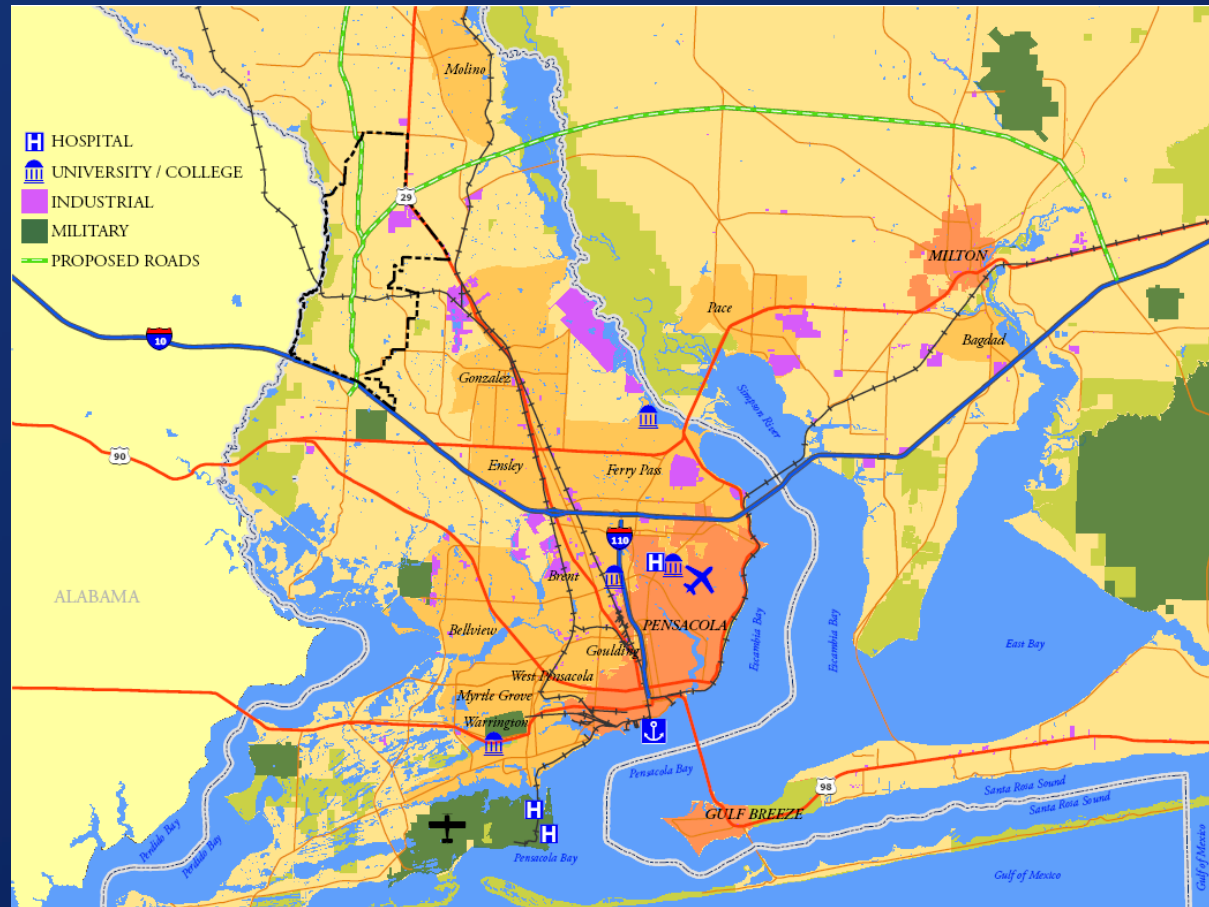


Creating and sustaining jobs and an adequate workforce

Economic Development Opportunities



- Amenitized MPCs create executive housing for corporate relocations
- New Town Center
- Expand land fills vs. major employment center
- Eco-Tourism
- New Schools can support MPCs & executive housing
- Sustainable development



Creating and sustaining jobs and an adequate workforce

Environmental Context

- Large water sheds flow from east to west to the Perdido (OFW)
 - Requiring high water quality standards
- OFW also emphasizes recreation component
- **Perdido River is largely protected by enlightened public ownership**
- Small scale development has created small unconnected drainage systems



Land, water and air left in its natural state

Environmental Context

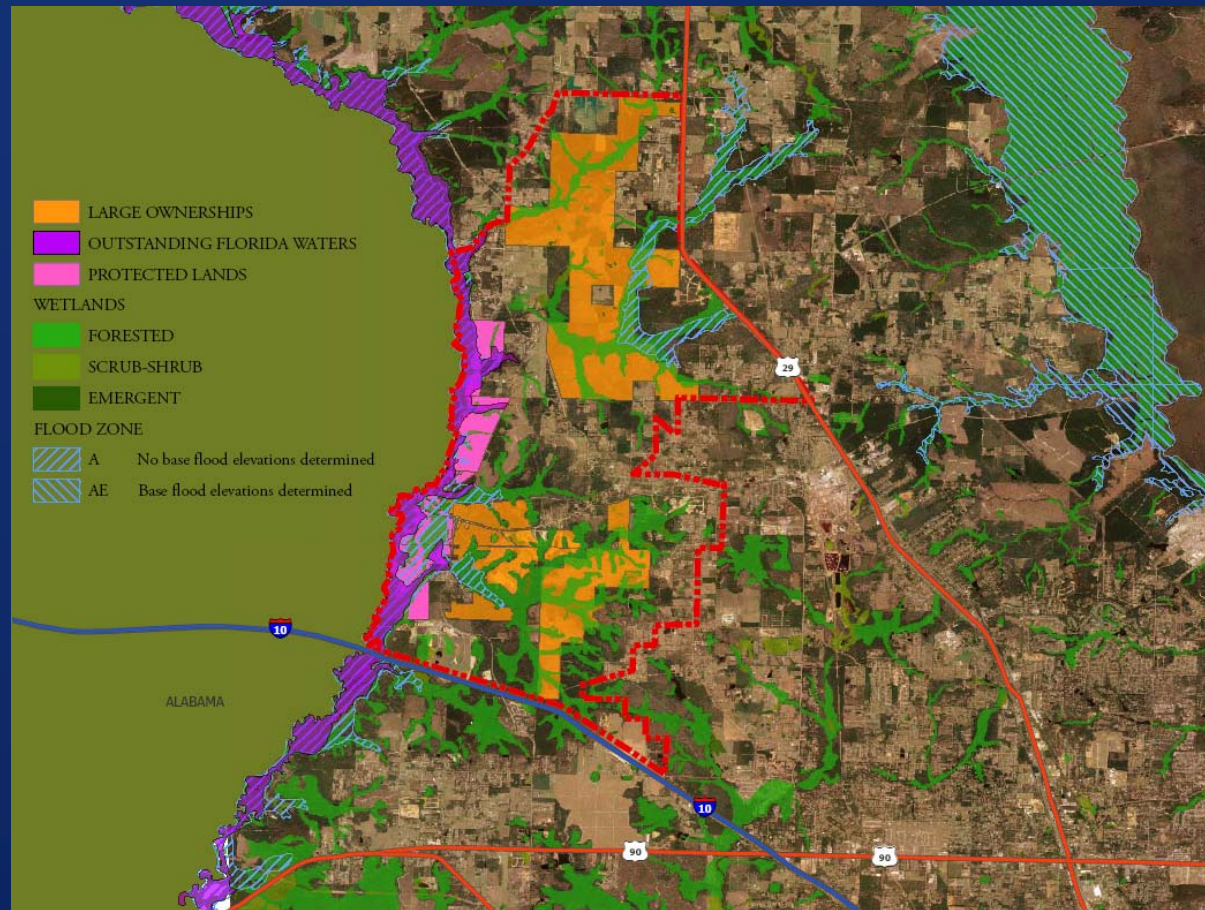
- Topography and wetlands can create real estate value and natural buffers
- Topography and impermeable soils can create stormwater design problems
- **Topography & wetlands are a hindrance to road/infrastructure connectivity**
- Lack of Coastal High Hazard Zone is a plus
- Limited Flood Zones are manageable constraints



Land, water and air left in its natural state

Environmental Opportunities

- Attractive nature and large ownerships can create sustainable development
- Low impact design solutions can reduce some infrastructure cost in area with good topography
- High topography can be viewed as a positive for negating hurricane impact
- To create large regional drainage systems that work with natural features

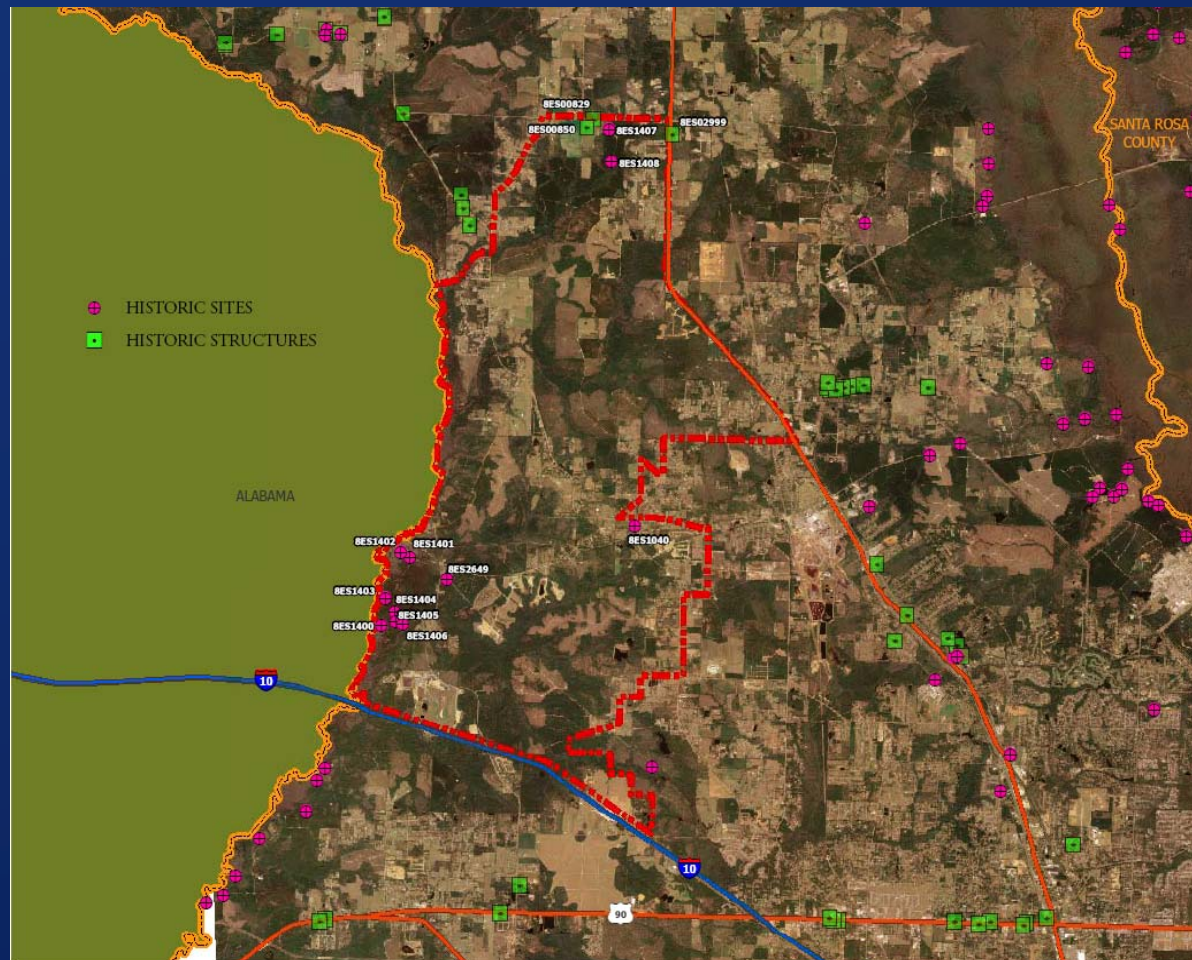


Green Infrastructure

Archeological Context

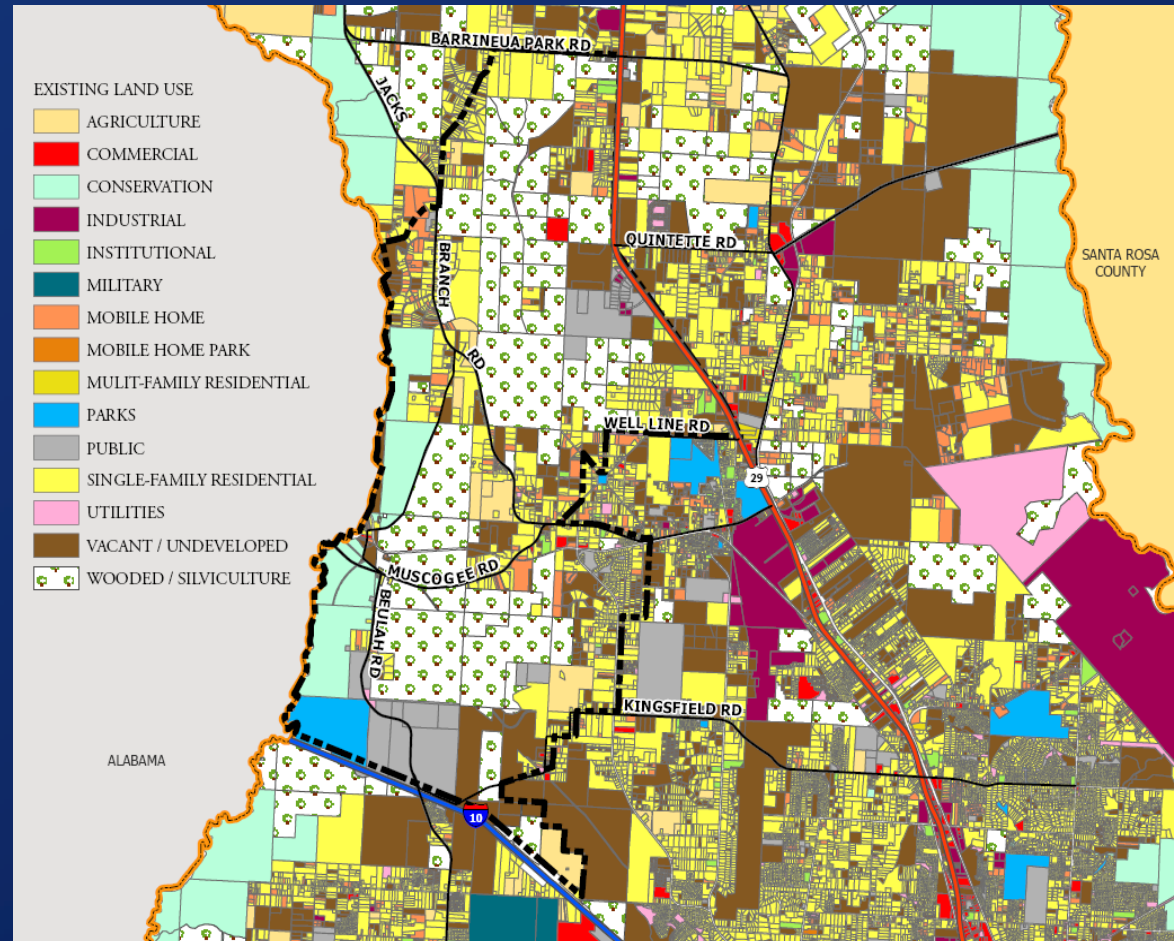


- Cultural / Historical archeological sites exist but not numerous
- Further study at a SAP Phase



Existing Land Use Context

- The County and International Paper landfills are LULUs
- The International Paper Plant on a major roadway to the Sector is a LULU
- Rural rooted communities exist on the west side
- Existing communities are expanding into the Sector from the east side
- The Sector is largely undeveloped



Future Land Use Policy

- County FLUE allows 88,000 additional units
 - Justifying need will occur at the SAP level

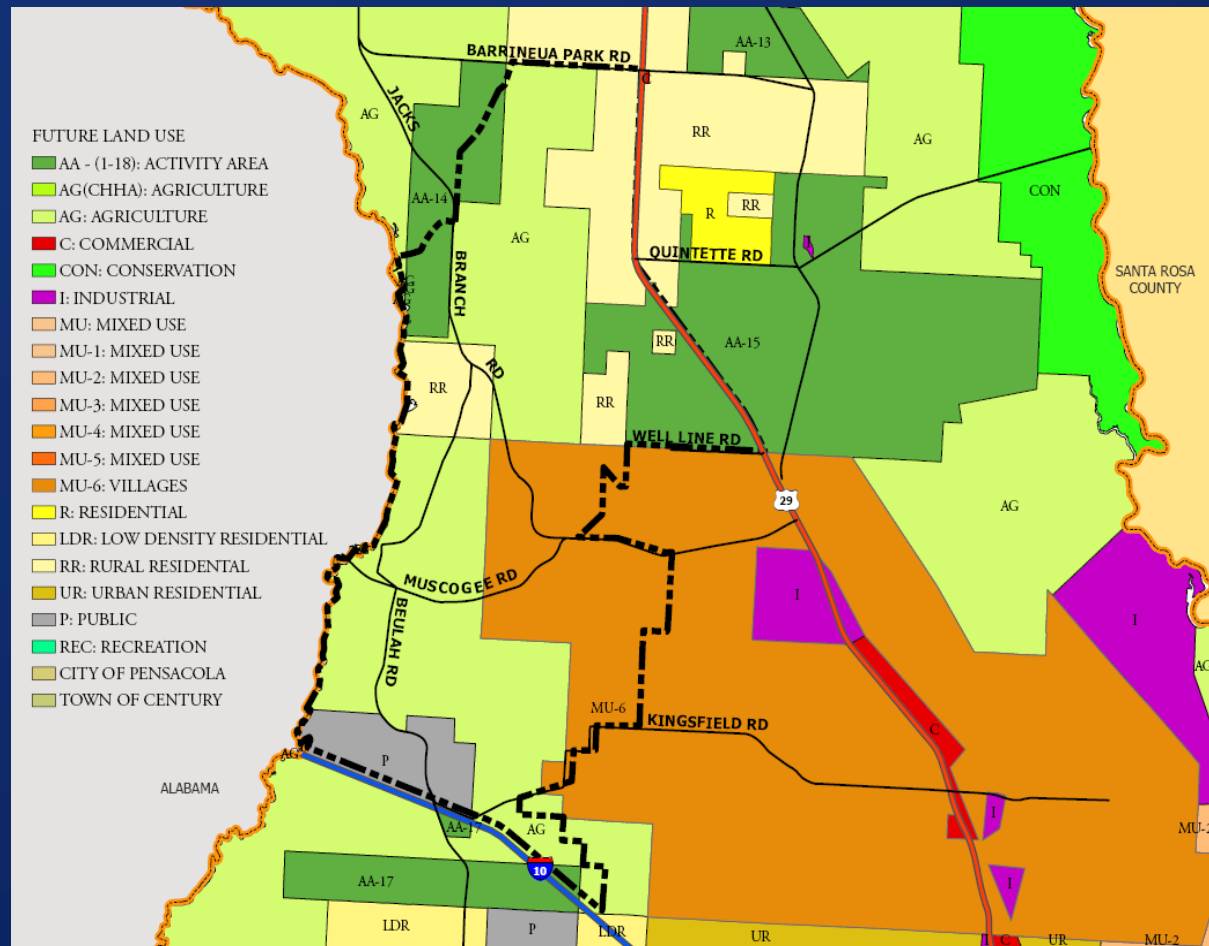
- County is proposing EAR changes to the FLUM categories

- County is focused on creating a more neighborhood focus

- Sector FLUE

- Wetlands: Buffer and density calculation are issues

- Barriers exist to putting sustainability principles into LDC



County Government legal authority to plan, zone, regulate, and enforce laws

Development Patterns & Opportunities

- Sustainable development Pattern
- Rural Rooted communities appear rural but are low density sprawl
- Suburban Sprawl is encroaching from the east & has little character
- Land Available for Development:

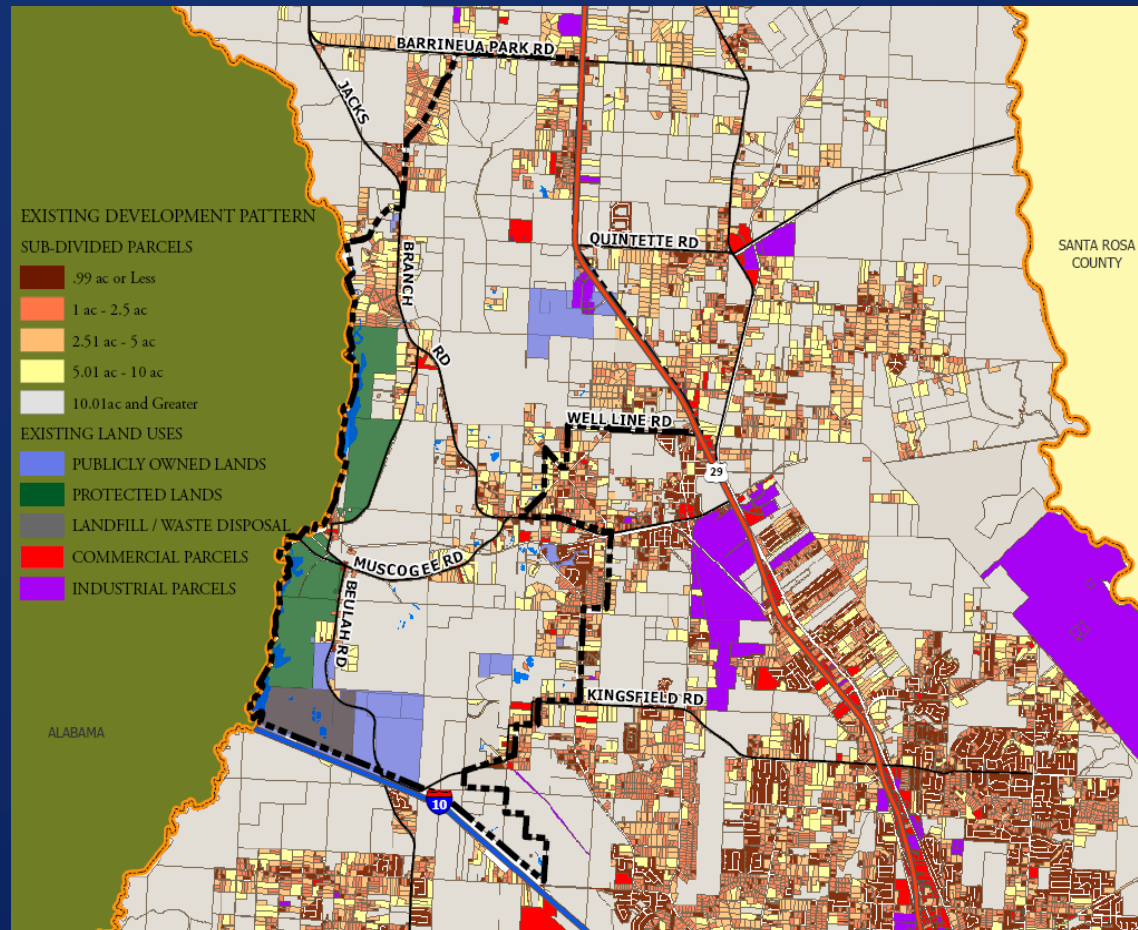
- 3 Large Ownerships = 3,341 acres
- International Paper = 1,732 acres
- Parcels > 10 acres = 7,176 acres*
- Vacant Parcels < 10ac = 441 Parcels

Opportunities are:

- Mitigate LULUs
- Focus on creating a “Sense of Place”
- Maximize advantages of Large Ownerships with MPCs

* Not in Large Ownership

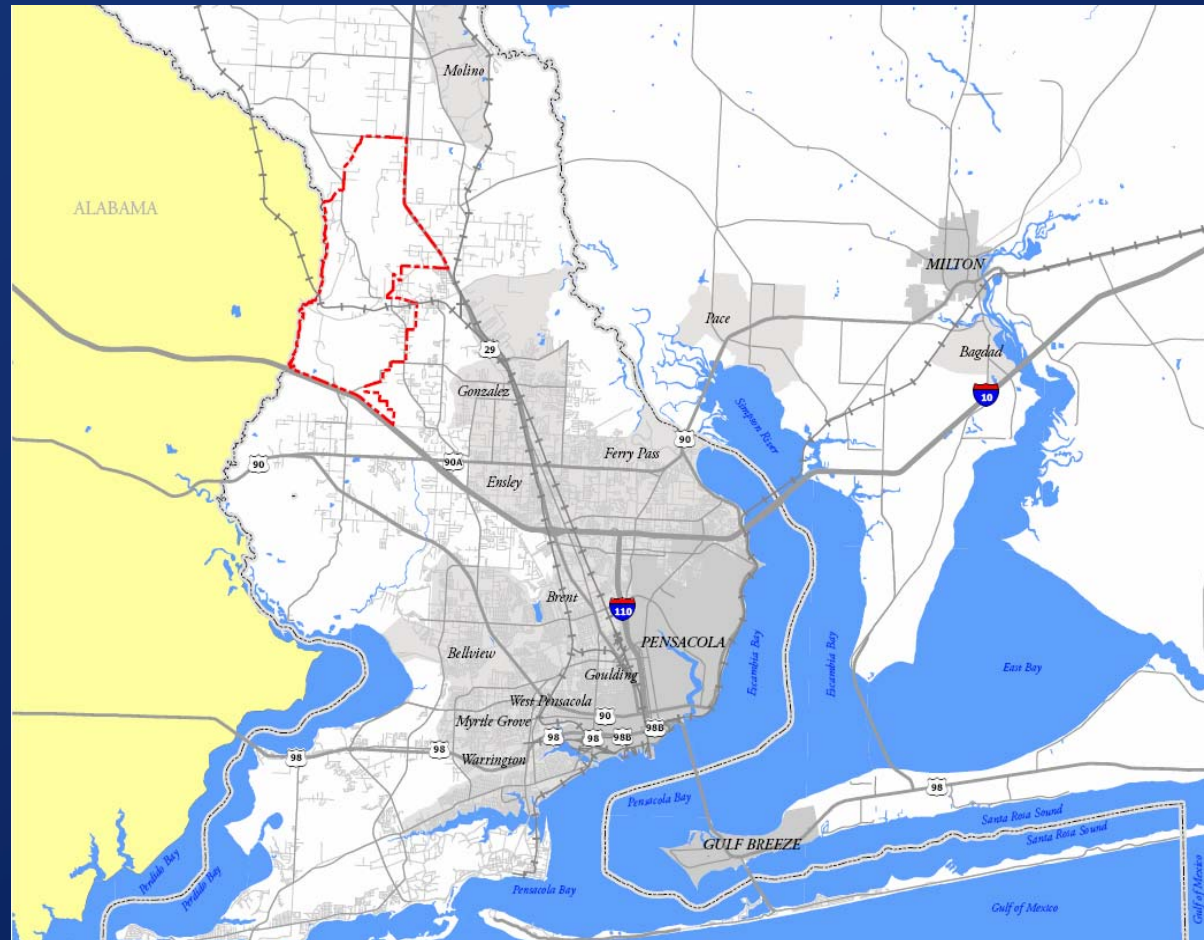
Note: Acres are gross not net developable



Arrangement of man-made activities and uses on the land

Regional Transportation System

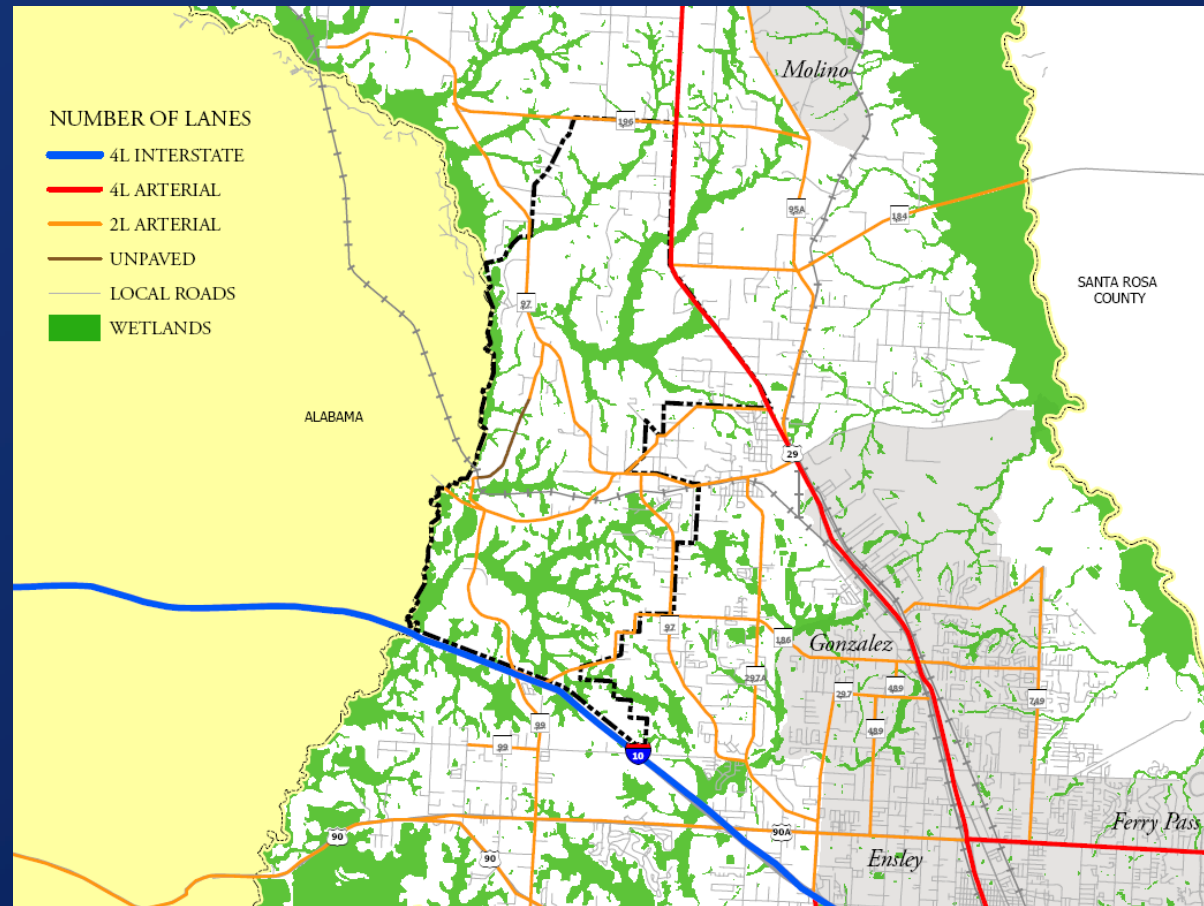
- Sector is adjacent to I-10
Rail lines connect to Port &
Core Area
Roads radiate out from
Pensacola Core
Access to jobs & business
clogs roads radiating from
the core



TRANSPORTATION

Existing and Committed Roads

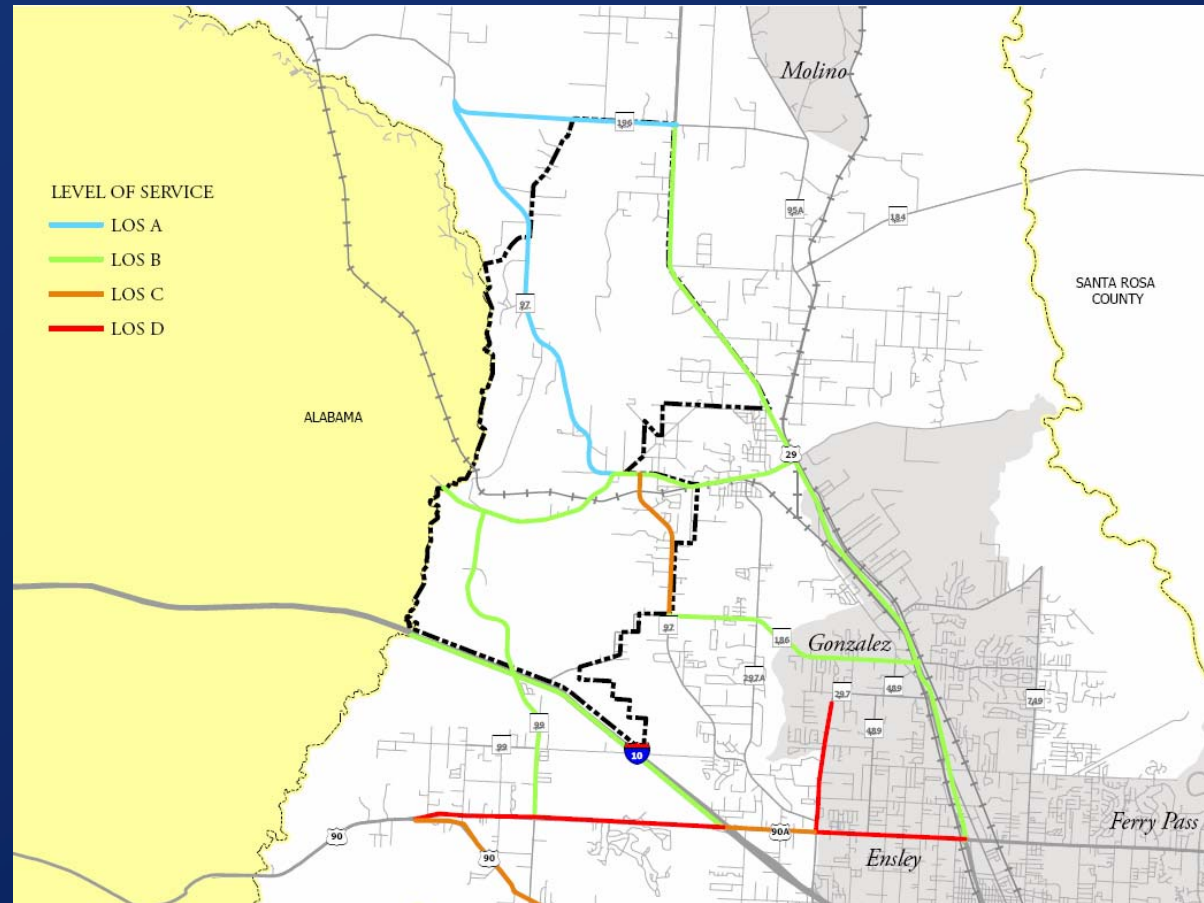
- No improvements are programmed in the Sector in the TPO Short Range Plan
- Some widening improvements are proposed to the south on SR29 and US90
- Sector Transportation System is very limited
- Residential subdivision networks exhibits little internal connectivity



TRANSPORTATION

Level of Service

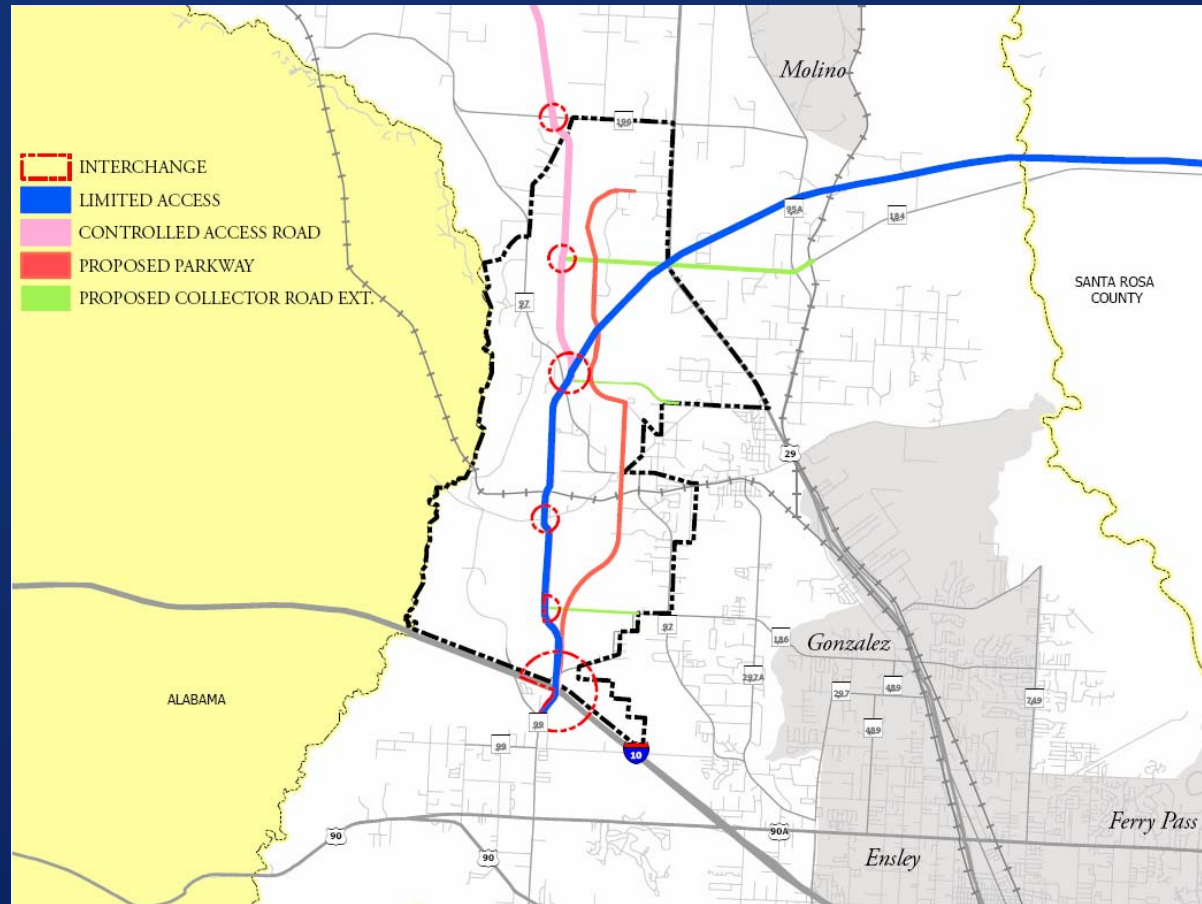
- LOS is generally acceptable
- Acceptable LOS is dropping in the suburban sprawl area



TRANSPORTATION

Long Range Plans & County/Developer MOU

- **North Pensacola Beltway is in TPO Long Range Plan & NWFTCA Master Plan**
 - Currently being studied by TPO as a toll road
 - County is studying other funding
- **County is studying an alternative I-10 Interchange Location & Beltway Alignment**
 - A connector from I-10 Interchange to SR97 with a frontage road
 - Allow subsequent conversion to a Toll Road

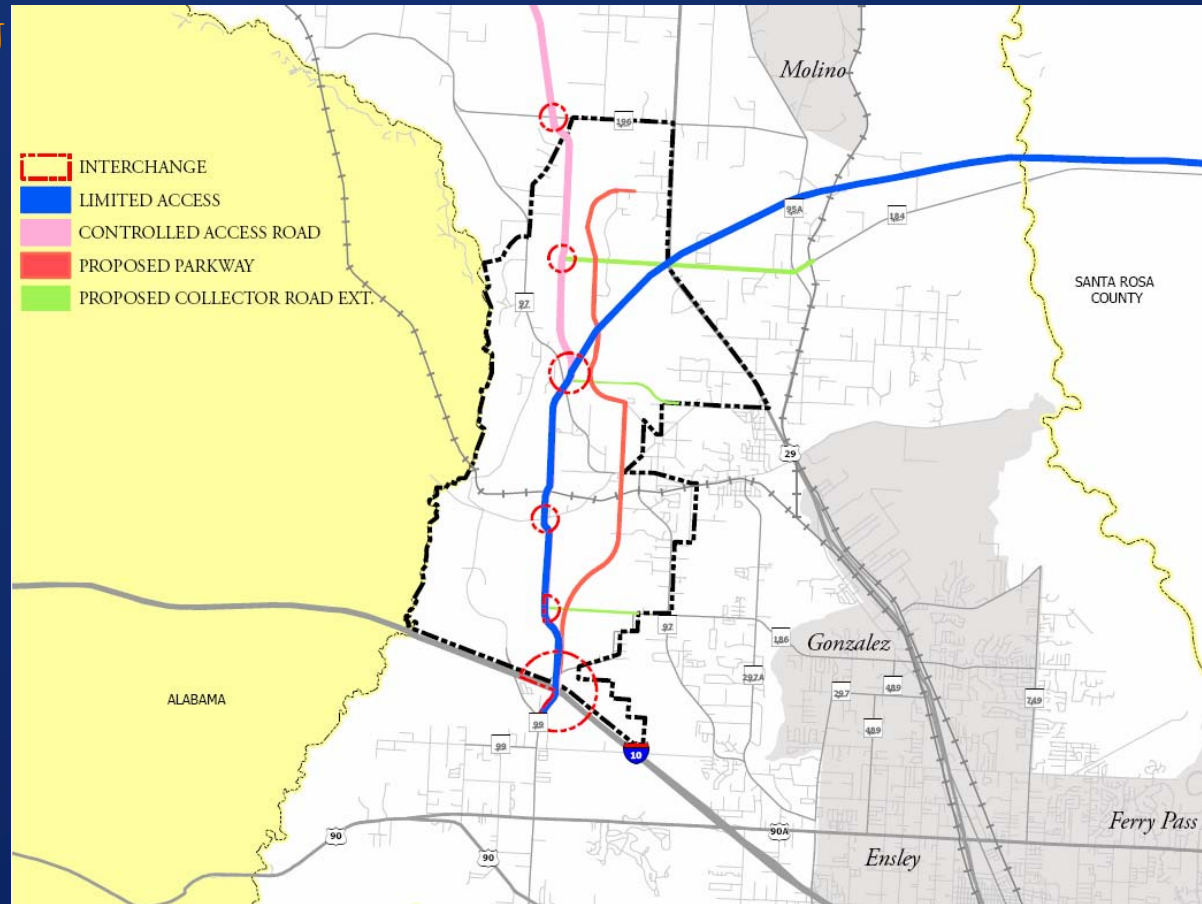


TRANSPORTATION

Long Range Plans & County/Developer MOU

■ County and Developers MOU for Sector Roads

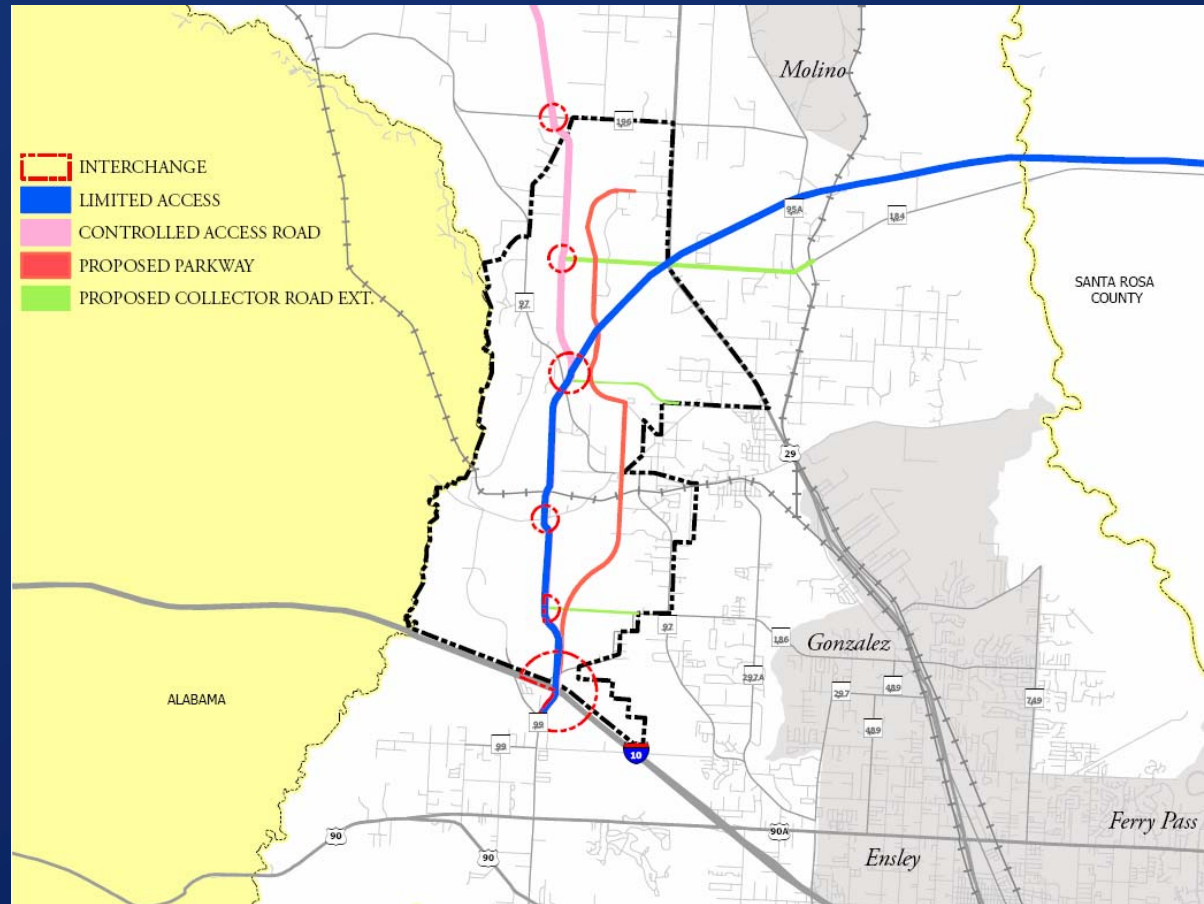
- Parkway
- Kingsfield Road
- Well Line Road
- Quintette Road



TRANSPORTATION

Transportation Opportunities

- To create a multi-modal & sustainable transportation system
- Allow for conversion of Beltway to a Toll Road

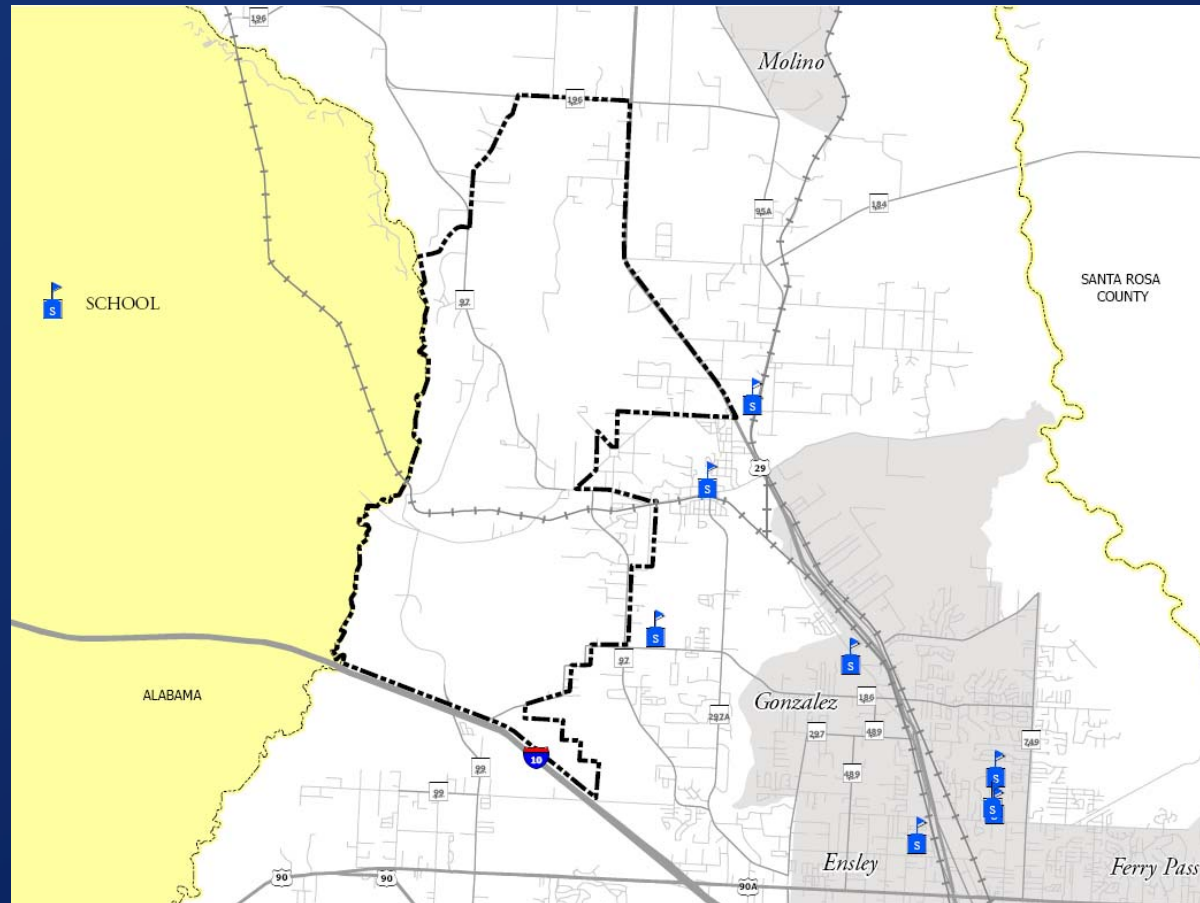


SCHOOLS

Infrastructure Context, Schools



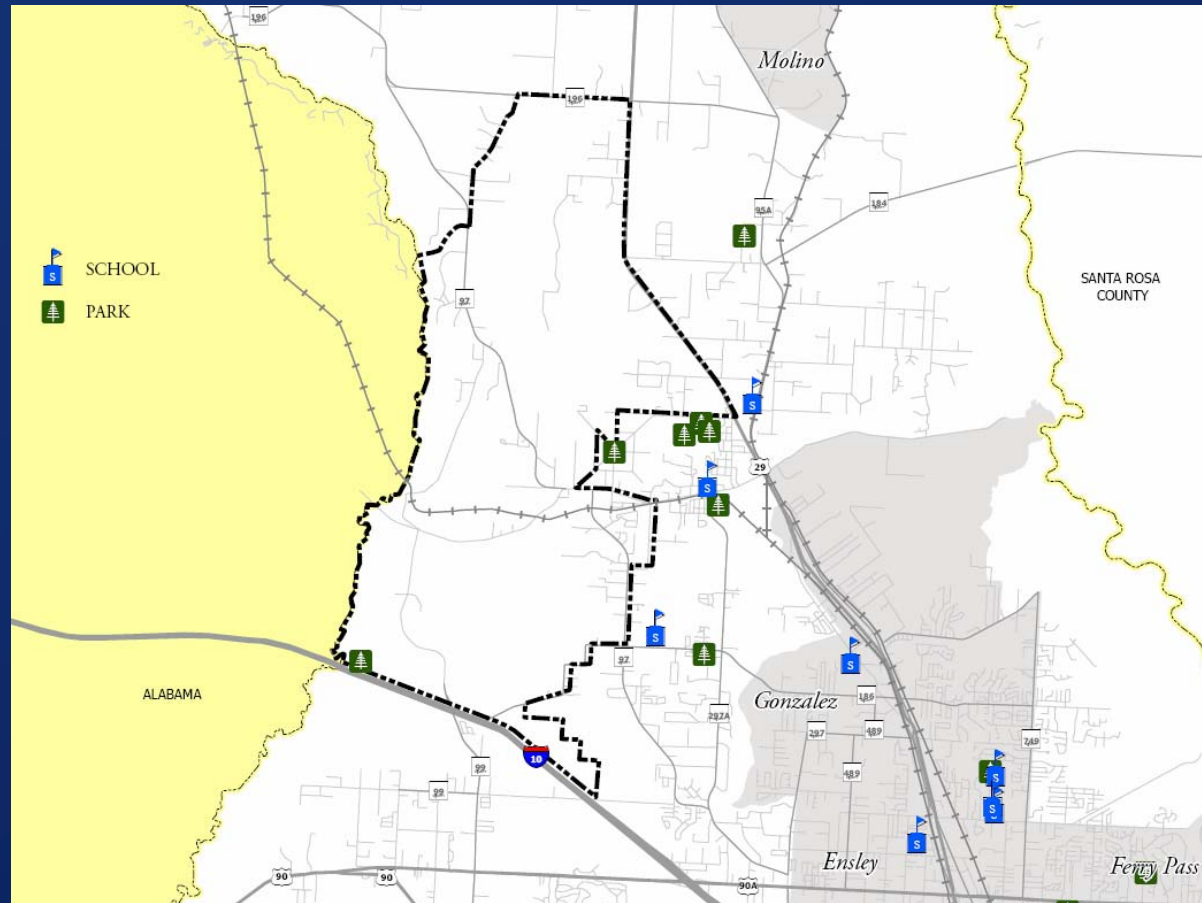
- County has a good planning agreement with the School Board
- Schools serving the Sector only 2 have excess capacity
- **Need an elementary and a middle schools in the short term**
- The School District has explicit standards for elementary, middle and high schools, but takes a flexible approach to meeting standards
 - K-12 co-location facilities
 - Using K-8 as an interim step



Infrastructure Context, Parks



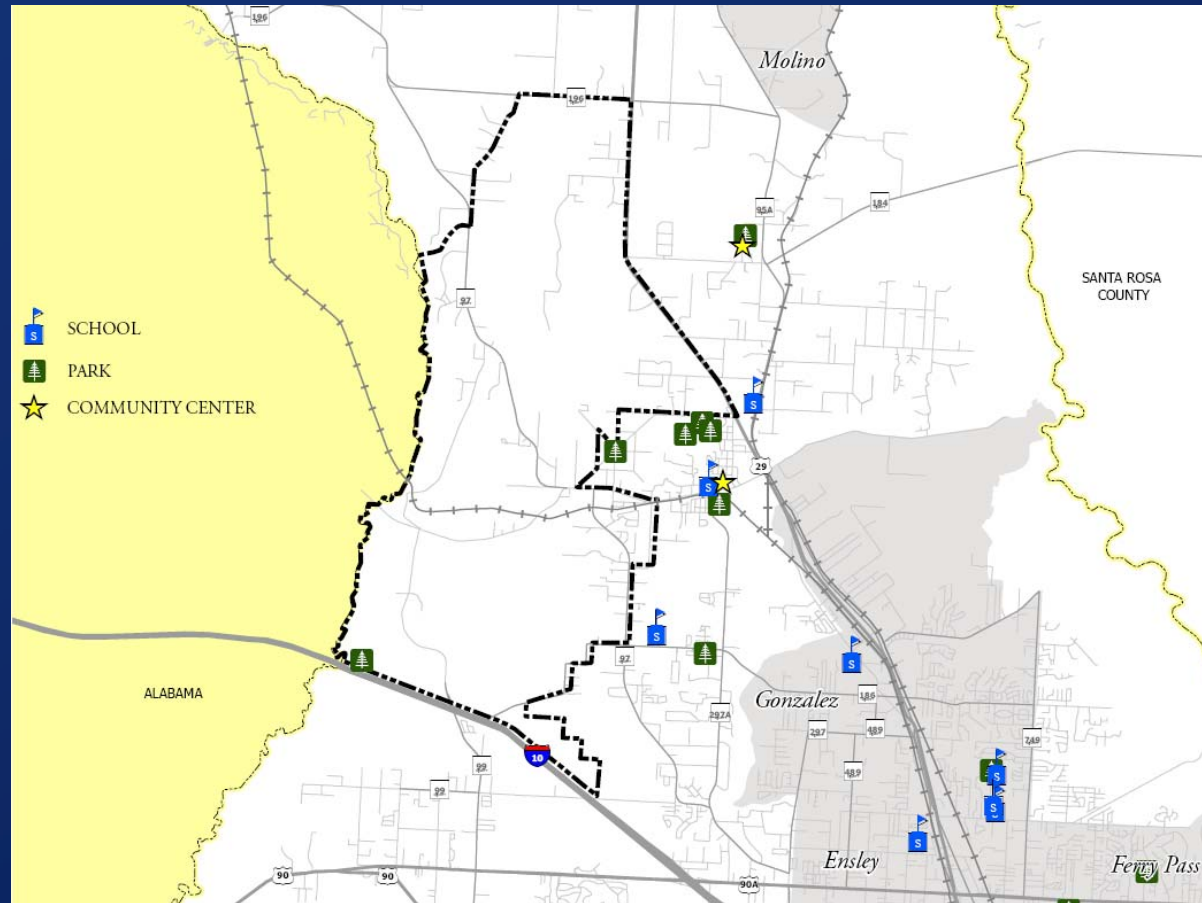
- Indoor or outdoor recreation facilities and outdoor space that is undeveloped and may or may not be open to public use
- Little park land exist in the Sector
- County and WFWMD are looking to coordinate efforts
- County has a good joint use agreement with School District
- Normally developer provided land is left over parcels
- There will be a need for a regional, some community and neighborhood parks
- New funding sources for park development and maintenance is needed



Infrastructure Context, Cultural Centers

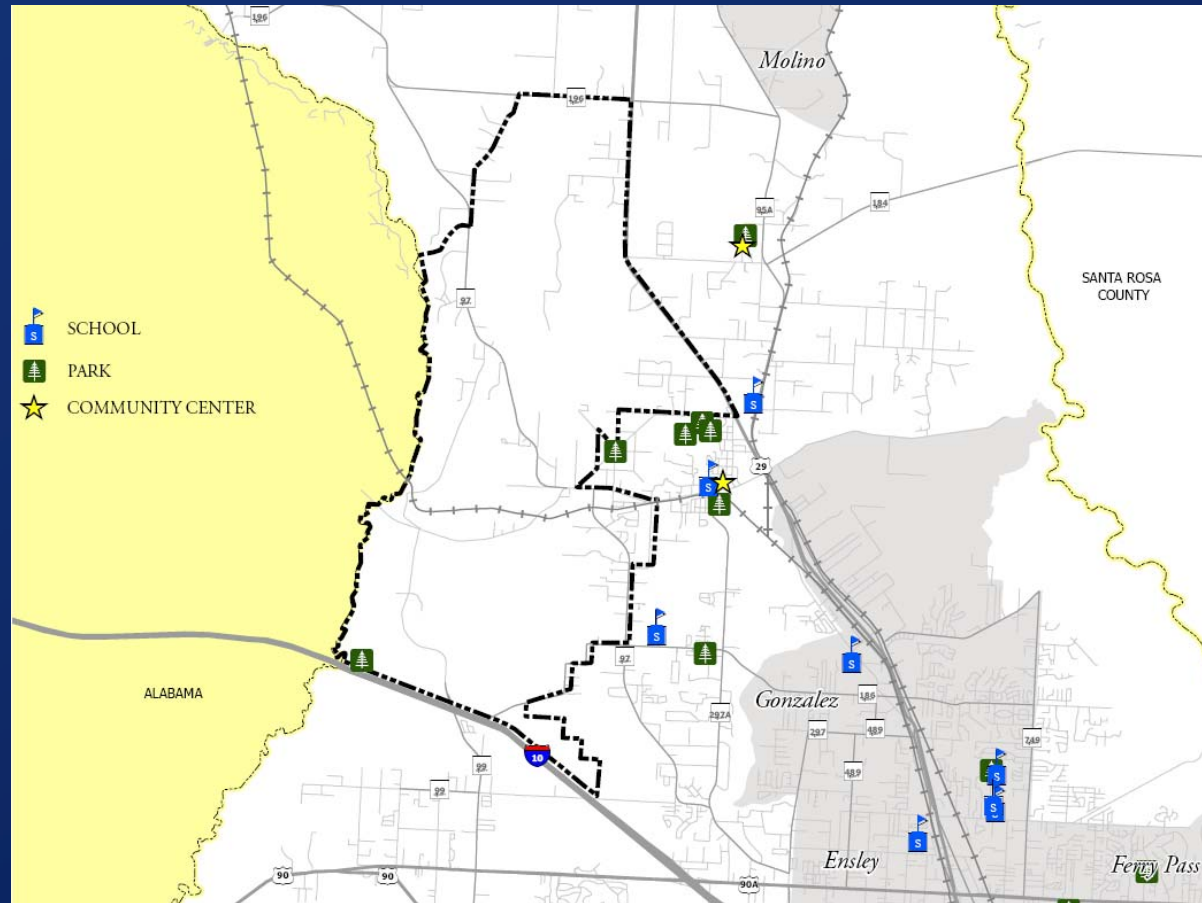


- No library is remotely close to the Sector
- No community center is located in the Sector
- Facilities for intellectual activities for groups and organizations



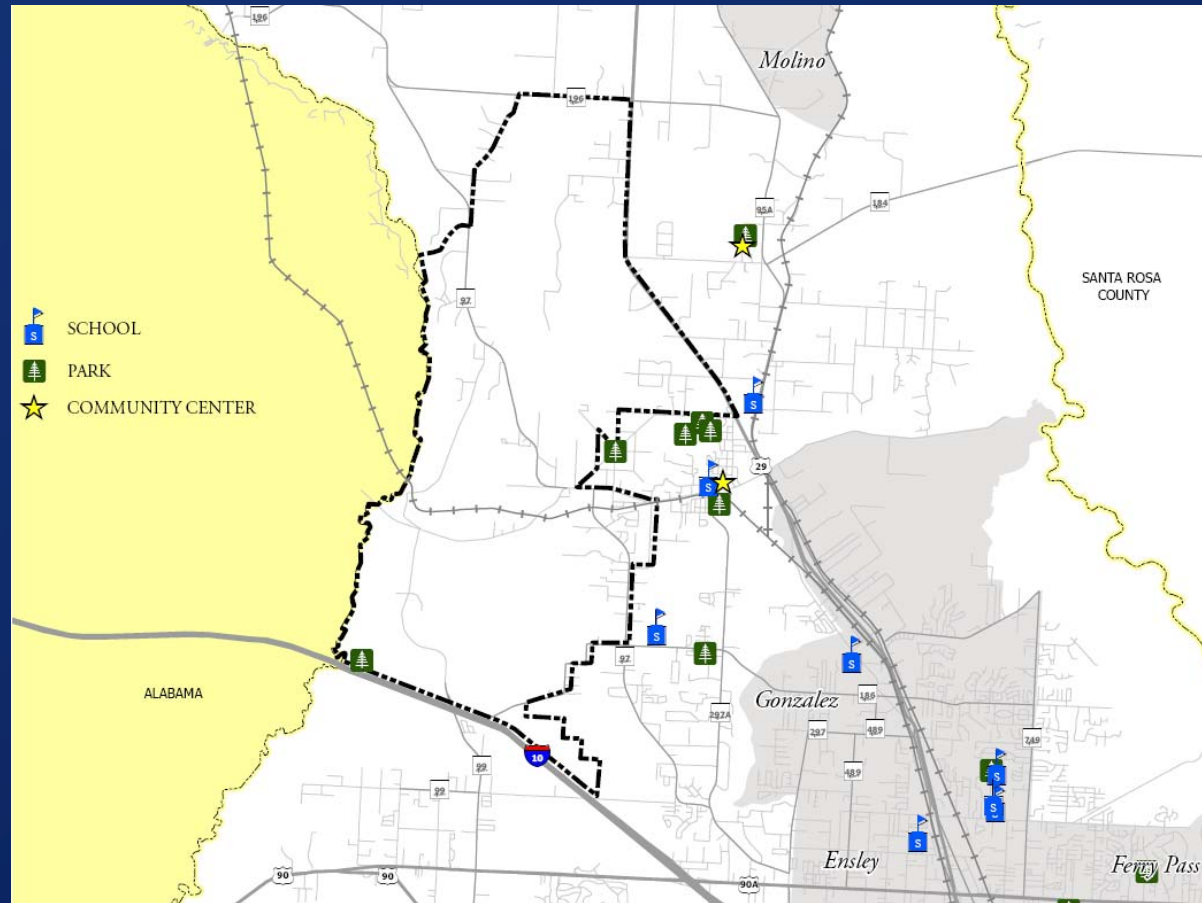
Schools, Parks & Cultural Centers

- Maximize the potential for co-location of park, and school facilities
- Large ownerships developed as MPC can provide well located park land with joint use potential
- Evaluate the innovative use of a K-8 facility as interim measure to be converted to elementary
- Provide pathways along roadway corridors wetland corridors and Gulf Power easements



Schools, Parks & Cultural Centers

- WFMD ownerships are well located for regional resource based parks
- To adopt sustainability location standards for park
- To evaluate innovative funding mechanisms
- To locate civic uses such as libraries and community centers in mixed use centers

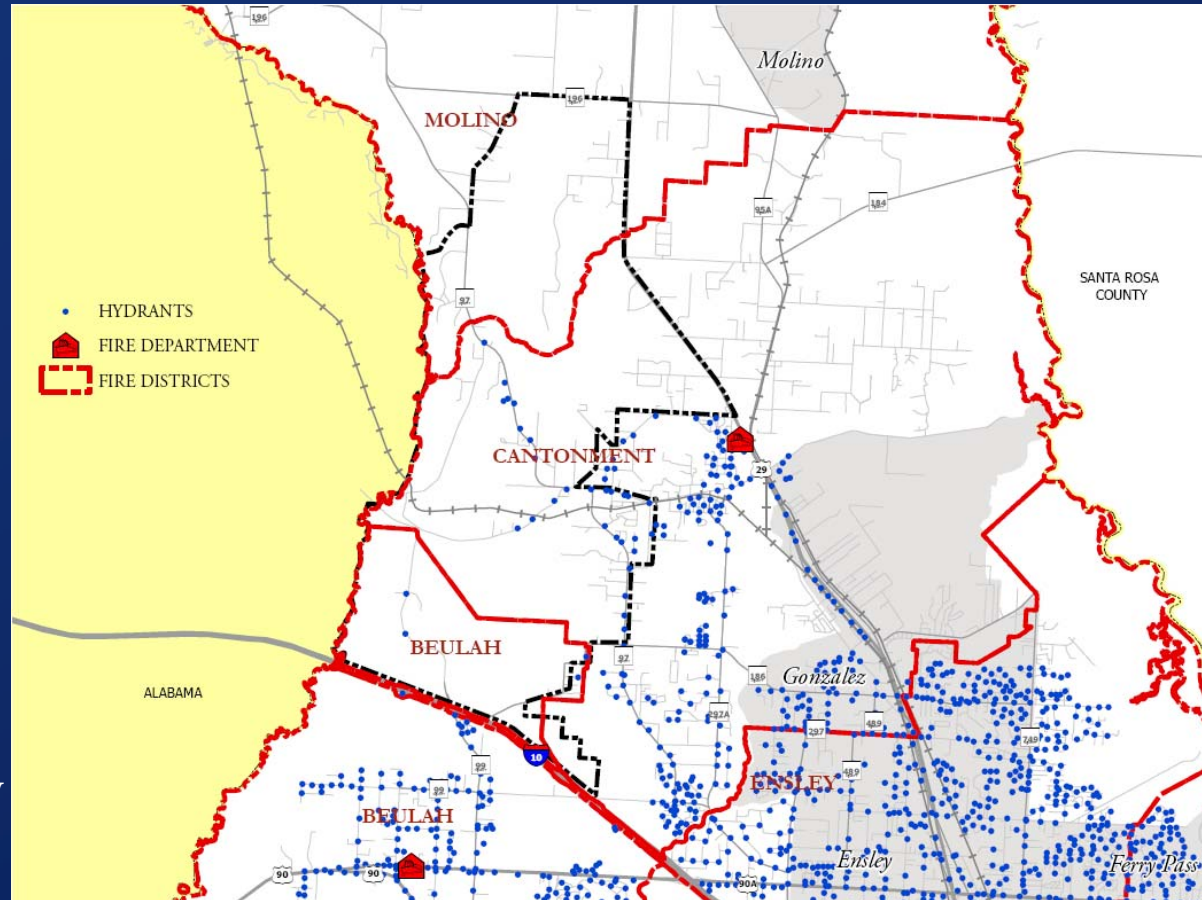


FIRE

Fire Context & Opportunities



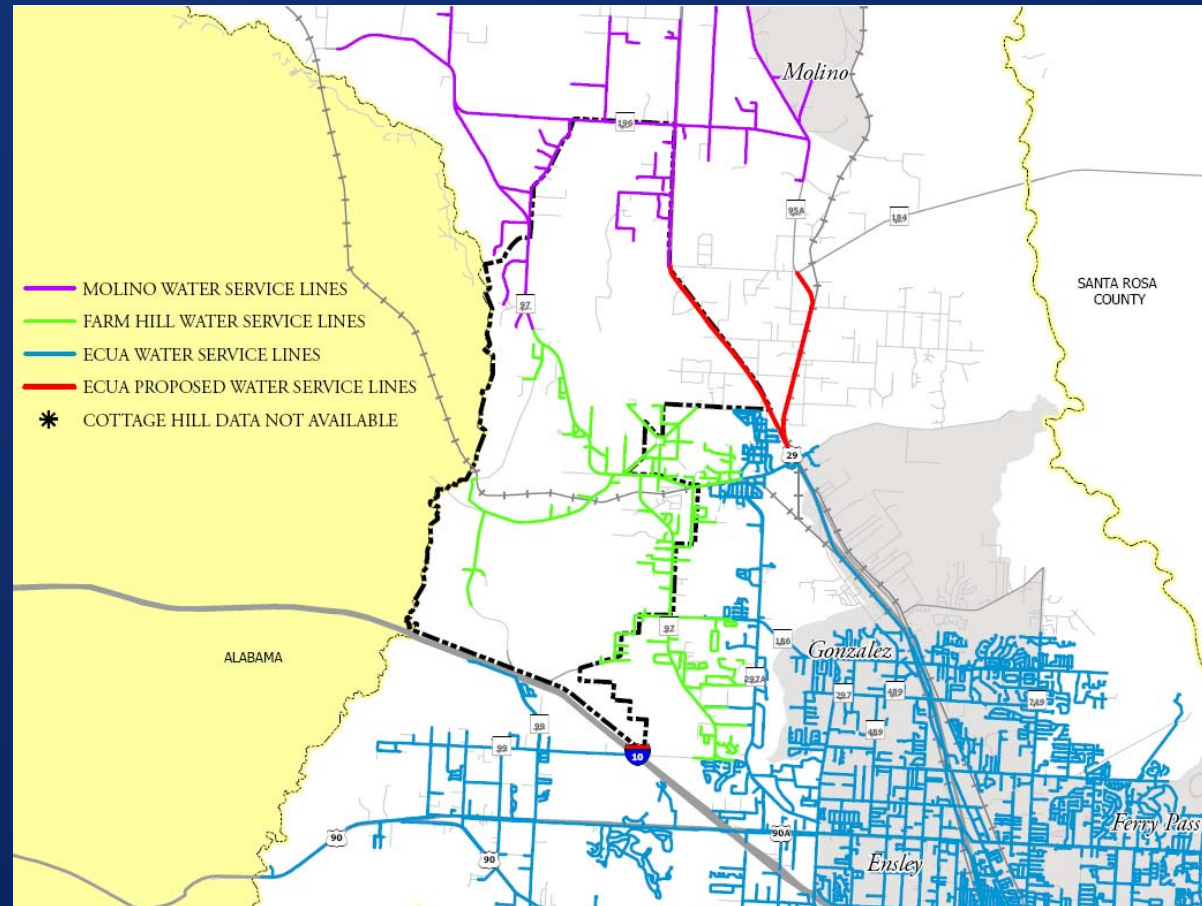
- Fire protection, emergency medical transport, and disaster planning
- Haphazard development pattern inhibits ability to provide fire flow & hydrant spacing
- Sectors topography and wetlands pose site location problems
- Hurricane impacts may require additional stations sizes for storage
- The LDC is being considered for new fire standards
- Adopt a Master Water Service Plan requiring interconnections
- Locate fire stations along beltway for accessibility
- Determine fire station location needs based on build out



Water Utility Context & Opportunities



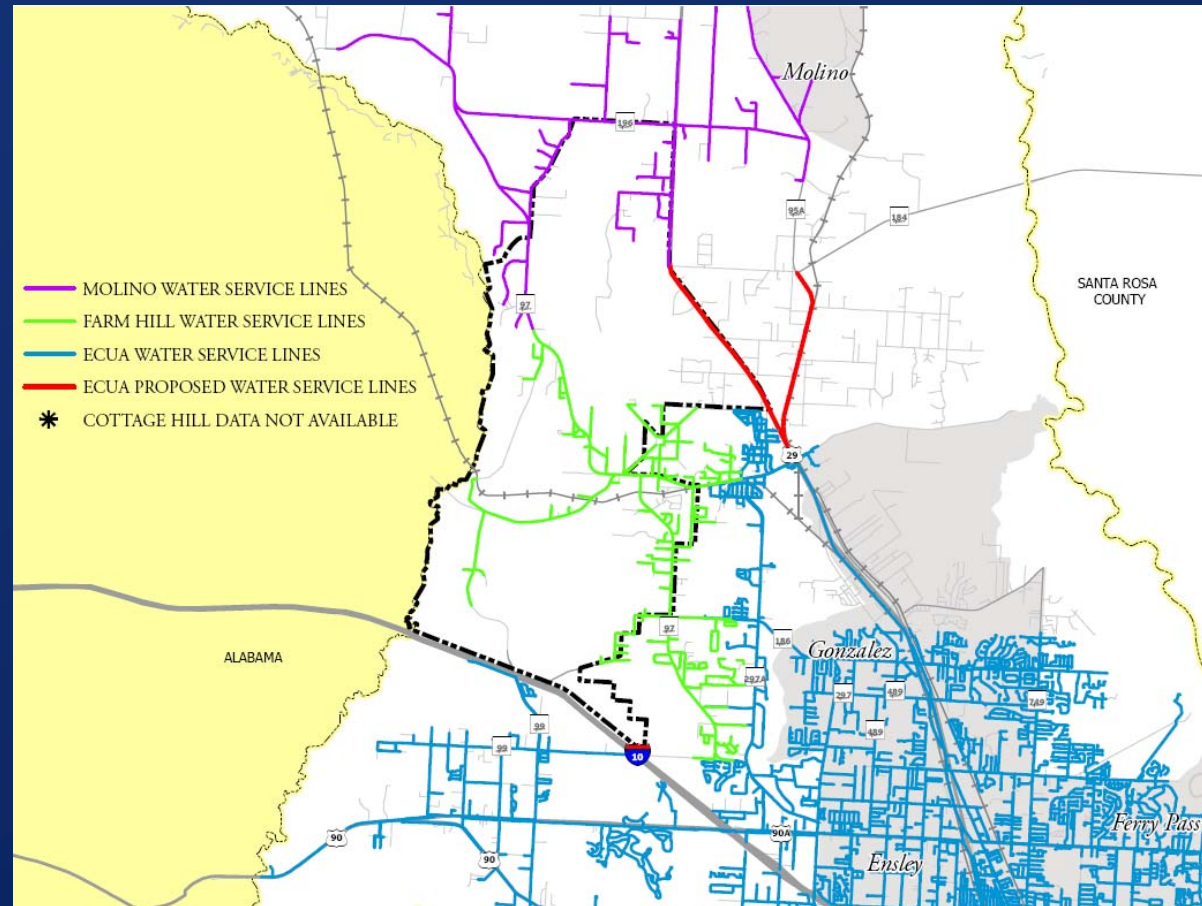
- The aquifer is more than adequate for existing and future demand
- County does not provide water service
- There are four service providers
- Service providers do not coordinate very well
- Service is limited, but is expanding into the Sector
- County regulates development projects
- DEPs permits and regulates service providers
- The developers have provided a water service plan for lines and interconnections



Water Utility Context & Opportunities



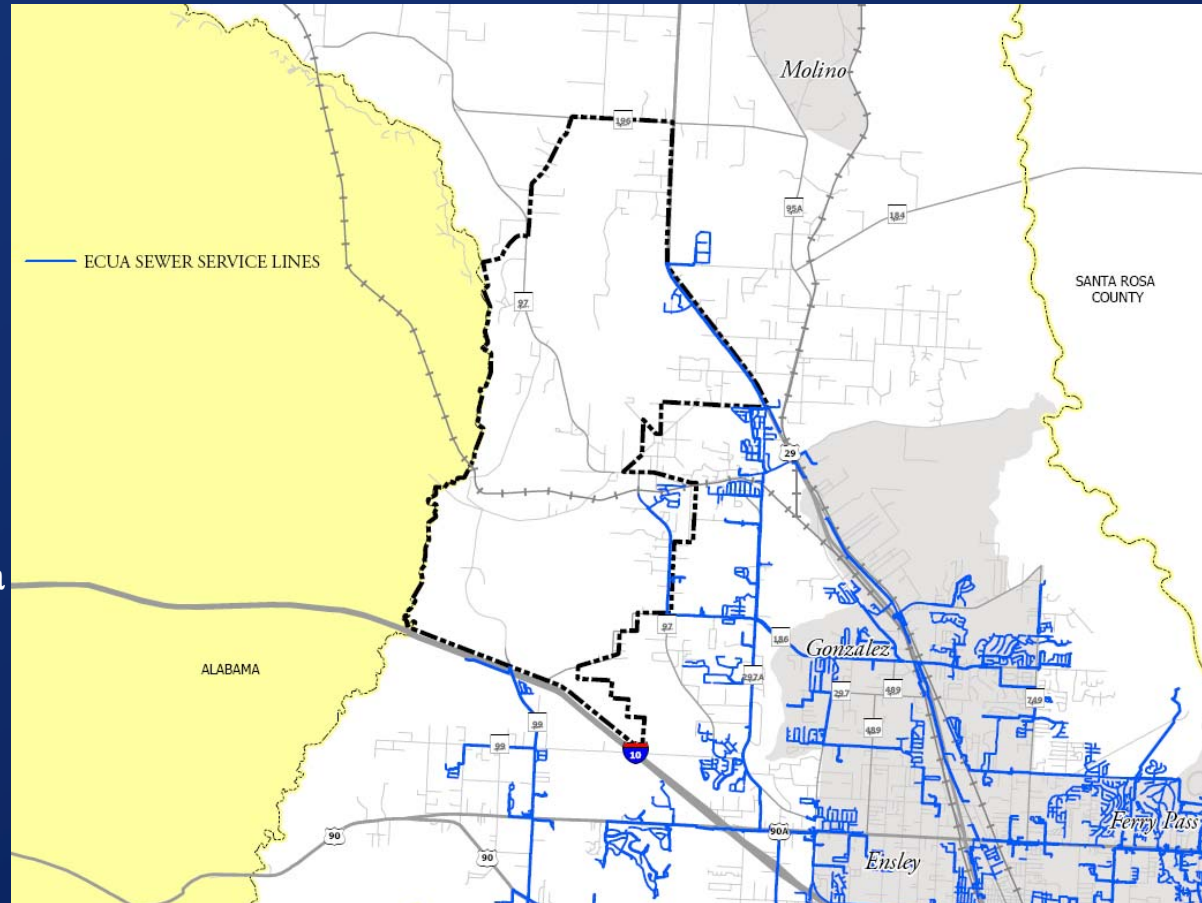
- To prepare a Master Water Service Plan & require providers to adhere to
 - Fire Flow Pressure
 - Interconnections
 - Line size
 - Hydrant spacing



Sewer Utility Context & Opportunities



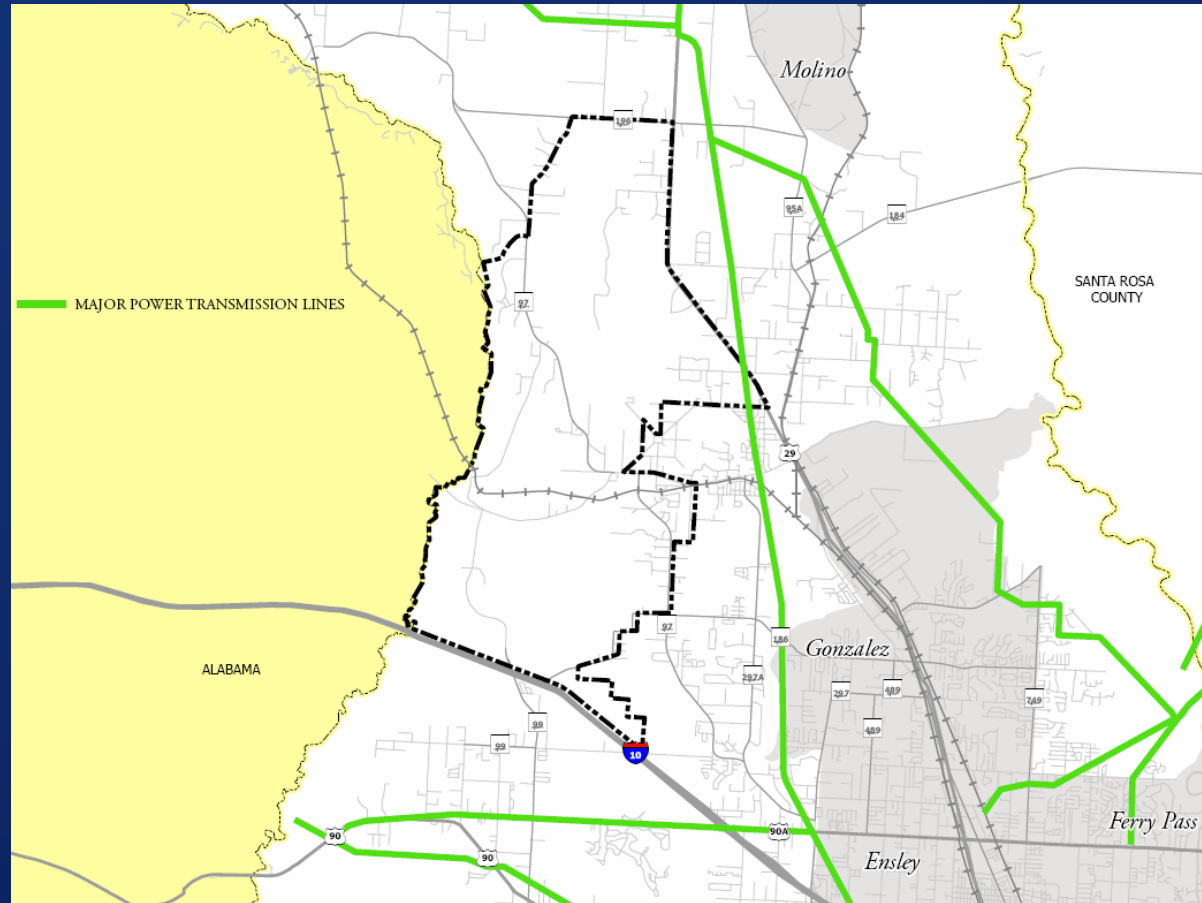
- The County does not provide Sewer Service
- ECUA provides sewer service and beginning to expand into the area
- County regulates development projects
- DEPs permits and regulates service providers
- The developers have provided a water service plan for lines and interconnections
- **Have ECUA prepare a Master Sewer Service Plan**



Gulf Power Context & Opportunities



- Small scale – piece meal development has contributed to the proliferation of overhead lines
- The provision of electric service does not appear to be a problem for growth
- There is a need for a new substation over the shorter term and another for buildout
- **Bury power lines**
- **Incorporate green design concepts to reduce energy consumption**



DESIGN

Conceptual Build-Out Overlay



Designed using the Oregon Model

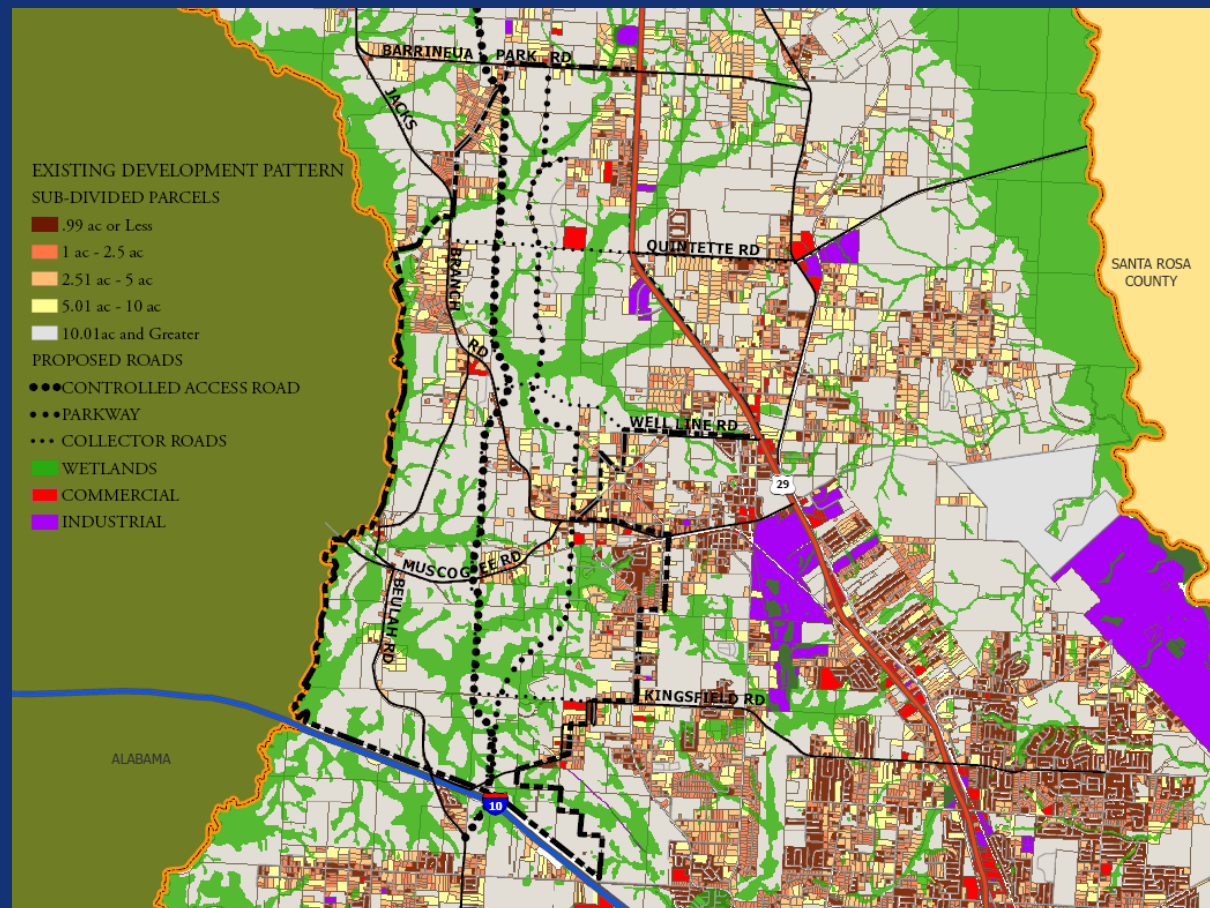
- Where are we now? (Assessment, Values)
- Where are we going? (Trends Analysis)
- Where do we want to be? (Visioning)
- How do we get there? (Action Planning)
- Are we getting there? (Measure Progress)

Base Condition & Major Road Assumptions



- County will accomplish construction of I-10 Interchange, Connector to 97 and MOU Roads

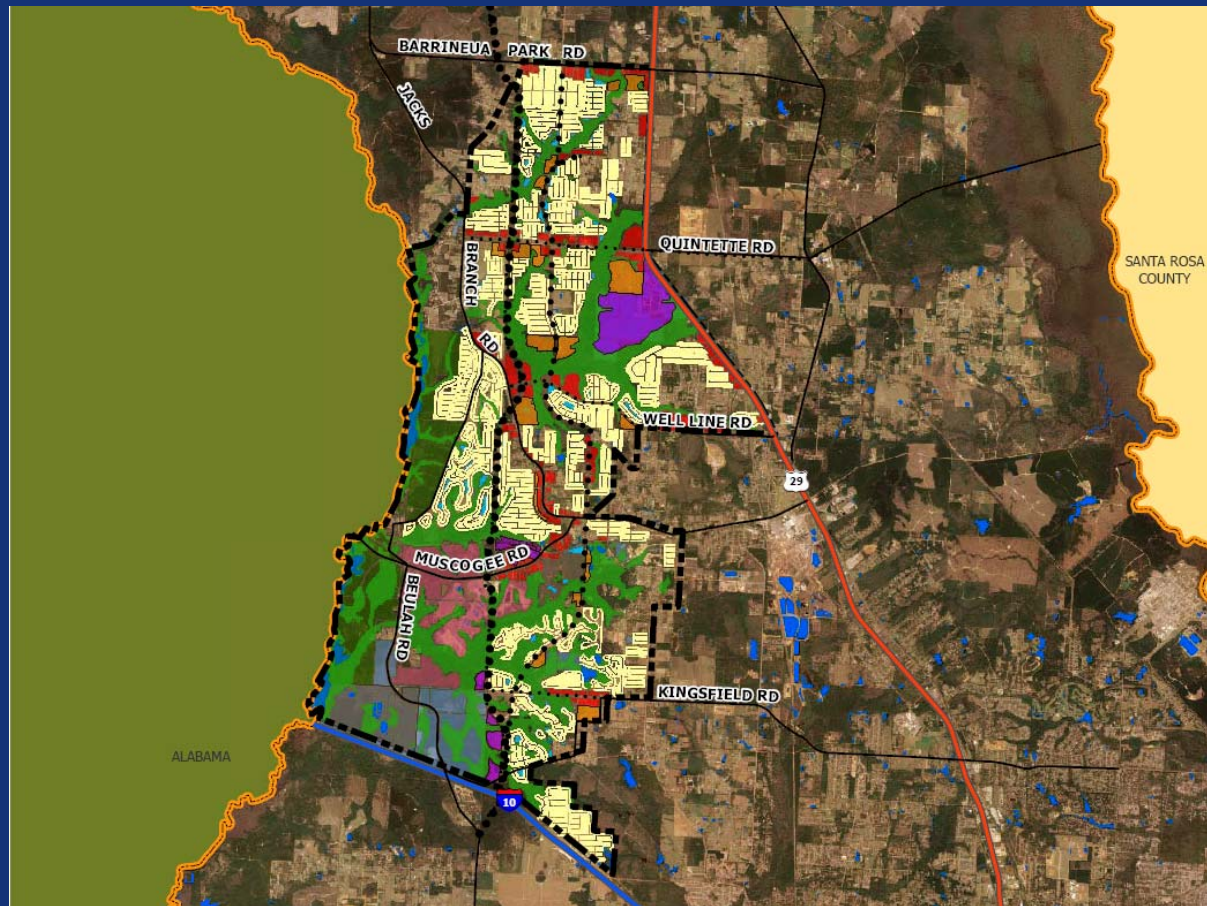
- Connector road interchanges and linear wetlands control east west collector road spacing



TREND Development Assumptions



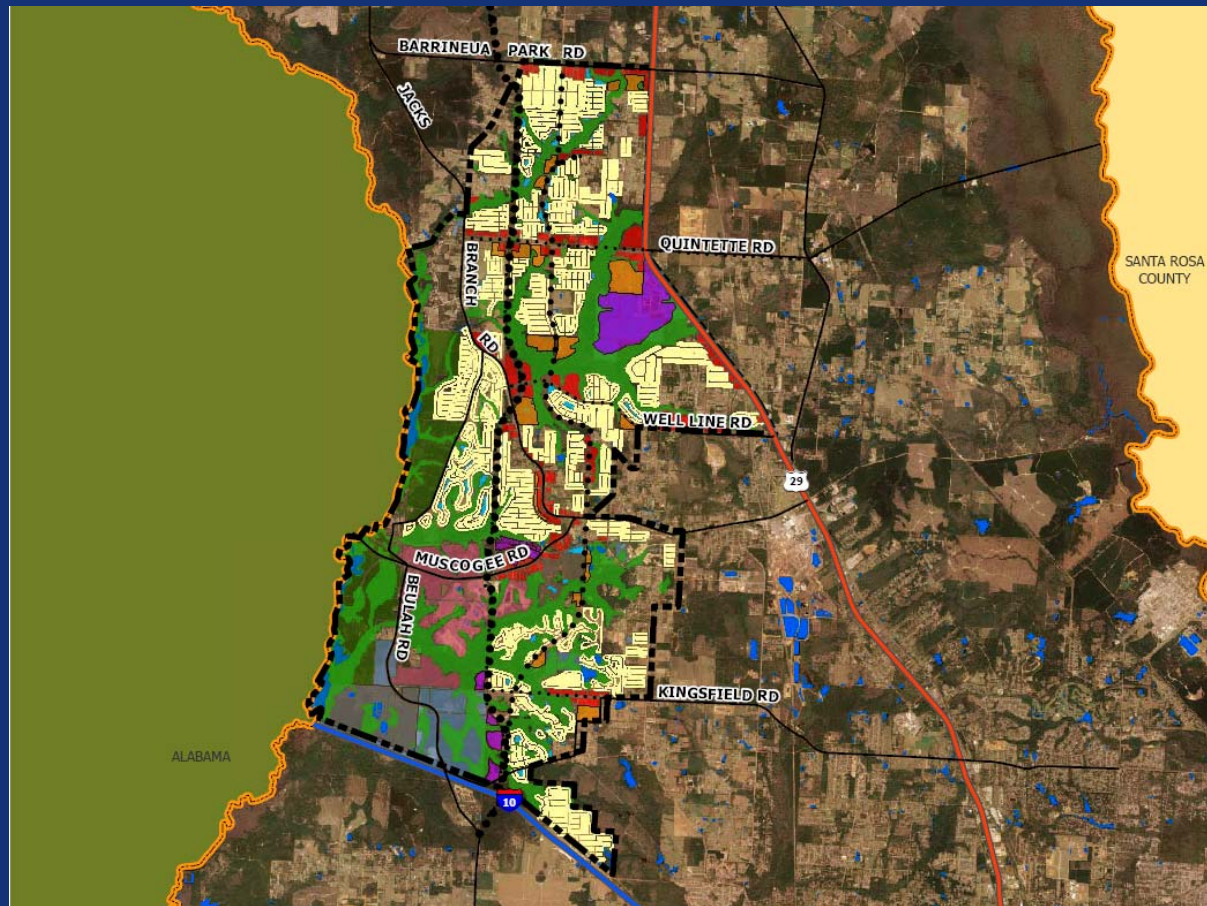
- Beltway and MOU Roads + water & sewer cause intensification
- County landfill expands
- IP landfill expands but land values cause sell-off for north of Muscogee
- 1,195 mostly single family and mobile homes exist
- The vacant parcel < 10 acres have 413 new homes
- **Large ownerships + Parcels 10 acres become a series of:**
 - Subdivisions ranging from 1 to 6 u/a for 11,750 new lots
 - Multi-Family ranging from 8 to 12 u/a for 3,240 new units



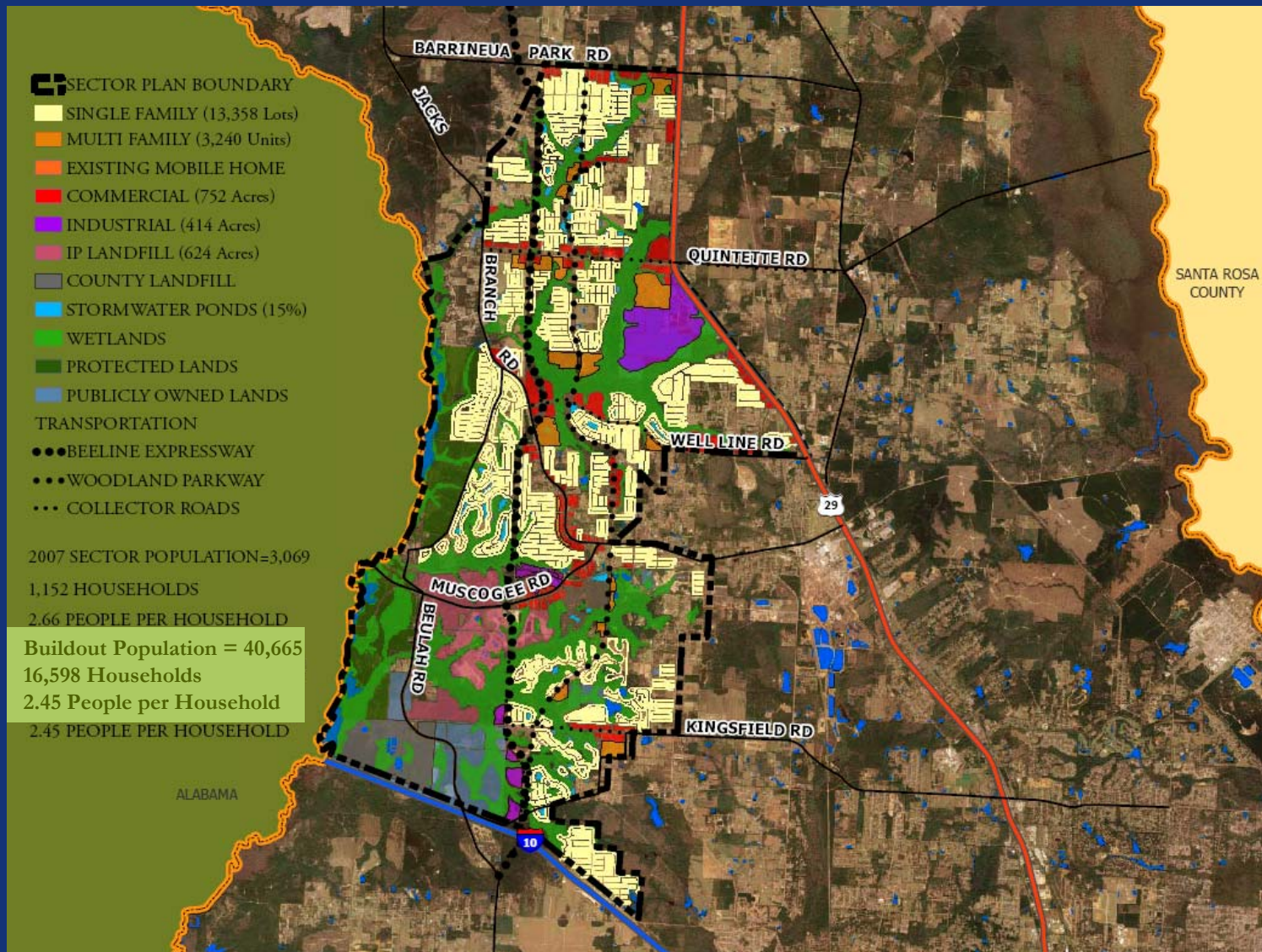
TREND Development Assumptions



- Subdivisions are not internally connected because of wetlands or politics
- Residents continue to rely on Pensacola for jobs, recreation, and culture
- Retail follows roof tops resulting in auto-oriented strip commercial
- Beltway interchanges create quick stop and interchange commercial
- Multi-Family fills in the gaps along major road
- Smaller subdivision roads and apartments, retail and office parking lots are funneled onto the same larger collector roads



Buildout Totals



TREND

Road Impacts



- The major observation is that the trend toward a Florida Sprawl development pattern will continue, whereby the preponderance of connected wetlands greatly expands the spacing of collector roads and inhibits subdivision connectivity making the adverse impacts of piece meal development even more severe
- The result of the practice has been increased traffic congestion and continuing road widening to accommodate more cars

Infrastructure Standards & Impacts



Potable Water *Policy 10.D.2.3: Water LOS Standards*

Provider	Unit Count	Avg. Household Size	Est. Population	LOS Standard (Per Capita)	Est. Demand (GPD)
Cottage Hill Water Works	1,056	2.45	2,587	122 GPD	315,609
ECUA	0	2.45	0	100 GPD	0
Farm Hill Utilities	8,403	2.45	20,586	76 GPD	1,564,564
Molino Utilities	4,198	2.45	10,285	81 GPD	833,093

Infrastructure Standards & Impacts



Sanitary Sewer *Policy 10.A.2.2: LOS Standards*

Provider	Unit Count	Avg. LOS Standard (Per Unit)	Peak LOS Standard (Per Unit)	Est. Avg. Demand (GPD)	Est. Peak Demand (GPD)
ECUA	16,598	210 GPD	350 GPD	3,485,580	5,809,300

Infrastructure Standards



Drainage

Policy 10.C.2.2: Drainage LOS Standards

The stormwater management level of service standards shall be met if the application includes a stormwater management plan certified by a registered and licensed professional engineer documenting the project's design, and subsequent construction is in compliance with the adopted level of service standard and such plan has been reviewed, inspected and approved by the county engineer or designee. The minimum standards to be certified are:

1. That the post development run-off rate will not exceed the predevelopment run-off rate for a 25-year storm event, up to and including an event with greatest intensity;
2. Compliance with design and performance standards pursuant to Chapter 62-25, F.A.C., in its entirety (including exemptions) and Chapters 62-4 and 62-302, F.A.C..
3. That the contribution of the new development to any existing, functioning area-wide drainage system will not degrade the ability of the area-wide system to adequately retain/detain/store and control stormwater run-off.
4. The County Engineer may reduce detention/retention storage requirements for developments that provide a direct discharge of treated stormwater to the Gulf of Mexico, Escambia Bay, Pensacola Bay, or Perdido Bay provided LOS standard subpart 2 is deemed to be satisfied.
5. The county engineer shall require design and construction for all major channels of stormwater systems under arterial and collector roads be predicated upon, and designed to control stormwater from, at least a 100-year storm event.

Infrastructure Standards & Impacts



Solid Waste *Policy 10.B.2.3: LOS Standards*

Provider	Unit Count	Avg. Household Size	Est. Population	LOS Standard (Per Capita per Day)	Est. Demand (Pounds per day)
Escambia County	16,598	2.45	40,665	6 lbs.	243,991

Infrastructure Standards & Impacts



Recreation *Policy 12.A.4.9: LOS Standards*

Service District	Acres per 1,000 People	Unit Count	Avg. Household Size	Est. Total Population	Est. Total Demand
Suburban/Rural	2	16,598	2.45	40,665	81.33 Ac.

Infrastructure Standards & Impacts



Public Schools

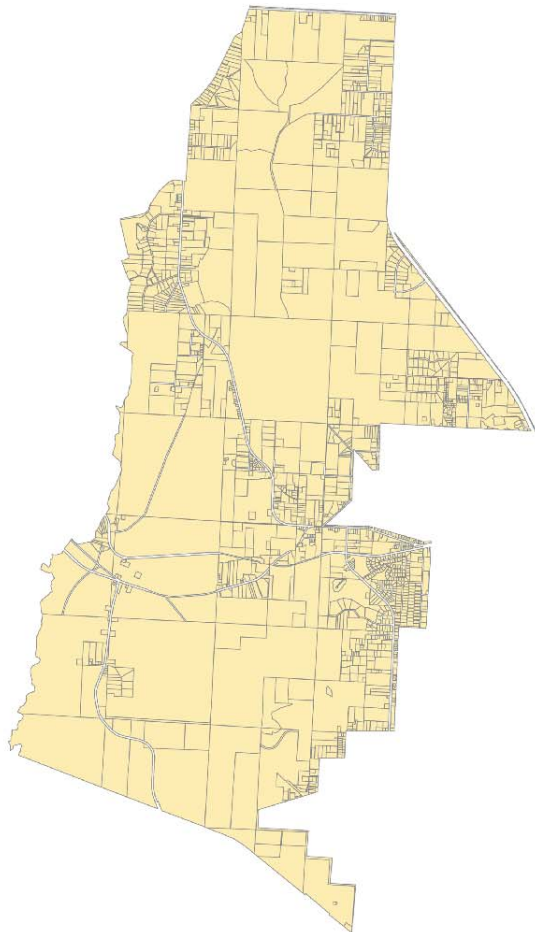
School Name	Permanent Capacity	Current Enrollment	Available Capacity	Generated Students	Excess Students	Prototype School Capacity	Demand (Schools)
Jim Allen Elementary	602	616	-14	1,284	1,298	800	1.62
Molino Park Elementary	794	487	307	1,122	815	800	1.02
Pine Meadow Elementary	695	763	-68	757	825	800	1.03
						Subtotal	3.67
Ransom Middle	1,188	1,468	-280	1,826	2,106	1,200	1.75
						Subtotal	1.75
Tate High	2,178	1,966	212	1,826	1,614	2,000	0.81
						Subtotal	0.81

TREND

Sector Trend v. Downtown Pensacola



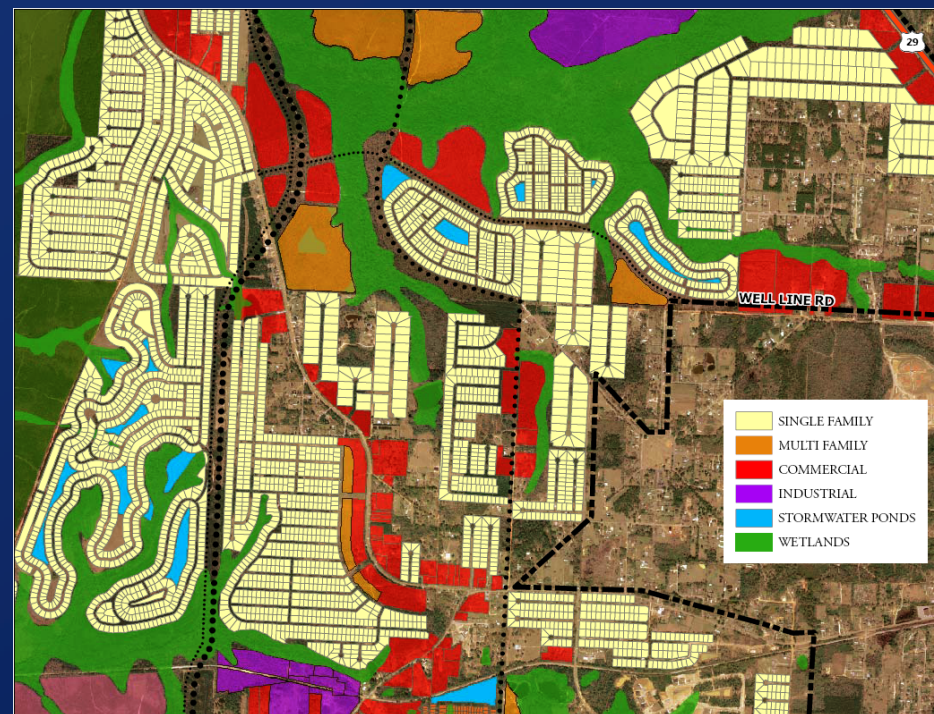
Sector
14,497 Acres



Pensacola
9,695 Acres



Sector Trend v. Downtown Pensacola



Sector Trend v. Downtown Pensacola

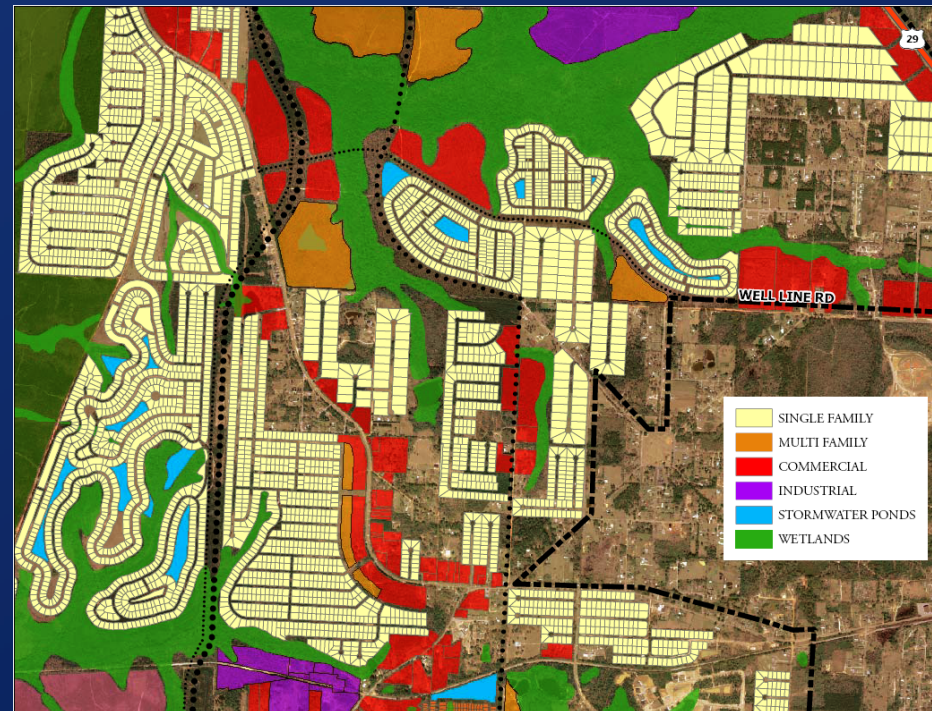


- Traditional grid network (approx. 475' x 350' blocks)
- Pedestrian oriented
- Ample public infrastructure (schools, parks, roads, utilities, etc.)
- Mixed-use
- Diversity of housing options
- Excellent jobs to housing balance

Sector Trend v. Downtown Pensacola



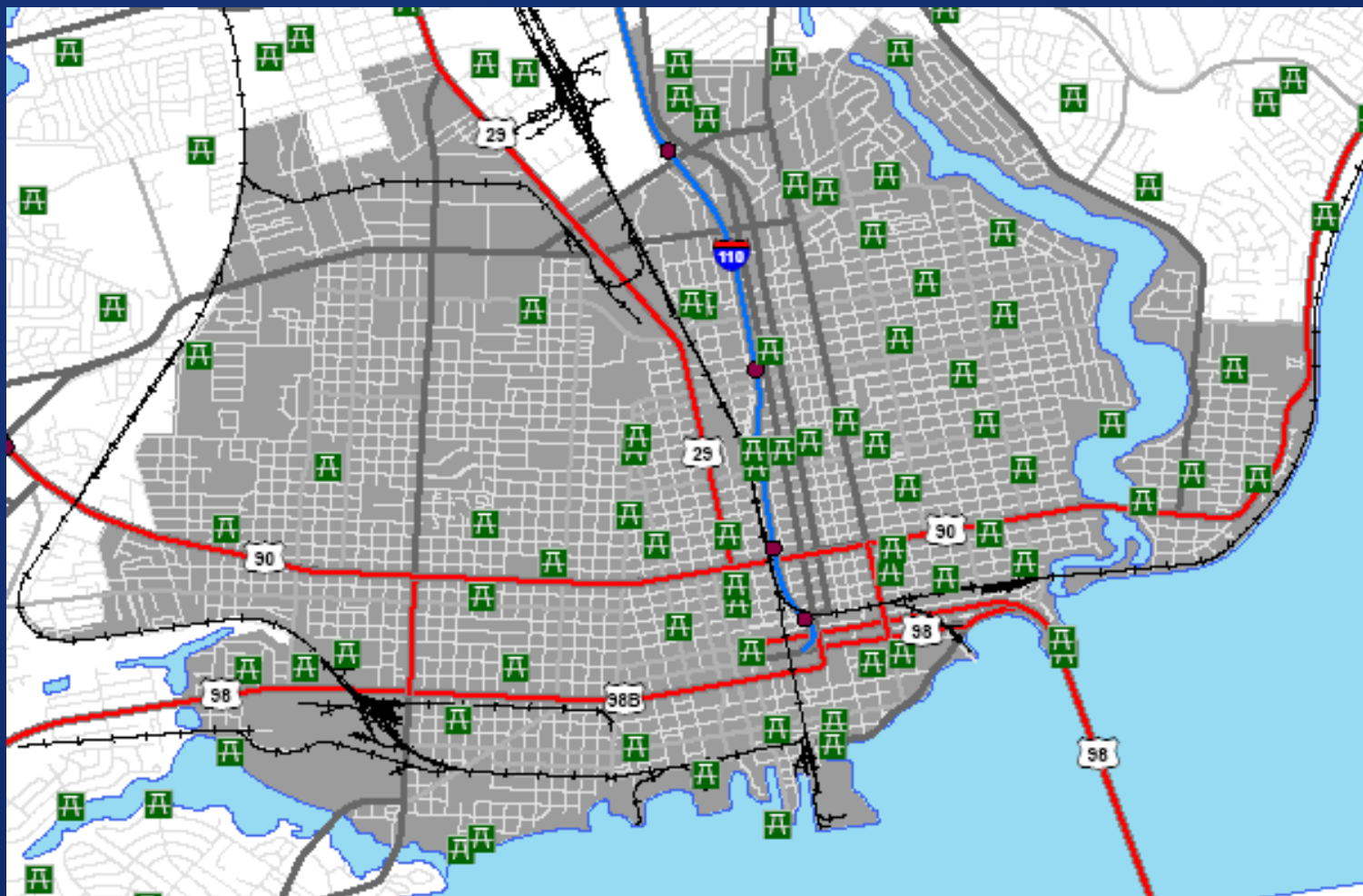
- Isolated neighborhoods with little connectivity
- Auto-oriented
- Predominated by single-family housing and strip commercial
- Limited access to public infrastructure
- Poor jobs to housing balance



Sector Trend v. Downtown Pensacola



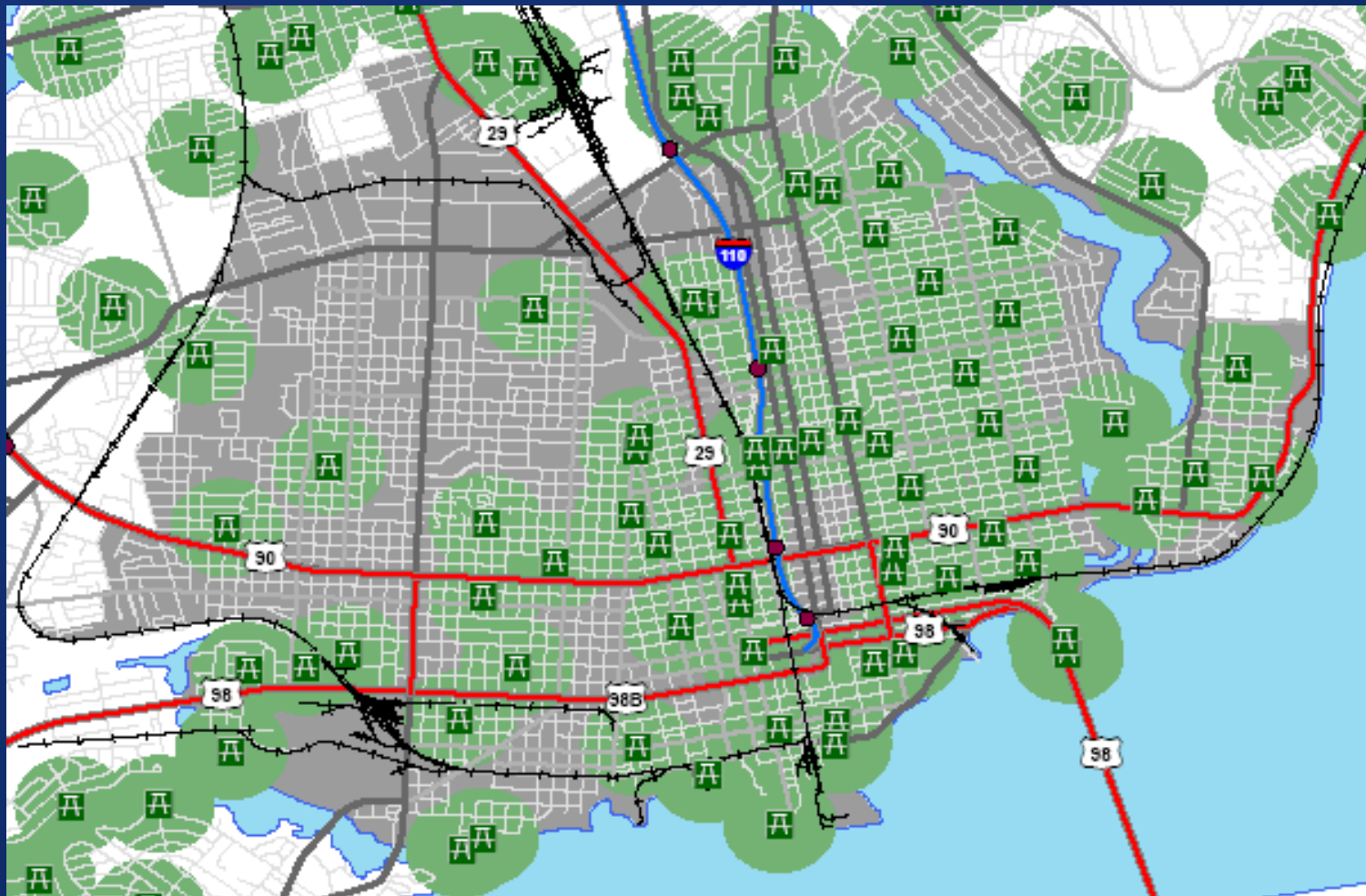
Parks



Sector Trend v. Downtown Pensacola



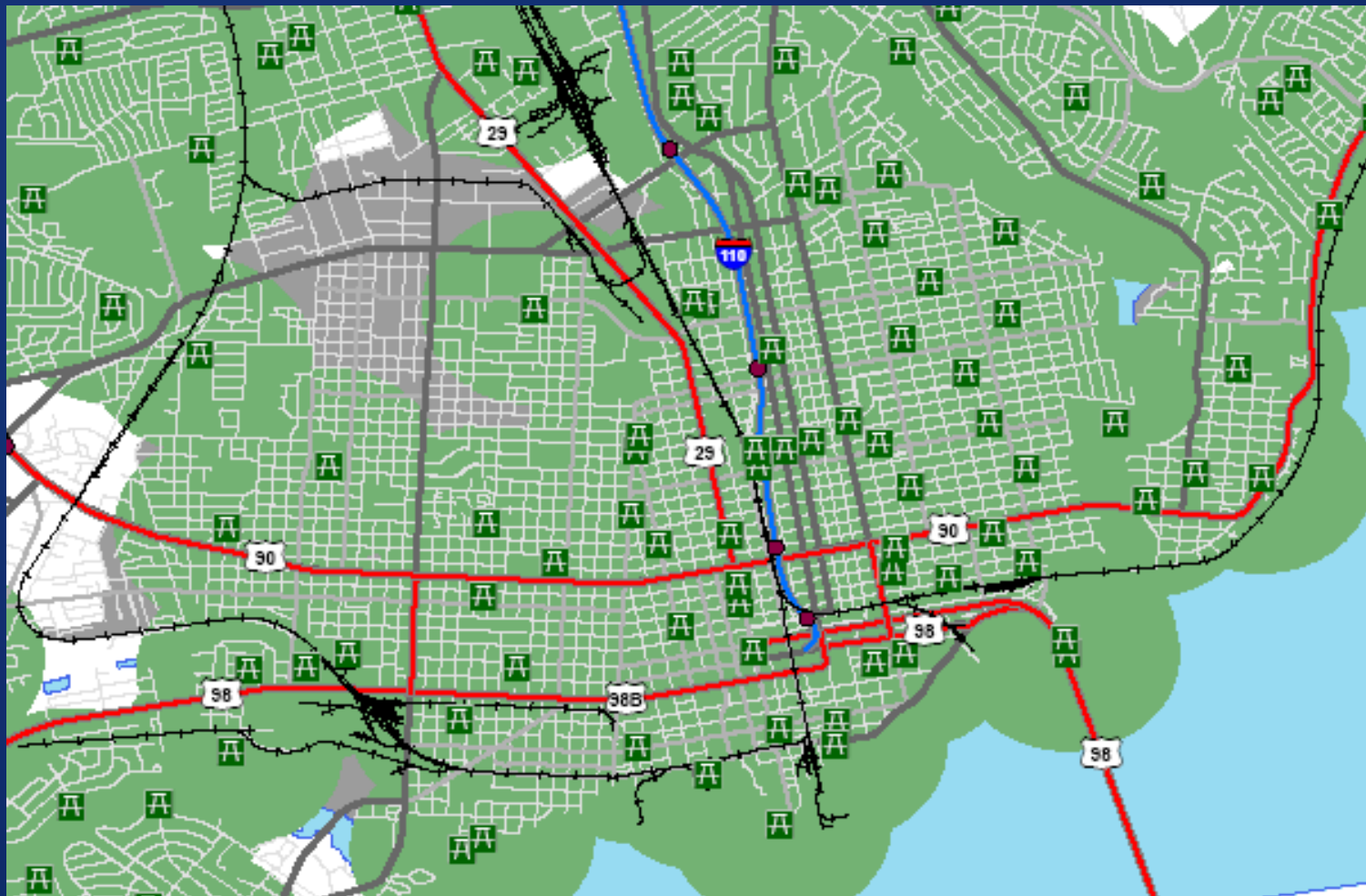
Parks - 1/4 mile buffer



Sector Trend v. Downtown Pensacola



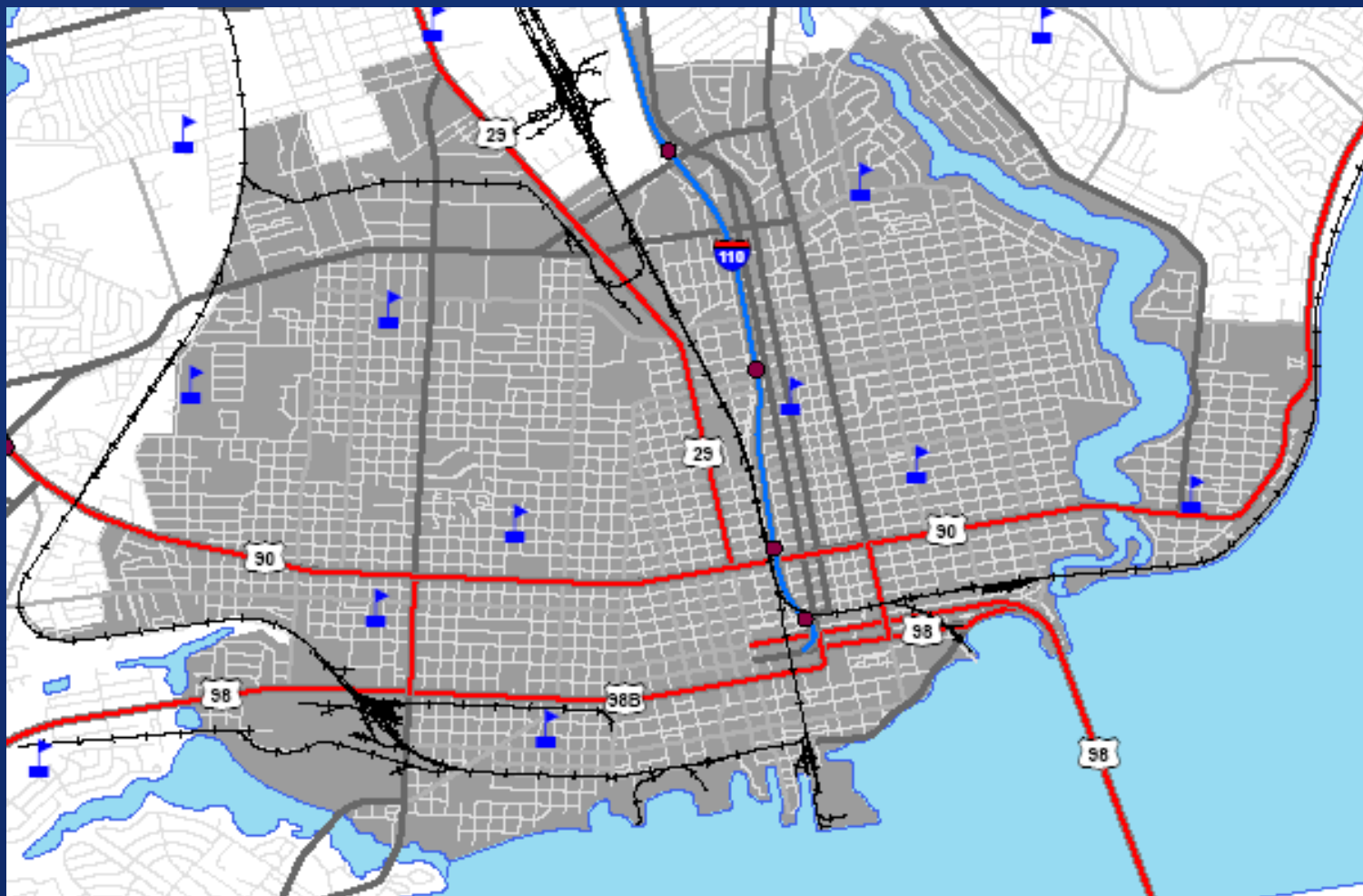
Parks - 1/2 mile buffer



Sector Trend v. Downtown Pensacola



Elementary Schools



Sector Trend v. Downtown Pensacola



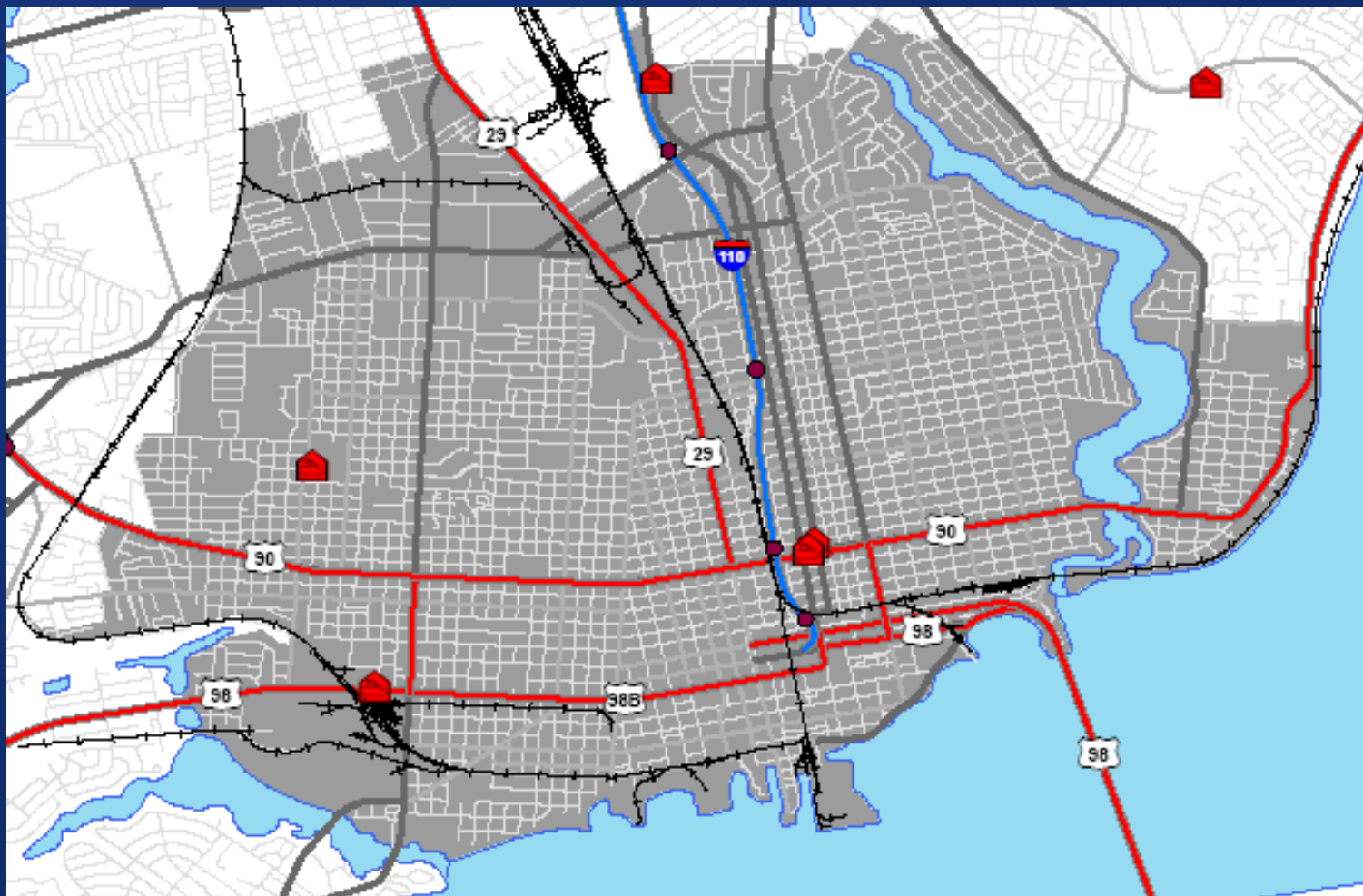
Elementary Schools - 1 mile buffer



Sector Trend v. Downtown Pensacola



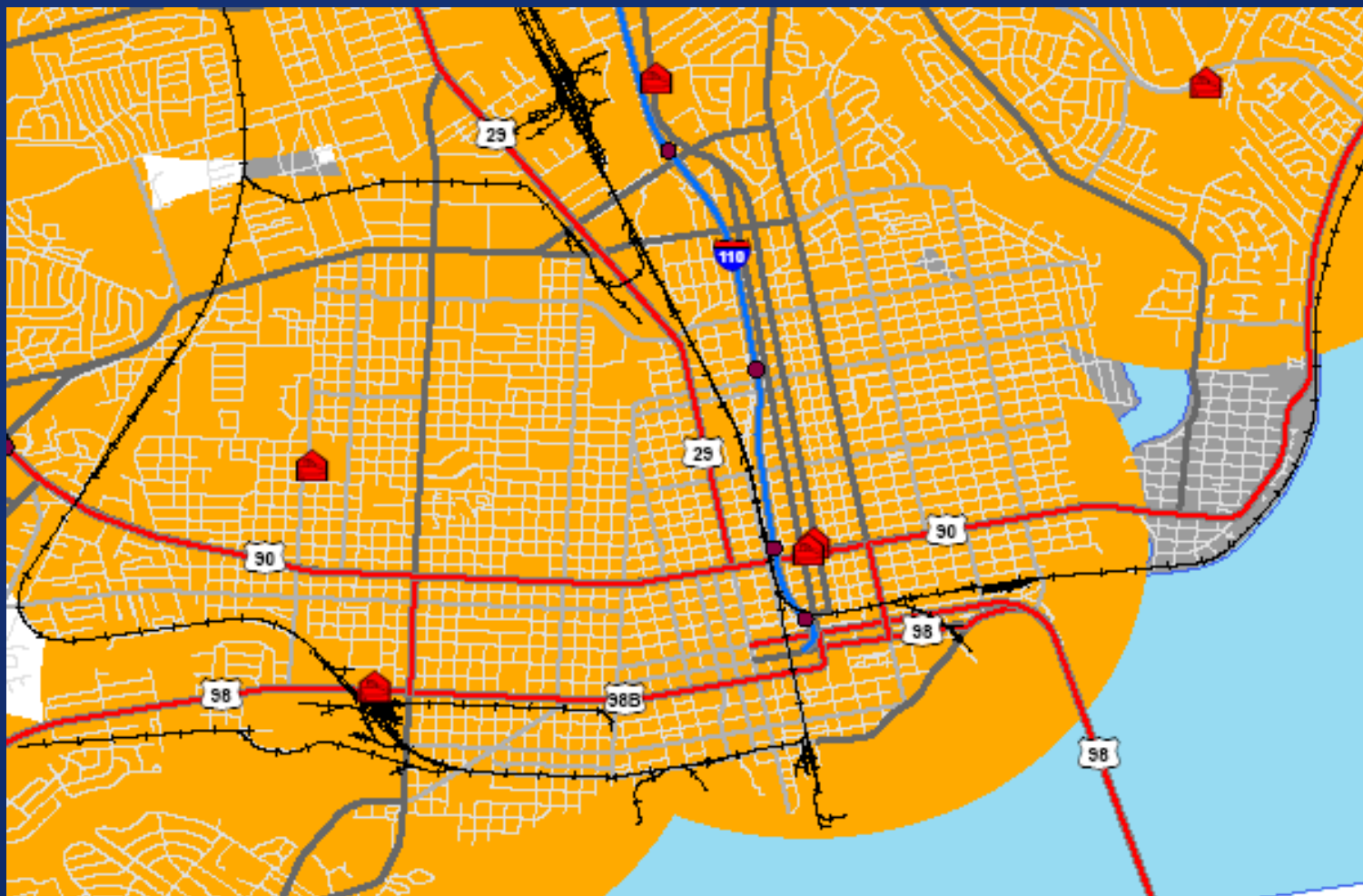
Fire Stations



Sector Trend v. Downtown Pensacola



Fire Stations - 1.5 mile buffer



TREND

Suburban Sprawl v. Urban Alternative



- A sustainable mix of uses – residential, industrial, commercial, institutional and recreational
- A walkable – highly pedestrian core retail and civic environmental serves as the gathering place
- A jobs housing balance
- A ½ mile average spacing of the collector road network
- A network of interconnected internal roads that improve mobility by giving more options for reaching a destination and dispersing, not concentrating traffic
- Street interconnectivity is augmented with an interconnected system of bike and pedestrian walkways
- A great public park and open space system
- And finally a place that people want to live in, work in and entertain themselves in

