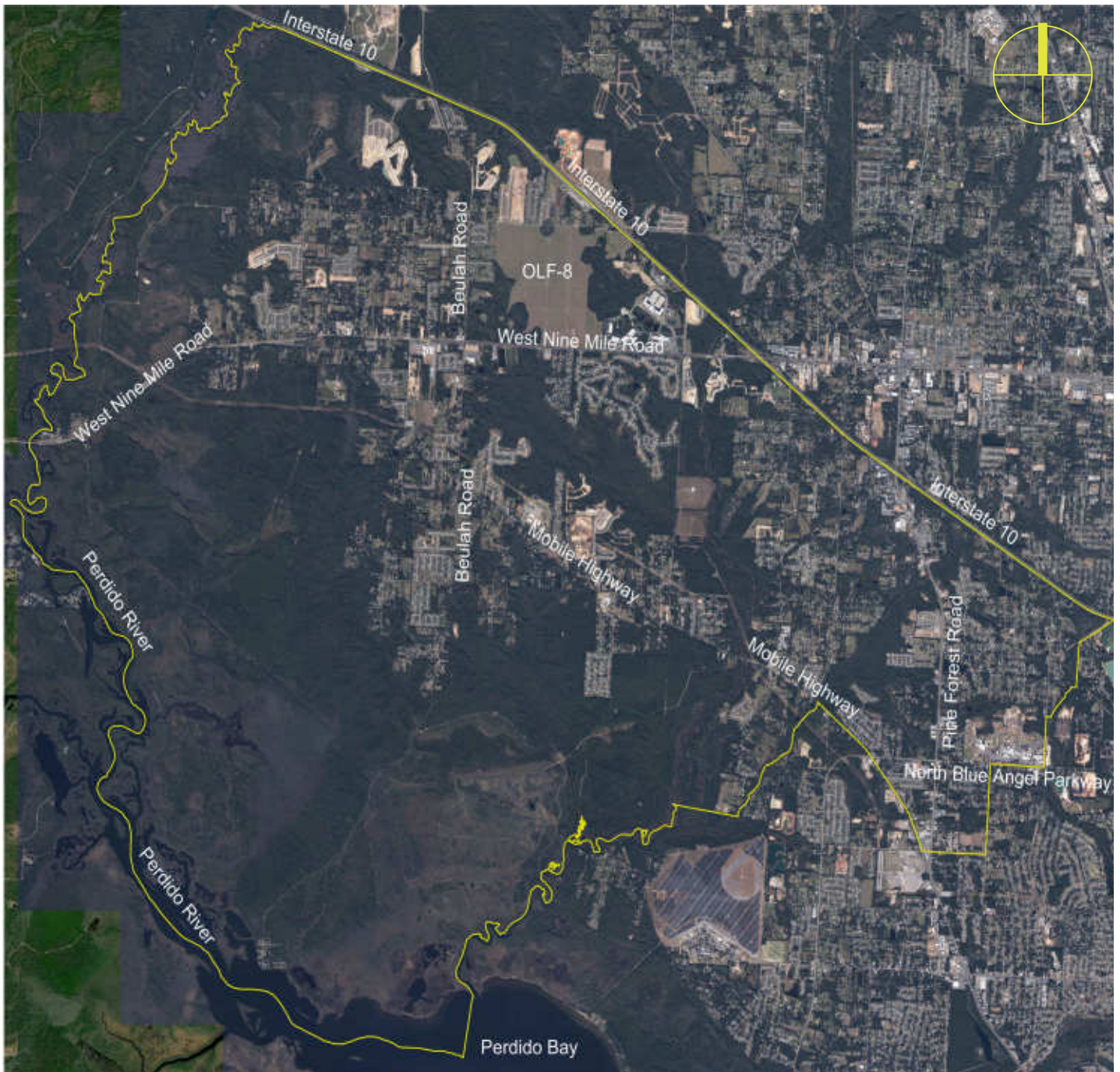




BEULAH 2045

A Community Vision for the Future

MASTER PLAN



PROJECT TEAM



PROJECT LEAD:

Project Director
Governmental Liaison
Engineering

SIGMA



Project Management
Land Planning

CPH



IN ASSOCIATION WITH:

Transportation Planning

ALTA



Ecological Consultant

Biome



Engineering Consultant

Waggoner



REINVENTING YOUR CITY

Economic Consultant

RMA

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ACKNOWLEDGMENTS

THE BEULAH COMMUNITY AND STAKEHOLDERS:

Navy Federal Credit Union (NFCU)
Escambia County School Board
Florida Department of Transportation (FDOT)
Beulah Area Residents

FUNDING SOURCE:

U.S. Department of Treasury Direct Component (Pot 1)
RESTORE Act of 2012
Multi-Year Implementation Plan Amendment 1

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Escambia County Board of County Commissioners
Horace L. Jones - Development Services Director of Escambia
County

ESCAMBIA COUNTY GOVERNMENT:



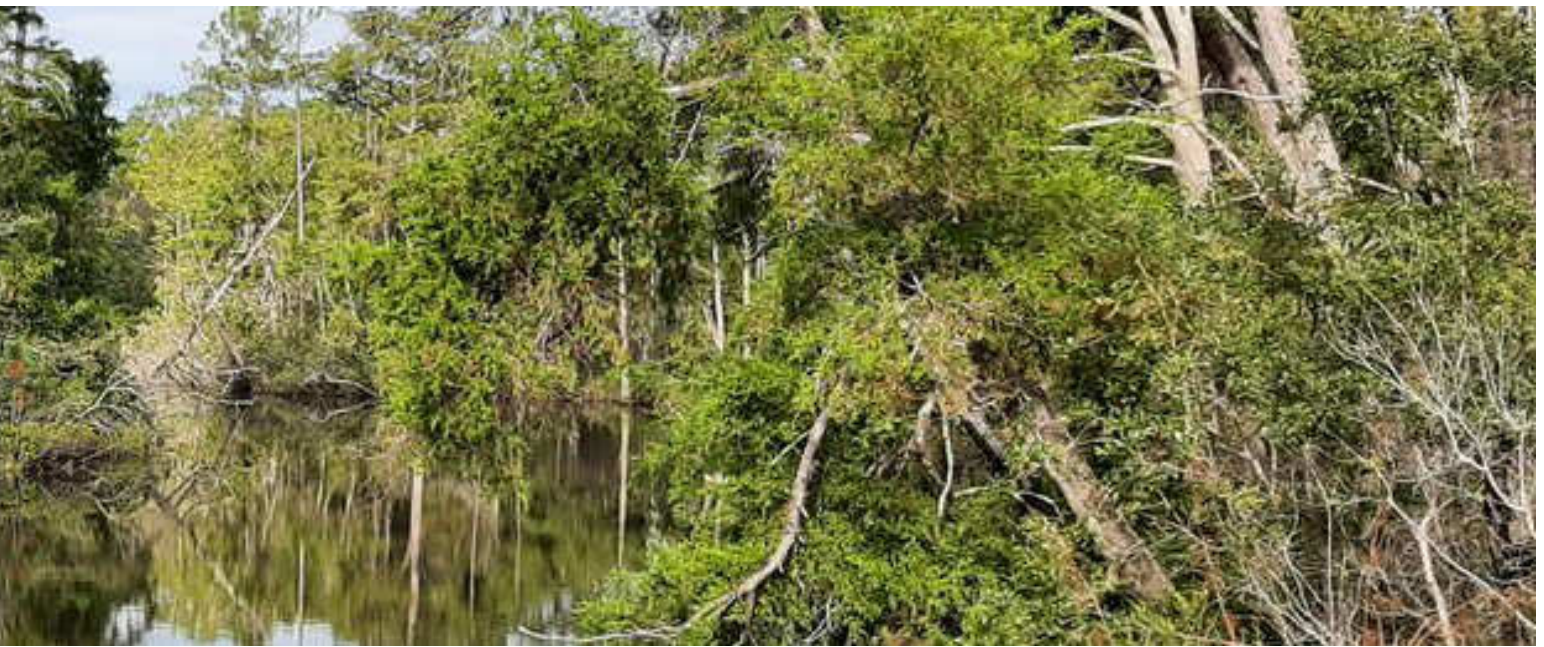
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District Council Member 2: Mike Kohler
District Council Member 3: Lumon May
District Council Member 4: Robert Bender
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County Manager: Horace L. Jones
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Senior Natural Resources Manager: Timothy Day
The Beulah Community and stakeholders

BEULAH 2045
A Community Vision for the Future



Aerial: Study Area



Perdido River View

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Master Plan Goals

- 1. Design a Community Master Plan to accommodate growth for the Beulah Area**
- 2. Establish a Vision to allow continued growth in the area while preserving the quality of life and sense of place enjoyed by current residents**
- 3. Produce an overall Master Plan with an Implementation Strategy**

Figure 1: Master Plan Goals Public Outreach Board



INTRODUCTION

Founded in 1821, Escambia County is one of the oldest counties in the State of Florida. Escambia County covers roughly 875 square miles. Of the total land area, approximately three-fourths is covered by land, while the remaining one-fourth is covered by water. By 2020, the population of the County surpassed 320,000.

Escambia County contracted Sigma Consulting Group and its consultant team to assist in creating the Beulah Vision Master Plan. The Master Plan will establish a path for continued growth in the area while preserving the quality of life and sense of place enjoyed by the current residents. The Plan will also include recommendations concerning options for an overall Vision Master Plan, a potential Zoning Overlay District, special districts, and Action Items. Figure 1, Master Plan Goals Public Outreach Board, establishes the Master Plan Goals for community meetings.

The Beulah Area is characterized by a vast wetland system and vacant land. There are also concentrations of development abutting regional and local roadways.

The Beulah Area has a population of approximately 21,794. It consists of established commercial / retail development along Nine Mile Road and Pine Forest Road, with a mix of residential and support retail uses along Beulah Road, Mobile Highway, Nine Mile Road, and Pine Forest Road.

Growth trends include residential (single-family and multi-family) and retail and retail commercial along the major roadways.

Due to increasing development and growth pressures in the northwest portion of Escambia County, the County Commission elected to conduct a Vision Plan for the Beulah Area of the County. Beulah is approximately 30,000 acres, bordering the Perdido River and the State of Alabama to the west, Perdido Bay to the south, I-10 to the north, and existing development to the east / southeast.



In November 2021, the Escambia County Commission approved a Master Plan for the 540 acre project called OLF-8. The OLF-8 build-out encompasses a maximum of 4,873 residential units, and 3,414,256 square feet of non-residential development. Escambia County retained a Consultant Team to arrive at a development plan for the public / private partnership. The purpose of this partnership is to provide retail / commercial opportunities, as well as housing opportunities. OLF-8 is located within the Beulah Study area and the Consultant Team will explore ideas to incorporate it within the Beulah through connectivity and existing continuity and uses.

The Existing Conditions Report for the Beulah Vision Plan Area, is based on understanding of context, compatibility, consistency, concurrency, connectivity within the study area, Escambia County, the OLF-8 Sector Plan, and the Midwest Sector Plan.

HISTORY

Many of the first Beulah settlers arrived from Alabama post World War II. Due to the war, many people were looking for a quiet place, to restart their lives, after losing loved ones. Settlers gave the area its name, "Beulah Springs," chosen for its Biblical elements. The ambient land elements were desirable, allowing settlers to farm and harvest trees for construction of homes and barns. Bill Shelby moved to the area in the 1870's; soon after he started the first Baptist Church, school, community cemetery, and commissary in the area. In time, "Springs" was dropped from the name, but "Beulah" remained. Beulah is still known for its quiet feel and simpler life. (Heritage of Escambia County, Florida Volume II)



Beulah's Role / Position

Beulah has become a “bedroom” community, providing residential opportunities for the employment generators within the County and City of Pensacola to include:

- Naval Air Station, Pensacola
- Northwest District: Environmental Protection Agency
- Escambia County Building Inspections – North Office
- Central Office Complex
- Equestrian Center
- Ernie Lee Magaha Government Building
- Extension Services
- Facilities Management
- Natural Resource Conservation
- Old County Courthouse
- Parks and Recreation
- Public Safety / Emergency Operations Center
- Waste Services – Perdido Landfill

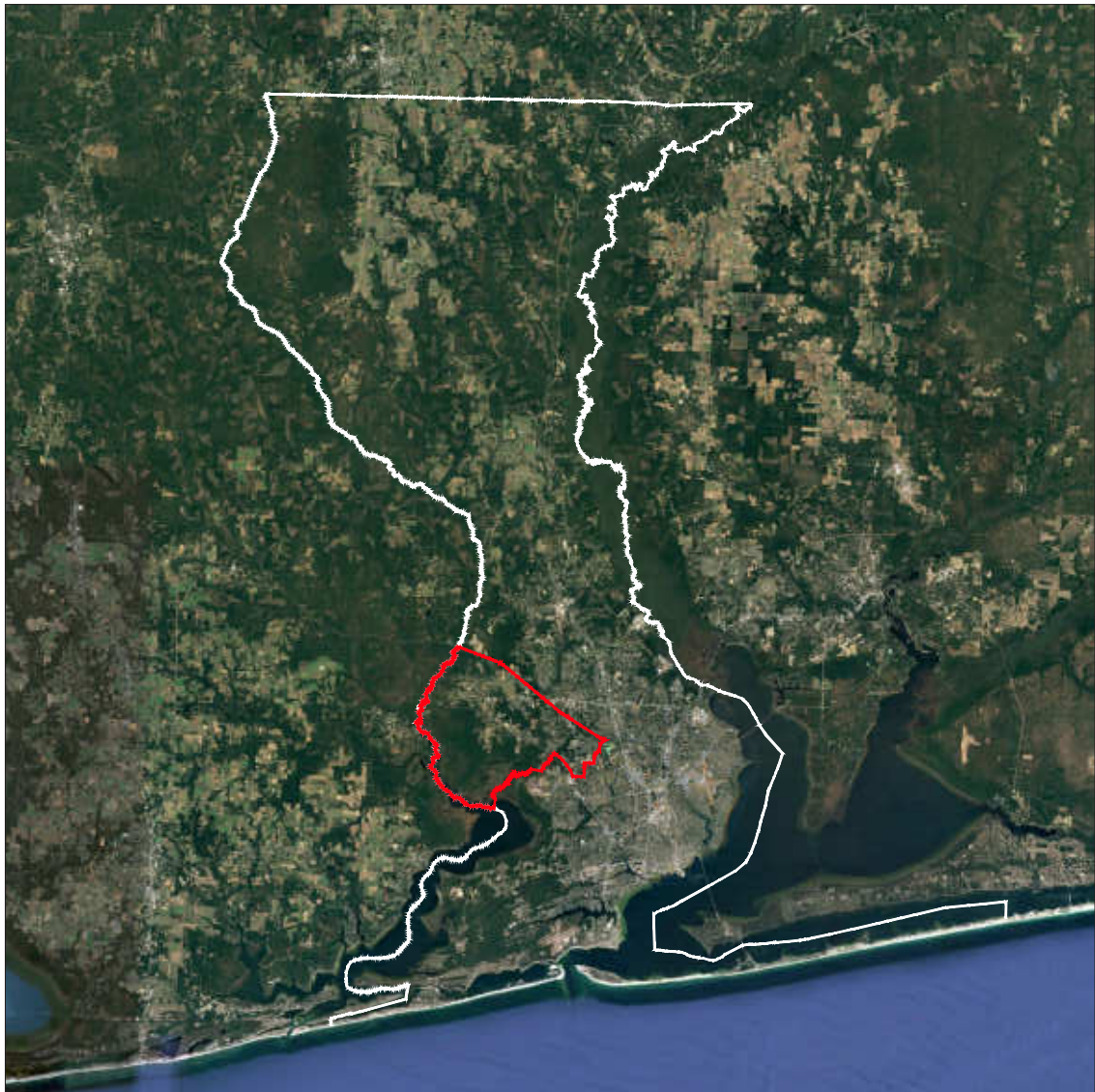


Figure 2: Escambia County Context Map



STUDY PATH

The goal of the consulting team is to prepare a Vision Plan that lays out a strategy to address future growth while preserving the study area's unique characteristics. The following "Ds" establish the foundation for the overall study. Figure 2 represents the location of the Beulah Master Plan Study Area within Escambia County.

DEFINE: What are the community's needs and aspirations?

DISCOVER: Gather data and information to obtain better Beulah community context.

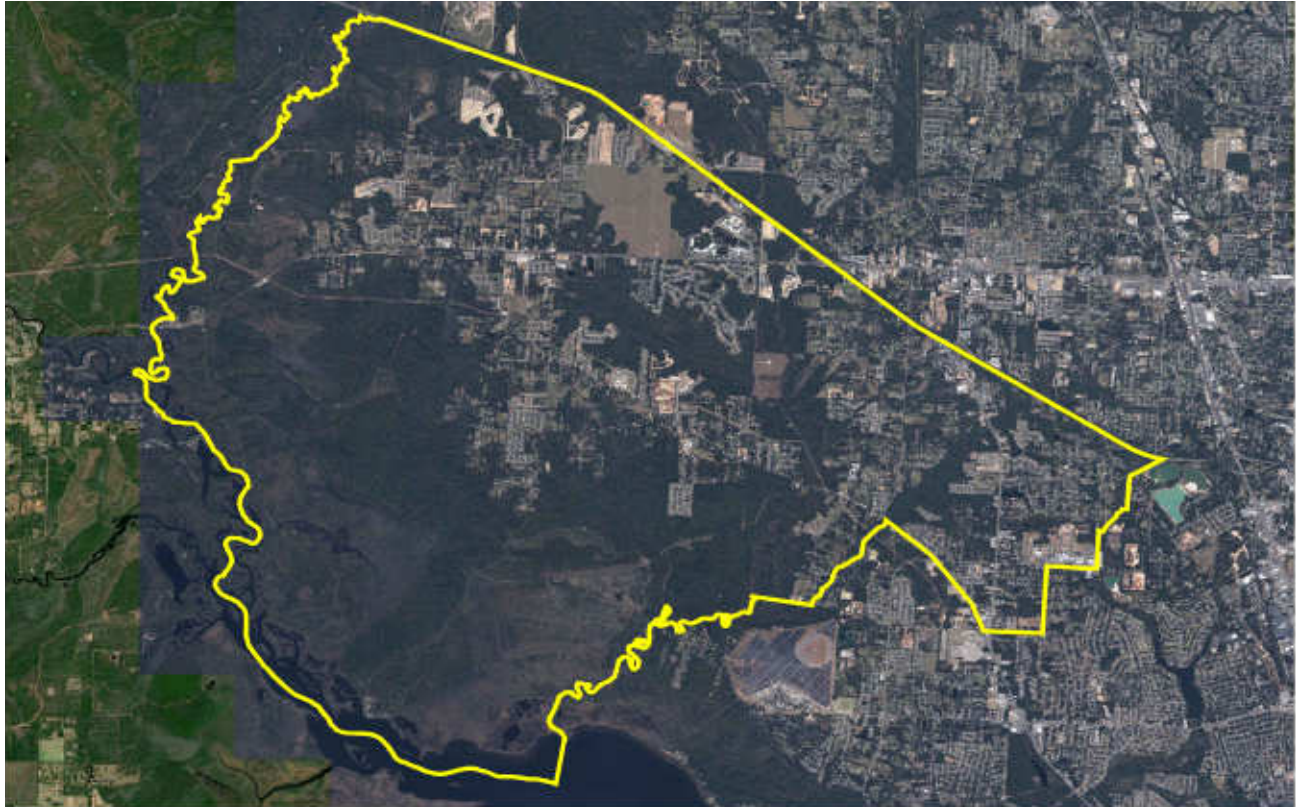
DESIGN: Create and share design and planning alternatives.

DISCUSS: Open and continuous communication and feedback from residents and stakeholders.

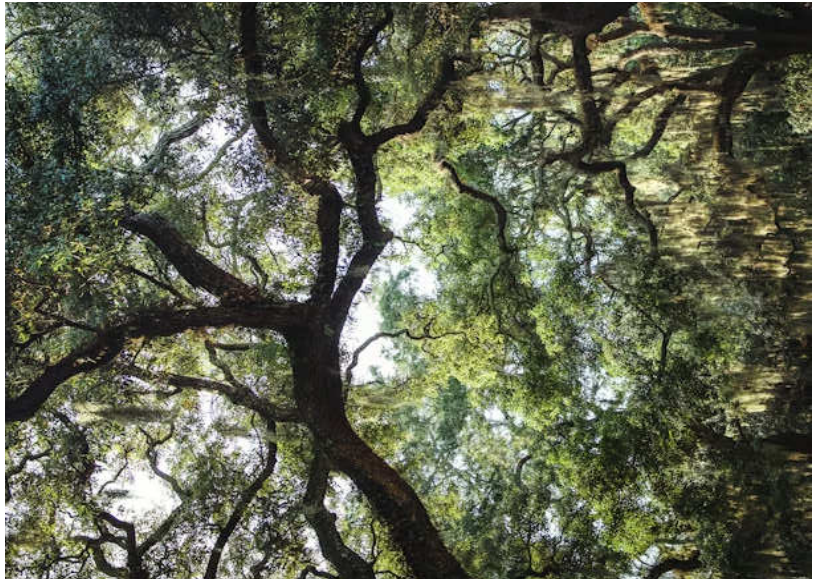
DOCUMENT: Identify the vision within a clear and concise set of documents with implementable goals, objectives, and action items.

The study is divided into:

- VOLUME I EXISTING CONDITIONS**
- VOLUME II PUBLIC OUTREACH / CHARRETTE**
- VOLUME III OPPORTUNITIES AND CONSTRAINTS**
- VOLUME IV VISION**
- VOLUME V IMPLEMENTATION**



VOLUME I EXISTING CONDITIONS



"We abuse land because we regard it as a commodity belonging to us. When we see land as community to which we belong, we may begin to use it with love and respect"

- Aldo Leopold

BEULAH 2045
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- ▼ Chapter 3 - ZONING REGULATIONS
 - ARTICLE 1. - GENERAL PROVISIONS
 - ARTICLE 2. - MAINLAND DISTRICTS
 - ARTICLE 3. - OVERLAY DISTRICTS
 - ▼ ARTICLE 4. - PERDIDO KEY DISTRICTS

Sec. 3-4.1 - Purpose of article.

Sec. 3-4.2 - Low density residential district, Perdido Key (LDR-PK).

Sec. 3-4.3 - Medium density residential district, Perdido Key (MDR-PK).

Sec. 3-4.4 - High density residential district, Perdido Key (HDR-PK).

Sec. 3-4.5 - Commercial district, Perdido Key (Com-PK).

Part II of the Escambia County Code of Ordinances (1999), the Escambia County Comprehensive Plan, as amended, is further amended to read as set forth on the following pages attached hereto, which includes the following chapters:

- Chapter 1: Legal
- Chapter 2: Administration
- Chapter 3: Definitions
- Chapter 4: Public Participation
- Chapter 5: General Requirements
- Chapter 6: Concurrency Management System
- Chapter 7: Future Land Use
- Chapter 8: Mobility
- Chapter 9: Housing
- Chapter 10: Infrastructure
- Chapter 11: Coastal Management
- Chapter 12: Conservation
- Chapter 13: Recreation and Open Space
- Chapter 14: Intergovernmental Coordination Element;
- Chapter 15: Capital Improvement Element;
- Chapter 16: Escambia County Optional Sector Plan

EXISTING CONDITIONS LAND USE

The Escambia County Comprehensive Plan 2030 and its Future Land Use Element (adopted in 2015) contains nine (9) Future Land Use Classifications ranging from recreation to commercial. There are a variety of Future Land Use (FLU) classifications present within the Beulah Master Plan area. The purpose of FLU is to guide future development. Refer to Figure 3 for FLU mapping of the study area.

There are nine (9) FLU classifications present in the Beulah Master Plan area, including: Conservation, Rural Community, Mixed-Use Suburban, Recreation, Commercial, Industrial, Public, Mixed-Use Urban, and OLF-8 (including Commercial and Mixed-Use Urban).

The three (3) most prominent FLU classifications within the Beulah area include:

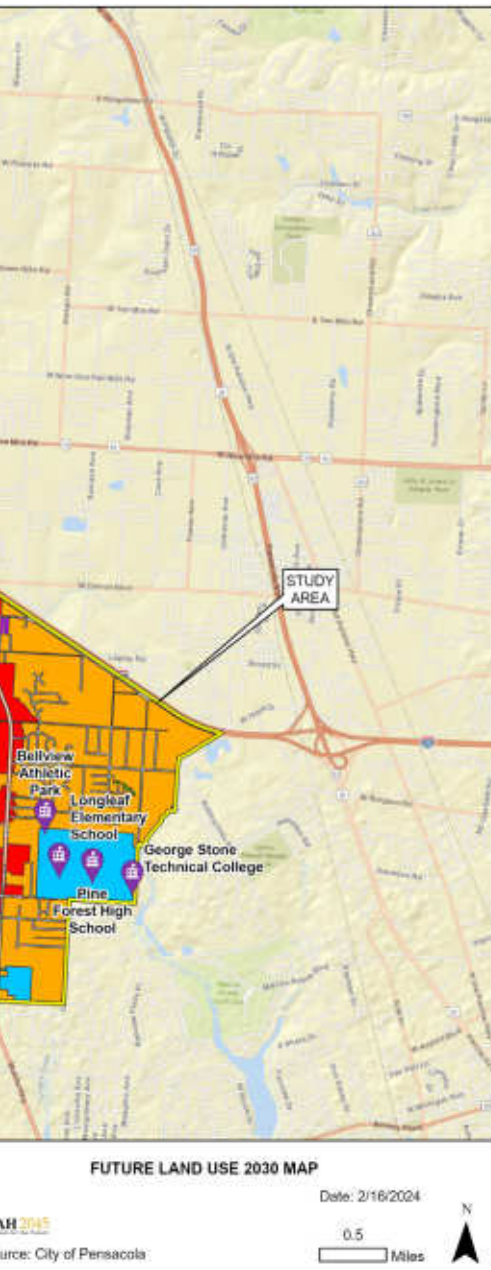
- Conservation (21.39%)
- Rural Community (19.36%)
- Mixed-Use Suburban (39.83%)

Current development in the area predominantly consists of single-family residential neighborhoods and highway oriented retail. Commercial / retail development is concentrated along Nine Mile Road (Rd), State Road 297 (SR 297 / Pine Forest Rd) and the Interstate-10 (I-10) interchange. FLU in Beulah is designed to support high levels of mixed-use, residential, commercial, and public development.

The following standards for these FLU classifications can be found in the Escambia County Comprehensive Plan FLU Element:

1. Conservation (CON) assists in the conservation of natural resources. The conservation designation permits parks, trails, preservation of lands, and other similar uses.
2. Rural Community (RC) is intended to recognize existing residential development and support new development through a compact development pattern.
3. Mixed-Use Suburban (MU-S) is intended for a mix of residential and non-residential uses. It promotes infill development, and the separation of urban and suburban land uses.
4. Recreation (REC) allows for recreational opportunities for the Escambia County citizens, including a system of public and private park facilities.
5. Commercial (C) is intended for the primary use of professional office, retail, wholesale, service, general business trade, and the secondary use of residential.
6. Industrial (I) is intended for a mix of industrial development and ancillary office, as well as commercial uses.
7. Public (P) provides for uses or facilities owned or managed by the Federal, State or County government or other public institutions or agencies.
8. Mixed-Use Urban (MU-U) is intended for an intense mix of residential and non-residential uses. It promotes infill development, and the separation of urban and suburban land uses.
9. OLF-8 is included within the Beulah Master Plan area and has both C and MU-U FLU designations. OLF-8 includes land designated to: commerce and industry; residential; mixed-use; trails; and public amenities.

EXISTING CONDITIONS FUTURE LAND USE



Beulah Schools

Beulah Community Future Land Use 2030



Commercial (C)



Conservation (CON)



Industrial (I)



Mixed-Use Suburban (MU-S)



Mixed-Use Urban (MU-U)



Public (P)



Rural Community (RC)



Recreation (REC)



EXISTING CONDITIONS

ZONING DESIGNATIONS

Escambia County's Zoning Code / designations are established in the Official Zoning Map (approved 1999).

There are a variety of Zoning designations present within the Beulah Master Plan area. The purpose of zoning is to regulate and control land use. Zoning implements the land uses established in the Future Land Use Element and Future Land Use Map. The primary use is to separate incompatible land uses and optimize compatibility. Refer to Figure 5 for a zoning map of the study area.

There are 11 Zoning designations present in the Beulah Master Plan area, including: Conservation (Con), Rural Mixed-Use (RMU), Low Density Residential (LDR), Commercial (Com), Medium Density Residential (MDR), Recreation (Rec), Industrial (Ind), Low Density Mixed-Use (LDMU), Rural Residential (RR), Heavy Commercial / Light Industrial (HC / LI), and OLF-8 (including: high intensity mixed-use, medium intensity mixed-use, commerce district, general intensity mixed-use, low intensity residential, civic zone district, and heavy commercial / light industrial).

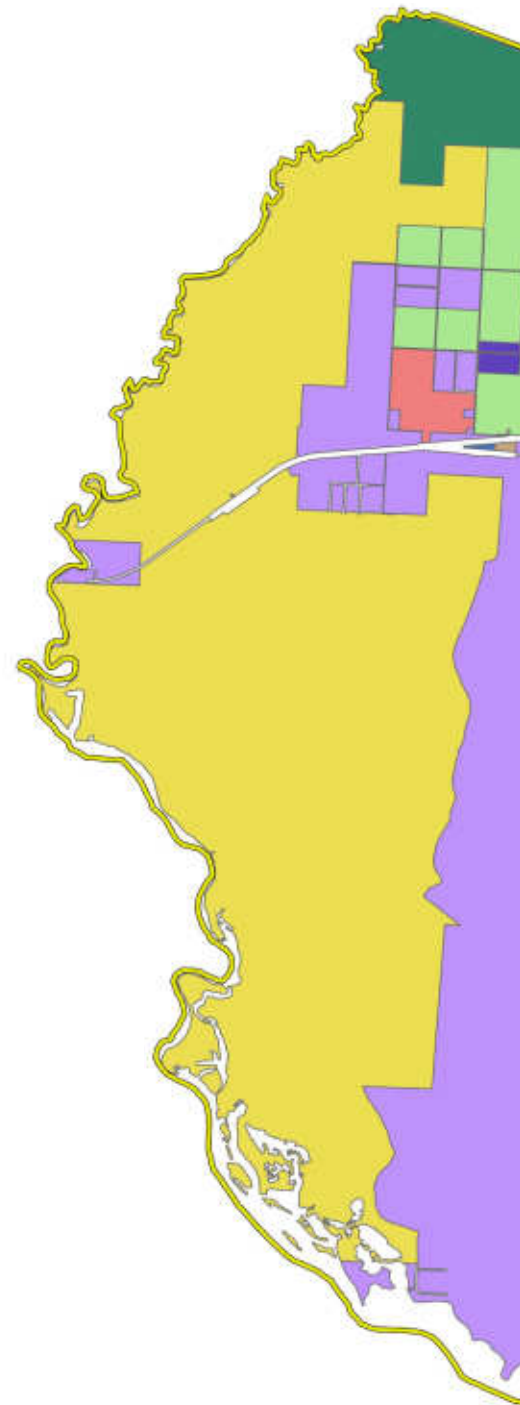
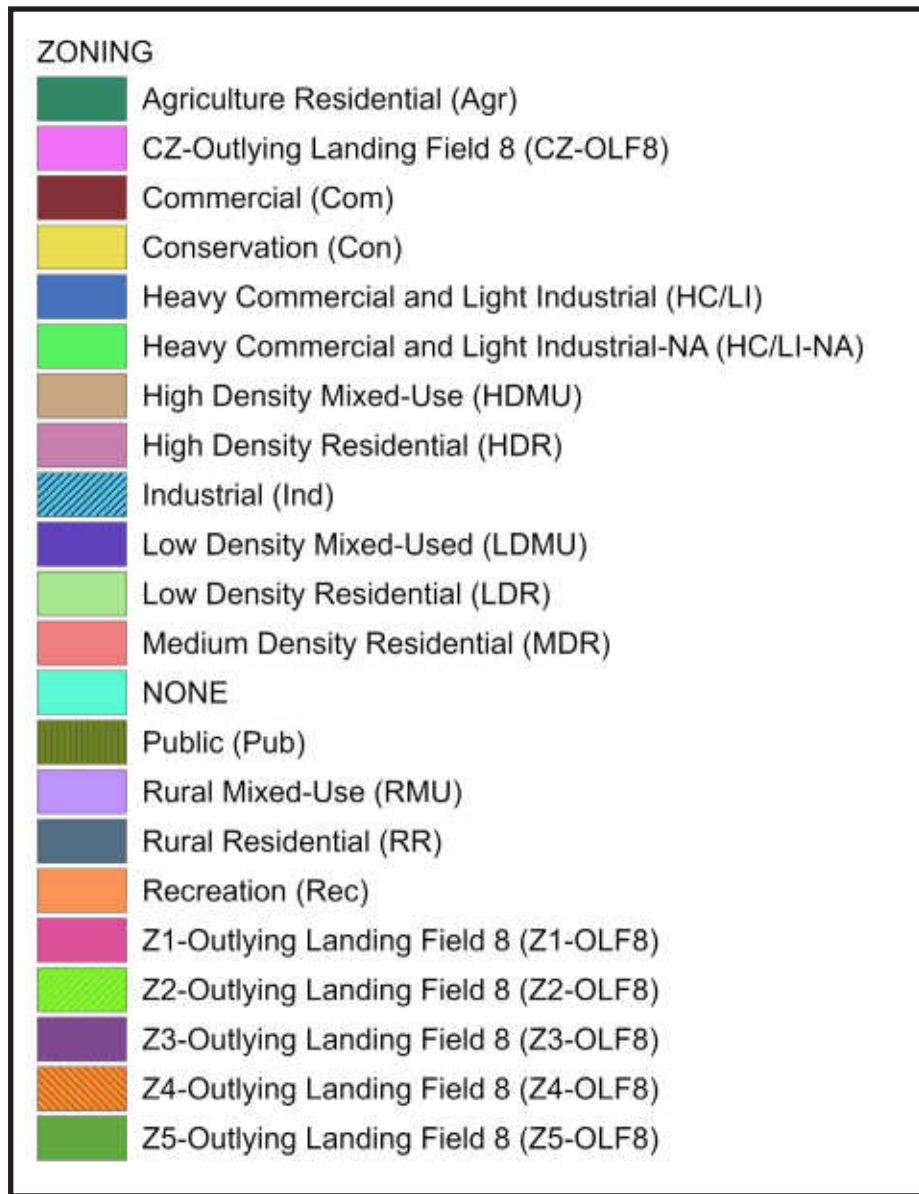
Standards for each of these designations can be found in Appendix A-1. The three (3) most prominent Zoning designations, as shown in Figure 4, within the Beulah area are:

- Low Density Residential (east) (33.7%)
- Conservation (west) (21.39%)
- Rural Mixed-Use (central/west) (17.5%)

The LDR zoning designation provides for large-lot suburban-type single-family residential neighborhood development. It blends aspects of rural openness with the benefits of urban street connectivity, and at greater density than the rural residential district.

The RMU designation allows for greater residential density, smaller residential lots, and a more diverse mix of nonresidential uses than the agricultural or rural residential districts, while continuing to support the preservation of agriculturally productive lands.

Along the western portion of the Beulah Study area, the predominant zoning designation is Conservation. This zoning designation is intended to conserve wetlands, marshes, watersheds, coastal dunes, wildlife habitats and other environmentally sensitive lands, while allowing for passive recreational opportunities and amenities consistent with the Conservation FLU category.



Zoning: As required by
Florida Statute 163.3202 (items 1 through 6)

Figure 5: Zoning Map

EXISTING CONDITIONS ZONING DESIGNATIONS

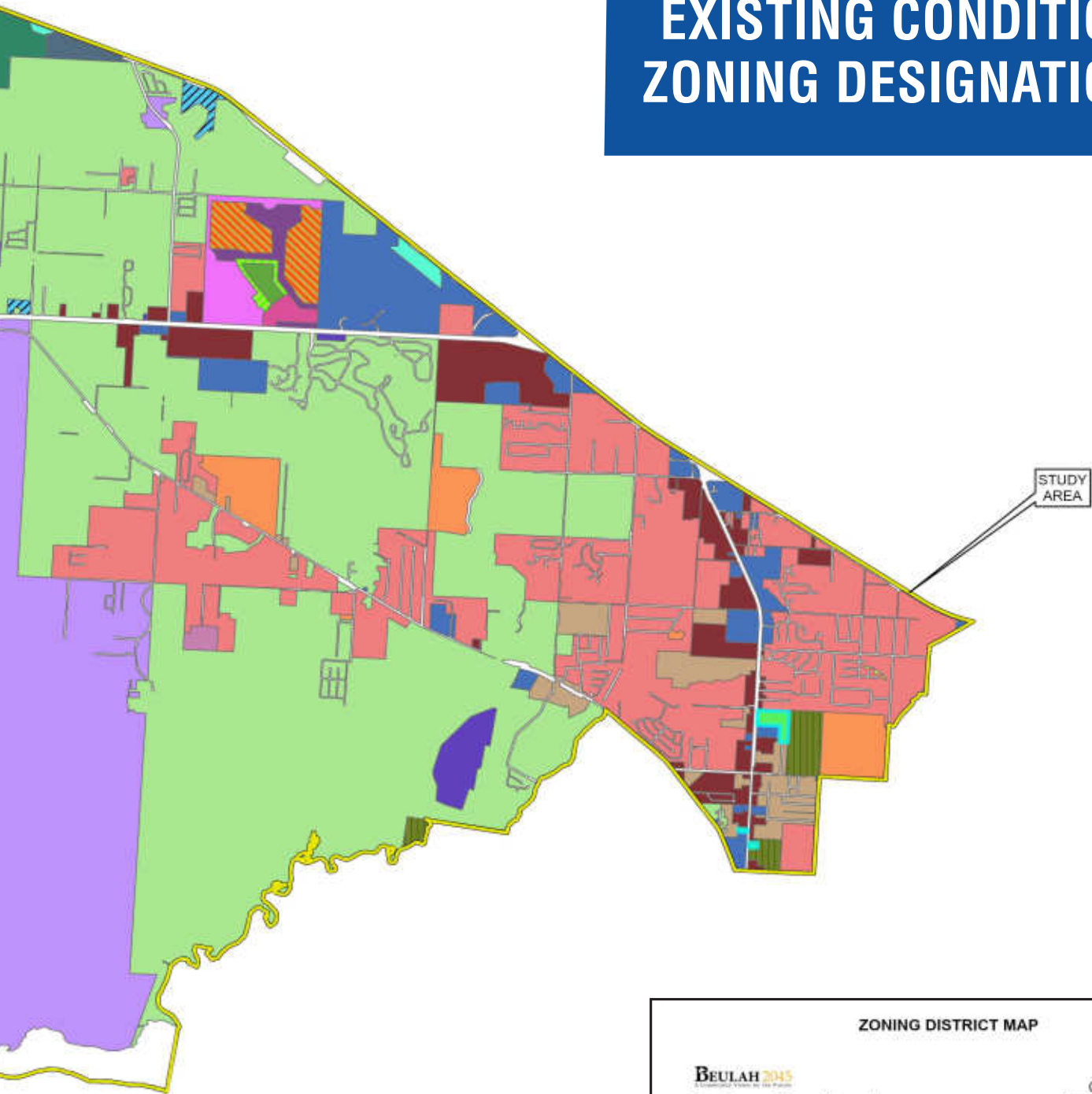


Figure 6 indicates the developed land (42.6%) and undeveloped land (57%) within the Beulah Master Plan Area. Escambia County has approved additional residential development within and along established roads and nodes (Figure 7).

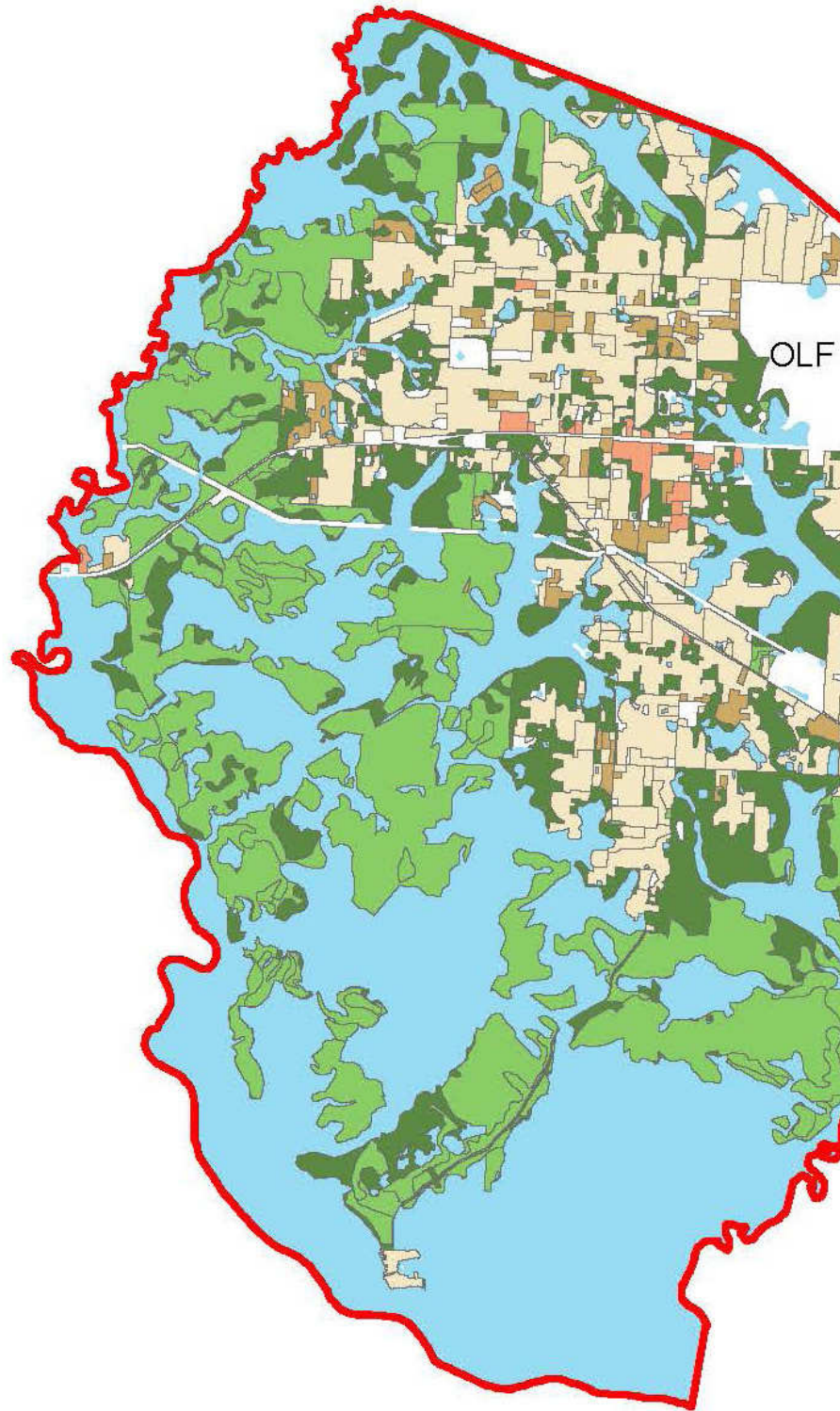


Figure 6: Beulah Master Plan Study Area: Developed and Undeveloped Land

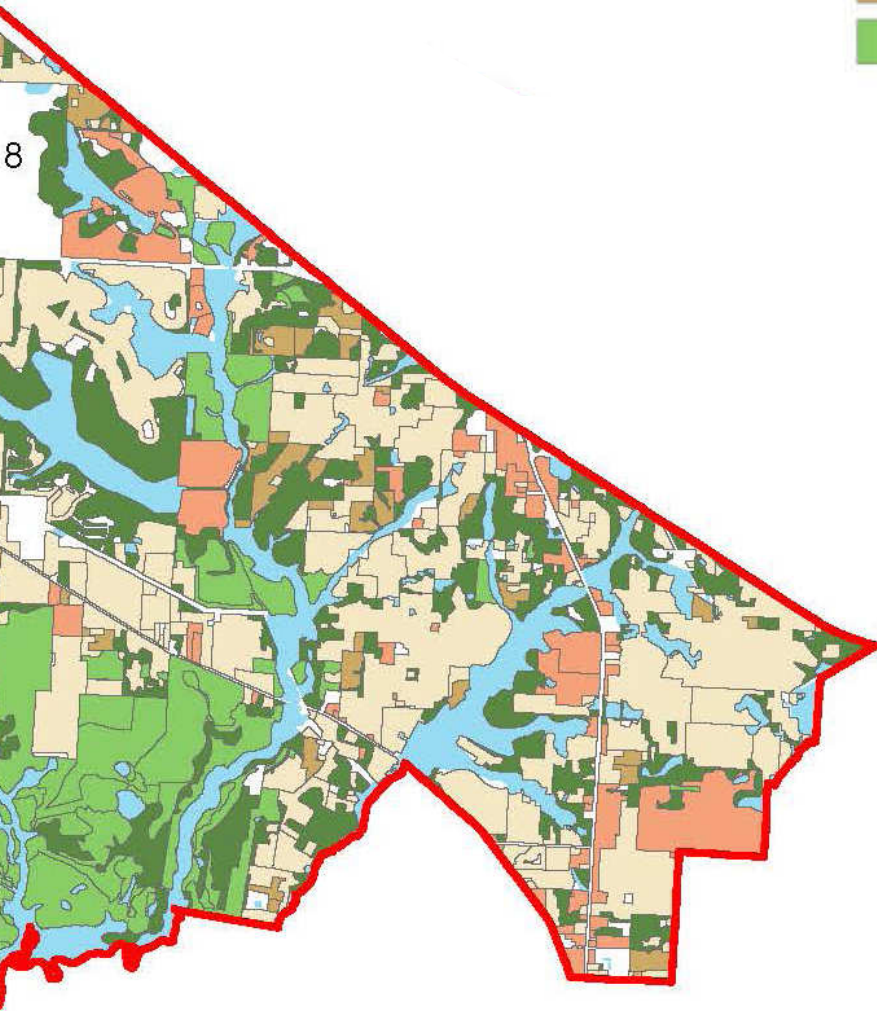
EXISTING LAND USE / TRENDS

UNDEVELOPED 57%

- FOREST 4,620-ACRES
- WETLANDS 12,600-ACRES

DEVELOPED 42.6%

- COMMERCIAL 945-ACRES
- RESIDENTIAL 6,230-ACRES
- AGRICULTURE 680-ACRES
- SILVICULTURE 5,850-ACRES



There has been a substantial amount of residential development in Escambia County District 1 and the Beulah Area in recent years. Within District 1, there have been approximately 121 total residential developments. These developments, per the Escambia County website, are in various stages of development, including construction, final platting, master planning, site plan review, etc. Of these 121 residential developments, there are approximately:

- 1,674 multi-family units.
- 5,228 single-family units.

The main uses within the Beulah Area include residential and commercial. Newly established residential areas (Figure 7) within the Beulah area are predominately single-family, with moderate multi-family residential. The Beulah Area does not have any hospitals, emergency rooms, urgent care facilities, or public resources such as libraries.

There are four (4) schools within the Beulah Area, Beulah Academy of Science, Beulah Elementary, Longleaf Elementary, and Beulah Middle School (Figure 3). There are 23 neighborhoods within the Beulah Area which subsequently feed into the Escambia County School District. For a list of specific neighborhoods, refer to Appendix A-2.

Most growth is concentrated along the following corridors and nodes:

ROADS

- Pine Forest Road
- Mobile Highway
- Nine Mile Road

NODES

- Arbor Ridge
- Bell Ridge Forest
- North of Audrey Plantation



EXISTING CONDITIONS LAND USE / TRENDS

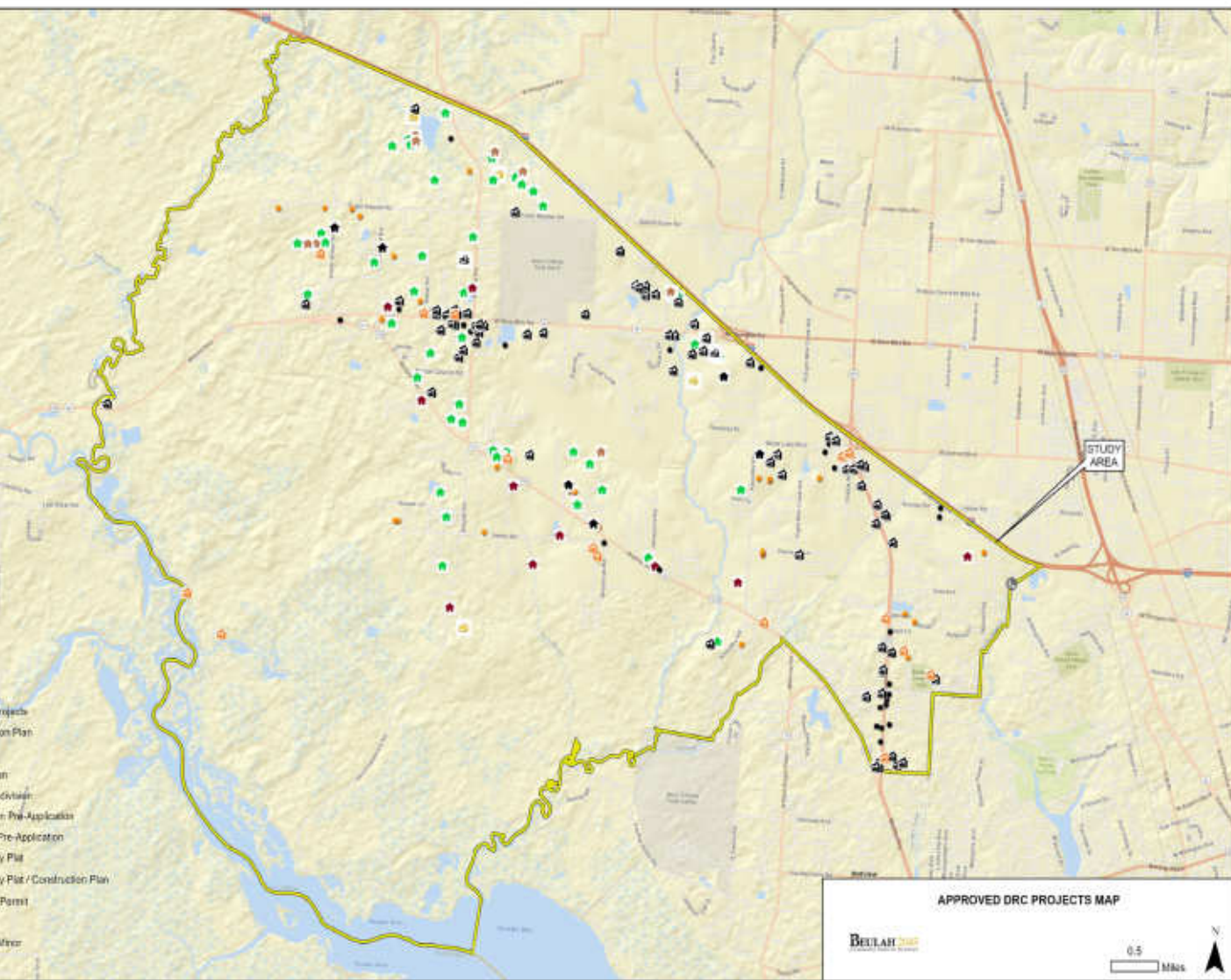


Figure 7: Approved Development Review Committee Project Map

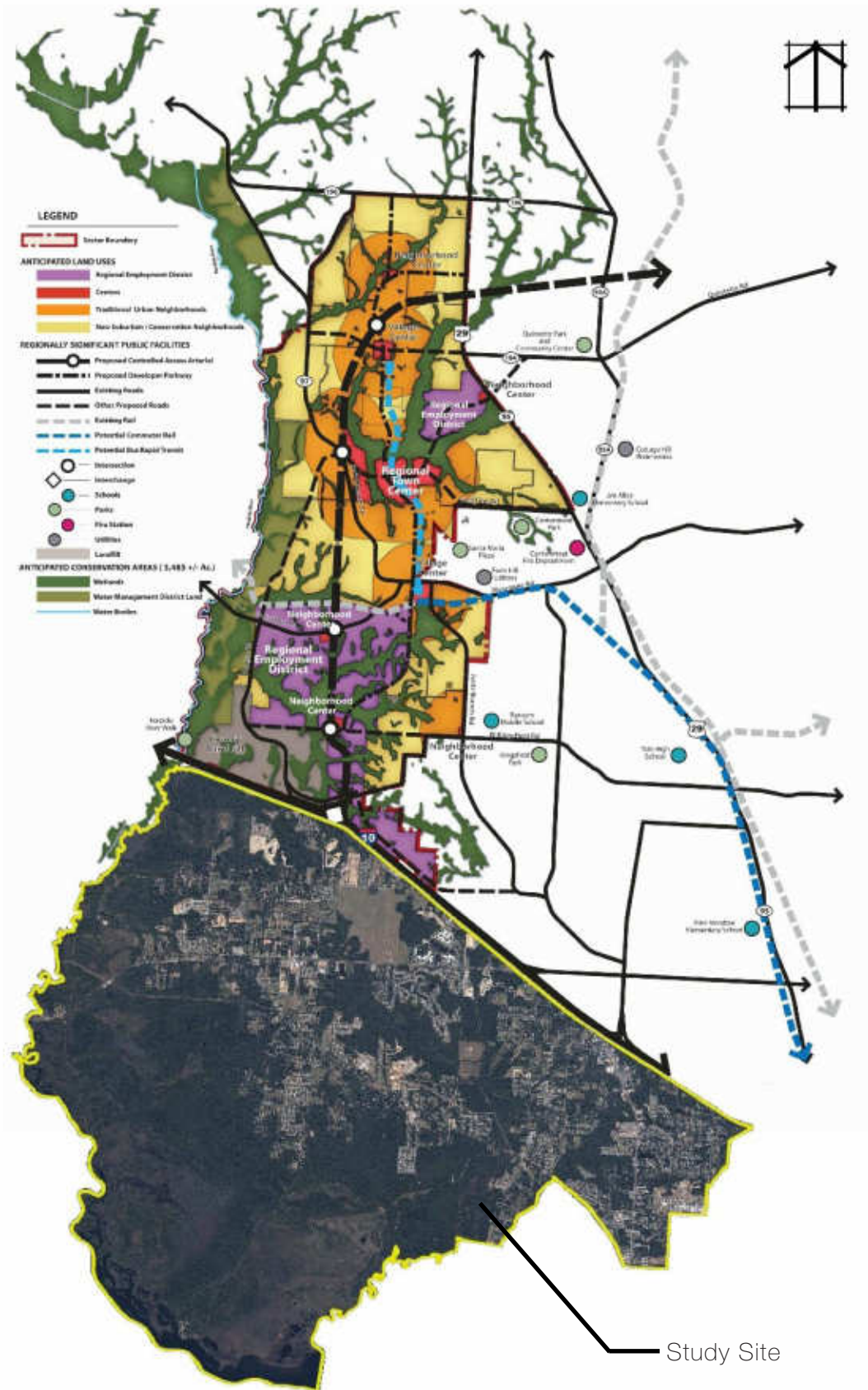


Figure 8: Midwest Sector Plan / Beulah Master Plan Area

EXISTING CONDITIONS PREVIOUS STUDIES / APPROVALS

Starting in the 2010s, Escambia County undertook large planning studies in and around the Beulah Area in order to identify trends and provide a “blueprint” for potential growth. The two (2) studies / plans include: The Midwest Sector Plan and the Navy Outlying Field (OLF-8) Plan.

MIDWEST SECTOR PLAN

Approved in the early 2010s, the Midwest Sector Plan set out a “blueprint” for long-range planning for areas greater than 5,000 acres, . The goal of the Midwest Sector Plan was to promote innovative and flexible planning and development strategies, while ensuring adequate mitigation of impacts to regional resources and facilities.

Policies within the Midwest Sector Plan included economic development focused on immediate opportunity for job creation within proximity to I-10 (abutting the Beulah Area) and in existing population centers. Figure 8 represents the physical correlation of the Midwest Sector Plan and Beulah Master Plan area. The intention of including economic based districts within the Midwest sector plan is to support economic development and improve job-to-housing balance in central Escambia County, immediately affecting the Beulah Area as well.

The Sector Plan established a host of uses including residential and non-residential uses. It is supported by an internal roadway system, to be connected to the regional roadway network with I-10 and Highway 29 (Hwy 29) as its main arterials. Additionally, regional employment districts were established to provide self-supporting economic services to compliment the residential components. To assist in transportation services, ideas of commuter rail and bus rapid transit were introduced.

PROPOSED DEVELOPMENT PROGRAM:

- Residential Units: 48,822 (maximum)
- Non-residential Uses: 12.1 million square feet

As of 2024, no development activity envisioned in the approved Sector Plan has occurred.



Figure 9: OLF - 8 Approved Master Plan
Source: Escambia County

EXISTING CONDITIONS PREVIOUS STUDIES / APPROVALS

OLF - 8

The Navy Outlying Landing Field - 8 (OLF-8) Master Plan is within the Beulah Master Plan Area. OLF-8 is approximately 540 acres out of a 640-acre parcel in the Beulah community of Escambia County. The OLF-8 Master Plan is located west of the Navy Federal Credit Union Campus along Nine Mile Rd. OLF-8 intends to balance the highest and best economic use of the property with the needs of Escambia County, the region, and the Beulah community in creating a plan for a sustainable and resilient development with a plan for implementation. The Master Plan was based on an existing conditions analysis, technical analysis, as well as a focus on stakeholder engagement and community participation.

Led by Escambia County, OLF-8 proposes to create a mixed use community located between established commercial and residential uses framed by Nine Mile Rd and I-10 corridors.

DEVELOPMENT PROGRAM:

- Residential Units: 4,873 (maximum)
- Non-residential Area: 3,414,256 square feet

While no development start dates have been announced, thoughtful integration of OLF-8 within the Beulah Study Area / Plan with respect to connectivity, compatibility, and uses must be implemented to create a cohesive, uniform development pattern.

The OLF-8 Master Plan was adopted by the Escambia County Commission by Ordinance 2021-39 (dated August 27, 2021). Figure 9 is a map of the approved OLF-8 Master Plan.

No development activity has occurred in 2024.



Source: Unplash



Source: Unplash

VOLUME I EXISTING CONDITIONS ENVIRONMENTAL



Source: Unplash



Perdido River and related wetlands ecosystem

EXISTING CONDITIONS ENVIRONMENTAL

Escambia County has requested that Sigma's design team create a Beulah Master Plan for a study area of approximately 30,000 acres. The Beulah Master Plan is centered on the intersection of Mobile Highway and Beulah Road in western Escambia County, Florida (Figure 10). Sigma's team will deploy our multi-disciplinary expertise in Florida land use planning, Geographic Information Systems (GIS), economic analysis, land development and planning, ecology, environmental regulatory compliance consulting, as well as specific public disciplinary / stakeholder engagement activities to develop the Master Plan. The primary inputs for Master Plan development will be: Escambia County curated GIS; existing land use plans and other planning documents; the codified Comprehensive Plan and Land Development Code (LDC) including established future land use and zoning classifications, sub-consultant discipline-specific resource material; and data from a recently conducted survey of Beulah residents. The Master Plan will establish a vision for allowing for continued growth in the area while preserving the quality of life and sense of place enjoyed by the current residents. The plan will also include recommendations concerning options for an overall master plan, a zoning overlay district, and implementation plans for both.

This Environmental Conditions Diagnostic Report is intended to provide qualitative information relating to natural settings, ecological assets, and regulatory constraints / opportunities for the study area. In turn, this data is designed to inform the other team members' efforts in the preparation of their discipline-specific contributions to the Master Plan.

The Beulah Master Plan Study Area is approximately a 30,000-acre segment of southwestern Escambia County. The team endeavored to describe the ecological attributes and environmental-regulatory constraints associated with the study area from the perspective of future land use planning. From that perspective, one can ask the following:

- What are the ecological assets that the area possesses, and their condition, which merit conservation or protection considerations?
- What are the regulatory requirements that limit or constrain land use and development?
- Are there organisms, communities, or ecosystems unique to the study area or emblematic of the general vicinity?

To synthesize the following pages, we provide this summary answer.

Beulah occupies a landscape position straddling the Coastal Lowlands and Western Highlands topographic subdivisions of the Coastal Plain physiographic province. This landscape was historically dominated by pine flatwoods and high pine communities that experienced frequent fire. A diversity of ecological communities supported a variety of organisms that are now rare and imperiled. Late 19th and early 20th-century activity in the area resulted in the conversion of much of the landscape to timberland and agriculture. Later, much of the area experienced residential and commercial development. In addition to the direct impact of these land use changes, the presence of people and property also resulted in the suppression of fire, an essential component of the ecology of the Coastal Plain. Thus, the study area is now a mostly developed landscape with little remaining natural features.

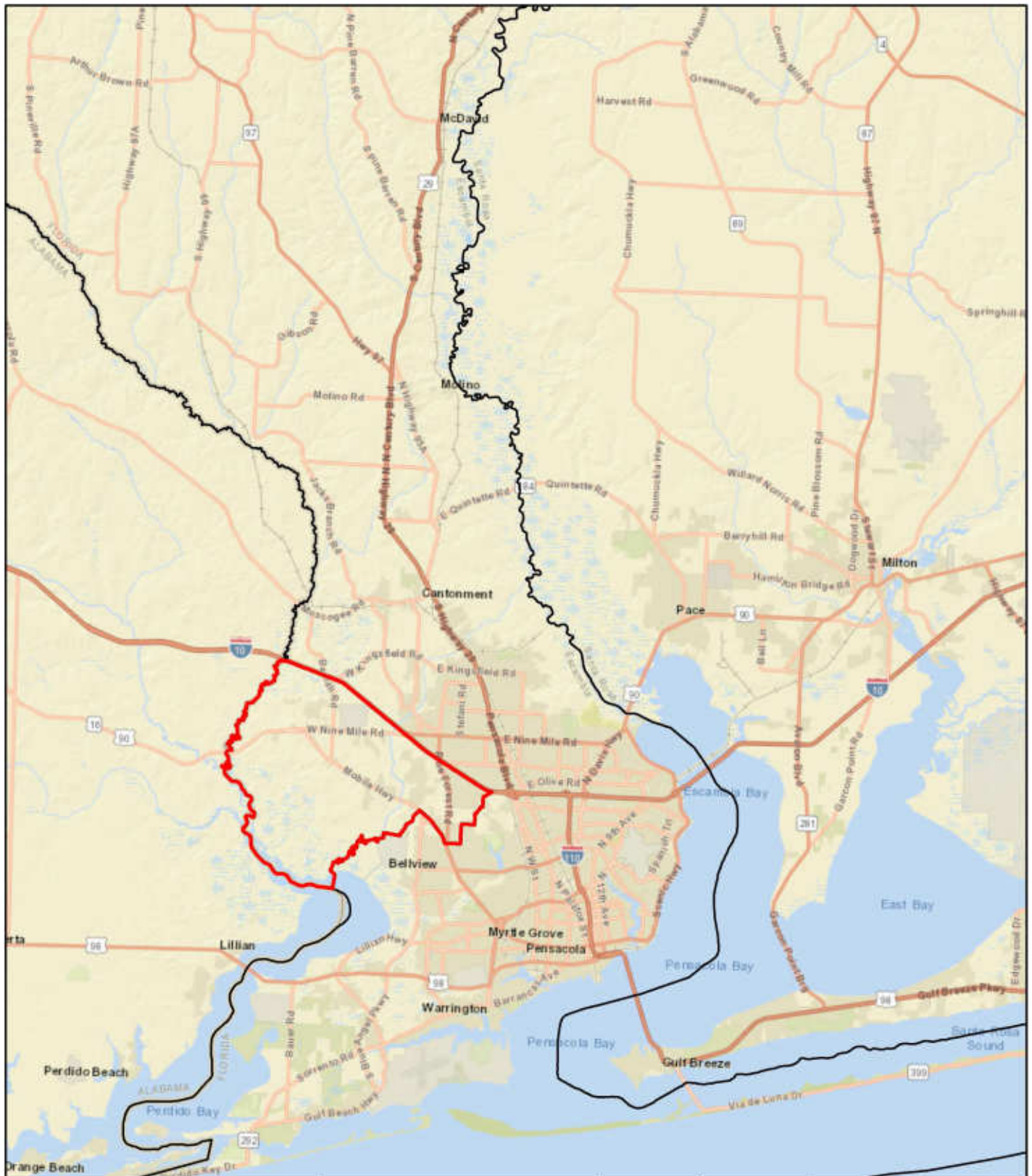


Figure 10
Site Location Map
Beulah Master Plan
Escambia County

LEGEND
 STUDY AREA
 ESCAMBIA COUNTY

2016.042
GAM
8/2/2023



biome
Consulting Group
3290 Summer Blvd. Ste. 44 Pensacola, Florida 32503
 (850) 433-1987 www.biome.co

0 2.5 5
Miles

THIS IS NOT A SURVEY

EXISTING CONDITIONS ENVIRONMENTAL

A dominant geographic and ecological feature of the study area is the Perdido River, associated tributaries and other surface waters. These features, subject to strict multi-agency regulation, occupy more than 40% of the study area and substantially reduce the developable area. Further, the branched pattern of the surface water system significantly fragments uplands, leaving little consolidated upland area for development. Protection of the surface waters and their associated wetlands was presented as a substantial consideration for the master planning process. From a regulatory and process perspective, the most impactful finding of this report is the large volume and dissected orientation of wetlands within the study area. Reflecting on the mitigation procedures mentioned in the Mitigation Section, any impact to wetlands will have to be permitted and, thus, subjected to the sequential review including a requirement for compensatory compensation. Such is most-easily accomplished by acquiring credits from a mitigation bank. However, impact and mitigation have to occur within the same watershed (8-digit HUC unit, see Figure 13). The study area encompasses two (2) watersheds: Perdido and Perdido River. Presently, there are no mitigation banks in either watershed. Any wetland impact within the study area will likely require “permittee responsible mitigation” which is far more costly and challenging than purchasing a credit from a mitigation bank. Our experience has shown that the lack of a mitigation bank has been a serious impediment to development (involving wetlands) in the western half of Escambia County.

In addition to wetlands, timberland was presented as a significant greenspace attribute for the study area. A review of current land use data suggests that more than 19% of the study area is managed for timber and fiber production, representing a substantial fraction of the “undeveloped” landscape. A large portion of the timberland, as well as much of the remaining natural forest, has been acquired by the state and is consolidated into the Perdido River Wildlife Management Area. This public asset has enormous conservation value but also provides recreation opportunities for the study area and vicinity. We note that the western side of the larger Perdido River ecosystem has similarly been acquired and conserved by Alabama yielding a large wildlife corridor that extends far beyond the study area.

Evaluation of upland areas revealed that most have been either converted to agriculture or developed for residential and commercial uses. These patterns have led to fragmented upland natural communities. Accordingly, preservation concerns for specific upland communities or protected species that may have occupied them do not present as an impediment to future development in Beulah. The one (1) exception is the gopher tortoise, which is very long-lived and persists in habitats that have long since ceased to be ideal. Gopher tortoises are somewhat prevalent in the upland areas of the study area and planning for assessment, permitting, and relocation logistics should be considered for future land use decisions.

Another biological resource relevant to the Escambia County LDC are trees subjected to protections under Chapter 2 Article 2-3. Tree protections are a hot topic locally and there are aspects of the County ordinance that have been criticized by both conservationists and the regulated public. We did not address the substance of this debate but, in this summary, draw the Master Plan development team's attention to the presence of issues related to this topic. To the degree that codification of the master plan for Beulah presents an opportunity to address the existing tree protection standards, Biome is prepared to provide a detailed technical appraisal of the tree protection standards later in the process.



WETLAND REGULATORY AGENCIES



Florida Department of Environmental Protection



Northwest Florida Water Management District



Escambia County

FOUR CATEGORIES OF ENVIRONMENTAL RESOURCES THAT TYPICALLY IMPACT LAND DEVELOPMENT



Cultural resources



Wetlands



Soil and groundwater contamination



Imperiled species

Figure 11: Environmental Regulations General Details Public Outreach Boards.

EXISTING CONDITIONS ENVIRONMENTAL

In a review of regulatory processes, four (4) environmental factors were presented as the primary focus of regulation: Biological, Ecological, Physical, and Cultural (Figure 11). The study area presents no unique attributes to consider when evaluating physical resources. These, in the context of our discussion, typically include regulation around potable water, stormwater, wastewater, and point-source pollution. The study area lacks significant industrial development, thus little to discuss in the way of wastewater. A notable exception is the regional solid waste facility; however it is located just outside of the study area.

Regulatory structures relating to potable water and stormwater within the study area are no different than elsewhere in the County. In the absence of unique study area attributes, the codes and ordinances related to these subjects were not elucidated in this report.

Cultural resources were presented as one (1) of the regulatory constraints on development and a brief survey of data was undertaken. That data revealed that, while the general vicinity (Pensacola) is rich with historic and archaeological resources, the Beulah area has no sites or structures on the National Register of Historic Places. Undiscovered or unrecorded sites potentially eligible for listing would likely be tied to prehistoric cultural material within the Perdido River system, which was shown to be unsuitable for development for other reasons. Early industries in the study area appeared to be sparse and generally limited to mill and naval store operations. Due to regulatory mandates, future land development activity will likely require an assessment of the presence of cultural resources. However, the outcome of those investigations is unlikely to present impediments to future development in Beulah.

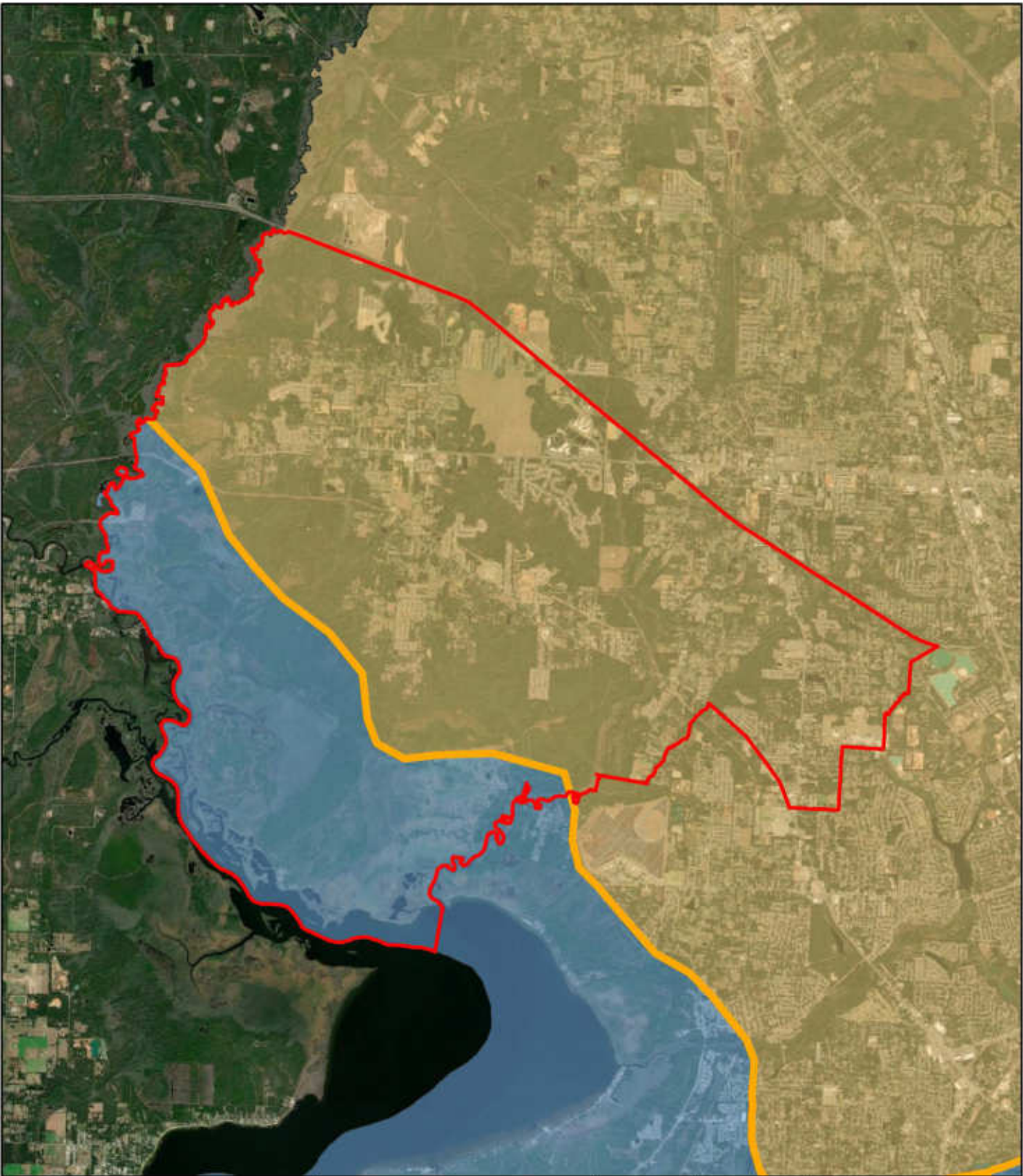


Figure 12
 Geomorphology
 Beulah Master Plan
 Escambia County

LEGEND STUDY AREA WESTERN HIGHLANDS COASTAL LOWLANDS	2016.042 JLC 8/2/2023  0 0.75 1.5 Miles	 3290 Summit Blvd. Ste. 44 Pensacola, Florida 32503 850.433.8867 www.biome.com THIS IS NOT A SURVEY
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EXISTING CONDITIONS ENVIRONMENTAL

GEOPHYSICAL

Escambia County lies in the Coastal Plain physiographic province, which extends from Texas to New York. The Coastal Plain is underlain by mostly sand, silt, limestone, and clay. Most of these sediments were deposited during periods of higher sea levels.

Two (2) topographic subdivisions of the Coastal Plain occur in Escambia County: Coastal Lowlands and Western Highland. The Western Highland is a southward-sloping plateau, incised by streams and having much topographic relief relative to the rest of Florida. The highest elevation in Escambia County, near Century, is 320 feet and occurs within the Western Highland. The Coastal Lowlands are relatively undissected, with level plains lying less than 100-feet above sea level occupying a belt approximately 10-12 miles wide along the coast. Coastal Lowlands have a thin layer of soil subtended by limestone. The boundary between these subdivisions is marked by changes in elevation with the zone of increasing topography occurring in the Western Highlands and the flatter landscape designated Coastal Lowlands. The zone, running parallel to the Gulf of Mexico and marking the transition between the two (2) regions, roughly corresponds with Pleistocene interglacial shoreline elevation. Beulah is bisected by this zone with relief from both Coastal Lowlands and Western Highlands comprising significant fractions of the study area (Figure 12).

The surface geology of both the County and of Beulah is limited to Alluvium (Pleistocene / Holocene) and the Citronelle Formation (Pliocene). The Alluvium is associated with the historic floodplain of the Perdido River (and Escambia River) representing the southwestern portion of the Beulah study area with the remainder of Beulah being underlain by Citronelle which is a siliciclastic, deltaic deposit consisting of gray to orange, often mottled, unconsolidated to poorly consolidated, very fine to very coarse, poorly sorted, clean to clayey sands. It contains significant amounts of clay, silt, and gravel which may occur as beds and lenses and may vary considerably over short distances. These geological boundaries also correspond with the geophysical ones delineated in Figure 17. Thus, Alluvium is primarily within the Coastal Lowlands and the Citronelle Formations roughly corroborate Western Highlands.

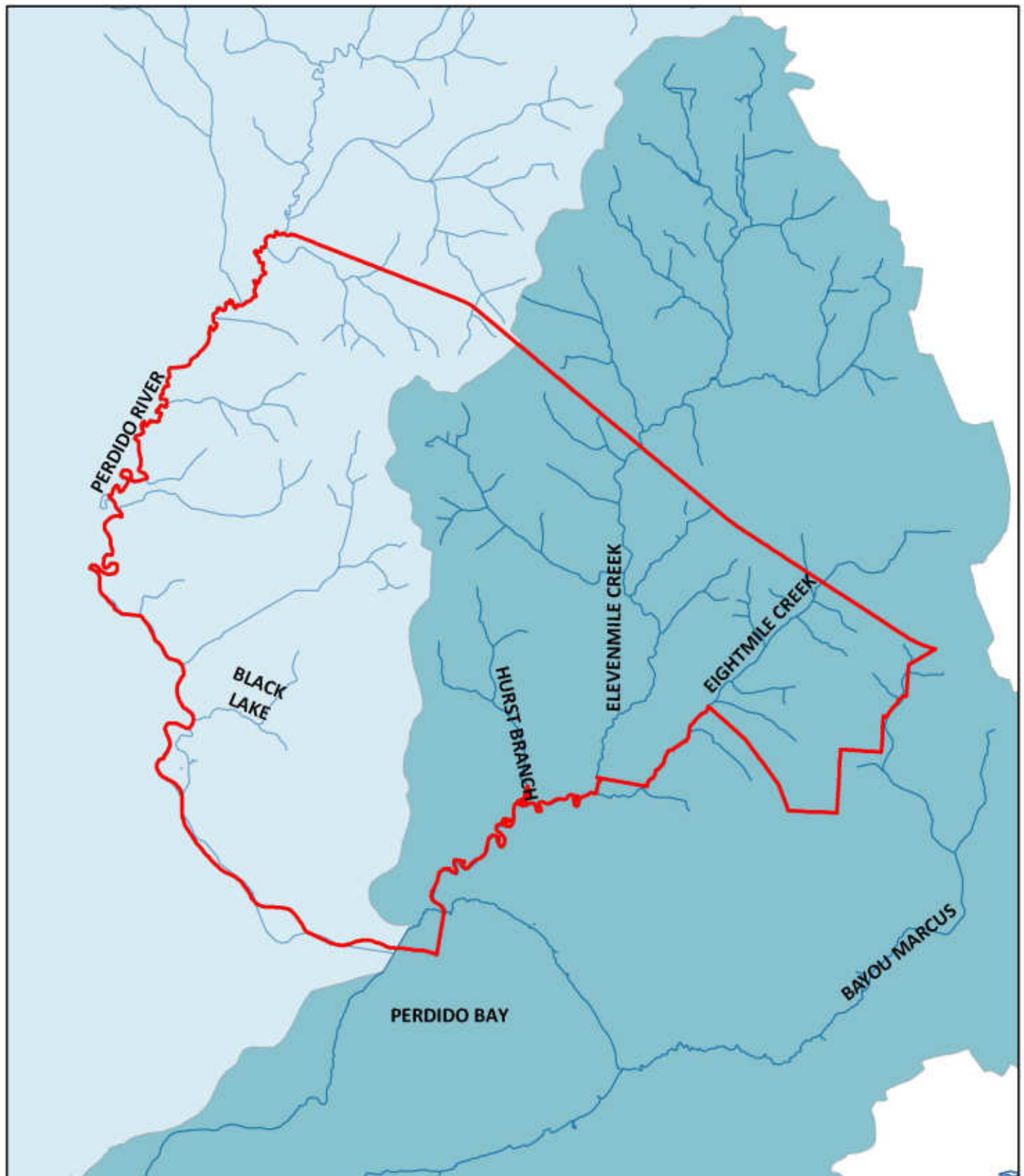


Figure 13
Surface Water Features &
Hydrological Units
Beulah Master Plan
Escambia County

LEGEND STUDY AREA CENTER LINES PERDIDO BAY HUC PERDIDO HUC	2016.042 GAM 8/2/2023	N W E S 0 0.75 1.5 Miles	biome Consulting Group 3298 Summit Blvd, Ste. 44 Pensacola, Florida 32503 (850) 455-9367 www.biome.co THIS IS NOT A SURVEY
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EXISTING CONDITIONS ENVIRONMENTAL

Watersheds are described by a hierarchical nomenclature referred to as a Hydrologic Unit Code (HUC). The hierarchy ranging from 2 to 12 digits denotes six (6) levels of classification of describing ever smaller watersheds. For purposes relevant to hydrological discussions in this document, the 8-digit HUC is the most frequently referenced level in the hierarchy. The study area straddles two (2) such watersheds: Perdido (HUC 03140106) and Perdido Bay (HUC03140107) (Figure 13). These designations convey relationships between landmasses and surface waters. Any precipitation (or discharge) occurring within the Perdido portion of the area will ultimately drain to the Perdido River. Similarly, land in the Perdido Bay HUC was discharged to the bay. The dominant surface water features are the Perdido River and unnamed tributaries and Black Lake within the Perdido HUC and Perdido Bay, Hurst Branch, Eleven Mile Creek, Eight Mile Creek, and Bayou Marcus Creek in the Perdido Bay HUC. These surface water features form a dense dendritic pattern that fully occupies the study area (Figure 18). This dendritic pattern of floodplains is associated with the highly dissected distribution of wetlands within the study area.

Geophysical forces such as landscape position, underlying geology, groundwater elevation, erosion factors, surface water features, and vegetation all contribute to the soils that exist in a landscape. Soils, like plants and animals, have a stratified classification system that is helpful in communicating various attributes of the soil. This information conveys attributes such as constituent particle size (sand, silt, loam), organic content, productivity, and hydroperiod which is interpreted by those who interact with soils such as farmers, ecologists, and structural engineers. Within the classification system, it is the “series” that is the usual denomination for discussion. There are 24 soil series underlying the Beulah study area (Figure 19). These are presented for informational purposes and to convey the diversity of the soil. They can, for example, be predictive of the presence of wetlands. A detailed analysis of the distribution of soil series or the attributes of each series is reserved for more technical analysis, if necessary, later in the Master Plan process.

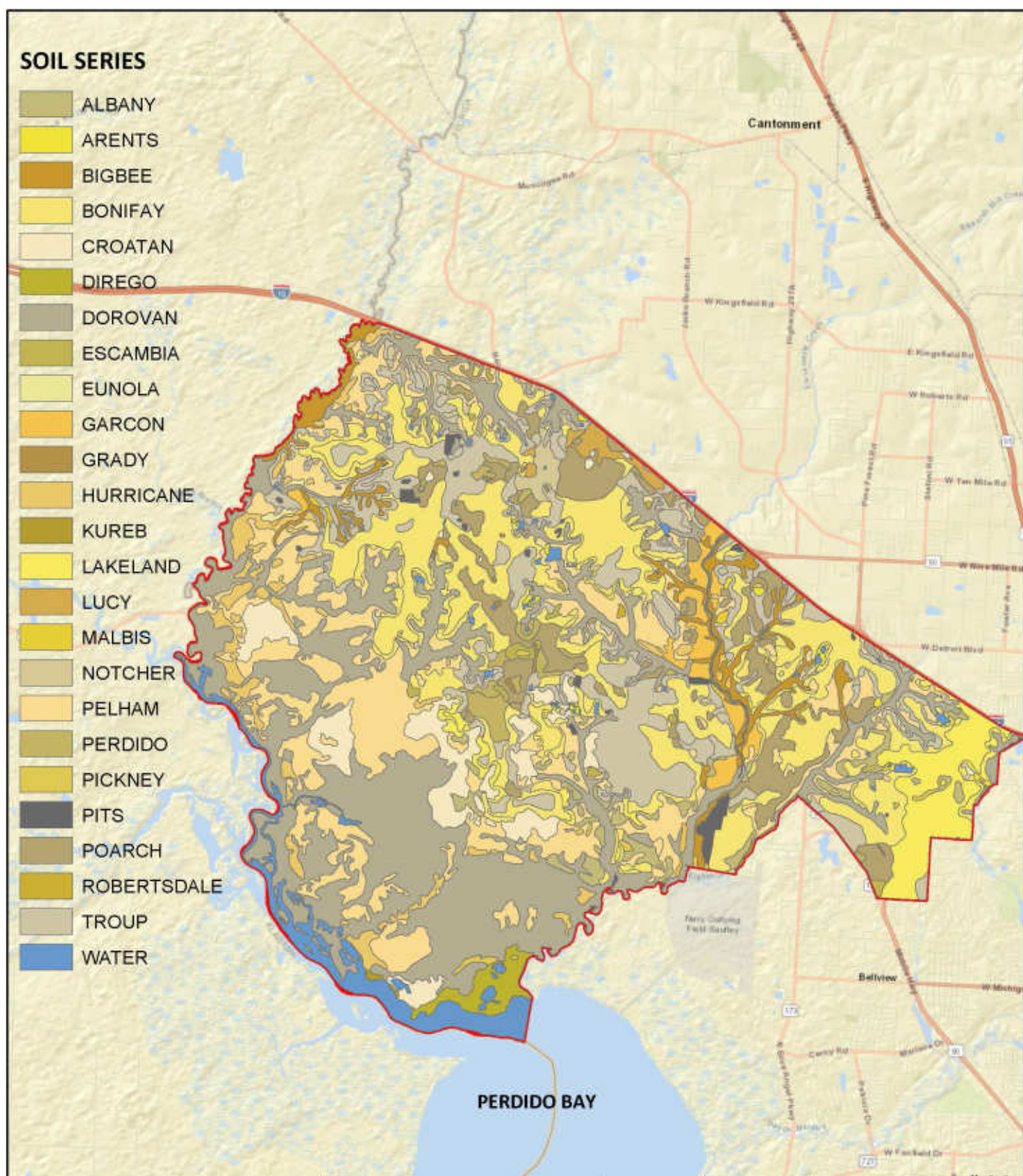


Figure 14
Soil Series
Beulah Master Plan
Escambia County

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EXISTING CONDITIONS ENVIRONMENTAL

ECOLOGICAL

Within the geophysical setting described above, a variety of assemblages of plants and animals have adapted. These constitute ecological communities that are defined by landscape position and community structure and are easily described and distinguishable. The common nomenclature for discussing ecological communities in the study area is that established by the Florida Natural Areas Inventory (FNAI). An illustration of the distribution of FNAI natural areas derived from remote sensing is included as Figure 14.

Natural communities are a consequence of unique interactions within the physical, chemical, and biological environment. Interactions with humans and their use and management of the landscape represent perturbations to these forces and, consequently, the homeostasis of natural communities. These disruptions can alter community structure, via a process called ecological succession, to the extent that the distinct community no longer exists. Thus, the vegetated portions of the study area are not necessarily comprised of FNAI natural communities. In fact, intact natural communities are rare and imperiled.

FNAI

- Baygall
- Estuarine
- Floodplain Swamp
- Freshwater Forested Wetlands
- Freshwater Non-Forested Wetlands
- High Pine and Scrub
- Lacustrine
- Marshes
- Mesic Flatwoods
- Mesic Hammock
- Mixed Forest
- Riverine
- Salt Marsh
- Scrub-Shrub
- Upland Hardwood Forest
- Wet Flatwoods
- Wet Prairie

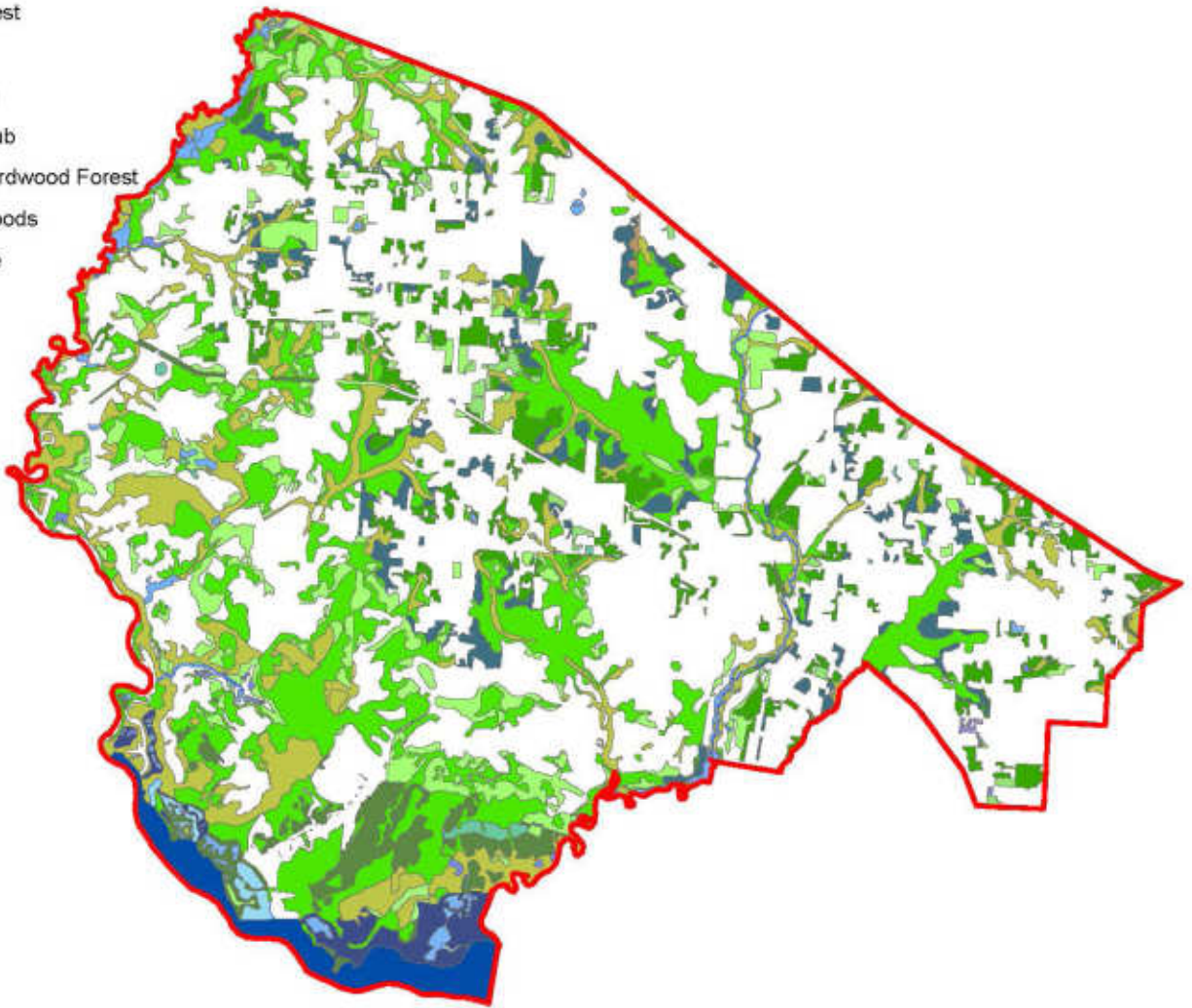


Figure 15
FNAI
Florida Natural Areas
Beulah Master Plan
Escambia County

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EXISTING CONDITIONS ENVIRONMENTAL

An illustration of succession and community description- a common community within the study area is Pine Flatwood. That community is further divided into subcategories corresponding to hydroperiod and pine species (e.g., mesic flatwoods w/ longleaf pine and hydric flatwoods with slash pine). Pine flatwoods historically dominated the Coastal Lowland topographic subdivision of the Coastal Plain physiographic province. The community is named for the flat, undissected landscape typical of the Coastal Lowland. The biogeochemical condition of that landscape position is driven by underlying geology, proximity to the marine environment, soil composition, and hydrology. Those factors all contribute to physical ecology. Biologically, specific species have evolved features that allow them to outcompete other species in the unique set of ecological parameters that exist, resulting in a persistent suite of species that came to define the community. For mesic flatwoods, that community is typically dominated by an open canopy of longleaf pines subtended by a thin and short shrub stratum of various plants in the holly family which is further underlain by a carpet of wiregrass interspersed with a diverse community of forbs. One (1) of the key physical parameters contributing to this community structure is the presence of fire (fire ecology, which will not be further discussed here, is an essential contributor to the ecology of the Coastal Plain). Any pine forest that survived conversion to cropland or housing is likely, due to its proximity to managed human uses, to have experienced fire suppression. If a fire starts, it is likely extinguished. In the absence of fire, the force that shaped the mesic flatwoods community has been removed. The result is that other species encroach, shrubs grow thicker and more numerous, the grasses and forbs are lost, and the remaining tangled mass of a forest can no longer be appropriately categorized as a mesic flatwood. Figure 15 indicates the location of natural areas in the Beulah Master Plan.

Animal populations are similarly affected by physical ecology and are sensitive to perturbations. Specific animals have adapted to specific natural communities. As succession alters the plant community structure, the occupant animals are also affected. Many species that are listed as endangered or threatened are imperiled because of their sensitivity to habitat disruptions. When considering the presence of protected species, the status of the communities or the level of anthropogenic interference plays a role in the probability of the presence of such species. It is usually in intact natural communities that populations of protected species are found.

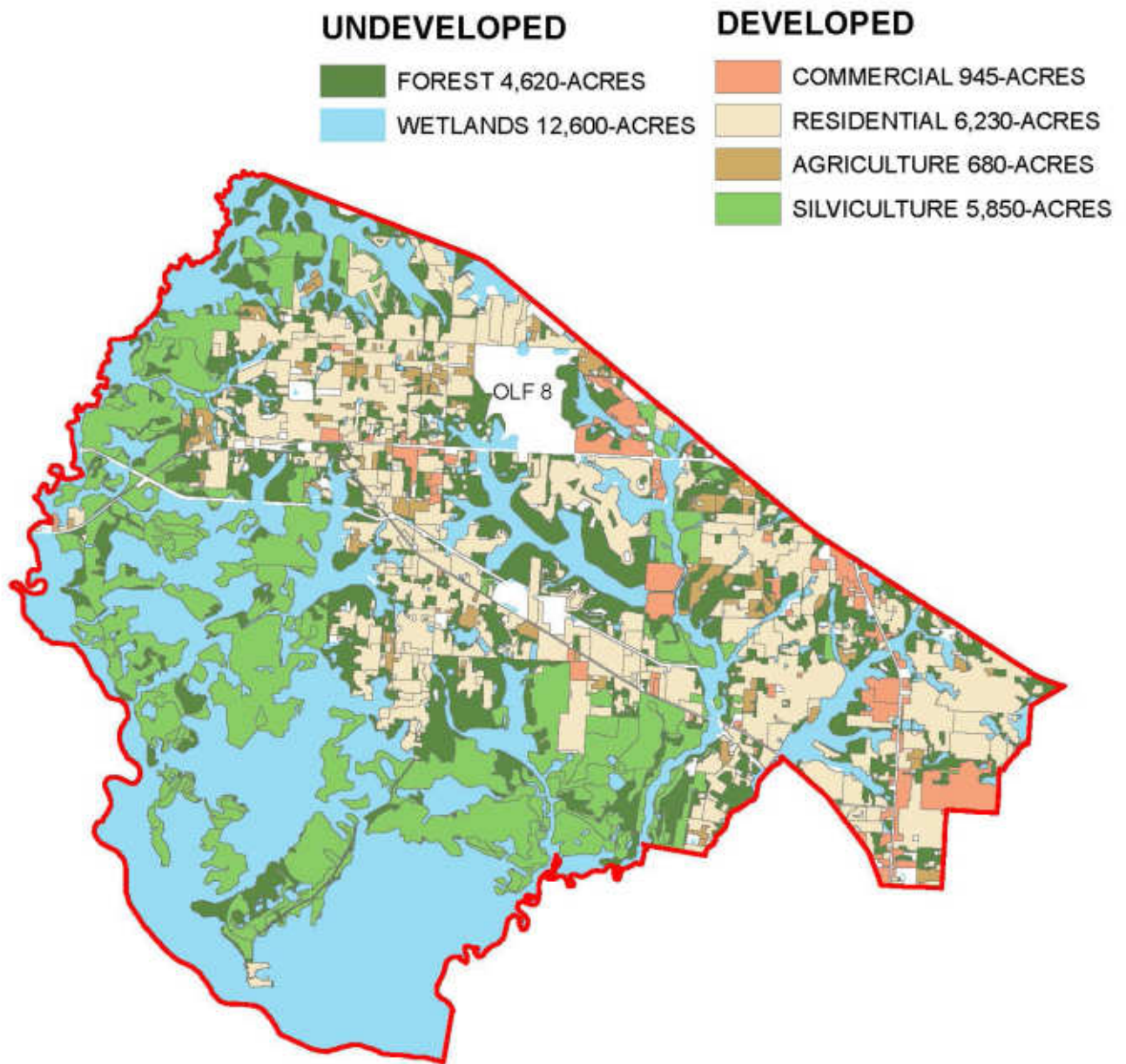


Figure 16
General Land Use and Cover
Beulah Master Plan
Escambia County

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EXISTING CONDITIONS ENVIRONMENTAL

FLORIDA NATURAL AREAS INVENTORY (FNAI)

The FNAI exhibit being derived from remote sensing is not ground-truthed and does not take into account degrees of ecological succession and anthropogenic perturbations. Thus, we cannot presume that the presented “natural” areas are, indeed, intact ecological communities. Further, qualitative discussions of natural areas are highly dependent on land uses and management practices that contribute to succession. Another remote-sensing system that seeks to categorize and describe land use patterns is the Florida Land Use and Cover Classification (FLUCC). This system is more generic and takes into account the developed environment. Combining the current (2022) FLUCC data with FNAI, we can project general land uses and natural areas in a more general way, meaningful to the considerations of the master planning process (Figure 16).

When evaluating land use decisions, many local governments utilize ecological considerations to establish natural resource protection standards. Such standards frequently address tree species, wetlands, protected animal habitats, and occasionally, specific FNAI communities. To tie these very terse descriptions of geophysical, ecological, and land use patterns back to the regulatory framework, we can project ecological assets and roughly enumerate resources within the study area that may be subject to regulatory protections and, thus, interest to future land use planning decisions that potentially impact protected resources (See Vicinity Ecological Assets Section below). The concepts of land use, land management practices, landscape position, baseline natural condition, etc. can also inform parameters for establishing specific code language such as tree protection requirements, for example. In such coded language, which species are protected? Which are not? Why? What about size? So, the inclusion of these brief descriptive sections is intended to establish the logic of the inclusion of natural resource professionals in the planning process and in crafting meaningful resource protection requirements.

CULTURAL

This section is attributable to Pan American Consultants who have conducted a number of Cultural Resources Assessment Surveys (CRAS) in the study area. Several Pan American CRAS documents were reviewed to source these general descriptive summaries.

Archaeological Context -The Escambia County area has a rich and varied cultural history. Settlement and use of the study area began thousands of years ago and continues today, as Escambia County is one (1) of the fastest-growing counties in Florida. Initially, small prehistoric populations settled on and hunted along the many streams that flow through the area, particularly on waterways such as Perdido Bay, Perdido River, and associated creeks. Population densities grew slowly, and this is reflected by gradually increasing numbers of archaeological sites through time. The same is true of the historic period, as the project area was largely a rural farming community with limited industry and commerce until the 1900s.



Image: Escambia County

EXISTING CONDITIONS ENVIRONMENTAL

Historic Context - As is the case with the prehistoric archaeological record, northwest Florida has a rich history and historic archaeological record. While much of the focus of the historic archaeological investigation is associated with Spanish coastal exploration and European colonization of the Pensacola area, rural area settlement outside of Pensacola is also of key interest in the development. While settlement in proximity to Pensacola began in 1559 with Tristán de Luna's attempt at colonization with the ill-fated settlement in what is now "East Hill" and was accomplished by the Spanish as early as the late eighteenth century with the Presidio Santa María de Galve on what is now Pensacola Naval Air Station, a settlement outside Pensacola, including the study area, began in earnest by the early 19th century. Much of the study area remained largely rural and undeveloped until the 20th century.

The Beulah area was utilized in the early 20th century for the production of naval stores, that is pine-forest management for timber and turpentine. Cultural evidence from this industry is evident in the vicinity, as artifacts such as old mills, cat faces, pots, and others are scattered throughout the area. The General Land Office Maps from 1834 show the first land grants in the vicinity limited to only a few families. Notable is that of Thomas English who held several hundred acres in the vicinity of the lower reach of Eleven Mile Creek, which was historically known as English Mill Creek.

Later historic activity in the study includes naval aviation activity. Felton's Farm, located in the southern portion of the study area, was utilized as a landing field in the 1930s. It became NAAS Saufley Field in 1939. The remainder of the study area was developed for residential and agricultural use in the mid-twentieth century. Much of the current land use in Beulah represents 21st century development.

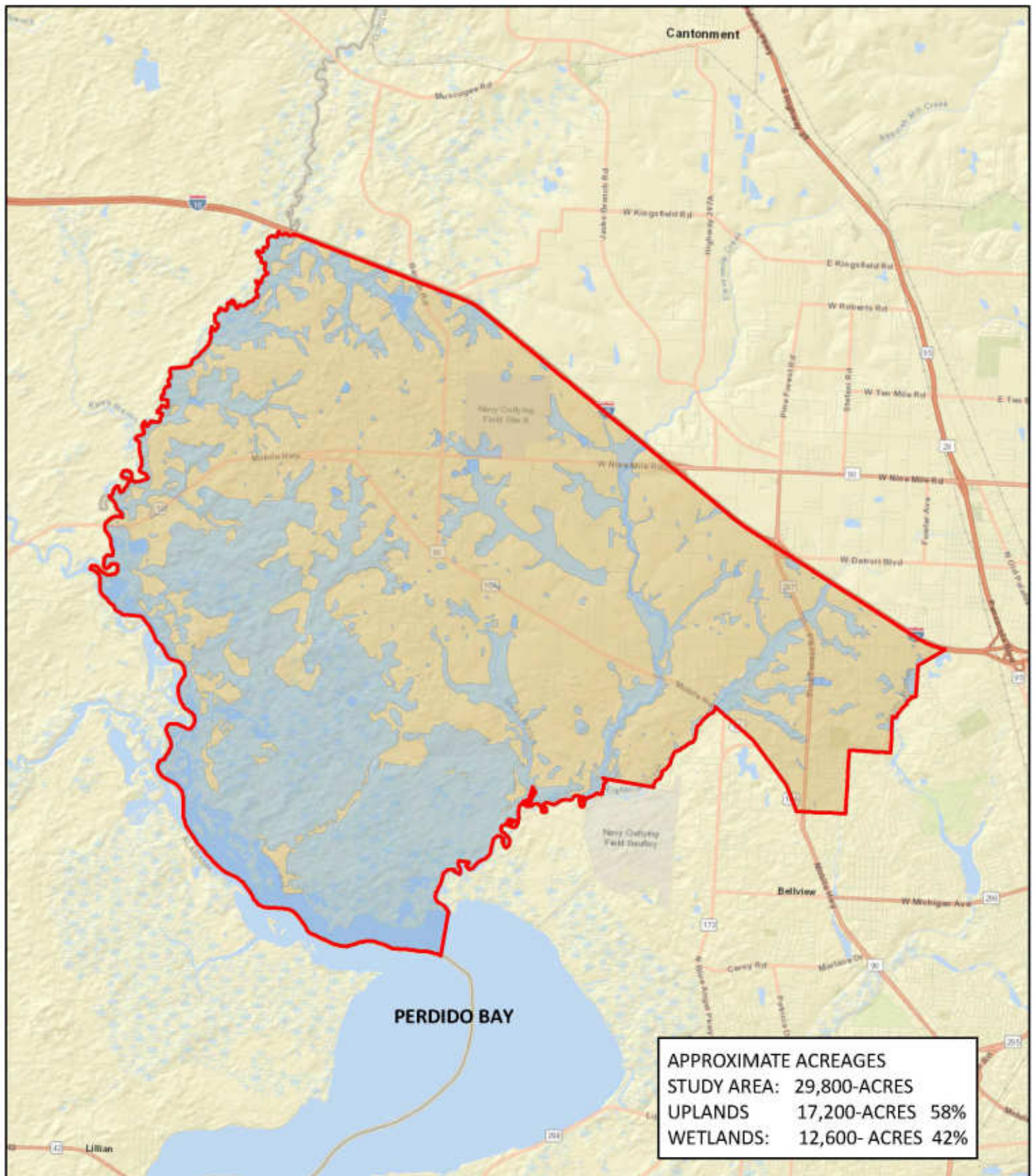


Figure 17
 National Wetlands Inventory
 Wetlands
 Beulah Master Plan
 Escambia County

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 STUDY AREA
 UPLANDS
 WETLANDS

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EXISTING CONDITIONS ENVIRONMENTAL

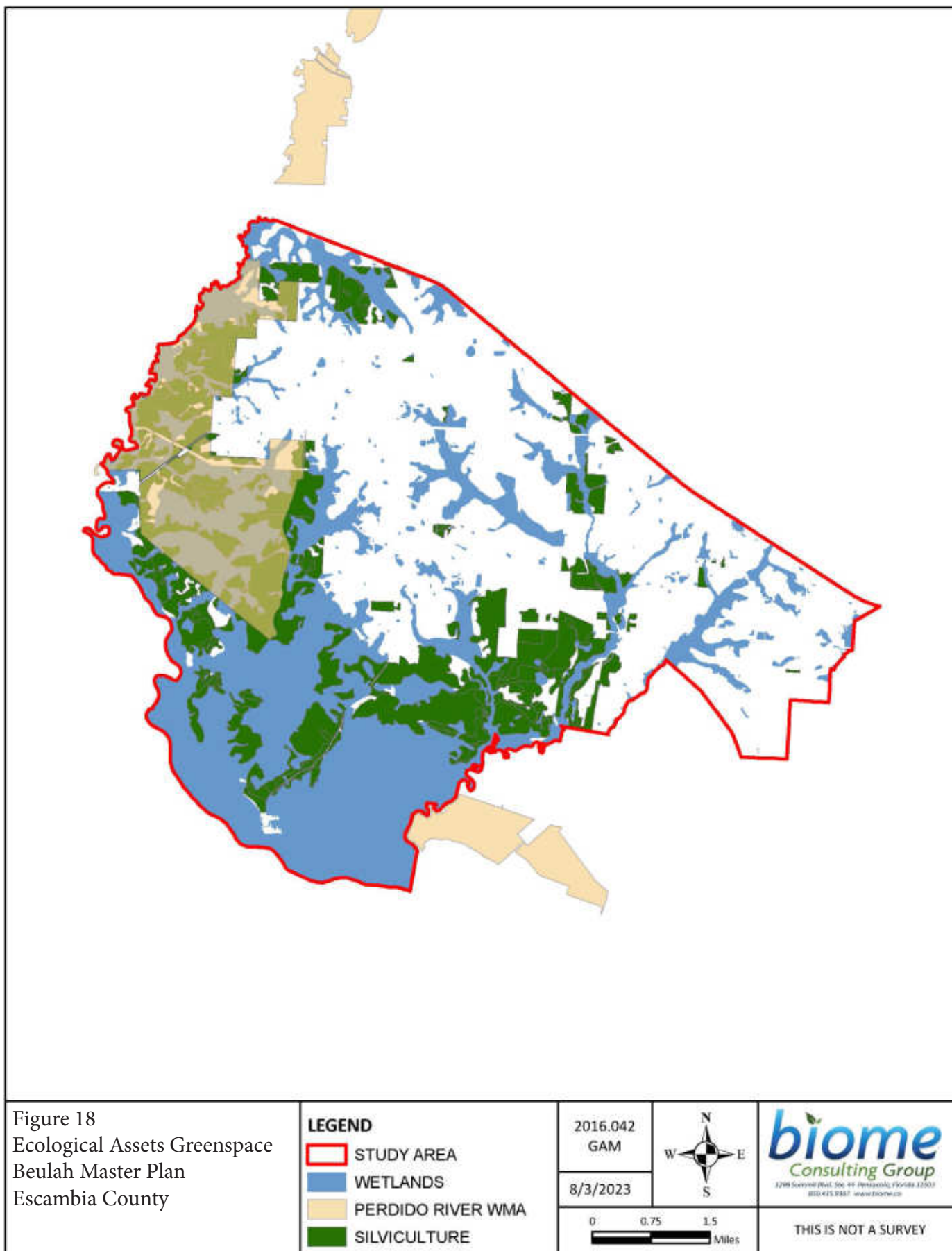
GREENSPACE

Aside from the intrinsic value of specific parcels within the study area, in summary, Beulah and its vicinity by observing the following attributes:

A dense, fragmented network of surface water features constitutes the dominant natural feature (Figure 13). These features and their associated floodplains constituted a network of wetlands (Figure 17) that provide significant ecological function and represent substantial regulatory barriers to development. Historic (e.g., 20th century) residential and agricultural development in Beulah has impacted and substantially fragmented this matrix of wetlands. The Perdido River is a higher Strahler-order system, locally occupying a lowlands physiographic position. Accordingly, its floodplain is broader and more contiguous. This larger wetland system remains largely intact because it is costly and impractical to convert to arable land or other land use. More recently, much of the Perdido River floodplain has been acquired by public interest and consolidated into the Perdido River Wildlife Management Area (PRWMA). The PRWMA's size, continuity, and management cause it to represent the single most significant ecological resource in the vicinity. As such, it represents many habitats for organisms, an ecological corridor for the movement of individuals and populations, and an ecological buffer from land development activities. The following description of PRWMA was excerpted from the Commission website:

The 6,261-acre Perdido River Wildlife Management Area (WMA) includes 15 miles of frontage on the Perdido River, which forms the border between Alabama and Florida, west of Pensacola. Habitats include hardwood swamps in the river floodplain, eight perennial streams, mixed hardwood/pine, and commercial forestland. The latter will be restored, primarily, to native longleaf pine/wiregrass habitat. Seepage slopes, flatwoods, and wet prairie areas within the river basin are home to rare pitcher plants.

The Perdido River discharges into Perdido Bay, a shallow estuary about 15 miles west of Pensacola. Protection of habitat along the river helps protect water quality in the bay, which provides spawning, nursery, and adult habitat for a variety of commercially and recreationally important species. The river and its tributaries also support several species of rare and imperiled fish including the saltmarsh topminnow and the Gulf sturgeon. Wildlife species in the area include white-tailed deer, feral hogs, turkeys, and a variety of resident and migratory birds.



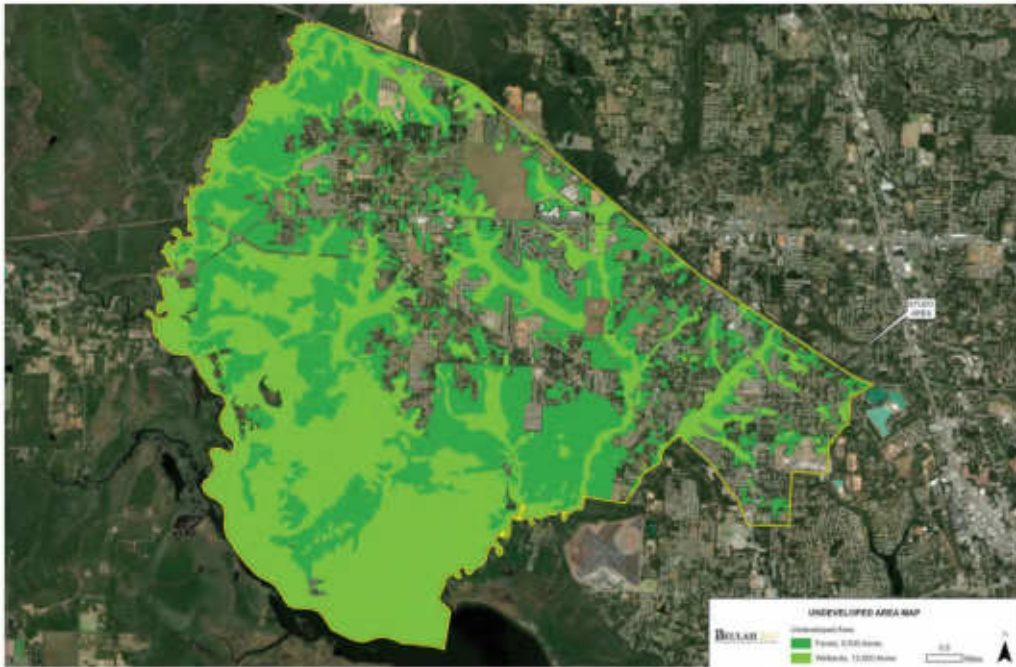
EXISTING CONDITIONS ENVIRONMENTAL

This land, acquired in 2006, is owned and managed by the NFWMD and is open for public use year-round. Recreational opportunities include hunting, fishing, picnicking, and wildlife viewing. Future plans call for a recreational water trail with several access points for canoes, kayaks, and small boats and designated trails for equestrians and hikers. Two (2) canoe/kayak landings and one (1) small boat ramp are currently open for use. Scheduled hunts include archery, muzzleloading gun, small game, family hunt, general gun, archery/muzzleloading gun, and spring turkey. Fishing and frogging are permitted year-round. A quota hunt permit is required for archery, muzzleloading gun, family hunt, general gun, archery/muzzleloading gun, and spring turkey.

Motorized vehicles may be operated on named or numbered roads; horses are allowed on designated horse trails. Children under the age of 16 are required to wear a helmet when horseback riding on public lands. For more detailed information refer to Nicole's Law. All horseback riders must have proof of current negative Coggins Test results for their horses when on state lands. ATVs and alcoholic beverages are prohibited.

Alabama has similarly acquired the western floodplain of the river and manages it as a natural area. Thus, the ecological corridor represented by the Perdido River floodplain and riparian area extends substantially from the study area to the north, south, and west.

Similar corridor and buffer values can be assigned to silvicultural tracts. Although silviculture represents the dominant developed land use in the study area, it also represents a significant ecological asset. While management for fiber or timber alters plant community structure, these forests still provide a large volume of valuable wildlife habitat and greenspace within the developed environment. The primary greenspace assets are presented in Figure 18. Note that the PRWMA was relatively recently acquired and much of the area was previously owned by timber companies and remains as silviculture. So, the PRWMA presents as an ownership overlay of the greenspace categories of wetlands and silviculture.



LAND USE BREAKDOWN

- **17,200 Acres Uplands**
 - ◊ 9,500 Acres Forest
- **12,600 Acres Wetlands**
- **22,100 Acres Undeveloped**
- **7,700 Acres Developed**

Figure 19: Environmental Regulations Land Use Breakdown Public Outreach Boards.

EXISTING CONDITIONS ENVIRONMENTAL

WETLANDS AND SURFACE WATER

Wetlands and surface waters have been presented as a substantial subset of the land within the study area and have been projected graphically in Figures 13 and 17. We have also discussed the regulatory constraints placed on these assets and described how existing development has fragmented and degraded the wetland systems. Wetlands continue, however, to represent a significant ecological resource for the study area because of their size, orientation, and continuity with vicinity resources beyond the study area. A wetlands breakdown can be reviewed in Figure 19. Ecological services provided by wetlands are numerous and include, for example, wildlife habitat, greenspace buffer, water quality enhancement, stormwater buffer capacity, biological production, and diversity. The wetland resources present in the study area represent the most significant ecological resource and, accordingly, merits the most attention in the master planning process. Future land use plans should focus on limiting further segmentation of wetland resources, which are largely linear within the study area.



Image: Wetlands

FNAI NATURAL AREAS

The classification of land areas into land use and cover (FLUCC) and approximated natural communities (FNAI) was presented in Figures 15 and 16. The summary observation is that the study area has already been subjected to prior development and management. Conversion to agricultural and silvicultural uses along with residential and commercial development have substantially reduced the natural area remaining within the study area. That which does remain is already within public ownership (PRWMA) or within large tracts of silvicultural land. Protection and preservation of remaining natural areas, from a planning perspective, can be enhanced by focusing on redevelopment. Future land use plans that support siting more intense infrastructure on lands with prior use, agriculture, for example, can limit expansion into natural areas.

SPECIES HABITATS

Regulatory constraints and survey procedures for imperiled species were presented in prior sections. We note, generally, as in our FNAI discussion, that historic land use patterns have substantially disrupted natural community structure which directly correlates with imperiled species habitat. Protected species do exist within the study area and will require assessment for each proposed future development activity. Most of the imperiled species' populations are within the PRWMA and wetlands consolidated along the west and southwest portions of the study area. Protection of wetlands and natural areas will likewise protect these populations.

A query of the available species data for a biologically diverse subset of the study area (Appendix B: Environmental Conditions) reveals the probable presence of very few imperiled species. Notably, threatened or endangered animal species are limited to three: gopher tortoise, eastern indigo snake, and red-cockaded woodpecker.

GOPHER TORTOISE AND COMMENSALS

Gopher tortoises are medium-sized turtles fully adapted for life on land. They are typically found in dry upland habitats as well as disturbed areas such as roadsides and utility easements. Their presence is readily identified by the occurrence of their unique burrows. Gopher burrows are also occupied by an astonishing variety of commensal organisms, many of which (including eastern indigo snake) are imperiled. The presence / absence of this suite of species is determined by a survey and classification of burrows.



Image: Gopher Tortoise

EXISTING CONDITIONS ENVIRONMENTAL

Gopher tortoises are present within the study area and represent the most-significant imperiled species to be considered both in the master planning process and for individual development projects. Gopher tortoise surveys will be required for each site within the service area prior to initiating land disturbance activities. If potentially-occupied burrows are identified, mitigation measures and permitting will likely be required. In circumstances where burrow impacts are unavoidable, permits will facilitate the capture and relocation of the population to a protected area. Note that relocation activities cannot occur when nighttime temperatures fall below a specific temperature. Thus, no work can be done between October and April, a substantial construction-timeline impact that has to be carefully planned.

EASTERN INDIGO SNAKE

The Eastern Indigo Snake is identified by its large, heavy body which is a glossy, almost iridescent blue-black. The body of juveniles is marked with thin whitish bands, the chin and throat are often reddish; the belly is gray, and the scales are smooth. As mentioned, they have a commensal relationship with gopher tortoises and frequently occupy their burrows. While their habitat was historically found throughout Florida, they are now very rarely encountered. While there are occasional reports, there have been no verified records of the Eastern indigo snake in the western Florida panhandle since 1999. This organism is unlikely to be an impediment to the future development of the study area.

RED-COCKADED WOODPECKER (RCW)

The Red-Cockaded Woodpecker (RCW) is a small woodpecker, with a unique barred, black and white back and wings. It occupies open, mature pine woodlands with diverse herbaceous stratum. Their presence is readily identified by the presence of their unique cavities in living pines. The RCW has very particular habitat requirements. It requires trees of a large size, within a forest, with little sub-canopy growth. These conditions reflect older stands within areas of frequent fire. While not likely, there are portions of the PRWMA and some silvicultural areas where populations of RCW may exist. However, as previously noted, these areas are unlikely to be the location of future development because of public ownership and regulatory constraints.



Image: Red-Cockaded Woodpecker

The following represents the general regulatory framework for environmental regulation of land development in Beulah stratified by authority. Overarching all, however, is the National Environmental Policy Act (NEPA). Any activity involving federal funding or authorization from a federal agency is governed by NEPA. Concepts integral to environmental regulation including avoidance, minimization, and compensatory mitigation, have their genesis in NEPA.

BIOLOGICAL RESOURCES

FEDERAL

THE ENDANGERED SPECIES ACT (ESA) is the primary federal legislation that protects certain plants and animals and their habitat. This well-established law is enacted through complex regulations implemented by the United States Fish and Wildlife Service (Service). Certain species of plants and animals are identified in the regulations as being Endangered, Threatened, or Species of Special Concern and receive varying levels of protection under the law;

THE MIGRATORY BIRD TREATY ACT (MBTA) prohibits the taking (including killing, capturing, selling, trading, and transport) of migratory bird species without prior authorization of the Service. Shorebird populations and habitat conservation is also coordinated under the MBTA;

THE PLANT PROTECTION ACT (PPA) addresses plant pests and noxious weeds. Under authority granted by the Department of Agriculture, the Animal and Plant Health Inspection Service promulgates regulations that prevent the introduction of plant pests into the United States, for the dissemination of plant pests within the United States.

STATE

FLORIDA STATUTES, analogous to ESA, regulations implemented by the Florida Fish and Wildlife Conservation Commission (Commission) that closely resemble federal protections. Significantly, however, the state maintains a different list of protected species. There are instances when a development may not require authorization from the Service but may need a permit from the Commission. A relevant example is the gopher tortoise (*Gopherus polyphemus*) whose Florida population is not subject to protection under the ESA but is independently regulated by the Commission.

LOCAL

ESCAMBIA COUNTY'S LDC includes protections for certain plants and animals, beyond that required by either the Service or Commission, which become conditions of the local government's Development Order. These include not only imperiled species but also specific trees of a certain size.

EXISTING CONDITIONS REGULATORY FRAMEWORK

ECOLOGICAL RESOURCES

FEDERAL

ESA not only addresses individual plants and animals but extends legal protection to certain endangered species' habitats. While an individual or population of a protected species may not be present on a property, the presence of the ecosystem that supports them may trigger a permitting requirement. Included in these protections is the protection of the habitat of the Perdido Key Beach Mouse (PKBM). The limits of this protected habitat have been identified and recorded in a publicly available geographic information system. PKBM habitat, however, is not present within the Beulah study area;

THE CLEAN WATER ACT (CWA) is the primary federal legislation that extends protections to aquatic, marine, and estuarine ecosystems including wetlands. This law is implemented through regulations governed by the Environmental Protection Agency (EPA) and the United States Army Corps of Engineers (Corps). If wetlands are present on a property, any disturbance to the surface of the soil (e.g., dredging or filling) in the wetland requires a permit from the CWA authority which can either be Corps or the Florida Department of Environmental Protection (FDEP). Similarly, impacts on marine ecosystems associated with the construction of docks, piers, revetments, etc. require authorization from the Corps.

STATE

FLORIDA STATUTES include several laws protecting ecosystems that are reflected in numerous regulations implemented by both the FDEP and the five (5) Water Management Districts (WMD). Similar to imperiled species regulations, the state's ecosystem protections mirror the federal regulations but with nuances. Anything that requires a CWA permit likely also requires a permit from the FDEP or WMD. However, there are some instances when an FDEP or WMD permit is necessary when no CWA permit is required. For example, certain wetland ecosystems are not subject to CWA jurisdiction because of their hydrological isolation from navigable waters. These isolated wetlands are, however, subject to state regulation.

LOCAL

ESCAMBIA COUNTY'S LDC includes ecosystem protections to certain ecosystems that go beyond that required by either federal or state regulations. These include, for example, upland buffers around wetlands, setbacks from Marine, Estuarine, and Riverine Ecosystems (MERS), and buffers around protected trees' critical root zones.

PHYSICAL RESOURCES

FEDERAL

THE CWA not only protects ecosystems, as discussed, but also water quality;

THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) addresses point sources of pollution. This includes industrial regulations (such as discharge pipes). However, the water quality regulations provided by federal regulations are most frequently realized by land development proposals in the form of stormwater treatment during construction and associated requirements;

THE RESOURCE CONSERVATION AND RECOVERY ACT (RCRA) creates the framework for the proper management of hazardous and non-hazardous solid waste. The law describes the waste management program mandated by Congress that gave the EPA authority to develop the RCRA program.

STATE

The FDEP and WMD regulate discharges from sites of both stormwater and wastewater. Additionally, the protection of potable water sources results in the restriction of certain development activities within wellhead protection zones;

Groundwater protections are implemented by the FDEP through the Storage Tank Compliance program. These regulations govern the storage of fuel and other potential contaminants, aboveground tanks with a 550-gallon or greater capacity.

LOCAL

ESCAMBIA COUNTY'S LDC - protects the integrity of the white sand beaches provides a color consistency standard for any material brought onto Santa Rosa Island and Perdido Key.

EXISTING CONDITIONS REGULATORY FRAMEWORK

CULTURAL RESOURCES

THE NATIONAL HISTORIC PRESERVATION ACT (NHPA) provides the legislative framework for regulations that protect prehistoric and historic structures and features that have cultural significance, such as cemeteries and Native American archeological sites. These regulations are managed at the state level. Identification of an impact on cultural resources is regulated by the State Historic Preservation Office (SHPO-pronounced “ship-o”). At the entitlement stage, the local government typically requires the applicant to provide documentation of a query of SHPO’s records. These records, maintained in a database referred to as the Master Site File, are a clearinghouse for all cultural resource records collected by the state. Any project that has received government funding or authorization (e.g., permit), such as transportation or utility corridors; commercial, industrial, or residential development, has likely been surveyed for cultural resources. If a development is proposed fronting Beulah Road, for example, it is likely that the road corridor has already been surveyed. Thus, a query of the Master Site File will show if any known cultural resources are present.

In certain instances, the Master Site File query will be deemed insufficient. In those instances, a new Cultural Resource Assessment Survey (CRAS) conducted by a specifically licensed archeologist may be requested. The results of the CRAS will be appended to the Master Site File. In all cases, the objective of the Master Site File query and the CRAS is to identify resources eligible for listing on the National Register of Historic Places, which is the focal point of NHPA protections. CRAS surveys are conducted in phases. Phase I determines the presence of an eligible site. Phase II delineates the extent of the resource and classifies the associated culture. Phase III involves the recovery and / or protection of artifacts.



Image: Wetlands

EXISTING CONDITIONS ENTITLEMENT PROCESS AND DEVELOPMENT REVIEW

The various and complex environmental regulatory structures present a compliance dilemma for regulatory agencies and landowners alike. For the agencies, resources limit the ability to monitor land development activity and their potential impact on protected ecological assets and other resources. For owners, the highly technical requirements usually require consultation with experts which can be time-consuming and expensive. The burden of this dilemma typically falls to the local government where development rights, in the form of authorizations and permits, are granted to owners within their jurisdiction. It is common, therefore, for LDCs to include requirements for compliance with federal and state environmental regulations in addition to more traditional development requirements such as building standards.

In the Escambia County LDC, Chapter 4, Article 5 addresses “Environmentally Sensitive Lands” and requires a development applicant to submit a “Site Specific Survey” (SSS) which addresses the presence and extent of wetlands; imperiled species; shoreline protection zones; aquatic preserves; the Escambia River management area; outstanding Florida waters; essential fishery habitat; floodplain areas; and potable water wells, cones of influence, and potable water well fields. A group of County staff comprising the Development Review Committee (DRC) evaluates the applicant’s “Site Specific Survey” and determines if the proposed development complies with relevant federal and state environmental regulations in addition to the specific protections promulgated in their own LDC.

If the SSS identifies the presence of a protected resource on or adjacent to a proposed development parcel, the DRC may require the applicant to provide documentation from the resource-specific authority that the proposed project complies with the relevant regulations. For example, the SSS and submitted site plans depict the presence of wetlands and the need to impact those wetlands to build the project. The DRC will document the need for state and or CWA wetland permits and condition the Development Order or other entitlement document on securing those permits prior to construction. Similarly, impacts to imperiled species may need Service or Commission authorizations; impacts to surface waters may require authorization from the FDEP; the identified presence of a cultural resource may require coordination with SHPO; Engineered Stormwater Facilities may require NPDES compliance and an Environmental Resource Permit (ERP) mediated by the WMD, specifically the NWFWM for projects in Beulah. Of course, the DRC will inform the applicant of requirements associated with natural resource protections of the County’s LDC such as impacts to protected trees or buffers and other setbacks from wetlands or MERS.

If it is determined by the DRC (or by the owner prior to engaging the DRC process) that a protected resource occupies a property proposed for development, authorizations must be obtained from the governing regulatory authorities before the development can begin. On Perdido Key, three (3) activities represent the most frequent need for environmental permits: structures in sovereign submerged lands (docks, piers, revetments); wetland impacts; and PKBM habitat impacts. Most environmental permits follow a review process referred to as “mitigation”.



Image: Wetlands

EXISTING CONDITIONS ENVIRONMENTAL PERMITTING

MITIGATION

In order to obtain permission to impact a protected resource, the applicant must document (to the agency's satisfaction) that the proposed impact is sufficiently offset. This documentary process is referred to as "mitigation" and includes a sequential review of avoidance, minimization, and compensation. This process is most easily understood by example:

Consider a single-family residence proposed on a lot-of record in Beulah. Half of the lot is wetland within the jurisdiction of the CWA and the WMD.

AVOIDANCE

If the wetlands are in the rear of the lot, impacts can be avoided by building the house on the front half of the lot. In such cases, no permit would be authorized to impact the wetlands; the applicant will be told that there is sufficient upland to build a house with no impact on wetlands.

MINIMIZATION

Consider the same situation, but the wetlands are located in the front of the lot. The applicant proposes a sodded front yard and a circular drive. Impacts on the wetland can be minimized by eliminating the sod and replacing the circular drive with a straight drive. Only the minimized footprint would be authorized.

COMPENSATION

In the example above, the wetland impacts are limited to the driveway crossing the wetland to access the upland in the rear of the lot. This proposal is unlikely to be denied. However, there remains a net loss of 0.10 acres of wetland as a result of driveway construction. The wetland function provided by the 0.10 acres wetland loss must be replaced through compensatory mitigation. Such may include the purchase of credits from a mitigation bank or a specific ecological restoration proposal.

While a CWA wetland permit was used as an example, almost all environmental permitting follows the mitigation procedure. Attempts by the applicant to avoid and minimize impact on the protected resource must be documented before a proposed impact can be permitted. The authorization to impact a protected resource must include compensatory measures.

WETLANDS

Impacts on wetlands in Beulah require a federal CWA permit and an Environmental Resource Permit (ERP) from either the FDEP or WMD (depending on the applicant and type of development).

Wetlands are those areas that exhibit water saturation in the upper layers of the soil surface sufficient to allow the development of certain biogeochemical and ecological characteristics. Wetlands are readily identifiable by wetland scientists who conduct surveys. A wetland survey is a standard due-diligence item that typically takes place before a property is purchased. Any development proposal that includes impact on wetlands requires federal and state authorizations. Further, any impact to uplands within 25-feet of wetlands requires authorization from the FDEP or WMD and Escambia County. The wetland permitting process usually takes six (6) months to two (2) years but is occasionally longer. The mitigation process, including compensatory mitigation, must be followed. The mitigation process is sufficiently predictable.

SUBMERGED LANDS

Impacts on submerged lands such as the construction of docks, seawalls, moorings, etc. require permits from both the Corps and the FDEP. Mitigation of marine structures is often linked to the protection of specific aquatic resources such as seagrass beds and oyster reefs. If a pier is proposed over such resources, specific design criteria intended to protect those resources will be considered as mitigation. Piers and similar structures provide access to waters that are a right conveyed to the riparian land owner. However, because the submerged land is not private property, significant limitations on size and orientation are present to protect public use and prevent impediments to navigation. Within the Beulah study area, submerged lands are limited to a very small area of Perdido and the lower Perdido River. Permitting issues for submerged lands are unlikely to require significant attention in the master planning process.

EXISTING CONDITIONS ENVIRONMENTAL PERMITTING

STORMWATER

Stormwater is a special category of pollutant regulated by the NPDES and Florida Statutes. Any precipitation that falls on a construction site or impervious services of a developed site has the potential to pick up contaminants that may be transmitted off-site as runoff. Accordingly, this material is regulated as pollution. For construction, an NPDES construction permit is required for any development greater than 1-acre in area. This regulation primarily affects the activity, but not the extent of development. Operating stormwater facilities, however, requires the design, installation, operation, and maintenance of stormwater maintenance structures. These structures, like stormwater retention ponds, can have a significant footprint and should be a consideration when planning future land uses. The specific requirements are engineering details that will be addressed in the engineering diagnostics report. Stormwater permits must be obtained from the FDEP or WMD for all development beyond the construction of a single-family residence. The permit instrument for authorizing stormwater facilities is the ERP which is the same instrument that authorizes wetland impacts. There is no separate federal permit for stormwater.

CULTURAL RESOURCES

Cultural Resources are protected by approximately 20 historic preservation laws. The gatekeeper of these protections is usually the State Historic Preservation Office (SHPO) which comments on local government permits and other publicly noticed activities. The impact of these protections on development typically includes a request for an assessment of the presence of resources (e.g., a Phase I archeological survey). If resources are identified that are “subject to listing on the national register of historic places”, mitigation measures may be required including additional investigations, artifact recovery, and/or protection. Perdido Key was the site of military activity in the mid-20th century, which may include residual structures eligible for listing. Further, the entire coast is known to have been inhabited by several pre-historic societies which deposited artifacts. However, a review of available data shows no presently known significant resources that are likely to inhibit the development of Perdido Key.

MARINE, ESTUARINE, RIVERINE SETBACK

The Escambia County LDC restricts the construction of certain structures within 30-feet of shorelines. In Beulah, this setback will apply to all of the identified surface water features.

PROTECTED TREES

Site plans submitted to the DRC for review must also identify trees subject to LDC protections. Oaks and Magnolias that have a diameter at breast height (DBH) of 12" or greater are protected trees and their removal must be authorized and mitigated. Pines, turkey oak, dead or diseased trees, and exotic species (cherry laurel, tallow, mimosa) are not subject to protection.

IMPERILED SPECIES

Proposed impacts on endangered species' habitats are highly regulated by the mitigation process. As a component of pre-development environmental due diligence, consideration of the possible implications of the presence of imperiled species on the project site is, therefore, routinely undertaken with results presented to the DRC during the entitlement process. Later in the site development process, development proposals will be subjected to the ERP process governed under Chapter 373, Florida Statutes. That process will require the applicant to address the project's potential impacts on imperiled species protected by ESA and Florida Statutes.

Regardless of when in the development process it is considered or evaluated, most development sites are subjected to an assessment of the presence of habitat or populations of imperiled species, that is, species categorized by either the Service or Commission and Endangered, Threatened, or Special Concern.

The process of evaluation of the presence or absence of imperiled species on a property begins with the identification and classification of ecosystems and communities occupying the site. Evaluation of landscape position; proximity to regional ecological assets; site and adjacent land uses; ecological perturbations; and underlying edaphic environment is accomplished through a review of a specifically curated GIS database maintained by Biome. Material included in the evaluation includes the following data: topography-USGS and LiDAR; soil taxonomy; Florida Land Use, Cover and Forms Classification; Florida Managed Areas Index; Soil Conservation Service method land use classification; Cowardin Classification System; Full color, infra-red, and black and white aerial and satellite imagery including both current and historic frequently dating to the 1940s.

EXISTING CONDITIONS ENVIRONMENTAL PERMITTING

The general characterization of the site is followed by a review of current Florida Element Occurrence (FLEO) data to evaluate species distribution patterns and known population proximity. General FLEO is reviewed via output from the Florida Natural Areas Index (FNAI) biodiversity index for the matrix unit(s) the site occupies. Individual species FLEO data is also evaluated.

Fully informed by the GIS analysis, an experienced field biologist visits the site to delineate and evaluate the natural communities and disturbed areas of the site. Qualitative assessments of the ecological condition, degree of succession, evidence of disturbance, etc. are made to identify the probability of presence of potentially present resources. A dynamic determination of survey effort is made based on GIS analysis results and on-site observations of the condition of the presenting community types.

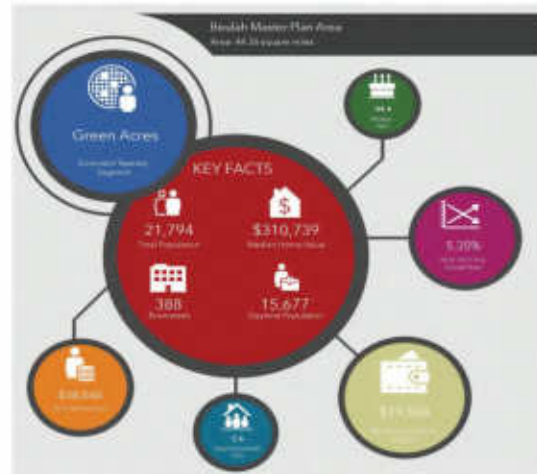
If a protected habitat or population is identified, appropriate mitigation measures must be taken to ensure the protection of the imperiled species. This process is conducted under the supervision of the Service and or Commission and may require permits.

For projects on private property, imperiled species regulations extend to Threatened and Endangered animal species only. On public lands or projects with public funding sources, protections of plant species may also be required.



Image: Protected old growth oak tree.

Economics in Study Area



KEY FACTS

- **Population:** 21,794 (as of 2023) 🧑 🧒
- **Average Household size:** 2.6 🏠
- **Median Age:** 44.4
- **Median Household Income:** \$79,504 💰
- **Race and Ethnicity:**
 - ◊ 72.2% White Alone
 - ◊ 11.7% Black Alone
 - ◊ 1.0% American Indian / Alaska Native Alone
 - ◊ 4.5% Asian Alone
 - ◊ 0.1% Pacific Islander Alone
 - ◊ 6.1% Hispanic Origin (Any Race)
 - ◊ 8.8% Two or More Races

Figure 20: Economics in Study Area Public Outreach Board



Source: Unsplash



Source: Unsplash

EXISTING CONDITIONS ECONOMIC PROFILE

Economic development signifies building wealth in a community, encouraging economic growth, and improving quality of life. It is accomplished by implementing actions that influence the five (5) key drivers of economic development: land, labor, markets, capital, and regulation. However, each community's ability to influence these drivers is different.

The Economic Profile (or "report") on Beulah, Florida includes a collection of demographic, lifestyle, and sales data, plus retail spending and consumer trends organized by their respective influence on the five (5) key drivers. It provides a review of Beulah's trade area and existing conditions with close attention to commercial and residential real estate market information. The report provides the foundation for the recommendations that will be identified in the Beulah Master Vision Plan.

Beulah is a welcoming, friendly, and warm community that meets the needs of families, singles, and seniors through several services, reflecting a diverse and high quality of life. It has a skilled workforce, concentrated in military and defense expertise and a strong infrastructure.

The area of Beulah encompasses approximately 44 square miles located in southwest Escambia County in the Florida panhandle. Offering a wide range of natural and cultural amenities, the community has attracted a more diverse population and is becoming very densely populated.

The current population in Beulah is 21,794 (Figure 20). The 2023 population of Escambia County is 328,642 people, with a projected growth of 12.5% by 2050.



Source: Unsplash

ECONOMIC PROFILE METHODOLOGY

The Economic Profile report will inform the team's vision plan. The consultants built the Economic Profile report's demographic and market analysis based on collection and analysis of real estate market and economic data and targeted business interviews. Metrics were obtained from a variety of industry-standard, licensed software subscriptions that provided the data to establish a comparative baseline for the year 2023. The study also relies on client-provided background reports, studies, data, and individual market research interviews.

GEOGRAPHICAL INFORMATION SYSTEMS (GIS)

This analysis is informed by Geographic Information Systems (GIS) data in several ways. Spatial data was collected where available, including Esri Business Analyst and CoStar.

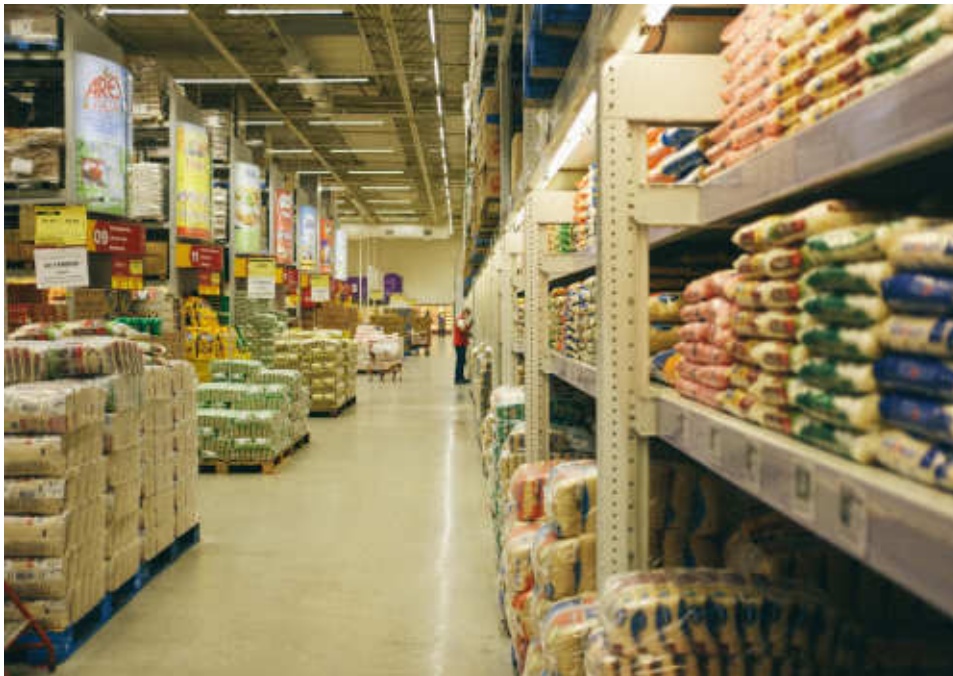
ESRI Business Analyst

Esri Business Analysis was used to collect data for several purposes within this analysis. It was primarily used to obtain demographic and economic indicators for each of the comparison geographies. The platform aggregates data from a variety of sources, including the U.S. Census' American Community Survey, Bureau of Labor Statistics, Data Axle, and other proprietary sources.

CoStar

CoStar is a commercial real estate data aggregator that provides near real-time analytics for retail, multifamily, office, and industrial properties. RMA accessed CoStar on or before September 2023 to identify market indicators. Asking rents, lease rates, sales comparisons, vacancies, and absorption are among the statistics examined.

Other sources include FloridaWest Economic Development Alliance, CareerSource Escarosa, Florida Department of Economic Opportunity, U.S. Census Bureau, OnTheMap (U.S. Census Bureau), Greater Pensacola Chamber of Commerce, Bureau of Economic and Business Research, Oxford Economics, Office of the Escambia County Property Appraiser, and Escambia County Fiscal Year 2023-2024 Proposed Budget.



Source: Unsplash

EXISTING CONDITIONS ECONOMIC PROFILE

MARKET STUDY HIGHLIGHTS

The market study revealed several market strengths in Beulah and Escambia County's regional competitive position supporting opportunity for further diversification and growth in the area. A desirable community, known for its industrial assets, a skilled workforce with military and defense expertise and strong infrastructure, this community is primed for continued growth.

ESTABLISHED EMPLOYMENT CENTER

The region's military installations provide a sizable armed forces labor pool with veterans making up a large part of the employment force. Nearly 90% of residents work within the county. Escambia County and Beulah's location on I-10 make the area a desirable target for industry. The U.S. military contributes significantly to the economy, and Naval Air Station Pensacola employs more than 16,000 military and 7,400 civilian personnel. Divisions located here include Naval Aviation Schools Command (NASC), Naval Air Technical Training Center, Marine Aviation Training Support Groups 21 and 23, the Blue Angels, and the headquarters for the Naval Education Training Command. NASC Pensacola is also one (1) of only four (4) military installations in the continental U.S. with an active runway and a deep-water port. Top employers in the area include Navy Federal Credit Union, Corry Station, Ascend Performance Materials, Baptist Health Care Corporation, and the Pensacola Veteran's Association (VA) Clinic. Each of these companies employs more than 1,000 people in the Pensacola area.

EMERGING RESIDENTIAL DEVELOPMENT

Florida has seen exponential population increases, due in large part to the coronavirus (COVID-19) pandemic, which caused great disruption in the workforce and accelerated the trend of home working. Residential development activity is occurring rapidly in Beulah and throughout the State to accommodate the requirements of these new residents. Beulah will need to consider attracting new types of housing in neighborhood centers. Fresh housing inventory will generate more spending to support retail, dining, and entertainment businesses while retaining Beulah's unique sense of place within the region.

CAPITAL FUNDING AVAILABLE

The incentive programs available for economic development are competitive and provide speed-to-market value through ad valorem tax abatements, workforce training, and infrastructure investments. The disaster recovery programs available to Beulah also provide tools for capital funding for infrastructure and economic resiliency.

STRONG EMPLOYMENT SECTOR

Beulah's thriving employment market is a result of Navy Federal's aggressive development plan. This is a substantial driver of the area's diversified economic base and provides high-paying jobs for the community.

DEMOGRAPHICS & TRENDS

POPULATION

Table 1 presents historical and projected population estimates for the Beulah Master Plan Area (“Beulah”), Escambia County, the Region (Escambia and Santa Rosa Counties, combined), and the State of Florida. Currently, Beulah comprises approximately 6.63% of the total County population and 0.09% of the population of the State of Florida.

Table 1: Historical and Projected Population by Site, 2010 - 2028					
Site	2010	2020	2023	2028	Estimated Annual Rate, 2023-2028
Beulah	13,591	18,396	21,794	23,015	1.10%
Escambia County	297,619	321,905	328,642	332,626	0.24%
Region	448,991	509,905	528,427	543,248	0.55%
Florida	18,801,310	21,538,187	22,381,338	23,091,949	1.27%*
*Forecasted average annual rate of growth between 2022-2030					
Source: Esri Business Analyst, RMA 2023 and U.S. Census Bureau, 2023					

The 2028 State of Florida population is estimated to increase to just over 23 million people, a 22.8% increase compared to 2010.

Beulah’s projected 2028 population is a 69.3% increase over its 2010 level, but during the five-year projection from 2023-2028, the per annum growth averages to 1.10%. This projection is based on “status quo” housing development activity and is subject to change due to planning interventions such as area-led residential development initiatives. The total daytime population of Beulah in 2023 is about 15,677 people.

EXISTING CONDITIONS ECONOMIC PROFILE

Escambia County is projected to have a population in 2028 forecasted at 11.8% above its 2010 level but holding a steady growth rate from 2020-2028. The County is very densely populated at approximately 500.6 people per square mile, significantly higher than the region (280.4) and outpacing Beulah (491.3), and the State (417.4), per Esri 2023 estimates.

The chart below (Figure 21) compares the historical and projected population growth rates among Beulah, Escambia County, and State of Florida.

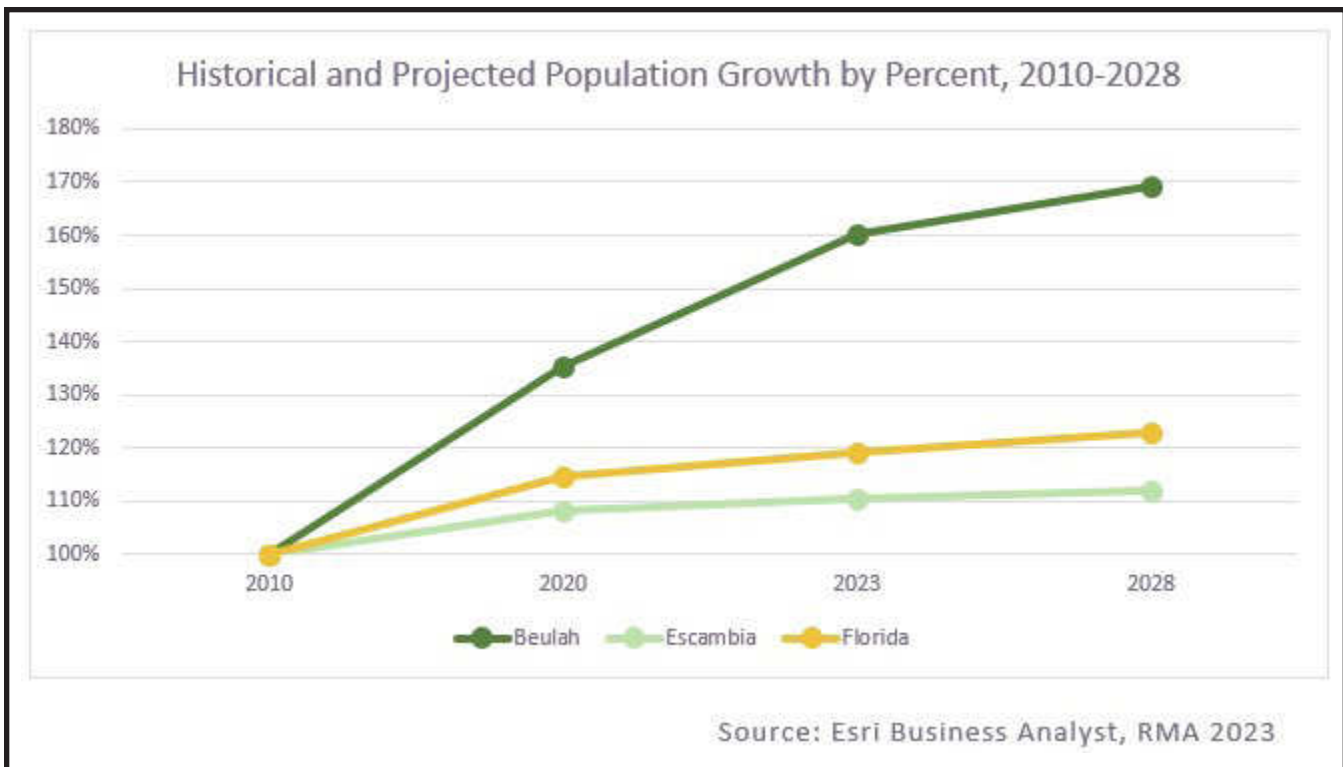


Figure 21: Comparison of Historical and Projected Population Growth, 2010-2028

Table 2: Escambia County Population Projections 2025 - 2050

	2025	2030	2035	2040	2045	2050
Low	321,000	319,300	315,300	310,400	305,300	300,500
Medium	337,800	348,900	357,300	364,200	370,000	375,600
High	354,700	375,600	399,300	417,900	434,800	450,700
Source: Bureau of Economic and Business Research, 2023						

Based on market observations and planned developments, the high-growth model of the Bureau of Economic and Business Research projections, shown in Table 2, should be considered for planning purposes.



Source: Unsplash



EXISTING CONDITIONS ECONOMIC PROFILE

AGE CHARACTERISTICS

Beulah's median age, 44.4 years old, is higher than that of Escambia County (39.9), the State of Florida (42.9), and the U.S. (39.1).

In 2023, 38.71% of the total employed U.S. population was reported by Esri to be aged 25 to 54, slightly above Beulah, Escambia County, and Florida's Prime Workforce age groups of 36.8%, 36.7%, and 36.93%, respectively (Figure 22).

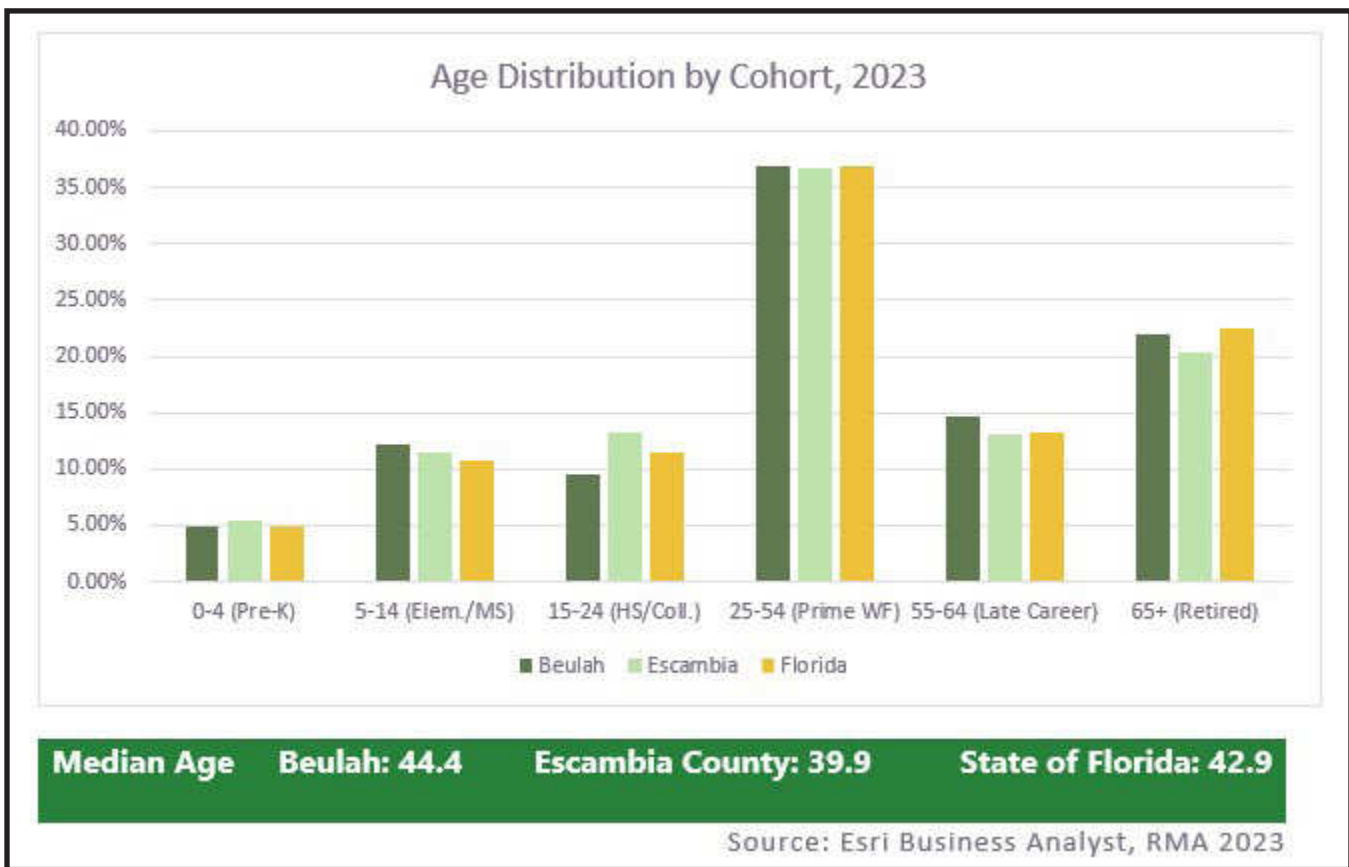


Figure 22: Comparison of Age Distribution by Cohort, 2023



Source: Unsplash



EXISTING CONDITIONS ECONOMIC PROFILE

HOUSEHOLD CHARACTERISTICS

Beulah is home to a greater share of family households out of all household types, as compared to the County and the State (almost 85% versus 74% and 77%). This statistic indicates a healthy balance of single and family households (Figure 23).

Beulah's average household size is slightly higher than that of Escambia County and Florida, at 2.61 persons per household versus 2.35 and 2.46 persons per household, respectively. Calculated as persons per family, the average family size across the State of Florida is 3.01 and leads over the average family size in Beulah by only 0.01, essentially on par with the study area.



Figure 23: Comparison of Household Characteristics, 2023

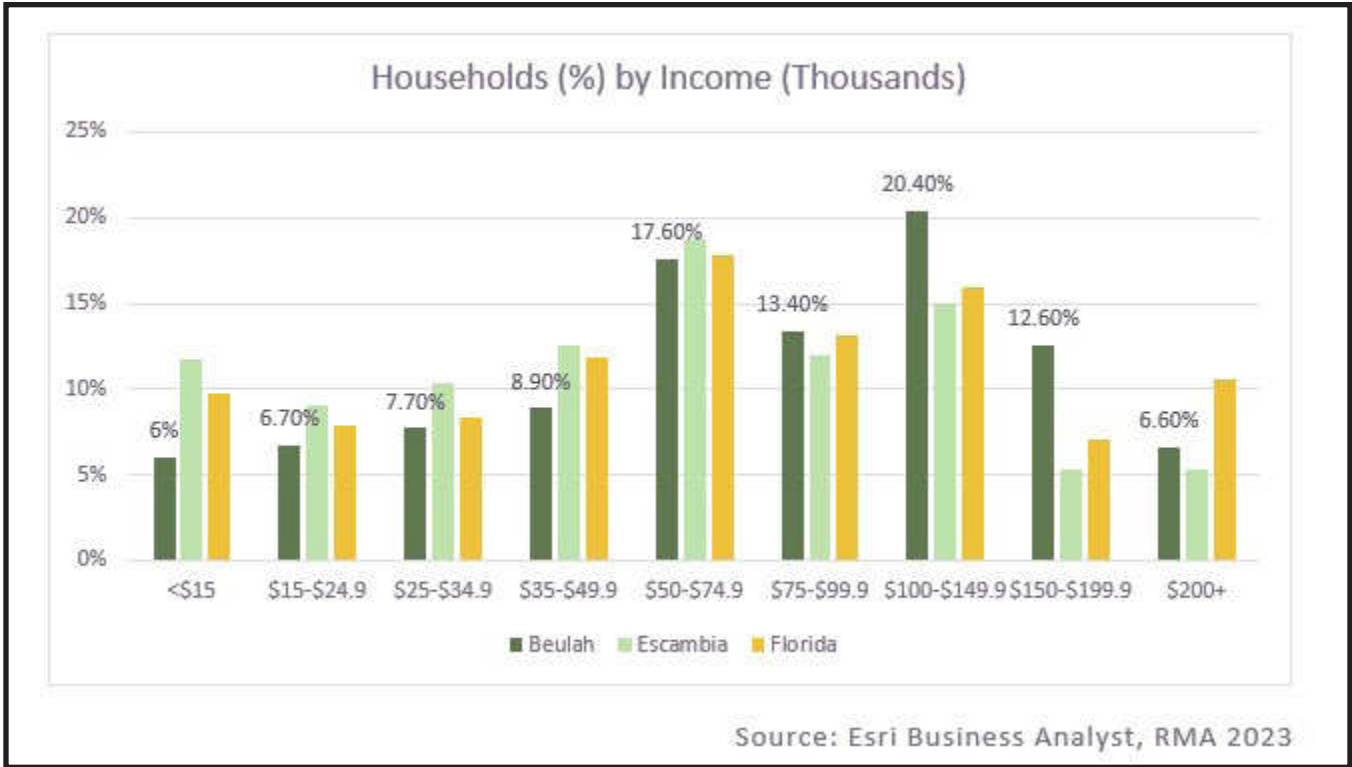


Figure 24: Comparison of Percentage of Households by Income, 2023

In the course of a year, a Beulah resident typically sees the following expenditures:

Annual Lifestyle Spending				
Travel	\$2,196			
Theater/Operas/Concerts	\$55			
Movies/Museums/Parks	\$51			
Sports Events	\$65			
Online Games	\$7			
Audio	\$128			
Source: Esri Business Analyst, RMA 2023				

Table 3: Annual Life Spending of Average Beulah Resident

EXISTING CONDITIONS ECONOMIC PROFILE

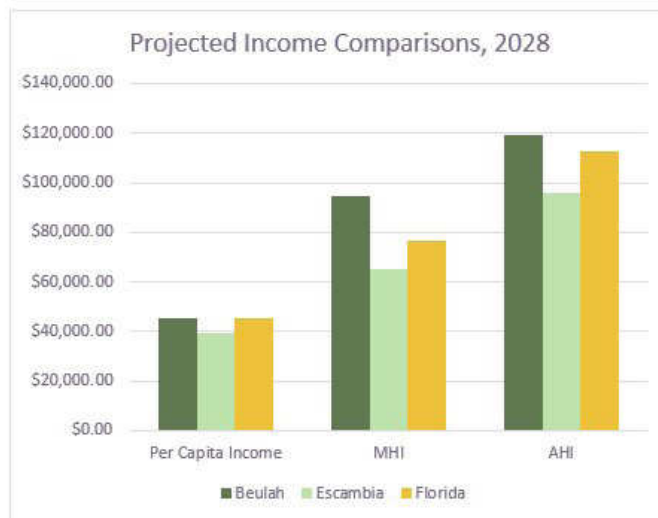
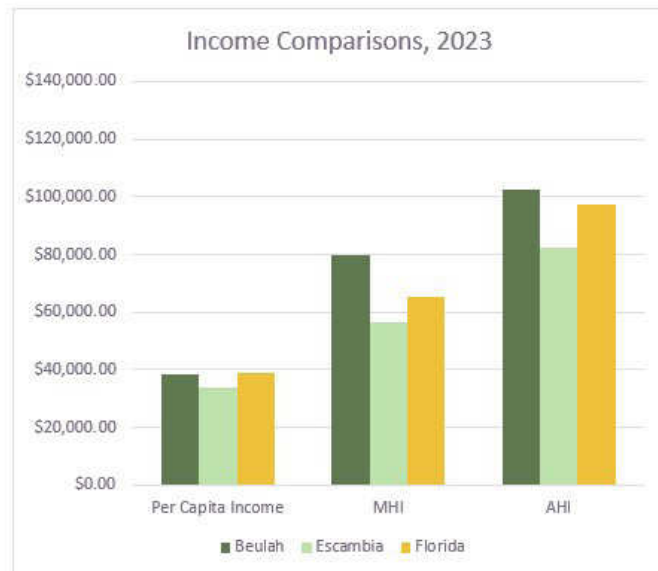
HOUSEHOLD INCOME

In Beulah, the quantity of households that earn an income in the \$50,000-\$74,999 bracket (17.6%) closely matches the concentrations of the same income range in Escambia County (18.8%) and the State of Florida (17.9%) (Figure 24). For Escambia County and Florida, this income segment captures more households than any other range, whereas for Beulah, 20% of households earn an income between \$100,000-\$149,999.

The middle-class income segment is an important component of a diverse economy and community, as it provides a pool of residents approaching the household formation phase of life. This demographic tends to be strong spenders in the local economy. The U.S. Department of Housing and Urban Development (HUD) reported the 2023 income limits in Pensacola-Ferry Pass-Brent Metropolitan Statistical Area ("Pensacola MSA") for one-person households are \$17,200 to \$28,650 (30% limit to extremely low income). For a two-person household, income limits are cited at \$19,650 to \$32,750. Using the two-person household limits, about 21% of households earn a living less than \$35,000. Figure 25 graphically represents Beulah income comparisons.



Image: Family photo



Source: Esri Business Analyst, RMA 2023

Figure 25: Comparisons of Income, 2023 & 2028

EXISTING CONDITIONS ECONOMIC PROFILE

HOUSING MARKET CHARACTERISTICS

Beulah has benefited from the new subdivisions that have been built in the past five (5) years in the area. With prices of homes ranging from \$295,000-\$679,000 that feature lush landscapes and attractive amenities, such as clubhouses and pools, these new neighborhoods are marking a new standard for Beulah. Forty percent of Beulah's residential inventory lies in the price range between \$200,000-\$399,999 (Figure 26).



Image: Local neighborhood



Figure 26: Comparison of Housing Units by Home Value, 2023

The median home value in Beulah is \$310,739, which is 38% higher than Alabama at \$193,884 and 24% higher than Escambia County (see Figure 27).



Figure 27: Comparison of Median Home Value and Comparison of Projected Median Home Value Growth, 2023-2028

EXISTING CONDITIONS ECONOMIC PROFILE

Though still in the minority, the share of renters compared to homeowners has increased by 4.6% since 2010, resulting in Beulah's homeownership at 70.3% and renters at 20.8% in 2023. Over the next five (5) years alone, the proportion of renters is expected to increase another 3.1%. Figures 28 and 29 display housing occupancy type.

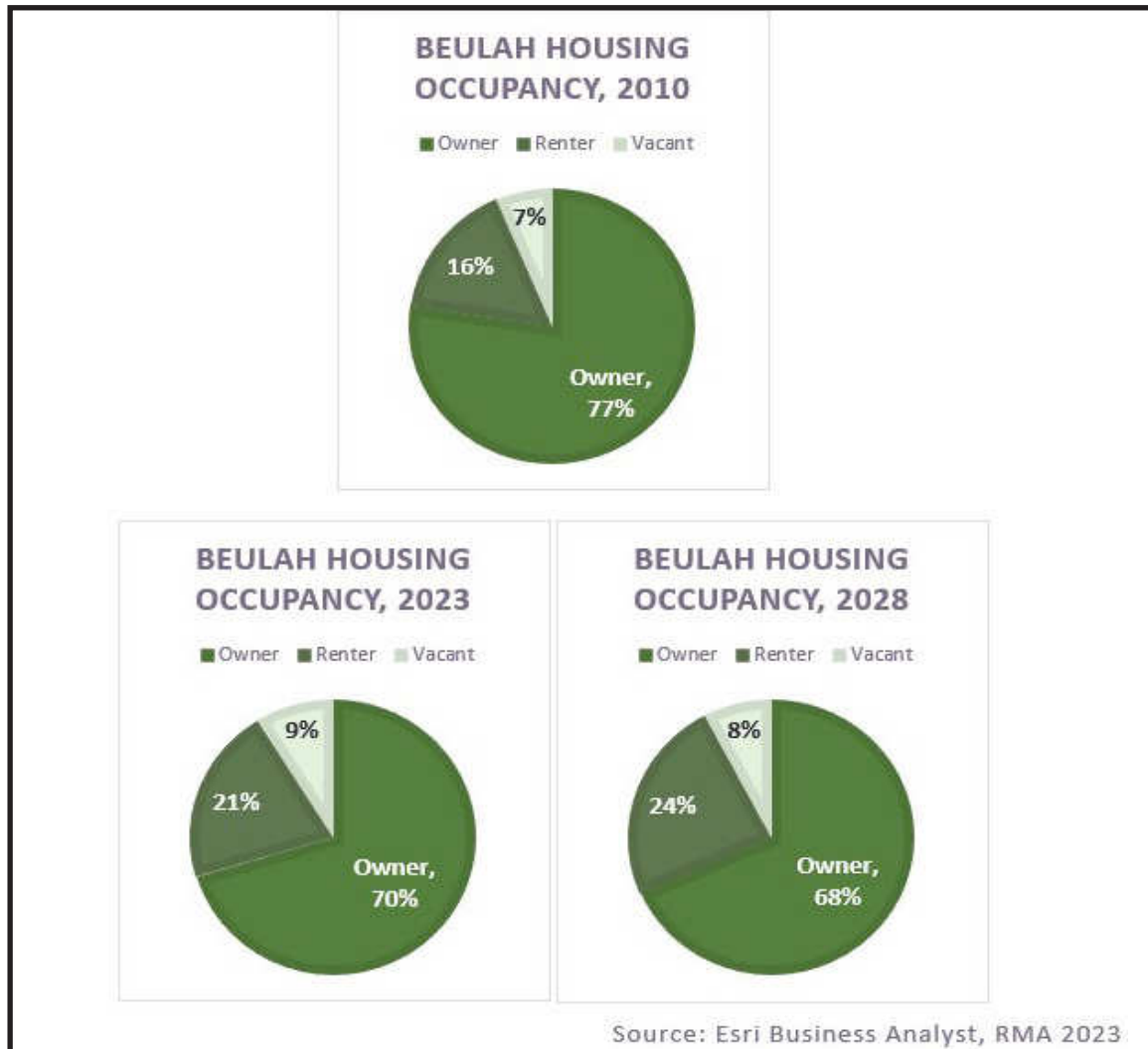


Figure 28: Beulah Housing Occupancy Type,
2010 vs. 2023 vs. 2028

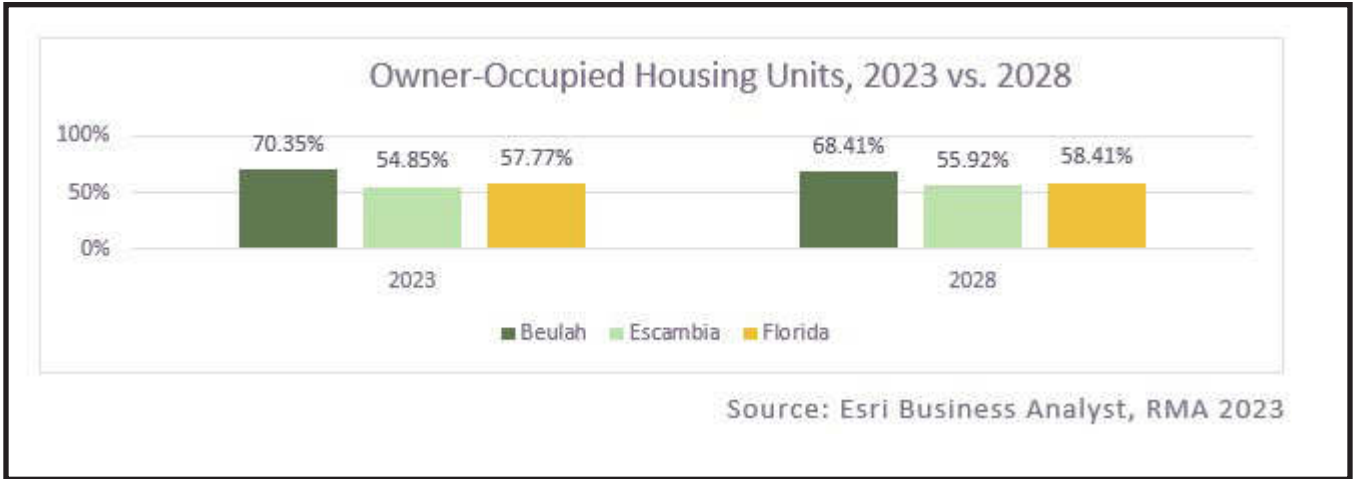


Figure 29: Comparison of Owner-Occupied Housing Units, 2023 vs. 2028



Image: University of West Florida

EXISTING CONDITIONS ECONOMIC PROFILE

EDUCATION

As cited by the American Community Survey, there are a total of 69 public schools in the Escambia County School District serving roughly 38,000 students, and the area is home to the University of West Florida, Pensacola State College, Pensacola Christian College, and several specialty and technical schools. Figure 30 and 31 represents the Education Level Breakdown of Beulah Residential and employment classification.

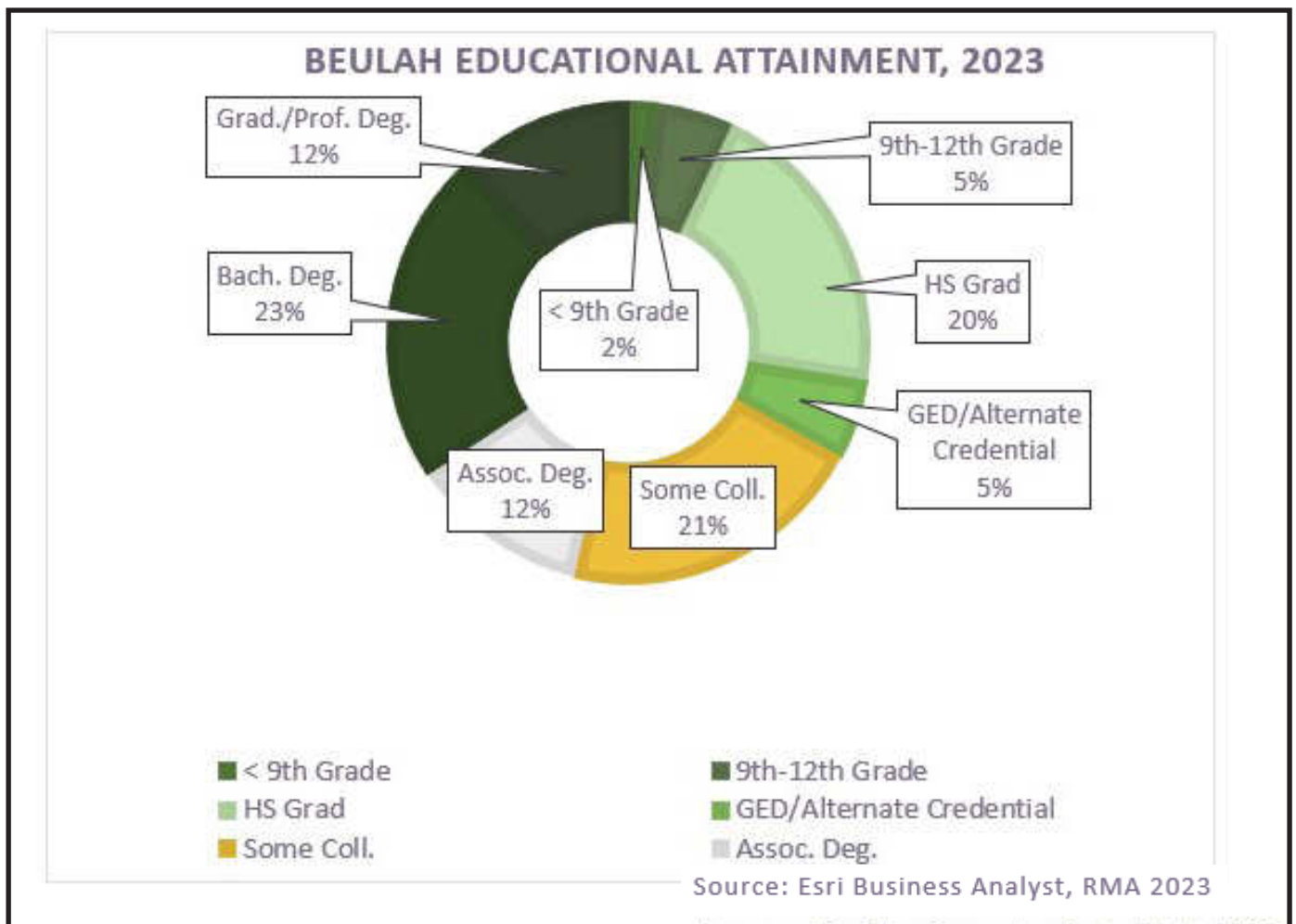


Figure 30: Educational Attainment of Beulah's Population, 2023



BUSINESS

- **Total Businesses: 388**
- **Total Employees: 3,732**

EMPLOYMENT



White Collar: 65.6%



Blue Collar: 21.3%



Services: 13.1%



Unemployment Rate: 1.4%

EDUCATION



No high School Diploma: 7%



High School Graduate: 26%



Some College: 33%



**Bachelor's / Graduate /
Professional Degree: 34%**

Figure 31: Economics in Study Area Public Outreach Board

EXISTING CONDITIONS ECONOMIC PROFILE

PSYCHOGRAPHICS

Demographics are indicative of the population, their earnings, and other quantitative data of an area. On the other hand, psychographics examine the qualitative profile of people of an area, offering a different angle of analysis according to their attitudes, aspirations, and other psychological criteria. It is especially important in market research.

Having insight to more than the measurable presents the opportunity for more deliberate and intentional business attraction and marketing strategies to support economic longevity. Esri generates reports based on socioeconomic patterns of people of a specified area. As the top gatherer for intelligence of this nature, the company has the sophisticated technology to categorize a given population into any of its 67 groups, which are then further divided according to geographic location, spending habits, and additional characteristics collected from the American Census Bureau. These groups, or "Tapestries," serve to summarize the relationship between quantifiable metrics, like income and age, and personality data, such as pastimes and shopping preference.

The majority of the residents of Beulah are classified as Green Acres, followed by Comfortable Empty Nesters, and Midlife Constants. The three (3) tapestry segments comprise 88.6% of the subject area.

GREEN ACRES: This tapestry includes community members who enjoy country living and self-reliance, participating in many do-it-yourself projects.

COMFORTABLE EMPTY NESTERS: This tapestry includes households that tend to be occupied by community members of the age 55 or older. Many of these residents still live in the suburbs where they grew up.

MIDLIFE CONSTANTS: This tapestry includes community members who are seniors, typically approaching retirement age. They prefer country style living over urban.



Images: Green Acres Lifestyle

EXISTING CONDITIONS ECONOMIC PROFILE

BEULAH'S TAPESTRY SEGMENTATION

Green Acres (ESRI, 2023)

Population of Beulah: 53.1%

Average Household Size: 2.7

Median Age: 43.9

Median Household Income: \$76,800



Source: Esri Business Analyst, RMA 2023

Who Are We?

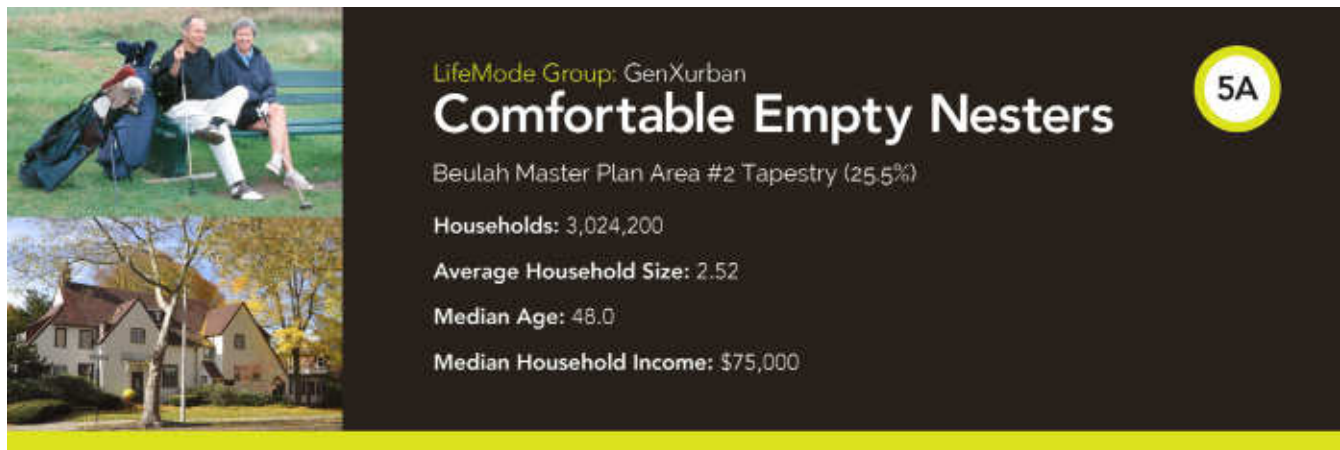
The Green Acres lifestyle features country living and self-reliance. Avid do-it-yourselfers, they maintain and remodel their homes with all the necessary power tools to accomplish the jobs. Gardening, especially growing vegetables, is a priority, again, with the right tools, tillers, tractors, and riding mowers. Outdoor living features a variety of sports: hunting and fishing, motorcycling, hiking and camping, and even golf.

Our Neighborhood

- Concentrated in rural enclaves in metropolitan areas.
- Primarily (not exclusively) older homes with acreage; new housing growth in the past 15 years.
- Single-family, owner-occupied housing, with a median value of \$235,500.
- An older market of primarily married couples, most with no children.

Socioeconomic Traits

- 60% + college educated.
- 66.8% labor force participation rate.
- Aside from wages, income is also derived from self-employment, investments, and / or retirement funds.
- Cautious consumers who prioritize quality and durability.
- Use technology for banking and unlikely to use as a source of entertainment.
- Comfortable with debt when it comes to auto loans, home loans, and investments.



WHO ARE WE?

Residents in this large, growing segment are older, with nearly half of all householders aged 55 or older; many still live in the suburbs where they grew up. Most are professionals working in government, health care, or manufacturing. These Baby Boomers are earning a comfortable living and benefitting from years of prudent investing and saving. Their net worth is well above average (Index 314). Many are enjoying the transition from child rearing to retirement. They value their health and financial well-being.

OUR NEIGHBORHOOD

- Married couples, some with children, but most without (Index 149).
- Average household size slightly higher at 2.52.
- Found throughout the suburbs and small towns of metropolitan areas, where most residents own and live in single-family detached homes (Index 142).
- Most homes built between 1950 and 1990 (Index 131).
- Households generally have one or two vehicles.

SOCIOECONOMIC TRAITS

- Education: 36% college graduates; nearly 68% with some college education.
- Average labor force participation at 61%.
- Most households' income from wages or salaries, but a third also draw income from investments (Index 150) and retirement (Index 159).
- Comfortable Empty Nesters residents physically and financially active.
- Prefer eating at home instead of dining out.
- Home maintenance a priority among these homeowners.



Note: This index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by RMR Research.

Figure 32: Comfortable Empty Nesters Tapestry (25.5% Beulah Population)

Who Are We?

Residents in this large, growing segment are older, with nearly half of all householders aged 55 or older; many still live in the suburbs where they grew up. Most are professionals working in government, health care, or manufacturing. These Baby Boomers are earning a comfortable living and benefitting from years of prudent investing and saving. Their net worth is well above average (Index 314). Many are enjoying the transition from child rearing to retirement. They value their health and financial well-being.

Source: Esri Business Analyst, RMA 2023

EXISTING CONDITIONS ECONOMIC PROFILE

Market Profile

- Purchasing choices reflect *Green Acres* residents' country life, including a variety of vehicles, from trucks and SUVs to ATVs and motorcycles, preferably late model.
- Homeowners favor DIY home improvement projects and gardening.
- Media of choice are provided by satellite service, radio, and television, also with an emphasis on country and home and garden.
- Green Acres residents pursue physical fitness vigorously, from working out on home exercise equipment to playing a variety of sports.
- Residents are active in their communities and a variety of social organizations, from charitable to veterans' clubs.

The following figures (32 and 33) summarize the second and third largest tapestry segments of Beulah.



Figure 33: Midlife Constants Tapestry (10.0% Beulah Population)

Who Are We?

Midlife Constants residents are seniors, at or approaching retirement, with below-average labor force participation and below-average net worth. Although located in predominantly metropolitan areas, they live outside the central cities, in smaller communities. Their lifestyle is more country than urban. They are generous but not spendthrifts.

Source: Esri Business Analyst, RMA 2023

BEULAH 2045
A Community Vision for the Future

ESCAMBIA COUNTY PSYCHOGRAPHICS

On Escambia County's scale, the Green Acres tapestry segment makes up six percent of its population in 2023, ranking it fifth in the County's top five (5). The predominant tapestry segment of Escambia County is called Old and Newcomers. Though it accounts for more of the population than other tapestry segments, just under 15% of the population matches the characteristics of this profile.

Old And Newcomers (ESRI, 2023)

Population of Escambia: 14.7%

Average Household Size: 2.12

Median Age: 39.4

Median Household Income: \$44,900



Who Are We?

Source: Esri Business Analyst, RMA 2023

This market features singles' lifestyles, on a budget. The focus is more on convenience than consumerism, economy over acquisition. Old and Newcomers is composed of neighborhoods in transition, populated by renters who are just beginning their careers or retiring. Some are still in college; some are taking adult education classes. They support charity causes and are environmentally conscious. Age is not always obvious from their choices.

Our Neighborhood

- Metropolitan city dwellers.
- Predominantly single households, with a mix of married couples (no children); average household size lower at 2.12.
- 55% renter occupied; average rent is lower than the US.
- 45% of housing units are single-family dwellings; 45% are multiunit buildings in older neighborhoods, built before 1980.
- Average vacancy rate at 11%.

EXISTING CONDITIONS ECONOMIC PROFILE

Socioeconomic Traits

- An average labor force participation rate of 62.6%, despite the increasing number of retired workers.
- 32% of households are currently receiving income from Social Security.
- 31% have a college degree, 33% have some college education, 9% are still enrolled in college.
- Consumers are price aware and coupon clippers but open to impulse buys.
- They are attentive to environmental concerns.
- They are comfortable with the latest technology.

Market Profile

- Residents have a strong sense of community. They volunteer for charities, help fundraise, and recycle.
- They prefer cell phones to landlines.
- Entertainment features the internet (employment searches, rating products, updating social media profiles), watching movies at home, listening to country music, and reading the paper.
- Vehicles are basically just a means of transportation.
- Food features convenience, frozen, and fast food.
- They do banking as likely in person as online.

REAL ESTATE MARKET ANALYSIS

OVERVIEW

Beulah is part of the Pensacola real estate reporting area. While the population in this defined area grew by 1.1% in both 2021 and 2022, a somewhat slower projected pace of growth is expected at 0.6% per year between now and 2027. According to Oxford Economics, the average annual GDP growth is expected to be 1.5%.

The area is served by multiple primary transportation arteries, including several state highways that provide access to I-10, which connects the country's east and west coasts, running from Jacksonville, Florida all the way to California.

The following high-level real estate market overview provides a regional assessment of market conditions based on interviews with local developers and brokers, as well as market data provided by private third-party data sources.

To examine a range of business sectors, the primary market research includes data of trends as related to multifamily residential, retail, industrial, and office uses.

Data collected includes inventory; vacancy rates; sales and lease prices, per square foot; emerging and declining trends by sector; and pipeline projects (planned or under construction).

The Real Estate Market Analysis relies heavily on CoStar data, Pensacola Association of Realtors MLS, and other primary market research, with input from local stakeholders and others via the stakeholder engagement process and real estate interviews.



Source: Unsplash



EXISTING CONDITIONS ECONOMIC PROFILE

MULTIFAMILY HOUSING MARKET

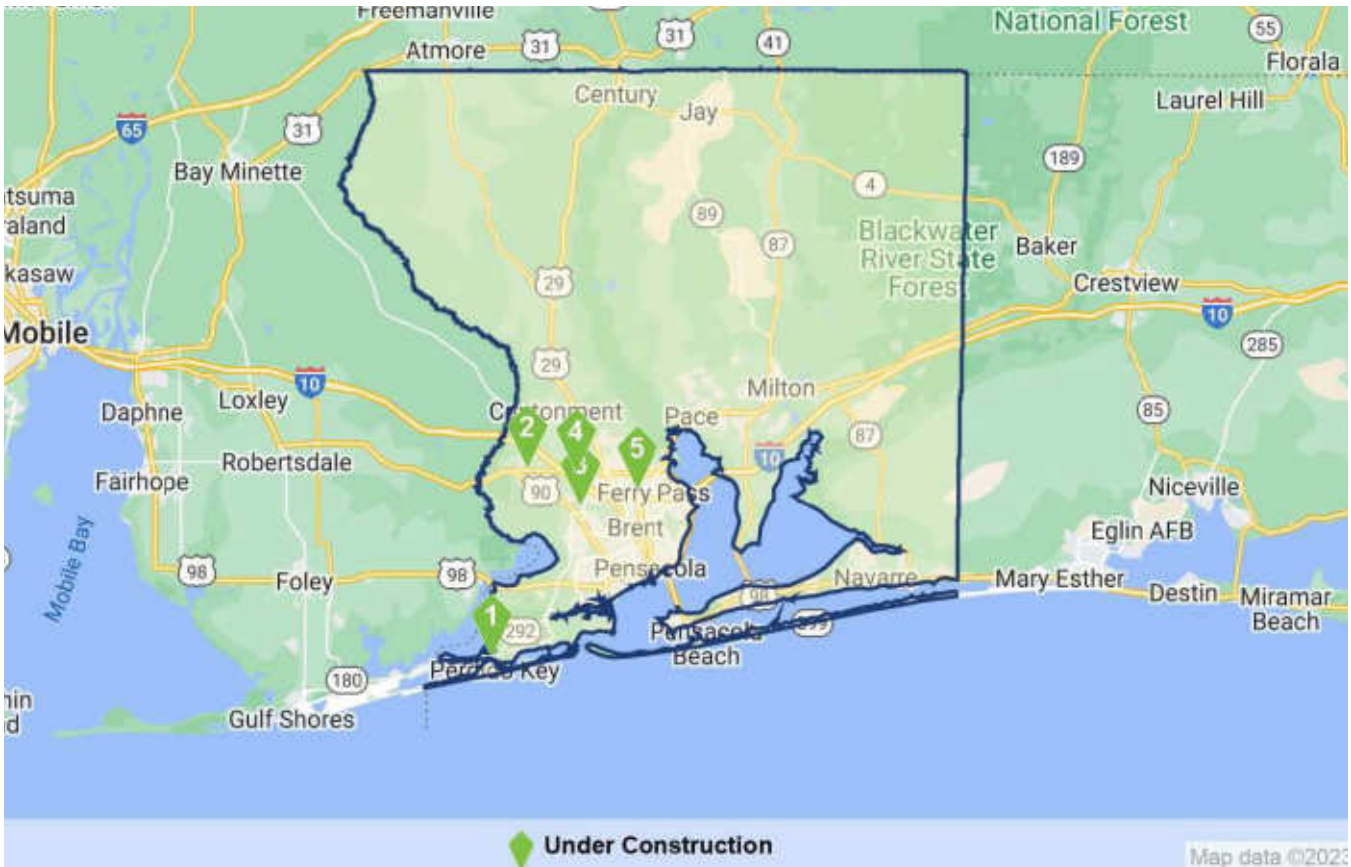


Figure 34: New Construction Projects in Pensacola Market Area

Multifamily Housing

The market area is shown on the map in Figure 34, with new construction projects identified by a green rhombus. Note that two (2) new projects are planned in the subject area: The Quinn, a luxury 3-story project with 324 units, and Madison Shores on Pine Forest Road, another high-end 272-unit project.

The construction pipeline of the Pensacola market began to deliver at a brisk pace, beginning in 2021. Nearly 1,200 new units were completed that year, followed by another 900 during 2022.



Image: Apartment Complex

That pace has declined slightly, with just over 800 new units forecasted for completion by the end of this year, but the rate is expected to gain speed again in 2024. Rent continues to rise and supports new development of this type of housing (see Figure 35).

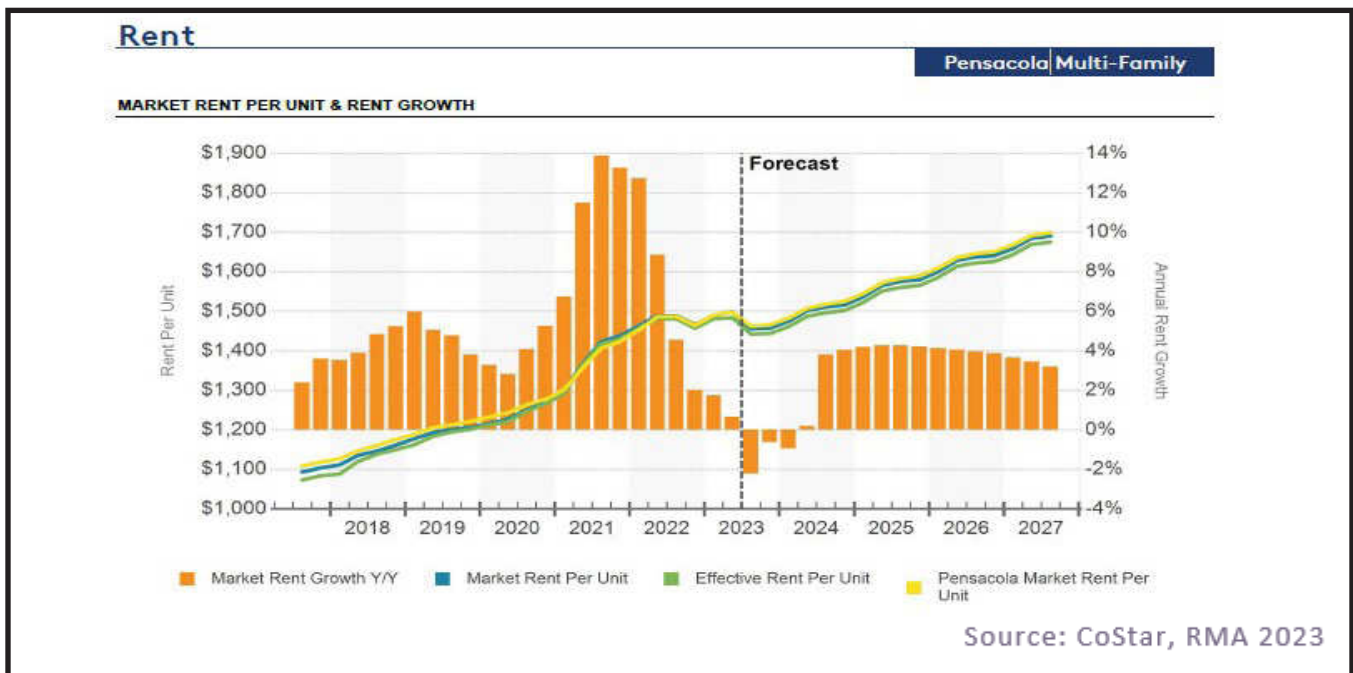


Figure 35: Pensacola Multi-Family Market Rent Per Unit & Rent Growth, 2018-2027

EXISTING CONDITIONS ECONOMIC PROFILE

SINGLE-FAMILY HOUSING MARKET

“For Sale” housing trends are important to understand so that the appropriate product recommendations can be made, including price points and absorption assumptions, to underwrite future projects.

The single-family housing market in Beulah continues to grow, with new residential subdivisions being announced regularly. As previously noted, with prices of homes ranging from \$295,000-\$679,000 that feature lush landscapes and attractive amenities, such as clubhouses and pools, these new neighborhoods are marking a new standard for Beulah. Forty percent of Beulah’s residential inventory lies in the price range between \$200,000-\$399,999.

Nationally, despite the market headwinds, *homeownership rates increased from one (1) year ago* overall, and for all racial and ethnic groups. This is consistent with our prior research showing that younger generations of Asian American, Black, and Hispanic homebuyers have been more active in the housing market in recent periods, seeing greater growth in home purchases than their counterparts (Realtor.com, 2022).

According to Pensacola Realtors market report as of August 2023, single-family inventory hit a 12-month high of 2,659 units, an increase of 355 units from the 120-month low of 2,304 units in December 2022. Sales of single-family homes are down, as compared to the previous year.

Demand Drivers

Population growth in North Florida is driving much of the activity, and as a result, renter demand and new homebuyers are expected to remain healthy in the near term. There is an increasing need for flexible workplaces and coworking spaces in multi-family buildings, as more individuals work remotely or launch their enterprises.



Image: Single Family Home

OFFICE MARKET

Each office market has its own defining characteristics and economic pressures. Pensacola is a small office market, totaling approximately 17 million square feet (SF) that currently has the tightest vacancy rate in the Panhandle area, which stretches from Mobile, Alabama to Tallahassee, Florida.

The pace of rent growth has been positive, but it has been steadily moderating over the last couple of years, decelerating from a pandemic-era high of 6.2% in 2021's Quarter 3, down to 2.2% as of the 2023Q2 (Figure 36). Further moderation is expected by the end of 2023. Table 37 indicates the office market rest per square feet of office space.



Image: Office Building

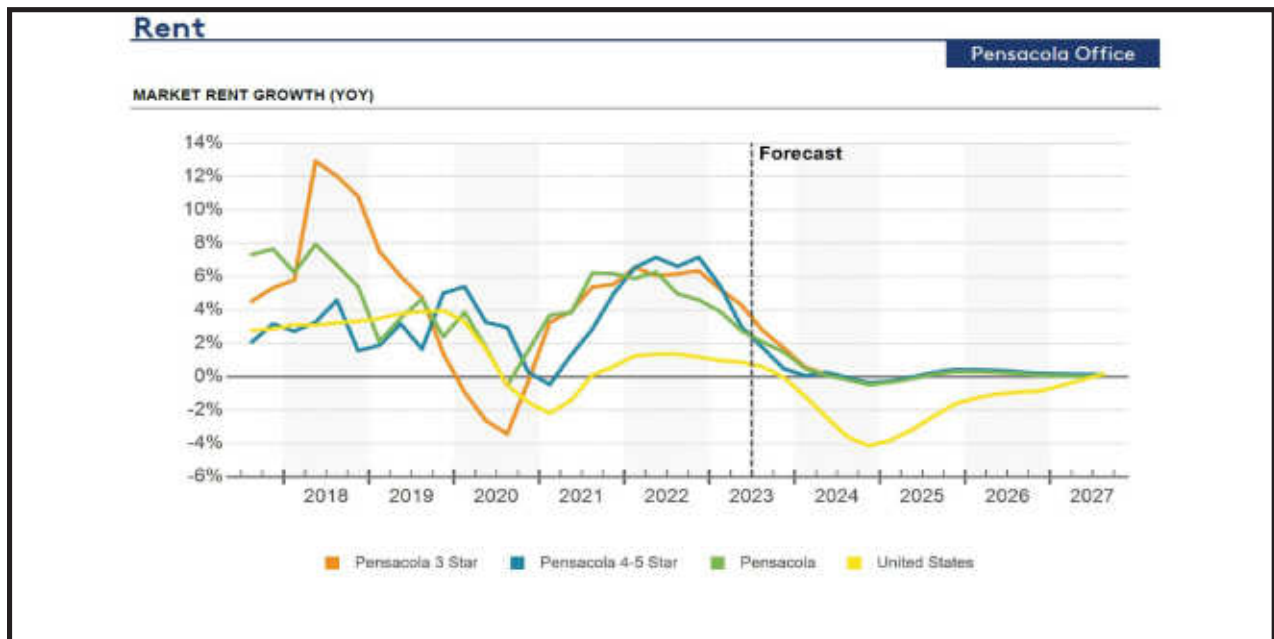


Figure 36: Pensacola Office Market Rent Growth, Year-Over-Year 2018-2027

EXISTING CONDITIONS ECONOMIC PROFILE

Navy Federal Credit Union

Originally opened in 2003, the Navy Federal Credit Union campus is a capital investment of approximately \$1.2 billion, featuring workspace for more than 10,000 people. The campus offers a wide range of career opportunities, including contact center, collections, mortgage processing, lending, information technology, membership, savings, marketing, business services, credit cards, human resources, and a learning and development department. There are currently 9,900 employees, according to the Greater Pensacola Chamber of Commerce.

Demand Drivers

The office sector remains the mainstay for most institutional investors, however there is no consensus around where occupier demand in a hybrid working world will settle. This sector has experienced a similar disruption to their business models as retail did a few years back. It is widely agreed that high-quality and energy-efficient business campuses will command premium rents and prices. Properties in proximity to this development will benefit from the resulting high incomes and stable workforce.

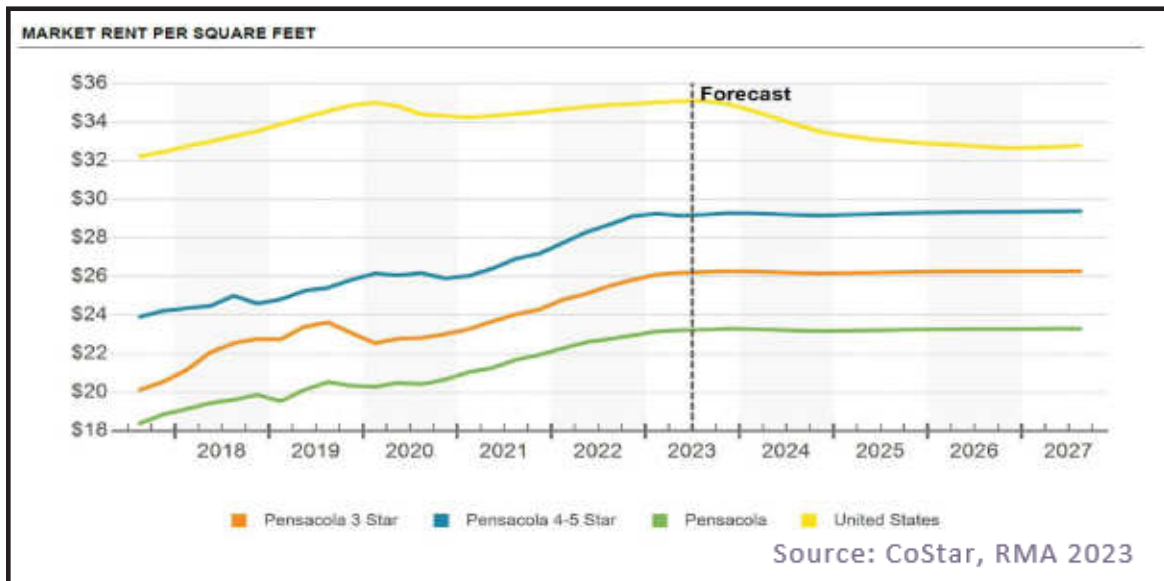


Figure 37: Pensacola Office Market Rent Per Square Feet, 2018-2027

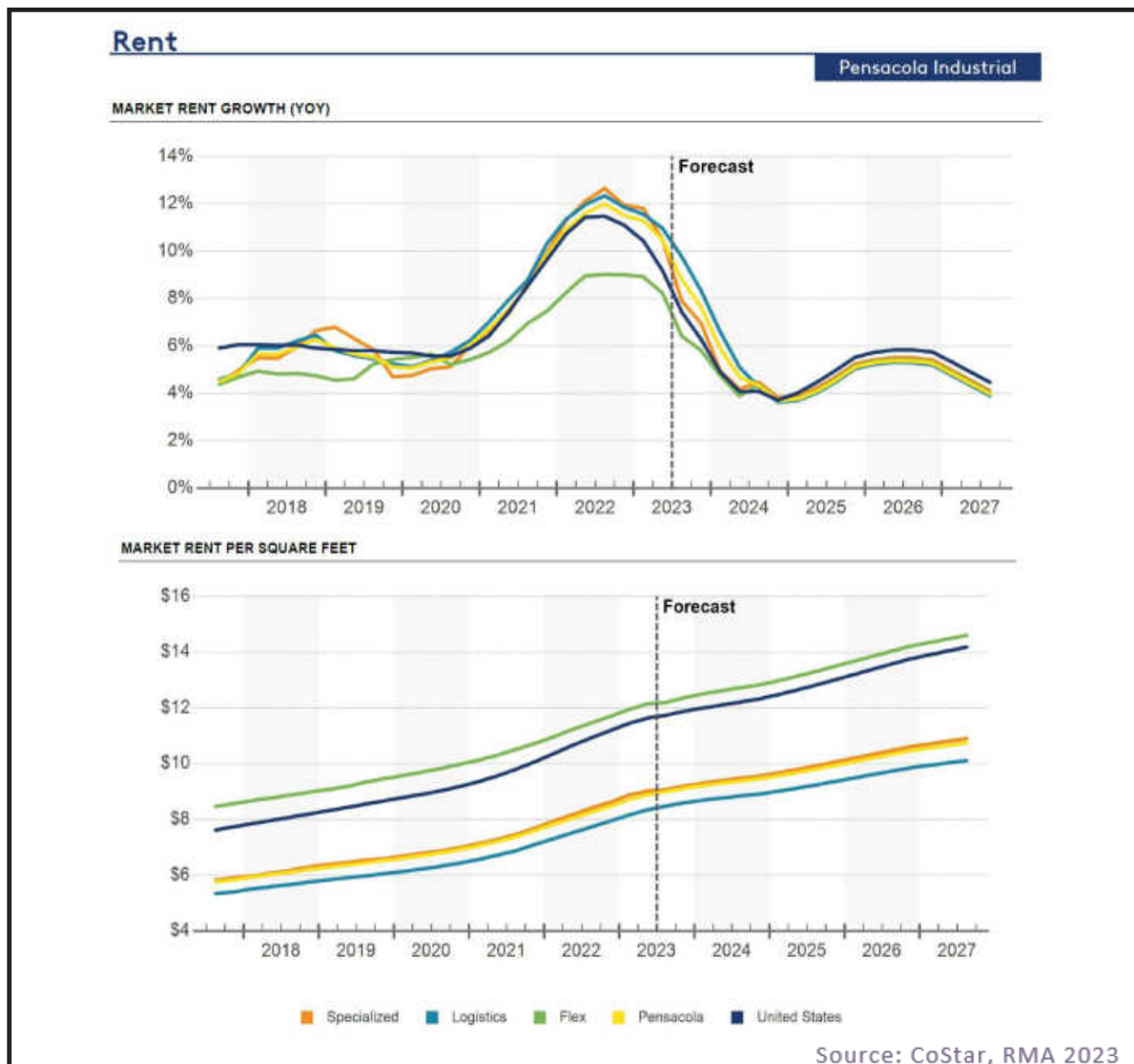


Figure 38: Pensacola Industrial Market Rent Growth, Year-Over-Year 2018-2027 and Pensacola Industrial Market Rent Per Square Feet, 2018-2027

EXISTING CONDITIONS ECONOMIC PROFILE

INDUSTRIAL MARKET

Pensacola is a smaller industrial market, totaling just under 20 million SF in size.

Demand for industrial space in the past year of writing this report has been weak, with 320,000 SF of net absorption in the trailing 12-month period that occurred alongside the completion of 520,000 SF of new industrial space.

There is very little new construction underway to push up the vacancy rate, which is very tight at 3.3% as of the third quarter of 2023. Roughly 620,000 SF is available in the market, which will take some time to absorb as leasing activity is sporadic, and the average lease size in the past five (5) years was approximately 5,600 SF.

Rent growth is healthy at 9.0%, well ahead of the U.S. average and a slightly faster pace than is occurring in the neighboring Daphne-Fairhope-Foley and Fort Walton Beach markets. Looking ahead, the pace of rent growth is expected to moderate to 7.5% by the end of 2023, with additional deceleration to around 4% by the end of 2024, per CoStar.

There is one (1) new industrial property in the Beulah area of Pensacola. It is scheduled to begin construction in 2023 and will contain 9,000 SF of space. This is the only new project listed in the entire submarket, which speaks to the market's low vacancy rate.



Image: Industrial Complex



Image: Industrial Warehouse



Image: Industrial park

Demand Drivers

With the new interchange at I-10, which will provide improved access to Beulah, expect new logistics, manufacturing, and transportation facilities to locate here. Global supply chains and trade flows are transforming rapidly. Highlighting these transformations are vulnerabilities including the global pandemic, extreme weather events and geopolitical instability in multiple locations. The state published Florida Trade & Logistics 2030, a series of strategies to position these sectors for success by 2030. Beulah and Escambia County should benefit from these initiative.

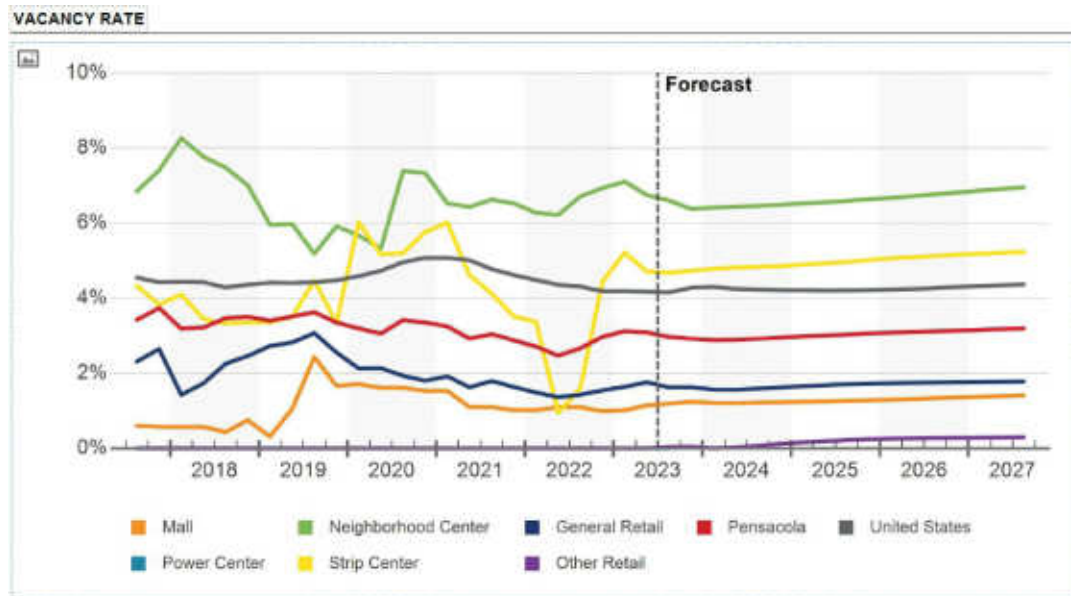


EXISTING CONDITIONS ECONOMIC PROFILE

RETAIL MARKET

Retail vacancies in this market reached a record low point in 2022 but have rebounded in the period since. There is currently 1.1 million SF of available retail space with little sublease availability at present. Tenant demand has been healthy. Figure 39 and 40 represent the Pensacola market, which includes Beulah.

Only 12,000 SF is under construction right now, following on the heels of 250,000 SF that was completed in the past year. Rent growth remains steady at 4.5% on an annualized basis, well ahead of the U.S. average.



Source: CoStar, RMA 2023

Figure 39: Pensacola Retail Market Overview, 2023

Demand Drivers

Smaller, more productive retail space is a trend that is affecting supply, with more retailers reducing the footprint (square footage) of their prototype store.

Redevelopment and reconfiguration of space will be important for retailers and developers going forward. Financially feasible rent for a retailer is a function of sales at the subject location, coupled with the retailer's gross margin. Therefore, retailers will be looking for smaller spaces, and as a result, lower rents. The retailers' goal is to generate higher sales per square foot to offset the fiscal impact of lower margins and maintain financially achievable occupancy costs.

The term "location" encompasses a diverse bundle of qualities beyond spatial coordinates. Local and regional access and visibility, trade-area demographics, and the presence or absence of nearby competition and supporting land uses are all geographic features that affect the type and amount of retail space that can be supported on a site.

As a general proposition, more is better for retail: more heavily trafficked roads, more visibility, more shoppers living nearby, more complementary land uses—even more competition, if it brings more shoppers to the area. All of these can raise the odds of success for a retail project on a particular site.

EXISTING CONDITIONS ECONOMIC PROFILE

The growing population will likely need more grocery and other retail institutions catering to their needs, presenting a window of opportunity for real estate investors. The strong median household incomes demonstrated previously in this report add to the disposable income available to spend. Consistent retail demand boosted by a growing population and strong daytime population numbers should provide strong sales for retailers and increased dining foot traffic in the Beulah Area.

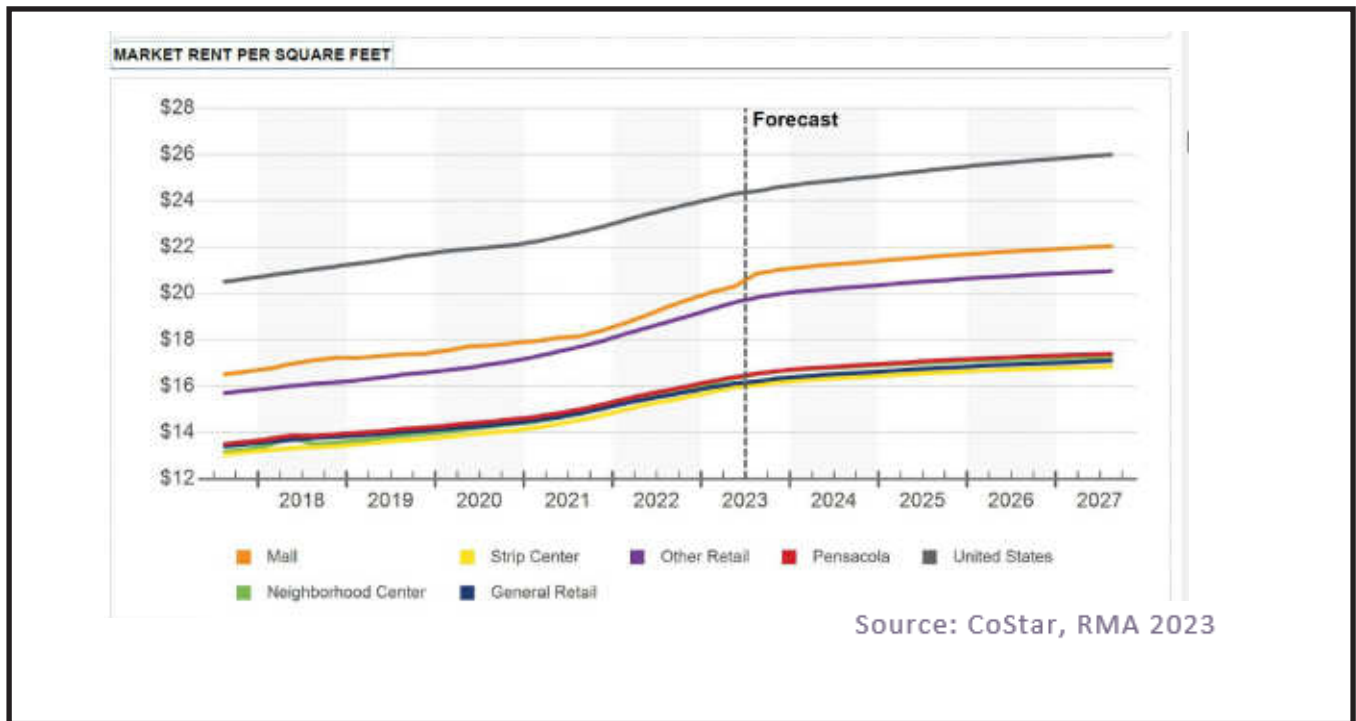


Figure 40: Pensacola Retail Market Rent Per Square Feet, 2018-2027

LABOR MARKET OVERVIEW

As part of the Economic Profile, the opportunities for economic growth, redevelopment, investment, entrepreneurship, and revitalization are herein identified, based on market reality, market demand, and market potential. A large, talented, young, and available pool of workers are found in Beulah, at a more affordable rate than other comparative high-tech regions, thanks to a competitive state tax structure and low cost of living.



Image: courtesy of FloridaWest EDA

Mentioned before, the Greater Pensacola area is accessible via I-10. I-10 provides an access point to Pensacola from the Alabama state line. With a north-south connector, Interstate 110 (I-110) extends south 6.94 miles from I-10 to the heart of Pensacola's business district and Palafox Street, leading into the Port of Pensacola.

In addition, Escambia and Santa Rosa Counties are served by three (3) federal highways, eight (8) state highways, approximately 44 county roads, and numerous local streets, giving businesses, residents, and visitors convenient and accessible travel options.

Direct rail service to Greater Pensacola is provided by CSX, Class I main-line railroad and Rail America (Alabama and Gulf Coast Railway), and Class III short-line railroad, which also connects into the Norfolk Southern main-line rail system. This extensive railway service network connects Greater Pensacola to every major population center in 23 states east of the Mississippi River and the Canadian provinces of Quebec and Ontario.

The Pensacola area was ranked in the Forbes Top 100 Cities for cost of doing business. The Florida Department of Economic Opportunity, Florida Department of Commerce, FloridaWest Economic Development Alliance (EDA), and CareerSource Escarosa are partners with Escambia County and provide resources that benefit the area significantly.

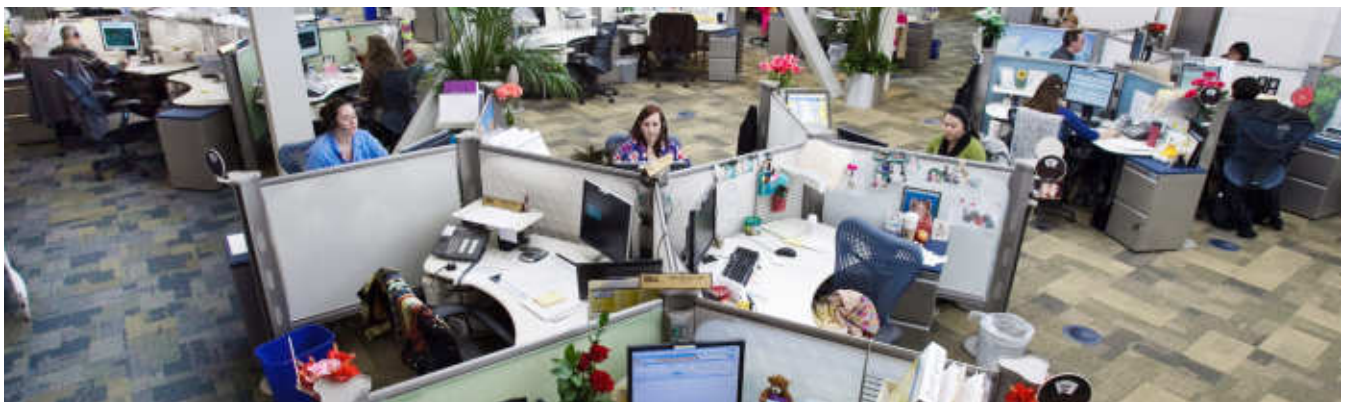


Image: Cubicle's in an Office Building

Source: Navy Federal, 2023

EXISTING CONDITIONS ECONOMIC PROFILE

ECONOMIC BASE & WORKFORCE

The following overview of top employers, industries, wages, occupations by industry, and commuting patterns provides a baseline economic analysis. Core industries in this area include aerospace and defense, cybersecurity, information technology, professional services, chemical manufacturing, aviation manufacturing and MRO.

According to CareerSource, Escarosa's most current data for 2023, the employment numbers for the Escambia and Santa Rosa region are 239,182 employees, with a labor force of 247,094. Digging deeper into the data for Beulah, we find that employment in the Beulah study area includes 65.6% white collar, 21.3% blue collar, and 13.1% service-employed.

Navy Federal

Demographic trends that reflect the region's makeup are illustrated in Table 4.

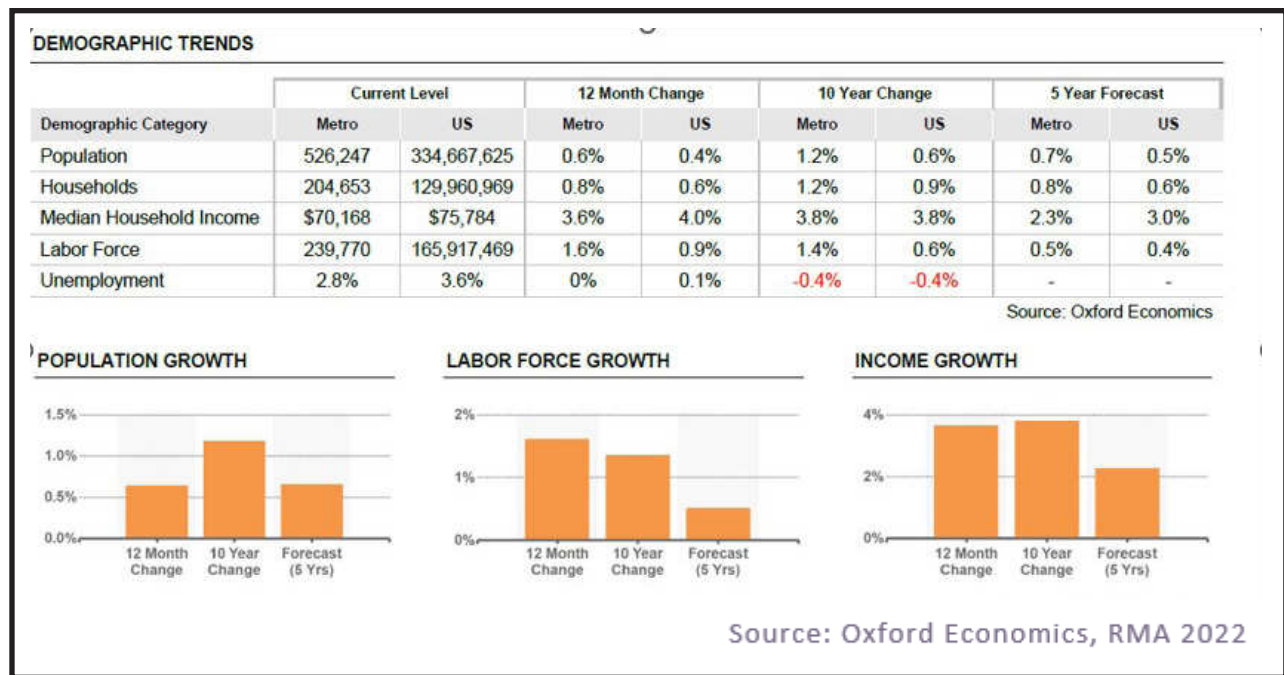


Table 4: Demographic Trends for Pensacola Metro Area, 2022

INDUSTRY

In order to better understand the types of skills Beulah and Escambia County residents acquire, it is important to measure jobs by the occupations their residents hold. From a local workforce perspective, the graph in Figure 41 and 41 illustrates the top occupations comprising all jobs in the region, how many residents are in that occupation, and their projected employment growth rate.

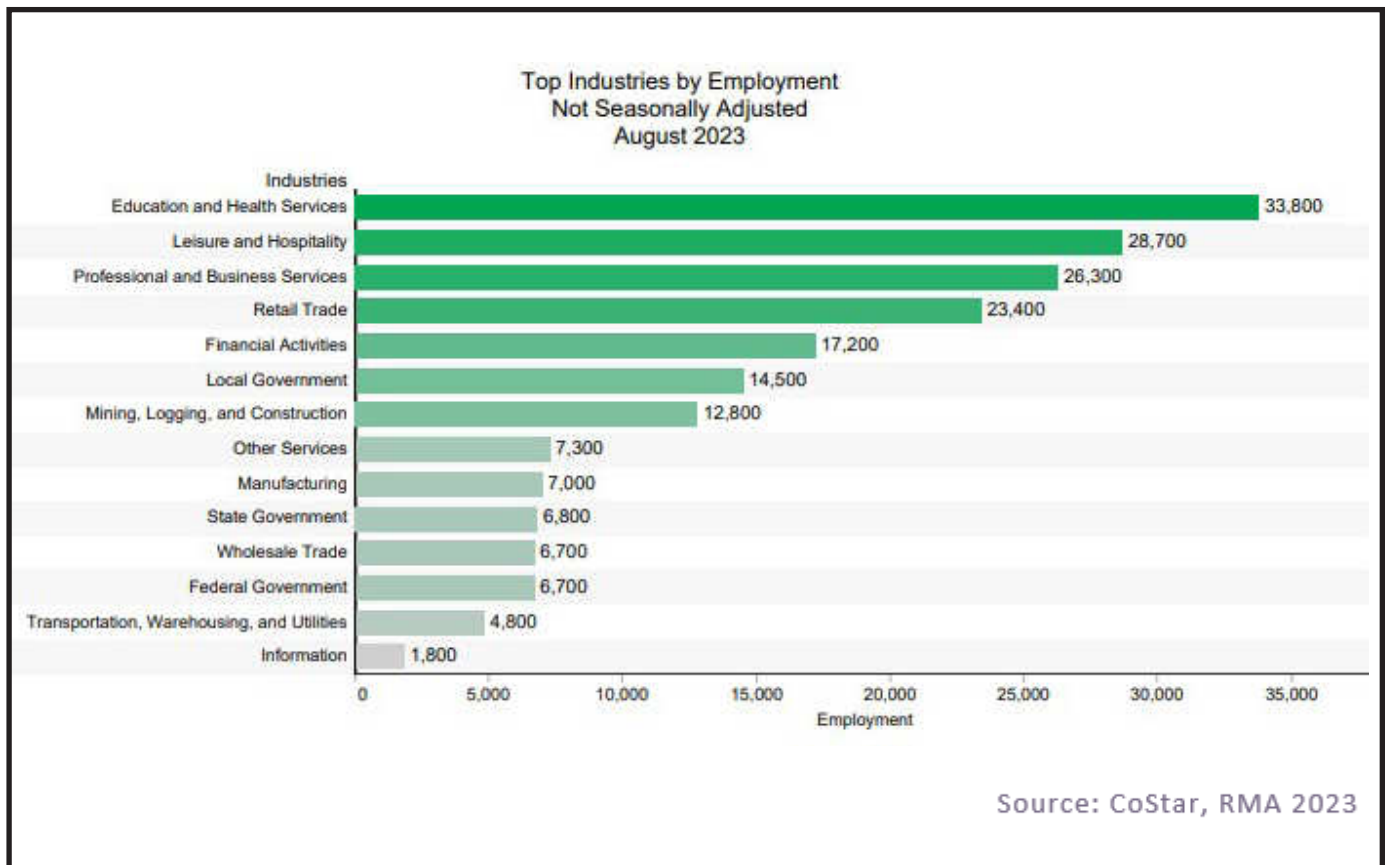


Figure 41: Top Industries by Employment in Pensacola-Ferry Pass-Brent MSA Region, August 2023

EXISTING CONDITIONS ECONOMIC PROFILE

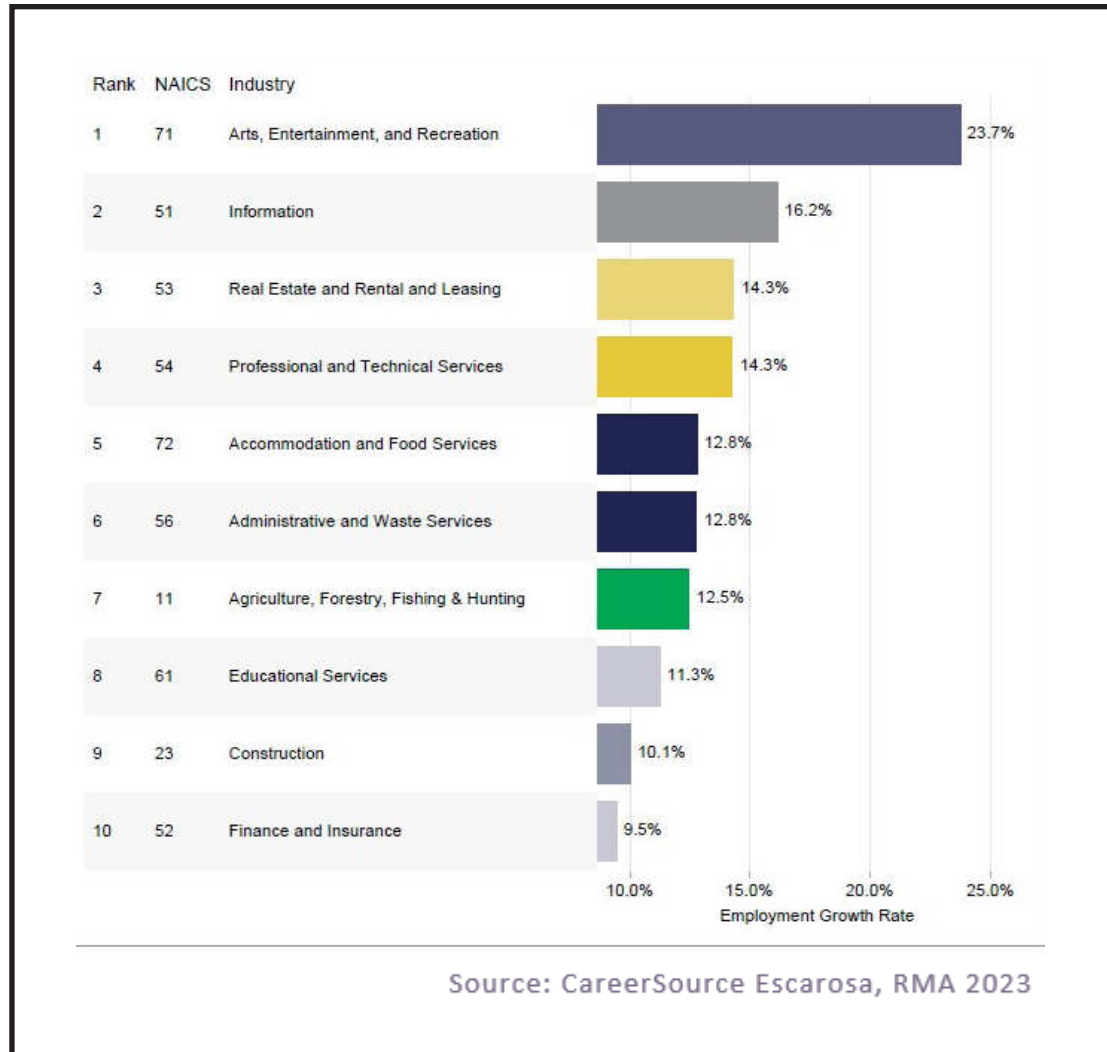


Figure 42: Top Industries by Projected Employment Growth Rate for Escambia and Santa Rosa Counties, 2023

From a local workforce perspective, Table 5 illustrates the top occupations comprising all jobs in the Pensacola market, how many residents are in that occupation, and whether there is enough talent to fill the demand for that occupation —as indicated by a surplus (more jobs than residents, which invites commuters to enter the area) or a gap (more residents than jobs, which forces residents to seek work outside of the area). Figure 43 indicates the top occupations and their projected employment growth rate.

PENSACOLA EMPLOYMENT BY INDUSTRY IN THOUSANDS								
Industry	CURRENT JOBS		CURRENT GROWTH		10 YR HISTORICAL		5 YR FORECAST	
	Jobs	LQ	Market	US	Market	US	Market	US
Manufacturing	7	0.4	-1.07%	0.56%	1.69%	0.75%	0.25%	0.05%
Trade, Transportation and Utilities	35	1.0	0.09%	0.43%	1.60%	1.14%	0.14%	0.10%
Retail Trade	24	1.2	-0.58%	0.26%	1.16%	0.31%	0.26%	0.09%
Financial Activities	17	1.5	3.39%	0.59%	5.63%	1.44%	1.10%	0.12%
Government	28	1.0	2.20%	1.55%	0.18%	0.32%	0.29%	0.40%
Natural Resources, Mining and Construction	13	1.2	0.14%	1.95%	3.75%	2.41%	-0.07%	0.22%
Education and Health Services	33	1.0	4.67%	3.07%	2.35%	1.78%	0.50%	0.67%
Professional and Business Services	26	0.9	-0.93%	1.43%	1.89%	2.10%	0.81%	0.36%
Information	2	0.5	-2.94%	-1.12%	-3.29%	1.26%	-1.30%	0.26%
Leisure and Hospitality	28	1.3	6.18%	4.52%	3.20%	1.53%	0.99%	0.90%
Other Services	7	1.0	-0.37%	2.08%	2.11%	0.63%	-0.44%	0.28%
Total Employment	197	1.0	2.03%	1.72%	2.14%	1.33%	0.48%	0.37%

Source: Oxford Economics
LQ = Location Quotient

Source: Oxford Economics, RMA 2022

Table 5: Pensacola Employment by Industry

EXISTING CONDITIONS ECONOMIC PROFILE

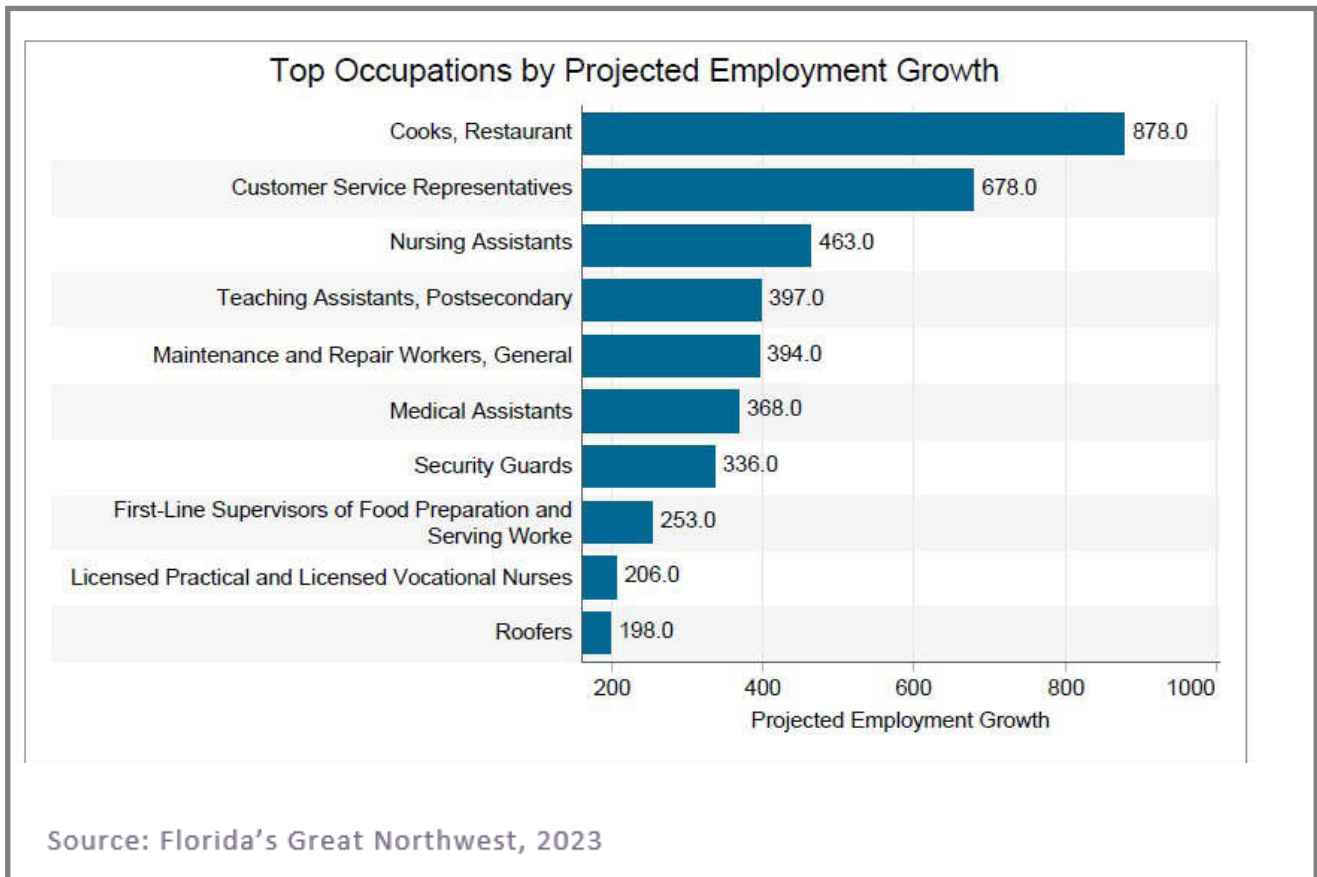
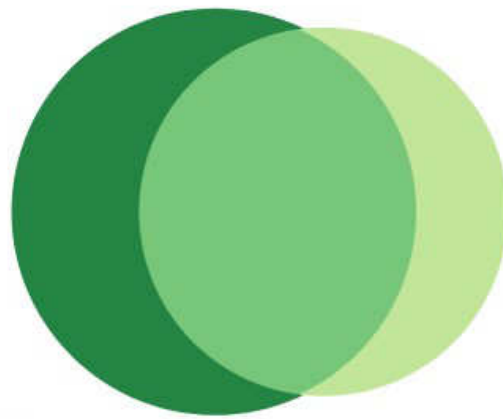
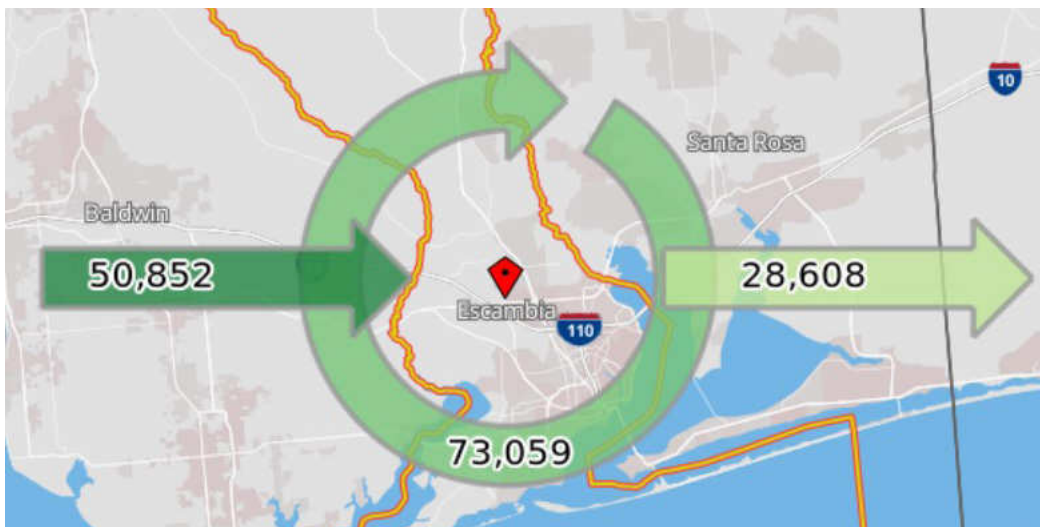


Figure 43: Top Occupations by Projected Employment Growth, 2022-2030

Inflow/Outflow Job Counts in 2020



- 50,852 - Employed in Selection Area, Live Outside
- 28,608 - Live in Selection Area, Employed Outside
- 73,059 - Employed and Live in Selection Area



Source: U.S. Census Bureau OnTheMap, 2023

Figure 44: Escambia County Inflow-Outflow by Location and Jobs, 2020

EXISTING CONDITIONS ECONOMIC PROFILE

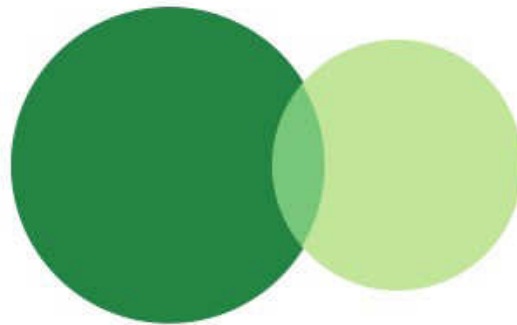
WORKFORCE

Commuting data allow economic development professionals to understand which occupations and skills are leaving the area for work, or vice versa. These data show the opportunities in the untapped segments of the labor pool. According to 2020 Census' LEHD OnTheMap program, 73,059 of Beulah residents stay in the area for work (Figure 44 and 45).

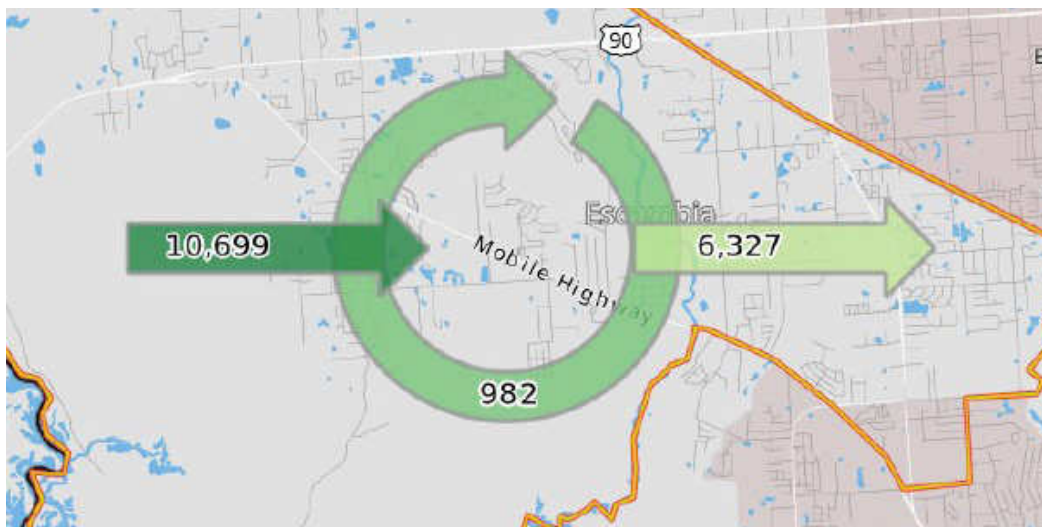


Image: Work Force

Inflow/Outflow Job Counts in 2020



- 10,699 - Employed in Selection Area, Live Outside
- 6,327 - Live in Selection Area, Employed Outside
- 982 - Employed and Live in Selection Area



Source: U.S. Census Bureau OnTheMap, 2023

Figure 45: Beulah Community Inflow-Outflow by Location and Jobs, 2020

EXISTING CONDITIONS ECONOMIC PROFILE

EDUCATION

Education data are critical in identifying gaps and opportunities that are essential in building the workforce of tomorrow. Such data helps businesses gain a better understanding of the market and ways to address talent shortages.

As reviewed previously in this report, Escambia County provides adequate public schooling for the area.

Education data in the Beulah study area indicates 7.2% have no high school diploma, 20.4% have a high school diploma, 32.7% have some college, and 34.3% have earned a bachelor/graduate/professional degree.

The University of West Florida in Pensacola, with an enrollment of approximately 13,000 students, offers undergraduate, Masters, and Doctorate degrees across a wide spectrum of disciplines and specialized training.

Pensacola State College enrolls approximately 26,000 students and offers a variety of associate degrees and a select number of baccalaureate degrees.



Image: University of West Florida

CAPITAL

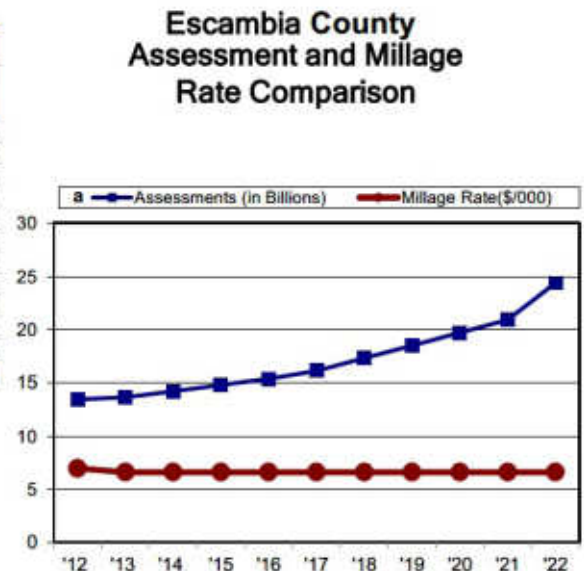
Capital, in this context, refers to the financial/economic potential in Beulah. The Escambia County budget, Comprehensive Plan, capital improvements and external research were analyzed, with special attention paid to Beulah when available.

TAX BASE AND MILLAGE RATE

Escambia County has experienced steady growth in its tax base over the last decade, Tax Years 2012-2022, averaging 6.19% annually, although the last year saw the most robust increase of 16.51%. Meanwhile, the millage rate decreased in Tax Year 2013 to 6.6165 mills from 6.9755 mills the previous year and has remained the same ever since (Figure 46).

Escambia County				
Tax Year	Millage	Taxable Value	Revenue	Taxable Value % Chg
'12	6.9755	\$13,457,309,385	\$93,871,462	-
'13	6.6165	\$13,639,869,741	\$90,248,198	1.36%
'14	6.6165	\$14,222,700,379	\$94,104,497	4.27%
'15	6.6165	\$14,791,995,283	\$97,871,237	4.00%
'16	6.6165	\$15,384,795,911	\$101,793,502	4.01%
'17	6.6165	\$16,134,843,309	\$106,756,191	4.88%
'18	6.6165	\$17,329,040,081	\$114,657,594	7.40%
'19	6.6165	\$18,492,041,609	\$122,352,593	6.71%
'20	6.6165	\$19,713,385,652	\$130,433,616	6.60%
'21	6.6165	\$20,923,187,730	\$138,438,272	6.14%
'22	6.6165	\$24,376,793,390	\$161,289,053	16.51%
2012-2022				81.14%

- a) Changes in assessments and taxable value include new construction
- b) .359 library millage rate assessed separately



Source: Escambia County Property Appraiser, 2023

Figure 46: Escambia County Assessment and Millage Rate Comparison, 2012-2022

EXISTING CONDITIONS ECONOMIC PROFILE

In Fiscal Year 2019-2020 (the latest data available), the taxes levied by property type included those shown in Table 6.

Table 6: Escambia County Fiscal Year 2019 - 2020, Percent of Taxes Levied, by Property Type

Residential Non-Homestead	37.4%
Residential Homestead	28.6%
Commercial	15.7%
Industrial	2.7%
Residential Vacant Lots	2.2%
Institutional	0.9%
Non-Residential Other	0.8%
Agricultural	0.3%

Source: Escambia County Property Appraiser, 2023

ESCCAMBIA COUNTY FINANCES

Figure 47 has been excerpted from the Escambia County Fiscal Year 2023-2024 Proposed Budget. An Opportunities and Constraints Analysis is provided below.

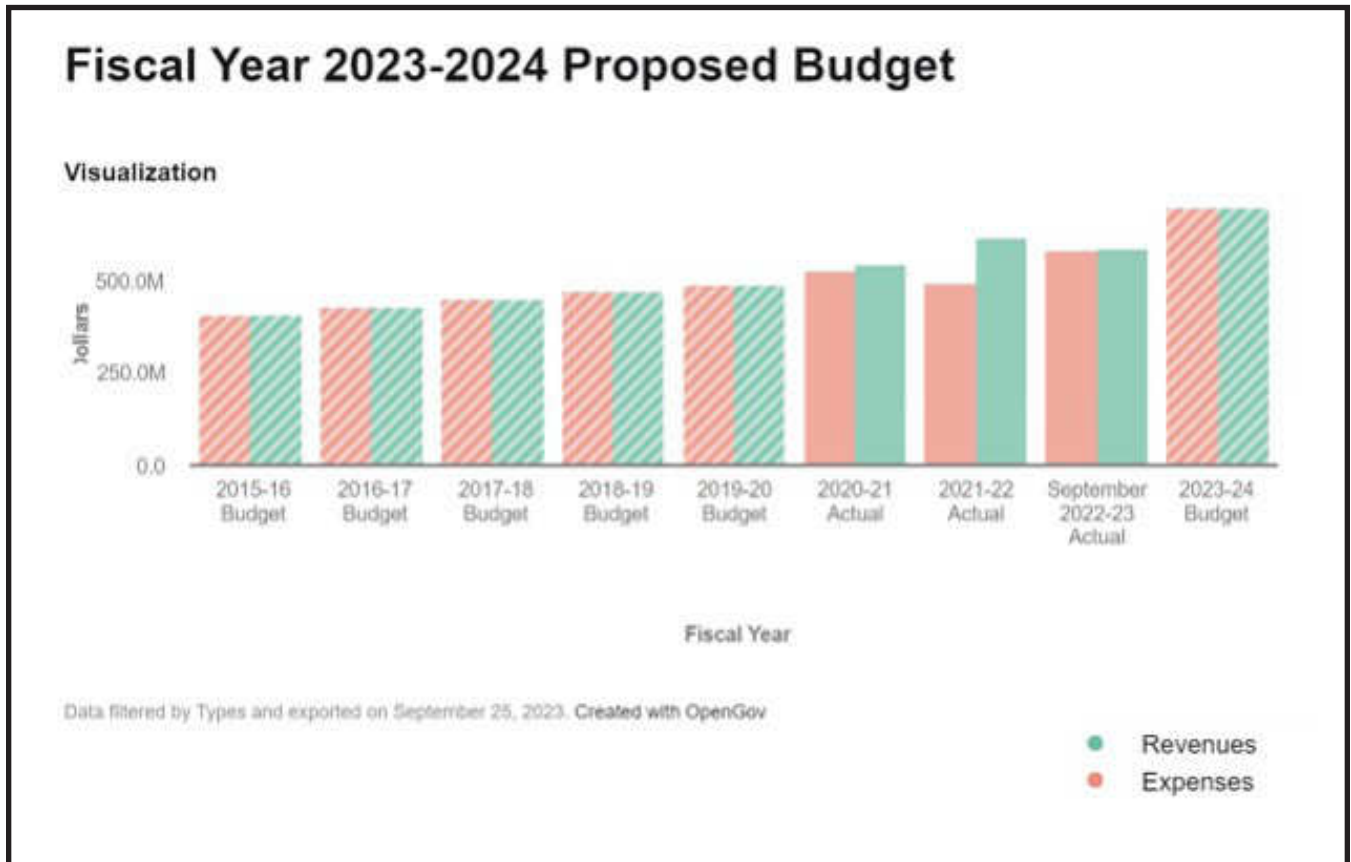


Figure 47: Fiscal Year 2023-2024 Proposed Budget

EXISTING CONDITIONS ECONOMIC PROFILE

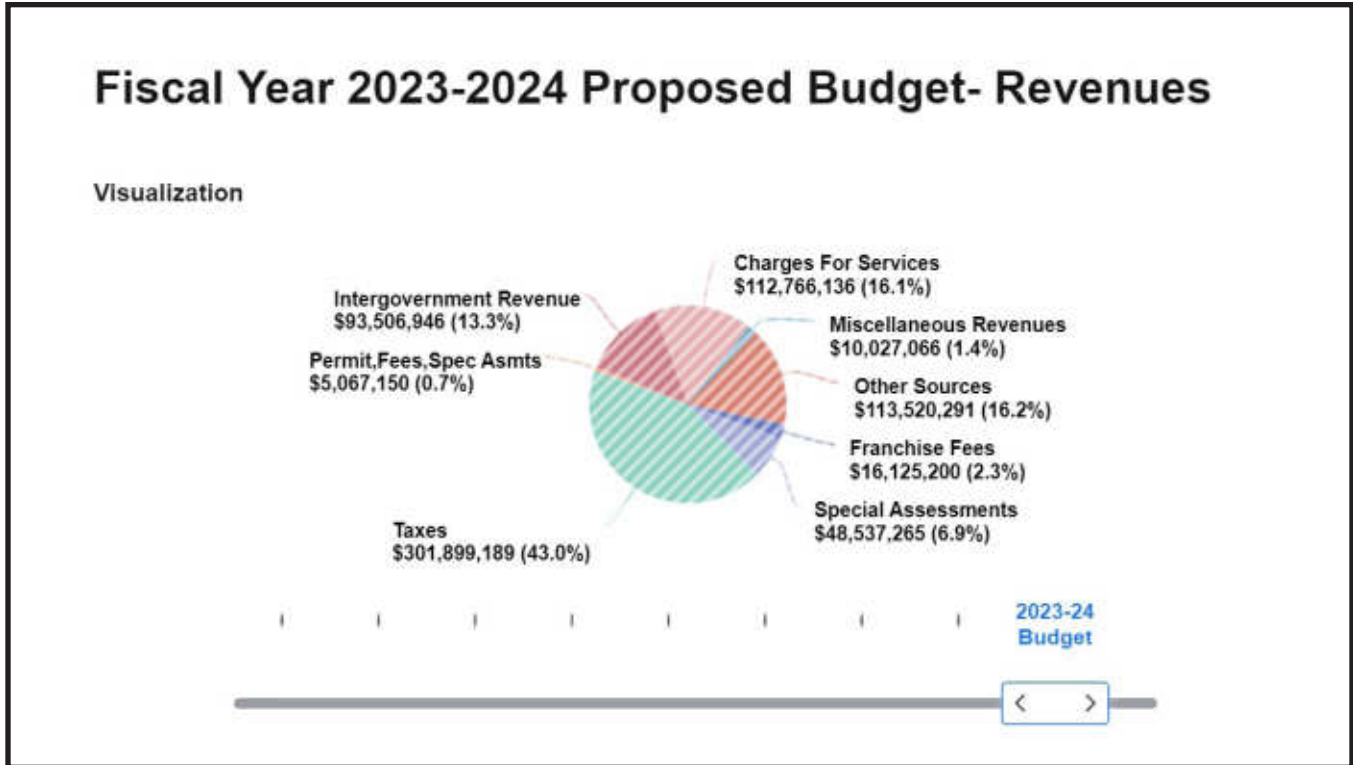


Figure 48: Fiscal Year 2023 - 2024 Proposed Budget - Revenues

Revenues in FY 2023-2024 have increased 15.16% in the following categories: Taxes, Intergovernment Revenue, Charges for Services, Franchise Fees, Special Assessments, and Other Revenues which had the largest increase of 59.31%, most of which is a fund balance and a General Fund transfer (Figure 48).

Ad-Valorem Taxes account for the majority of the Taxes category and saw a 13.61% increase, while a significant amount of the Intergovernment Revenue, which increased from approximately \$77.4 million in FY 2023, is from an increase in state and federal grants for economic environment, and state revenue-general government.

Fiscal Year 2023-2024 Proposed Budget- Expenses

Visualization

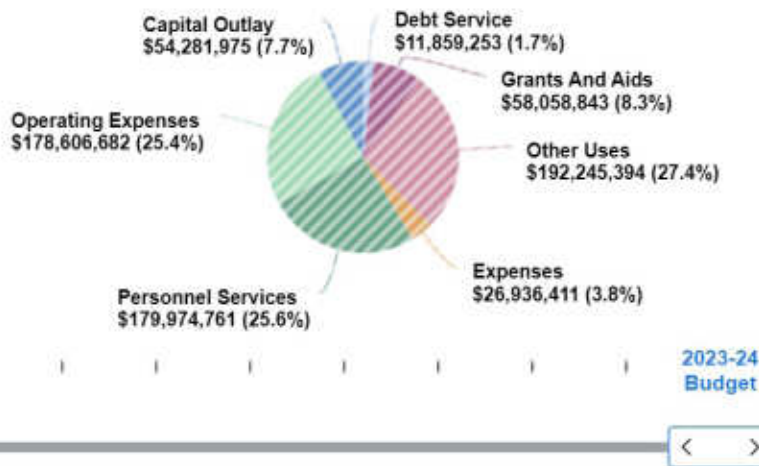


Figure 49: Fiscal Year 2023-2024 Proposed Budget-Expenses (Visualization)

Expenses in FY 2023-2024 increased for the categories of Personnel Services, Operating Expenses, Debt Service, Grants and Aids, and Other Uses which includes funding for the Sheriff's Office, Transfers, Reserves, and Reserve for Contingency (Figure 49). The category of Capital Outlay saw the biggest decrease of -55.59% going to approximately \$54.3 million in FY 2024 from \$84.5 million in FY 2023.

BUSINESSES

According to Esri data, there are 417 businesses in Beulah, employing 3,869 workers. Businesses may be measured by available sales metrics and by the quantity of employees. Additional Beulah Businesses and employment counts are detailed in Table 7.

Top 9 businesses in Beulah, by available sales information in 2023:

1. Navy Federal Credit Union
2. Solar Recycling
3. Emerald Coast Growers
4. Homestead Village Retirement Community
5. Hensel Phelps Construction Co.
6. Bryant's Auto Recyclers
7. Concrete Restoration
8. Parking Lot Maintenance Services
9. Southern Environmental, Inc.

EXISTING CONDITIONS ECONOMIC PROFILE

Notable for this analysis is that in a 2021 press release, Navy Federal has committed to employing 10,000 people in the Pensacola/Escambia County community by 2026. According to the Greater Pensacola Greater Chamber of Commerce, 9,900 people are employed, as of the date of this report.

Table 7: Beulah Businesses, by Employees, 2023

	Business Name	No. of Employees
1	Homestead Village Retirement Community	160
2	Cracker Barrel Old Country Store	124
3	Woodham Middle School	110
4	Publix	101
5	Beulah Elementary School	100
6	Beulah Middle School	60
7	Spectrum Systems Inc	60
8	McDonald's	58
9	Ruby Tuesday	58
10	McDonald's	45
11	Southern Environmental Inc	44

Source: Esri Business Analyst, RMA 2023

The business types, by NAICS Codes, in the Beulah Master Plan Area that have the greatest number of employees include Construction (579), Educational Services (655), Health Care & Social Assistance (562), and Accommodation & Food Services (648). The number of businesses by NAICS Codes are highest for the Construction (69), Retail Trade (48), and Other Services (47, except Public Administration).

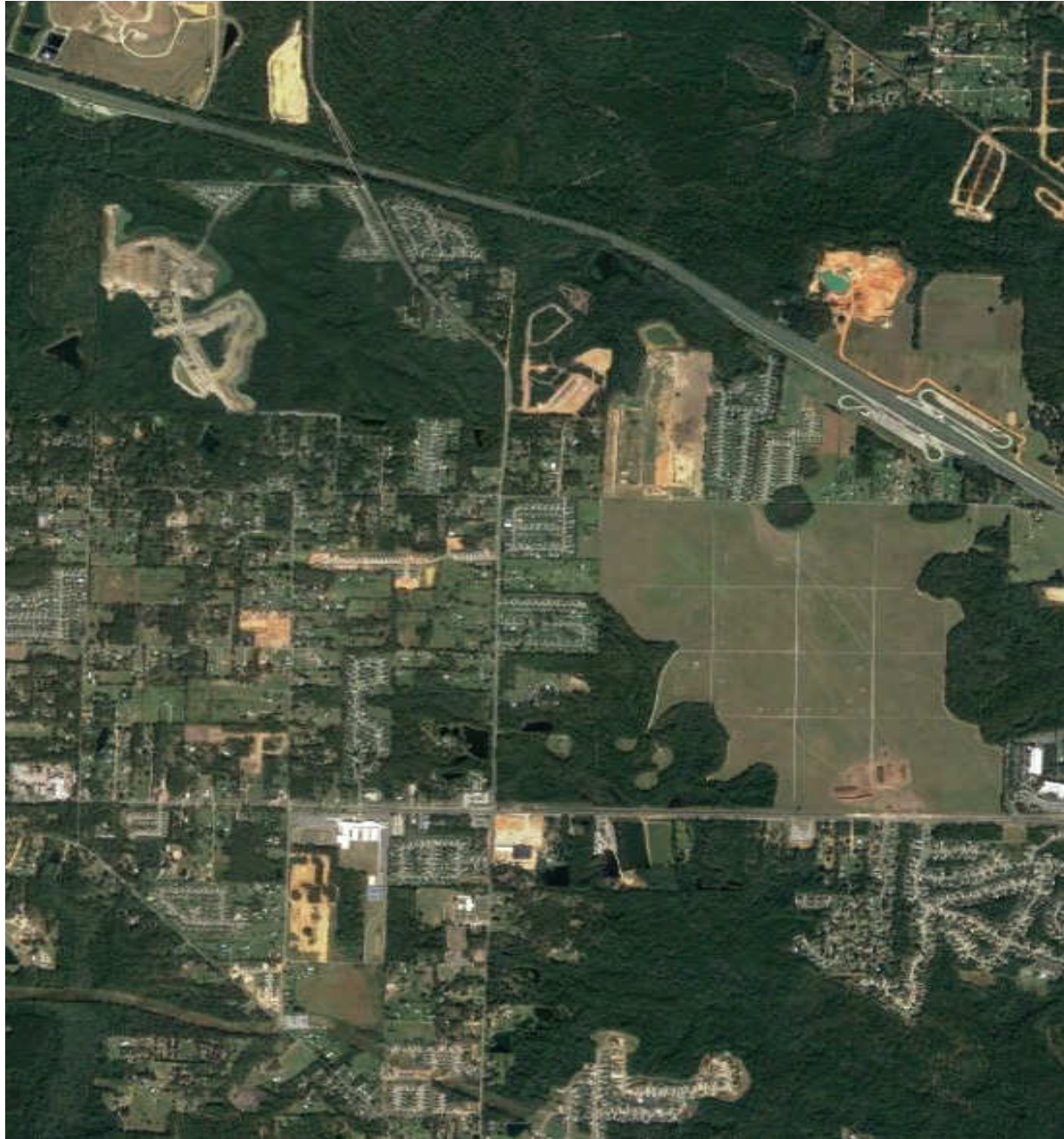
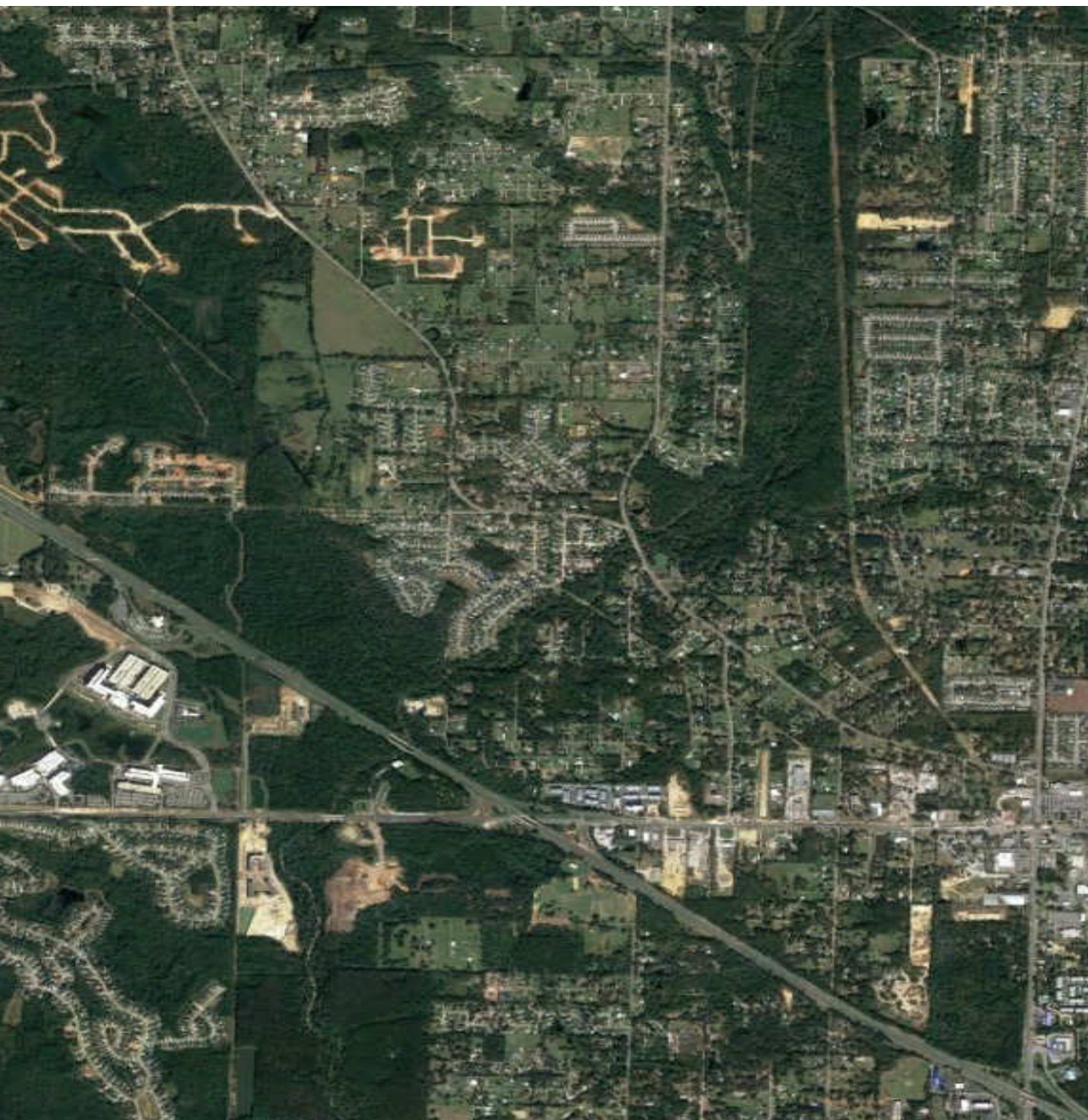


Image: Aerial of I-10 and Nine Mile Road
Source: Google Earth



VOLUME I EXISTING CONDITIONS TRANSPORTATION



MAJOR ROADWAYS WITHIN STUDY AREA

- **I-10**
(Interstate Highway)
- **Nine Mile Road**
(Minor Arterial)
- **Beulah Road**
(Collector)
- **Mobile Highway**
(Minor Arterial)
- **Eight Mile Creek Road**
(Collector)
- **297 / Pine Forest Road**
(Principal Arterial)
- **Wilde Lake Boulevard**
(Collector)
- **North Blue Angel Parkway**
(Minor Arterial)

Figure 50: Transportation Major Roadways Public Outreach Board

EXISTING CONDITIONS TRANSPORTATION

INTRODUCTION

The Beulah area has experienced significant growth over the past decade. Beulah is poised for economic growth and new jobs due to the arrival of a commercial plaza and a potential “town center” development coming with the redevelopment of OLF-8. Increased stress on the local transportation network is expected from this potential growth. This stress / impact is not limited to vehicular traffic, but includes walking, cycling, and transit infrastructure throughout the community. The transportation section will examine the conditions of the transportation network as they exist now, review existing plans, studies, and proposed projects to improve the network. Figure 50 represents major roadways in the study area. Notes on other potential opportunities in the networks for all modes can be found in Volume III, Opportunities and Constraints.



Images: County Roads

PREVIOUS PLANS AND STUDIES

ECRC AND FL-AL TPO

The Emerald Coast Regional Council (ECRC) coordinates planning for the seven (7) counties in northwest Florida, and serves as the lead planning agency for the Florida-Alabama Transit Planning Organization (FL-AL TPO), which is the Metropolitan Planning Organization (MPO) encompassing Escambia and Santa Rosa Counties in Florida, and the City of Orange Beach and the Lillian community in Baldwin County, Alabama.

In 2021, the TPO finalized their 2045 Long-Range Transportation Plan (2045 LRTP). The 2045 LRTP examines the transportation network to identify transportation needs across all modes and identifies projects that would address those needs. The MPO is required to present a cost-feasible project list as part of this process, along with a list of unfunded needs. Notable projects that were recommended for funding as part of this plan within or adjacent to the Beulah study area include the widening of I-10 to six (6) lanes from the Alabama State Line to Pine Forest Rd (SR 297) with interchange improvements, the widening of Beulah Rd (SR 99) to four (4) lanes, extending the US 29 connector from I-10 to Muscogee Rd, and the widening of Nine Mile Rd (US 90A) to six (6) lanes. The FL-AL TPO is currently updating their Pedestrian and Bicycle Master Plan at the time of this existing conditions report. The previous plan, last completed in 2018, did not include any projects within the Beulah area in the top 25 project list, although projects were submitted along Beulah Rd, Klondike Rd, and Eight Mile Creek Rd. The Beulah Master Plan will coordinate its multimodal planning efforts with the FL-AL TPO.

OLF-8 MASTER PLAN

Navy Outlying Field 8, or OLF-8, is a 540-acre tract of land bordered by the Navy Federal Credit Union (NFCU) facility, Nine Mile Rd, and Frank Reeder Rd. The site was formerly owned by the US Navy and then transferred to Escambia County. Approximately 297 acres, or just slightly more than half of the property, has been offered for development in 2023. The remainder of the land has been reserved by the County for future economic development. OLF-8 is a Master Plan which envisions a “town center” style of development with a mix of uses including retail, light industry, office, recreation, education, and residential. The transportation element examined future traffic, parking demand, bicycle and pedestrian facilities, and transit for the year 2040. Key recommendations from the Plan include incorporating Transportation Demand Management, including integration of infrastructure for modes other than motor vehicles and providing shared parking. The Plan also recommended creating a connected bike and pedestrian network throughout the site and adjacent roads.

PREVIOUS PLANNING EFFORTS AND STUDIES

PREVIOUSLY PROPOSED OR PROGRAMMED PROJECTS

VEHICULAR

Numerous improvements to the roadway network are envisioned by the County, the FL-AL TPO, and FDOT. I-10 is proposed to be widened, adding capacity to a road that has been bottlenecked. Part of the widening, from the Weigh Station to Nine Mile Rd (US 90A), has already been funded for construction in FY 2031 as part of the Moving Florida Forward program of Governor Ron DeSantis and FDOT. This is the only roadway improvement project in the study area that is currently funded for construction in the FDOT work program. Other I-10 projects are funded for different pieces, including right of way (ROW) and design. Other key projects include the addition of a new interchange at Beulah Rd and I-10, as well as a widening of Beulah Rd to four (4) lanes from Nine Mile Rd to I-10. The interchange and new location portion of Beulah Rd, as well as widening of I-10 from this interchange to the Alabama state line, are funded for ROW acquisition only. The widening and interchange both serve as a gateway to Beulah. The proposed US 29 Connector is aiming to connect the Beulah / I-10 interchange to Muscogee (CR 184), with a vision of ultimately connecting to US 29 further north of Cantonment. The interchange is not funded for construction, though it is funded for ROW. A few corridors are envisioned to be widened, including the Blue Angel Parkway (Pkwy) (to four (4) lanes), Pine Forest Rd (to six (6) lanes south of I-10, four (4) lanes north of I-10), Frank Reeder Rd (to three (3) lanes), and Nine Mile Rd (to six (6) lanes).

A partial list of projects can be seen on Figure 51, with the IDs on the map corresponding to the IDs in table 8. Projects with IDs are either included in the FDOT work program for any phase or are funded by the County for any phase.

BEULAH EXISTING CONDITIONS: ACTIVE & PROPOSED PROJECTS (AS OF 09/30/2023)

ACTIVE & PROPOSED PROJECTS

- Funded Interstate Highway
Widenings and Interchange
Improvements
- - Proposed Interstate Highway
Widening and Interchange
Improvements
- Active State Highway
Resurfacing & Intersection
Improvement Project
- - Proposed State Highway
Widenings
- Active County Road Widening
- - Proposed County Road
Widening
- Funded County Road Sidewalk
Project
- PK Project Key Number

BASEMAP

- OLF B Property
- NOLF Saufley Field
- Parks
- Perdido River WMA
- Building Footprints
- Streams



BEULAH 2045
A Community Vision for the Future

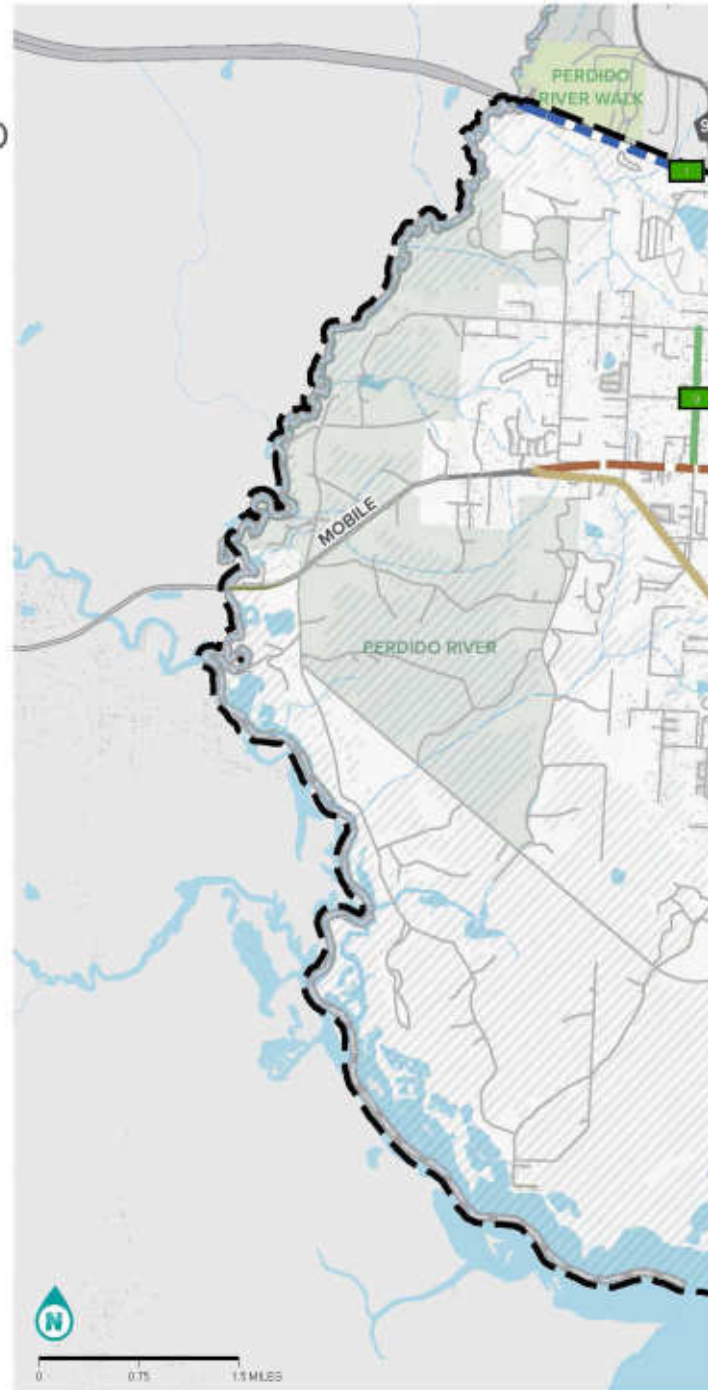


Figure 51: Beulah Existing Conditions: Active and Proposed Projects (As of 09/30/2023)

PREVIOUS PLANNING EFFORTS AND STUDIES



Map #	Road Name	From/To	Type of Facility	Funded?
1	I-10	Alabama State Line to Weigh Station	Widen to 6 lanes; new interchange at Beulah Rd (SR 99)	Partially
2	I-10	Weigh Station to Pine Forest Rd (SR 297)	Widen to 6 Lanes; convert interchange at Nine Mile Rd to Diverging Diamond (DDI)	<u>Yes</u> (2031)
3	I-10	Nine Mile Rd (US 90A) to US 29	Widen to 6 Lanes; interchange improvement at Pine Forest Rd (SR 297)	Partially
-	Mobile Hwy (US 90)	Intersection with Nine Mile Rd (US 90A)	Realign intersection, construct turn lanes, add traffic signal	No
4	Nine Mile Rd (US 90A)	Mobile Hwy (US 90) to Beulah Rd (SR 99)	Widen to 4 lanes	No
4	Nine Mile Rd (US 90A)	Beulah Rd (SR 99) to I-10	Widen to 6 lanes	No
5	Beulah Rd (SR 99)	Nine Mile Rd to Isaacs Ln	Widen to 4 lanes	No
5	Beulah Rd (SR 99)	Isaacs Ln to Kingsfield Rd	New location 4-lane facility to connect to I-10 interchange	Partially
6	Pine Forest Rd (SR 297)	Pine Forest Dr to CR 297A	Widen to 6 lanes south of I-10; Widen to 4 lanes north of I-10	Partially
7	Blue Angel Pkwy (SR 173)	US 98 to Pine Forest Rd	Widen to 4 lanes	No
-	Proposed US 29 Connector	Nine Mile Rd (US 90A) to Muscogee Rd (CR 184)	New 4 lane facility using combination of widening existing roads and new location	No
-	Kingsfield Rd	Beulah Rd (CR 99) to CR 97	Realign Kingsfield Rd on new location	No
8	Frank Reeder Rd	Beulah Rd to east end of road	Widen to 3 lanes	Partially

Table 8: State, TPO, and County projects to improve roadways within study area.

PREVIOUS PLANNING EFFORTS AND STUDIES

PEDESTRIAN

The County plans to include sidewalks on both sides of Frank Reeder Rd from Beulah Rd (SR 99) to the end of the road just west of I-10 (Table 9). The County also plans to add sidewalks along Rebel Rd from Nine Mile Rd (US 90A) to Frank Reeder Rd to connect to Beulah Middle School. State projects along Beulah Rd (SR 99), Pine Forest Rd (SR 297), and Blue Angel Pkwy (SR 173) plan to include pedestrian facilities; however, none of these projects are currently funded for construction. Finally, the proposed SUN Trail network included a proposed shared use path running along the Mobile Highway (Hwy), Nine Mile Rd, and Davis Hwy corridors from the Alabama state line to Santa Rosa County.

Map #	Road Name	From/To	Type of Facility	Length (mi)	Funded?
4	Nine Mile Rd (US 90A)	Mobile Hwy (US 90) to Beulah Rd	Sidewalk	1.4 mi	No
1, 5	Beulah Rd (SR 99)	Nine Mile Rd to proposed I-10 interchange	Sidewalk + Shared use path	2.0 mi	No
6	Pine Forest Rd (SR 297)	Pine Forest Dr to CR 297A	Sidewalk + Shared use path	1.6 mi [0.6 mi in study area]	No
7	Blue Angel Pkwy (SR 173)	US 98 to Pine Forest Rd	Sidewalk	7.1 mi [0.6 mi in study area]	No
-	SUN Trail	Perdido River to Santa Rosa County, following Mobile Hwy (US 90), Nine Mile Rd (US 90A), and Davis Hwy (US 90)	Shared use path	16.0 mi [7.2 mi in study area]	No
8	Frank Reeder Rd	Beulah Rd to east end of road	Sidewalk	1.3 mi	Partially
9	Rebel Rd	Nine Mile Rd to Frank Reeder Rd	Sidewalk	1.0 mi	<u>Yes</u>

Table 9: State, TPO, and County projects proposing to add pedestrian facilities within study area.

BICYCLE

Additional bike facilities are planned to enhance connectivity throughout the study area. Proposed projects on state routes include bicycle facilities as part of the scope Figure 10. The proposed widening of Beulah Rd (SR 99), Blue Angel Pkwy (SR 173), and Nine Mile Rd (US 90A) from Mobile Hwy to Beulah Rd includes bike lanes as part of the project. The proposed widening of Pine Forest Rd (SR 297) from Pine Forest Drive (Dr) to County Road (CR) 297A includes a shared use path. A shared use path along Mobile Hwy and Nine Mile Rd from the state line to Santa Rosa County is proposed as part of the SUN Trail program. However, these projects are not yet funded for construction.

Escambia County is proposing bicycle facilities along the following roads within the study area: Nine Mile Rd, Blue Angel Pkwy, and Frank Reeder Rd. Frank Reeder Rd, which runs along the north side of the OLF-8 property, is proposed to be widened to three (3) lanes with bike lanes on both sides from Beulah Rd to the end of the road just west of I-10.

Map #	Road Name	From/To	Type of Facility	Length (mi)	Funded?
4	Nine Mile Rd (US 90A)	Mobile Hwy to Alleghany Ave	Bike Lane	1.3 mi	No
1, 5	Beulah Rd (SR 99)	Nine Mile Rd to proposed I-10 interchange	Shared use path	2.0 mi	No
6	Pine Forest Rd (SR 297)	Pine Forest Dr to CR 297A	Shared use path	1.6 mi <i>[0.6 mi in study area]</i>	No
7	Blue Angel Pkwy (SR 173)	US 98 to Pine Forest Rd	Bike Lane	7.1 mi <i>[0.6 mi in study area]</i>	No
-	SUN Trail	Perdido River to Santa Rosa County, following Mobile Hwy (US 90), Nine Mile Rd (US 90A), and Davis Hwy (US 90)	Shared use path	16.0 mi <i>[7.2 mi in study area]</i>	No
8	Frank Reeder Rd	Beulah Rd to east end of road	Bike Lane	1.3 mi	Partially

Table 10: State, TPO, and County projects adding bike facilities within study area.

PREVIOUS PLANNING EFFORTS AND STUDIES

TRANSIT

The ECAT Transit Development Plan for 2022-2031 recommends adding Sunday bus service to Route 47, matching the service provided on Saturdays. However, this service is not funded for implementation. There are no plans to increase the frequency of service or extend the operating hours of bus service on Route 47.

The ECAT Transit Development Plan further recommends adding a new bus route to serve the Beulah area (Table 4). This route, called the “Navy Federal” route, would provide hourly bus service along Nine Mile Rd (US 90A) from the transfer station located near the University of West Florida at Nine Mile Rd at University Pkwy to the Navy Federal Credit Union facility on Nine Mile Rd. However, this service is not funded for implementation.

Route	Type of enhancement	Funded?
47	Add Sunday Service	No
“Navy Federal”	New hourly service from NFCU to University Pkwy along Nine Mile Rd (US 90A)	No

Table 11: ECAT proposed transit service improvements within study area.



Source: Unsplash



VEHICULAR

The existing roadway network within the Beulah area contains both county roads and state roads (Table 12). Most roads within the study area are state highways, with Nine Mile Rd (US 90A), Mobile Hwy (US 90), Beulah Rd (Mobile Hwy to Isaac Lane (Ln), is SR 99), Pine Forest Rd (SR 297) serving as the primary roads in the study area, along with I-10, which serves as the northern boundary of the study area. The remainder of the roadways, comprising approximately 66% of the road network by mileage, are county roads, including Beulah Rd (north of Isaac Ln and south of Mobile Hwy is CR 99), Frank Reeder Rd, Hurst Hammock Rd, Klondike Rd, Eight Mile Creek Rd, Millview Rd and Wilde Lake Boulevard (Bldv). In total, the public roadway network within the Beulah study area comprises about 140 miles of roadways.

Owner	Length (mi)
State	34.3 mi
<i>Interstate</i>	<i>10.9 mi</i>
<i>US Hwy</i>	<i>14.5 mi</i>
<i>SR</i>	<i>9.0 mi</i>
County	106.1 mi
<i>CR</i>	<i>0.74 mi</i>
<i>Non-numbered</i>	<i>105.3 mi</i>

Table 12: Public roadway network within Beulah study area

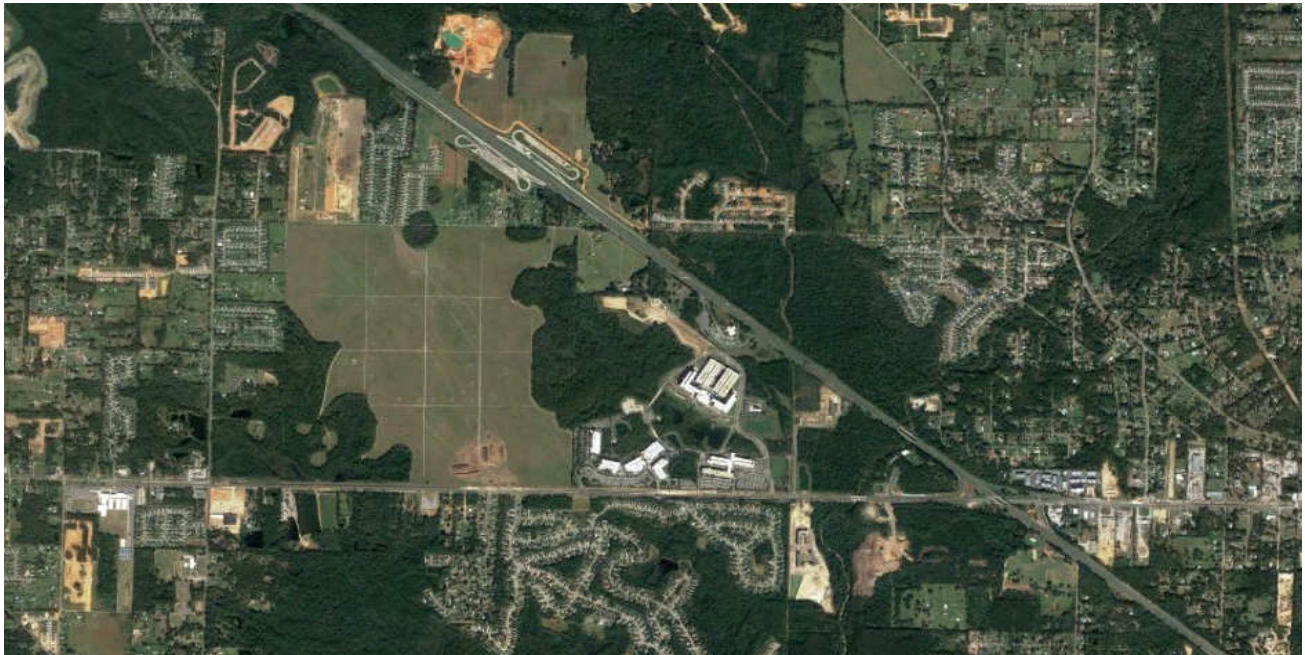


Image: Aerial of I-10 and Nine Mile Road.

EXISTING CONDITIONS TRANSPORTATION

SITE VISITS

Existing conditions were verified with a pair of site visits conducted in August, 2023. The site visits were performed on two (2) weekdays, August 10 and August 24, 2023. Observed conditions included those related to speed, safety, pedestrian and bicycle conditions, and transit stops.



Images: August 10 and August 24, 2023 Site Visit.

CONNECTIVITY:

East-West Connectivity

Within Beulah, the east-west connectivity is broken by Eleven-mile Creek, over which only two (2) crossings exist (excluding the bridge on I-10): Nine Mile Rd (US 90A) and Mobile Hwy (US 90). Most east-west travel filters to either one of those roads, particularly Nine Mile Rd, which is the main access point to I-10.

Nine Mile Rd (US 90A) is the primary artery through the study area, a newly widened 4-lane divided road connecting the Beulah area to I-10. Nine Mile Rd connects directly to Beulah Rd, where a newly developed shopping plaza provides access to the only grocery store within the central part of the study area. Nine Mile Rd further runs along the boundary of the former OLF-8, the proposed mixed-use “town center” development to serve the Beulah community.

Mobile Hwy (US 90) is a 2-lane road that provides access along the southern portion of Beulah, in a northwest to southeast direction, connecting to Blue Angel Pkwy and Pine Forest Rd on the southeast corner of the study area. Mobile Hwy continues southeast of the study area as a multi-lane facility parallel to I-10, providing a connection to downtown Pensacola.

I-10 has two (2) exits within the study area, one (1) at Nine Mile Rd (Exit 5), and one (1) at Pine Forest Rd (Exit 7).

North-South Connectivity

The road network is less accommodating for north-south travel. Only two (2) routes cross over I-10: Beulah Rd and Pine Forest Rd. However, while there is an exit at Pine Forest Rd, there is no exit at Beulah Rd, only a grade separation. Any northbound travel towards US 29 is forced onto Nine Mile Rd or Pine Forest Rd, or a more circuitous route via Beulah Rd and Muscogee Rd.

The main north-south route within the study area is Beulah Rd (SR 99/CR 99), which connects from Hurst Hammock Rd (providing connection to the small hamlet of Hurst Hammock at the Perdido River) up to Muscogee Rd (CR 184), providing further connectivity towards US 29 and northern Escambia County, as well as portions of northern Baldwin County, Alabama. Currently, Beulah Rd crosses over I-10 with no interchange, connecting to the Escambia County's Perdido Landfill, which serves as a major generator for truck traffic on Beulah Rd.

Pine Forest Rd (SR 297) runs along the eastern portion of the study area, connecting Mobile Hwy (US 90) to I-10 and further on towards Nine Mile Rd and US 29.

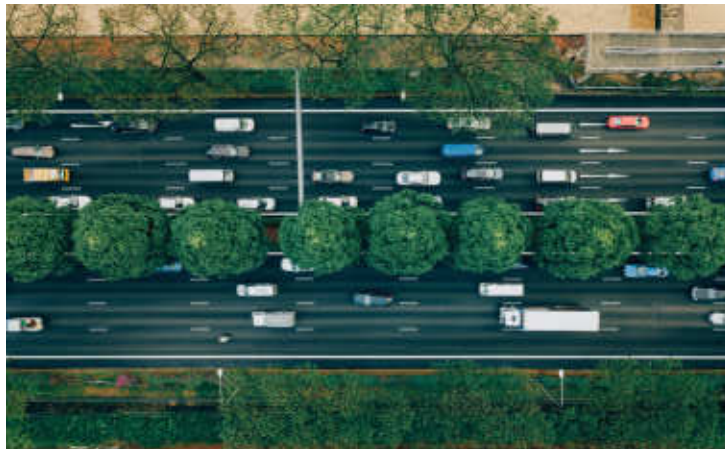
The Blue Angel Pkwy (SR 173) provides Beulah's route to the coast, providing access to both Perdido Key and Naval Air Station (NAS) Pensacola.

EXISTING CONDITIONS TRANSPORTATION

Traffic Conditions

Traffic counts within Beulah have been collected by FDOT, with 2022 as the most recent year for available data and are presented visually on the traffic and Average Annual Daily Trips (AADT) map (Figure 55). I-10 has traffic counts that vary from 36,000 to 53,000, with the traffic getting heavier to the east. Mobile Hwy and Nine Mile Rd traffic counts vary from around 6,600 near the state line to 26,500 approaching the I-10 interchange. Mobile Hwy east from the split with Nine Mile to Pine Forest Rd varies from 1,750 west of Beulah Rd to 13,600 near the Blue Angel Pkwy intersection. Beulah Rd traffic counts are around 8,600 for the segment north of Mobile Hwy. During the site visit, several key intersections were examined in the off-peak hours, and in general, traffic was flowing well during off peak hours at the intersections, and the segments were observed to be operating adequately, except for the Blue Angel Pkwy, which experienced some level of congestion even off peak. Refer to the Beulah Existing Conditions: AADT Map (Figure 52).

Speeds throughout the areas vary. Beulah Rd is posted at 35 MPH south of Nine Mile Rd, and 45 MPH north of Nine Mile Rd. Nine Mile Rd is posted at 45 MPH for its entire length. However, it was noted during a site visit that those speeds exceeded 60 MPH on the divided section, owing to the road's straightness, distance between signals, lane widths, and relative lack of traffic off-peak. Mobile Hwy is posted at 55 MPH west of Klondike Rd, and 45 MPH east of Klondike Rd. During the site visit, off peak speeds appeared to be about 5 MPH higher than the posted speed, with the relative lack of excessive speed due to the lack of turning lanes.



Source: Unsplash

BEULAH EXISTING CONDITIONS: AADT

ANNUAL AVERAGE DAILY TRIPS



BASEMAP



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A Community Vision for the Future

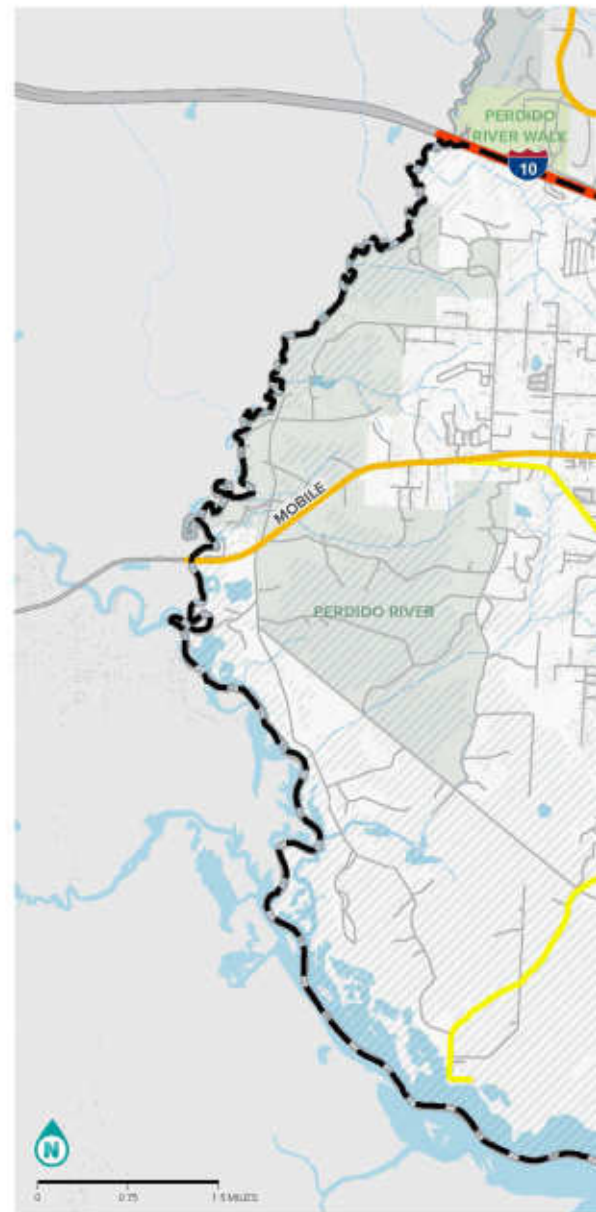
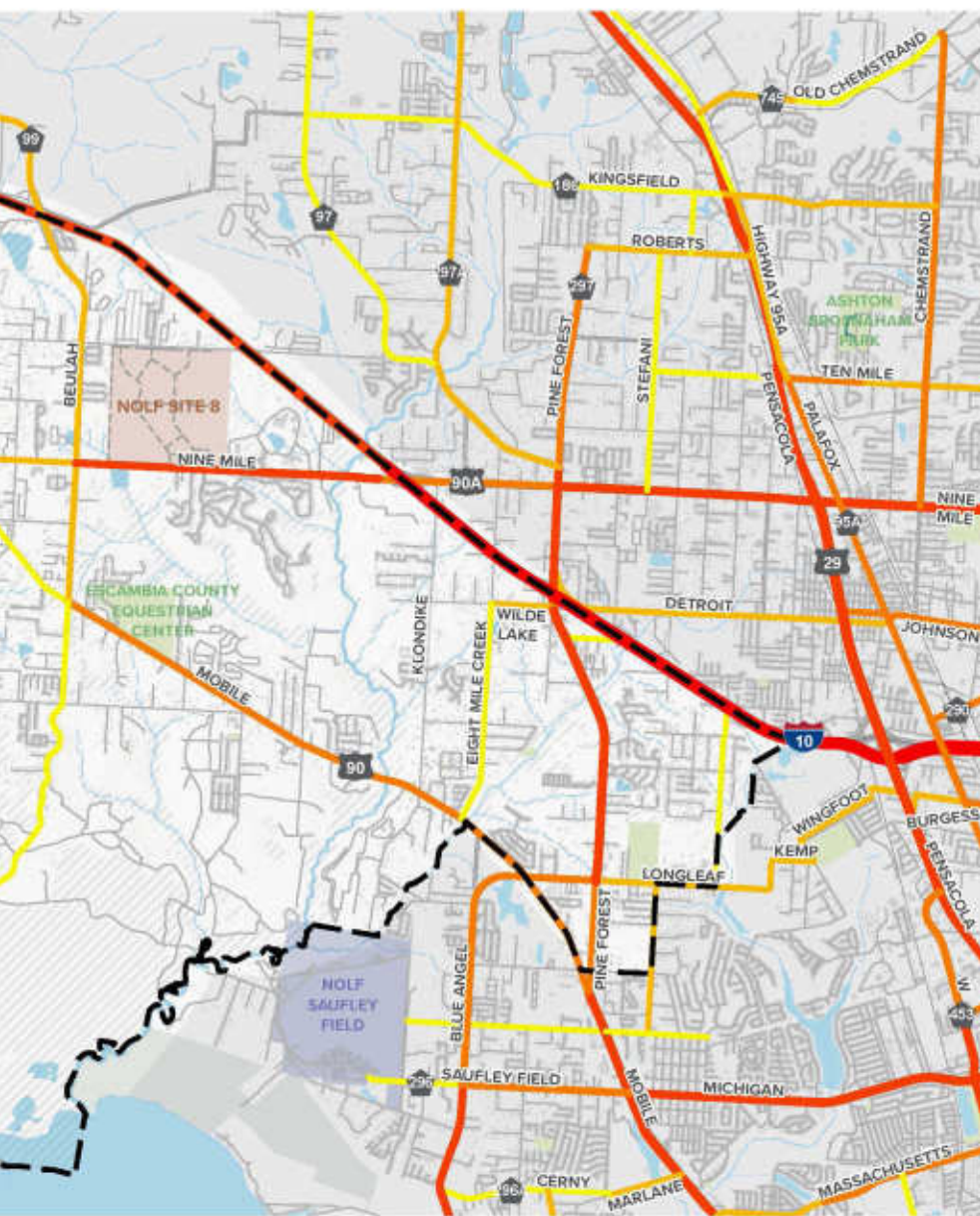


Figure 52: Beulah Existing Conditions: Annual Average Daily Trips (AADT)

EXISTING CONDITIONS TRANSPORTATION



SAFETY

Within the study area, a total of 2,885 crashes occurred between 2018 and 2022. A total of 887 crashes resulted in injuries, of which 63 were serious injury crashes and 29 were fatal (Table 13). About 25% of all crashes occurred at an intersection, along with nearly 30% of all fatal and serious injury crashes. Crashes on dark, unlit roadways represented about 20% of all crashes, but almost 35% of all fatal and serious injury crashes. Rear-end crashes made up about 37% of all crashes, but only about 18% of fatal and serious injury crashes. While pedestrian crashes made up barely more than 1% of all crashes, 16% of all fatal and serious injury crashes involved a pedestrian. Motorcycle-involved crashes also made up barely more than 1% of all crashes, but over 10% of all fatal and serious injury crashes. Motor-vehicle crashes made up 97% of all crashes, 81% of all serious injury crashes, and 48% of fatal crashes in the study area.



Imags: Vehicular accidents on Beulah Area roads

EXISTING CONDITIONS TRANSPORTATION

A heat map of injury crashes, along with injury and fatal pedestrian and cyclist crashes, can be seen in the crash map (Figure 54).

<u>All Crashes</u>	Total Crashes 2,885	Fatal 29	Serious Injury 63	Injury 795	Non-Injury 1,998
Crash Mode	Total Crashes	Fatal	Serious Injury	Injury	Non-Injury
Motor vehicle only	2,801 (97%)	14 (48%)	51	755	1,987
Pedestrian	34 (1.2%)	10 (34%)	5	19	0
Bicycle	8 (0.3%)	0 (0%)	2	2	4
Motorcycle	42 (1.5%)	5 (17%)	5	19	13
Rear end	1077 (37%)	1	16	274	786
Intersection-related	710 (25%)	10	17	269	414
Wet or icy road	636 (22%)	4	11	186	435
Dark, unlit roadway	461 (16%)	13	19	159	270
Left turn related	363 (13%)	7	9	147	200
CMV involved	247 (8.5%)	3	7	51	186
Angle	162 (5.6%)	2	6	74	80
Right turn related	42 (1.5%)	0	0	7	35
Head on	29 (1.0%)	2	1	13	13

Table 13: Total crashes within the Beulah study area over the 5-year period from 2018 - 2022, broken down further by crash type. Each crash may have more than one crash type or factor.

BEULAH EXISTING CONDITIONS: CRASHES

VEHICULAR, BICYCLE,
AND PEDESTRIAN
CRASHES

Bicyclist Collisions

-  Cyclist Injury Crash

Pedestrian Collisions

-  Pedestrian Fatal Crash
-  Pedestrian Injury Crash

Injury Crashes

-  Sparse
-  Dense

BASEMAP

-  Beulah Study Area
-  OLF 8 Property
-  NOLF Saufley Field
-  Parks
-  Perdido River WMA
-  Building Footprints
-  Streams
-  Wetlands



BEULAH 2045
A Community Vision for the Future

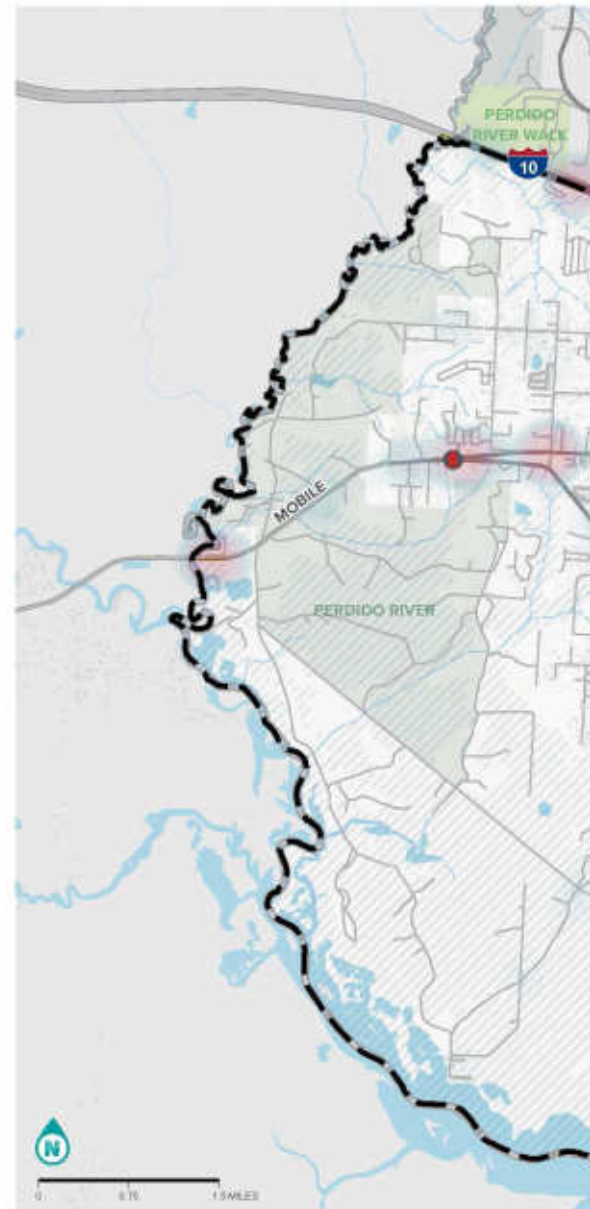
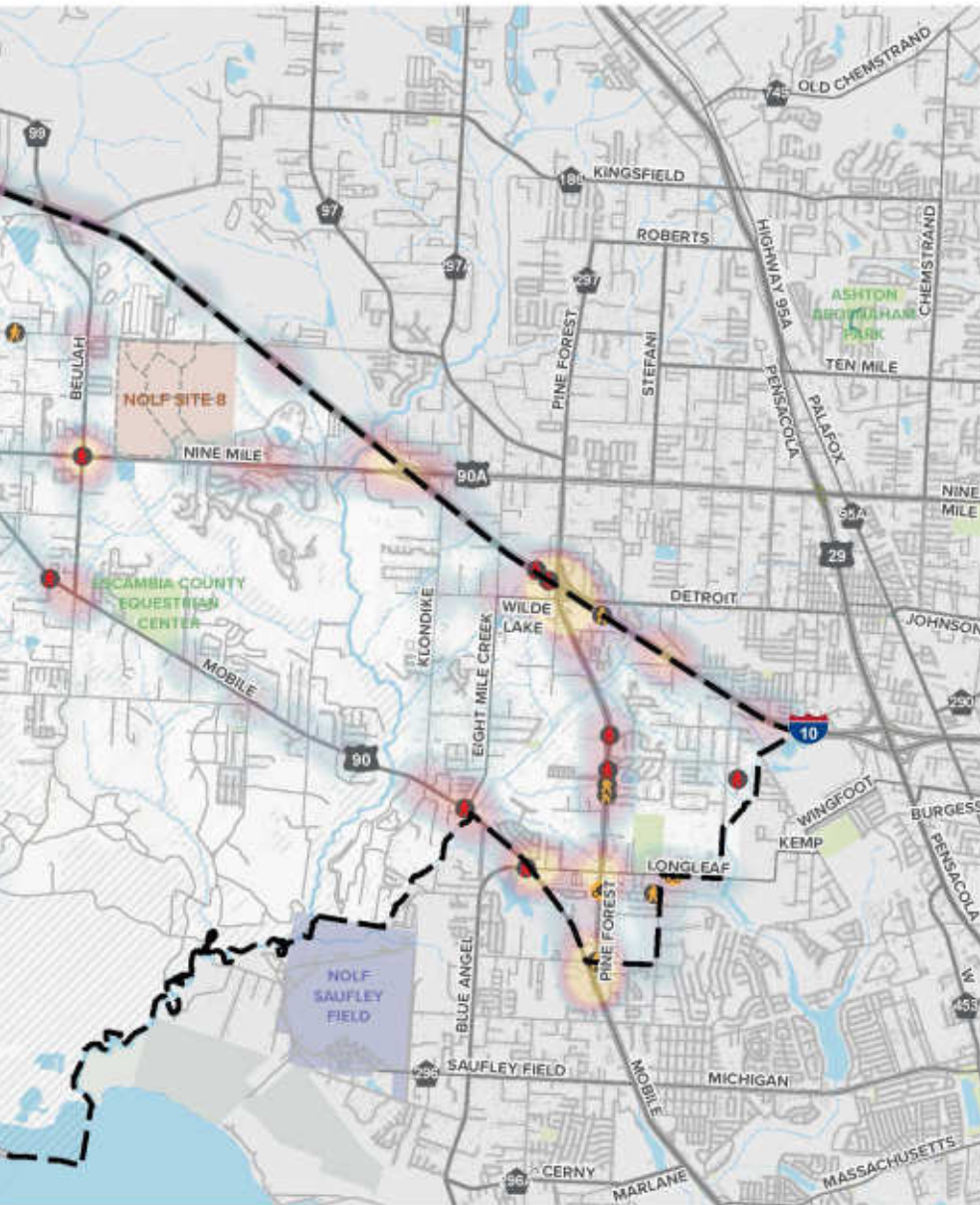


Figure 53: Beulah Existing Conditions: Crashes

EXISTING CONDITIONS TRANSPORTATION



To ascertain the causes of crashes, it is often useful to examine behavioral factors. These include distracted driving, speeding, aggressive driving, and alcohol or drug use. Within the Beulah study area, distracted driving is a significant factor, accounting for around 14% of all crashes and around 17% of fatal and serious injury crashes.

Behavioral Crash Factor	Total Crashes	Fatal	Serious Injury	Injury	Non-Injury
Distracted Driving	611 (21%)	3	14	181	413
Aggressive Driving	89 (3.0%)	4	4	27	54
Alcohol or Drug Use	75 (2.6%)	6	5	28	36
Speeding	71 (2.4%)	4	2	17	48

Table 14: Crash factors to behavior for crashes within the Beulah study area over the 5-year period from 2018 - 2022.



Image: Distracted Driver

EXISTING CONDITIONS TRANSPORTATION

Crash hotspots, which for the purposes of this report are intersections with more than five (5) injury crashes per year on average are detailed in Table 15.

Intersection Crashes	Fatal	All Injury
Pine Forest (SR 297) & I-10/Wilde Lake	2	133
Pine Forest (SR 297) & Mobile (US 90)	1	68
Nine Mile (US 90A) & I-10	1	50
Mobile (US 90) & Blue Angel (SR 173)	1	37
Nine Mile (US 90A) & Beulah (SR 99)	2	33
Pine Forest (SR 297) & Blue Angel (SR 173)/Longleaf	0	30

Table 15: Intersections with more than 25 injury crashes over the 5-year period from 2018 - 2022.

During the site visits, some additional safety issues were observed. The first was at the intersection of Mobile Hwy and Eight Mile Creek Rd, where a lack of gaps in traffic led to potentially unsafe maneuvers from vehicles attempting to turn left onto east-bound Mobile Hwy. The second was witnessing a near miss crash on Pine Forest Rd at Longleaf Dr, in which a truck making a left turn from south-bound Pine Forest Rd almost collided into a car making a right turn from the opposite direction. Also noted were potential conflict areas, at I-10 and Nine Mile Rd heading east, where the angle and high speed of the ramp entrance could lead to a conflict between cars and cyclists or pedestrians.

PEDESTRIAN
PEDESTRIAN FACILITIES AND CONDITIONS

Existing pedestrian facilities within the study area are extremely limited – representing only 14 miles of sidewalk (including sidewalks that are on both sides of the road) (Table 16). Currently, the only major road that has sidewalks along most of its length is Nine Mile Road (US 90A). Sidewalks exist along US 90A on the south side from Beulah Rd (SR 99) west of I-10, and only along the north side of Nine Mile Rd within the Navy Federal Credit Union property. Sidewalks also exist on Longleaf Dr, with the north side including a shared use path, under construction as part of the Longleaf Dr improvement project. Sidewalks exist on both sides of Pine Forest Rd (SR 297) south of Longleaf Dr and Blue Angel Pkwy (SR 173). Some additional sidewalks can be found within individual developments in the study area, but those sidewalks do not connect outside of the development. Figure 55 Map indicates pedestrian networks.

The overall condition of the sidewalks is generally adequate. Sidewalks along Pine Forest Rd south of Blue Angel Pkwy, are in slightly worse condition. Generally, none of the sidewalks, especially the newer segments of sidewalk, have shade trees or shade structures provided, except for bus stops and any trees overhanging from adjacent developments.

Despite the lack of facilities, in some locations, such as along Mobile Hwy (US 90), pedestrians were seen using the paved and / or unpaved shoulders to walk along. Midblock crossings were not observed during the August 2023 site visits.

Facility Type	Length
Sidewalk	13.8 mi
Shared use Path	None (0)
Total	13.8 mi

Table 16: Pedestrian facilities in study area.

EXISTING CONDITIONS TRANSPORTATION



Image: Under construction side path on Longleaf Dr.



Image: Newly completed sidewalk on the south side of Nine Mile Rd (US 90A)



Image: Sidewalk has been included in this D.R. Horton development off of Beulah Rd (SR 99), but there is no sidewalk on Beulah Rd to connect to (sidewalk is planned) .



Image: Pedestrians walk along the shoulder on Mobile Hwy (US 90).

EXISTING CONDITIONS TRANSPORTATION

PEDESTRIAN CROSSINGS

Pedestrian crossings are provided at signalized intersections, except for the intersection of Mobile Hwy (US 90) and Beulah Rd (SR 99) and the I-10 interchange with Nine Mile Rd (US 90A). There are no midblock crossings provided within the study area. Signalized pedestrian crossings are equipped with pedestrian countdown signals and detectable warning surfaces (DWS). Crosswalks are provided, with high-visibility crosswalks at signalized intersections along Nine Mile Rd, and standard crosswalks provided elsewhere. Unsignalized pedestrian crossings are typically provided with standard crosswalks and DWS, and are parallel to the main direction of travel (no crossings of the main road are provided).

Although the sidewalks are generally set back from vehicle lanes, often behind drainage structures, the placement and design of the ramps at intersections provide only the absolute minimum in terms of waiting area to cross. At the intersection of Nine Mile Rd and Navy Federal Way / Salt Grass Ln, the ramp on the northeast corner of the intersection is angled to be perpendicular to Nine Mile Rd, meaning that pedestrians in wheelchairs would have to physically enter the bike lane to turn themselves to continue on Nine Mile Rd.



Image: A signalized crossing along Nine Mile Rd (US 90A) with high-visibility crosswalk, detectable warning surfaces, and pedestrian signals.

SAFETY

Over the five-year period from 2018 to 2022, a total of 10 pedestrian fatalities were reported throughout the study area, with a further five (5) seriously injured and 19 injured. Although representing around 1% of all crashes, pedestrians made up more than 33% of the 29 fatalities in the Beulah study area. Five (5) pedestrian crashes were reported along Pine Forest Rd, with a concentration between Pine Valley Rd and the Five Flags Speedway.

Four (4) pedestrian crashes, all fatalities, were reported along Mobile Hwy, and on Nine Mile Rd, one (1) fatal pedestrian crash was reported at the intersection with Beulah Rd.

Pedestrian crashes overwhelmingly occurred away from intersections. About 66% of pedestrian crashes occurred on roads with unpaved shoulders. 66% of crashes also occurred at night on unlit roadways. Crash factors are detailed in Table 17.

Behavioral factors were also analyzed. Hit and run crashes were responsible for nine (9) crashes, and other factors such as alcohol, speeding, and aggressive driving were responsible for one (1) crash each, with distracted driving responsible for two (2) crashes.



Source: Unsplash

EXISTING CONDITIONS TRANSPORTATION

Each crash may have more than one crash type or factor.

<u>All Pedestrian Crashes</u>	Total Crashes	Fatal	Serious Injury	Injury	Non-Injury
	34	10	5	19	0
Crash Factor	Total Crashes	Fatal	Serious Injury	Injury	Non-Injury
Dark, unlit roadway	22	7	4	11	0
Road with Unpaved shoulder	22	5	3	14	0
Road with Paved shoulder	7	4	0	3	0
Intersection or driveway related	5	3	0	2	0
Aging driver involved	5	3	0	2	0
Hit and run	9	2	0	7	0

Table 17: Pedestrian crashes and significant crash factors within Beulah study area from 2018 - 2022.

BEULAH EXISTING CONDITIONS: BICYCLE AND PEDESTRIAN INFRASTRUCTURE

BICYCLE AND PEDESTRIAN NETWORK

Bike Network

- Paved shoulder
- Bike Lane

Pedestrian Network

- Escambia County Sidewalks
- FDOT Sidewalks
- School Beacon Radar

BASEMAP

- Beulah Study Area
- OLF 8 Property
- NOLF Saufley Field
- Parks
- Perdido River WMA
- Building Footprints
- Streams
- Wetlands

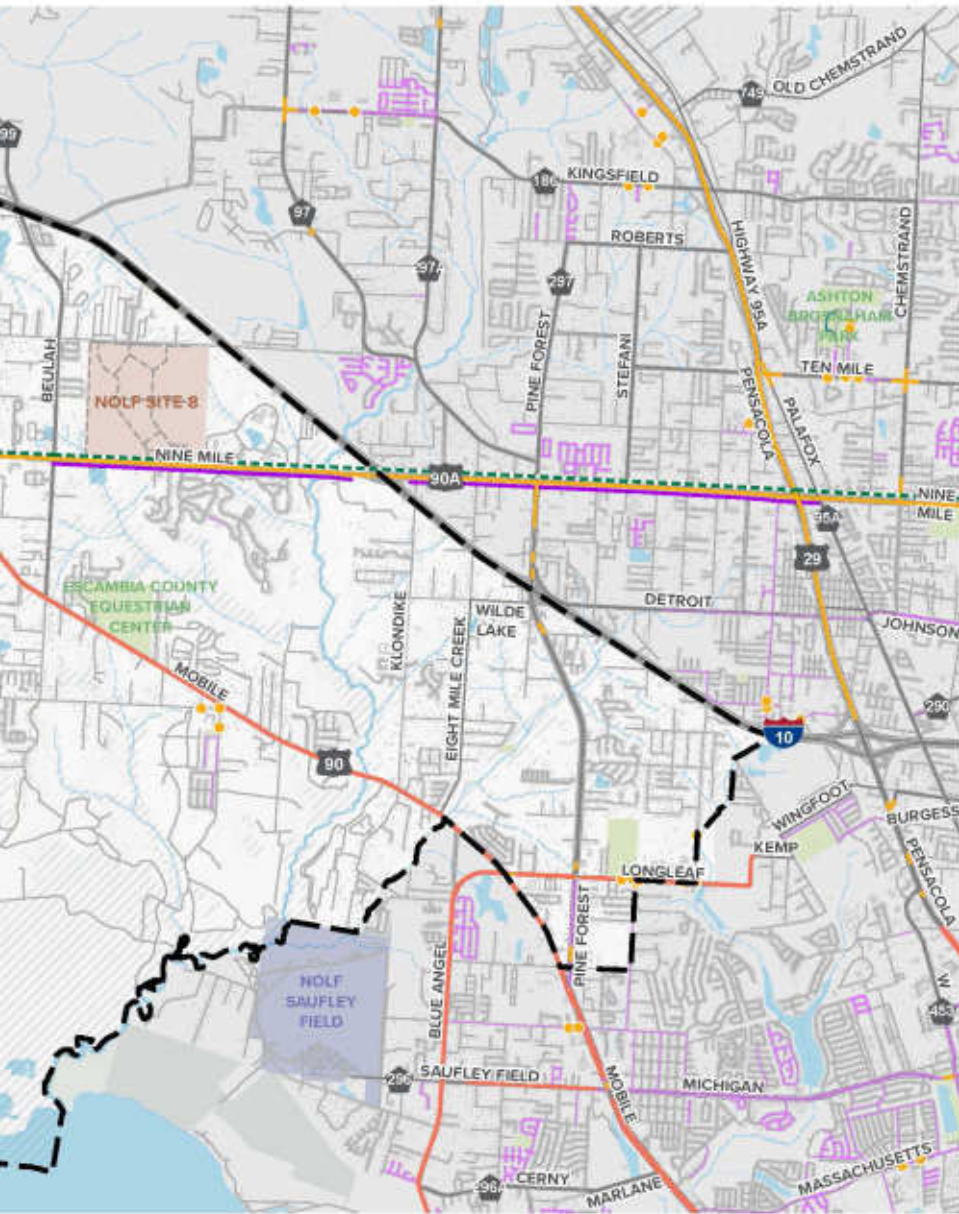


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Figure 54: Beulah Existing Conditions: Bicycle and Pedestrian Infrastructure

EXISTING CONDITIONS TRANSPORTATION



BICYCLE AND MICROMOBILITY

BICYCLE FACILITIES

The existing bicycle network in the Beulah study area provides connectivity on approximately 18 miles of roads within the study area, representing around 12% of the study road network, through a combination of paved shoulder and striped bike lanes (Table 18). A majority of the network is along Mobile Hwy and Nine Mile Rd, both state highways. A smaller segment of bike facilities exists on Longleaf Dr, a county-maintained road, with a shared use path under construction. Figure 55 represents bicycle network.

Per the FDOT Florida Design Manual, a paved shoulder is considered a bicycle facility if the width is a minimum of four (4) feet wide, and should include bicycle markings if the width is greater than or equal to five (5) feet and the speed is less than or equal to 45 MPH. Examples of this type of facility can be seen along Mobile Hwy and the two-lane section of Nine Mile Rd west of Beulah Rd.

A bike lane is a striped portion of roadway, typically adjacent to a curb, but can also be a specifically striped portion of paved shoulder for exclusive use for bicycles. When a bike lane is the desired bike facility on a new construction project, FDOT's standard is to provide a seven (7)-foot buffered bike lane, including a two (2) foot double white striped buffer and a five (5)-foot bike lane. Within the Beulah study area, only one (1) road, Nine Mile Rd (US 90A), has a bike lane. This buffered bike lane was installed as part of the Nine Mile Rd widening project.

A final type of bike facility is a shared use path, (also known as a multi-use path), which is a path that can be used by bicycles and pedestrians, typically 10 to 12 feet wide. FDOT permits substitution of a shared use path in place of an on-street facility in rural or suburban areas (context classes C1, C2, and C3, of which all roads in the study area are classified); if separation between bicycle and motorized traffic can be maintained through an intersection and conflict points are minimal and mitigated. There are no shared use paths within the Beulah study area, although a section of path along Longleaf Dr is under construction.

Facility Type	Length
Bikeable paved shoulder	14.9 mi
Bike lane – standard or striped buffer	2.7 mi
Shared use Path	None (0)
Total	17.6 mi

Table 18: Bicycle facilities in study area.

EXISTING CONDITIONS TRANSPORTATION

Despite the lack of bicycle facilities, some cyclists were observed to be using the paved shoulder and the travel lane along major roads, such as Pine Forest Rd. E-scooters were observed on the sidewalk of some roads, including Pine Forest Rd.



Image: Bikeable paved shoulder along Mobile Hwy (US 90).



Image: Shared Use Path along Longleaf Dr, still under construction at time of photo.



Image: A cyclist headed south on Pine Forest Rd at Blue Angel Pkwy/Longleaf Dr. There is no bike facility on Pine Forest Rd.



Image: Bike Lane along Nine Mile Rd (US 90A)

SAFETY

Over the five-year period from 2018 to 2022, eight (8) bicycle crashes were reported. Four (4) bicycle crashes resulted in injury, with two (2) along Pine Forest Rd, one (1) along Blue Angel Pkwy, and one (1) along Longleaf Dr near George Stone Technical College. Four (4) non-injury bike crashes were also reported (Table 19).

Bike crashes overwhelmingly occurred away from intersections. All bike crashes but one (1) occurred on roads with unpaved shoulders. 75% of bike crashes occurred during the day, with two (2) non-injury crashes occurring at night. Three (3) crashes were hit and run crashes.

<u>All Bicycle Crashes</u>	Total Crashes	Fatal	Serious Injury	Injury	Non-Injury
	8	0	2	2	4
Crash Type	Total Crashes	Fatal	Serious Injury	Injury	Non-Injury
Road with Unpaved shoulder	7	0	2	2	3
Daylight	6	0	2	2	2
Intersection or driveway related	2	0	0	1	1
Road with Paved shoulder	1	0	0	0	1
Hit and run	3	0	1	1	1

Table 19: Bicycle and significant crash factors within Beulah study area from 2018 - 2022. Each crash may have more than one crash type factor.

Behavioral factors were analyzed. The factors which were noted in the crash reports were hit and run crashes, of which there were three (3), and alcohol and lane departure, which were responsible for one (1) crash each.

TRANSIT

TRANSIT SERVICE AND FACILITIES

Transit within the Beulah study area is limited to one (1) bus route provided by Escambia County Area Transit (ECATS) (Figure 55). Route 47 begins at the ECAT Transfer near downtown Pensacola and ends at Cheille Rd and Pine Forest Rd. Route 47 runs hourly on weekdays from 5:30am to 6:55pm, and on Saturday from 6:30am to 5:55pm. There is no service on Sunday. As can be seen on Figure 59, bus service within the Beulah study area connects the residential and commercial areas along Pine Forest Rd, Longleaf Elementary School, and George Stone Technical College to each other and to Downtown Pensacola.

EXISTING CONDITIONS TRANSPORTATION

Within the study area, there are 17 bus stops along Pine Forest Rd (eight (8) inbound and nine (9) outbound), a turnaround point of the line at Cheille Rd, and eight (8) stops along Longleaf Rd (three (3) inbound and four (4) outbound, with one (1) turnaround point at George Stone Technical College). The bus stops provided vary widely in terms of quality: most stops along Pine Forest Rd are merely signs on the side of the road, with no sidewalks connecting to them. However, some bus stops have sidewalk connections and bus shelters, and others have benches but no shelter.



Image: Escambia County Area Transit Bus

SAFETY

Over the five-year period from 2018 to 2022, one (1) pedestrian fatality and one (1) serious injury pedestrian crash were reported near to transit stops along Pine Forest Rd during operating hours of the bus. Both crashes occurred under dark, unlit conditions, and were not related to intersections. The fatality was a hit and run crash. It is unclear whether the fatalities involved transit riders, but the crashes occurred within half an hour of the scheduled bus arrival time.

BEULAH EXISTING CONDITIONS: TRANSIT

EXISTING TRANSIT

-  ECAT Bus Stops
-  ECAT Bus Routes

BASEMAP

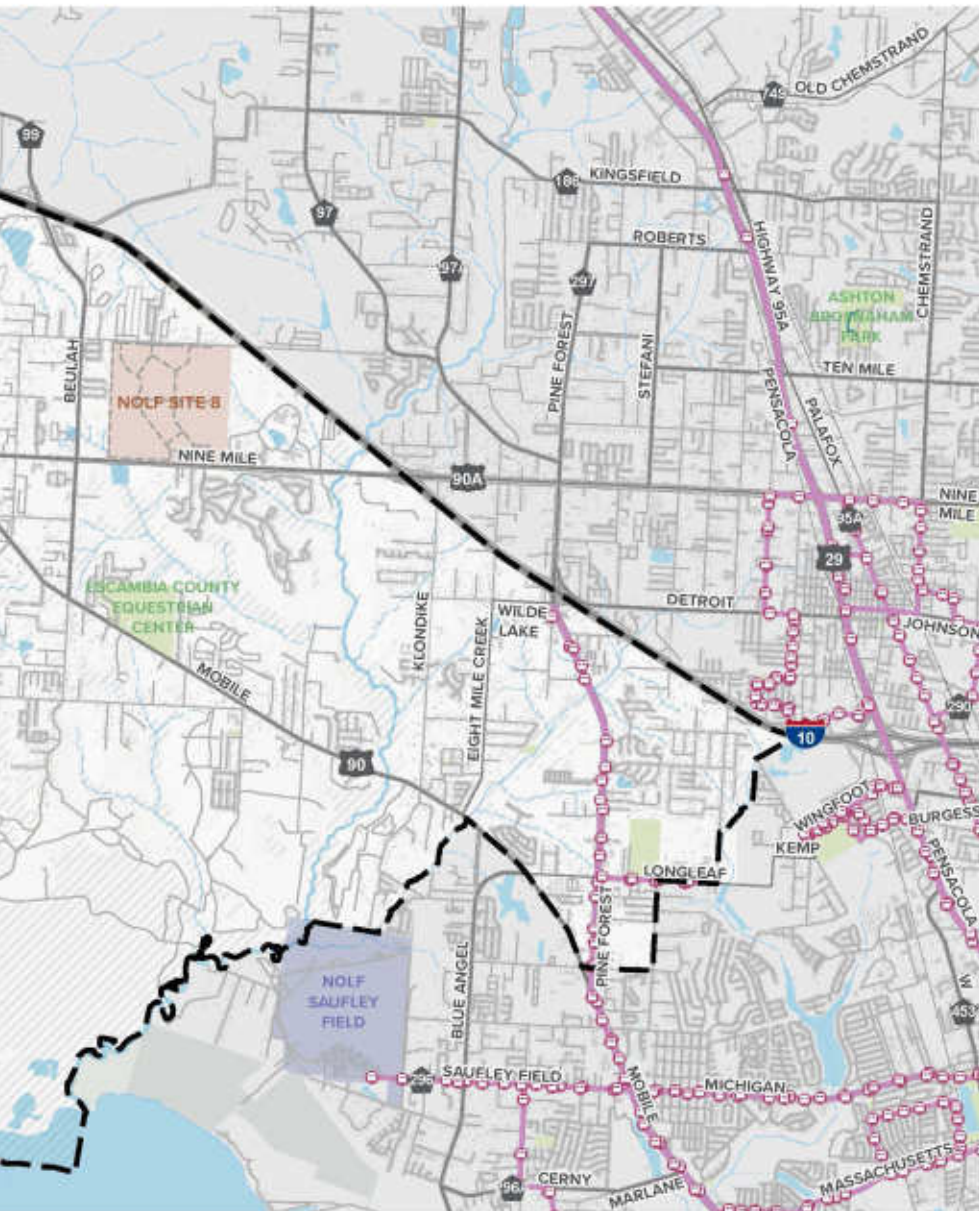
-  Beulah Study Area
-  OLF 8 Property
-  NOLF Saufley Field
-  Parks
-  Perdido River WMA
-  Building Footprints
-  Streams
-  Wetlands



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Figure 55: Beulah Existing Conditions: Transit

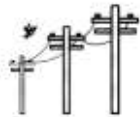
EXISTING CONDITIONS TRANSPORTATION



UTILITIES



- **AT&T Florida (Formerly Bellsouth)**
- **Cox Communications**
- **Earthlink**
- **Emerald Coast Utilities Authority (ECUA)**
- **Escambia County Schoolboard**



TRANSMISSION



- **Florida Power and Light (FPL)**



POWER



- **Level 3/Willtel**
- **Pensacola Energy**
- **Qwest**
- **SDTSouthern Light**
- **Sprint Nextel**
- **Verizon/MCI**

Figure 56: Infrastructure Public Outreach Board

EXISTING CONDITIONS INFRASTRUCTURE

EXISTING UTILITIES

The Beulah Master Plan Study area encompasses approximately 30,000 acres that are bounded by the four (4) following roadways/natural features:

- | | |
|---------------------|------------|
| 1. I-10 : | North Side |
| 2. Mobile Highway : | South Side |
| 3. Wymart Road : | East Side |
| 4. Perdido River : | West Side |

The Beulah Master Plan Study Area contains 13 existing utilities that list as follows (Figure 56):

1. Emerald Coast Utilities Authority (ECUA)
 - Water
 - Sewer
 - Solid Waste
2. Florida Power and Light (FPL)
3. Pensacola Energy
4. Alabama and Gulf Coast Railway
5. AT&T
6. Cox Communications
7. Earthlink
8. Escambia County Schoolboard Fiber Optic
9. Escambia County Traffic Signals
10. Century Link (formerly Qwest / Level 3 / Willtel)
11. Sprint/Nextel
12. Uniti Group Inc. (formerly Southern Light)
13. Verizon/MCI



Capital Improvements Program Fiscal Years 2021 – 2025

Figure 57: Capital Improvements Program Fiscal Year 2021 - 2025

EXISTING CONDITIONS INFRASTRUCTURE

EXISTING UTILITIES REVIEW

A review of best available data for the above listed utilities indicates that ECUA (Water & Sewer) and FPL (Power) are the most critical utilities to consider with regards to master planning for the future growth expansion in the Beulah Master Planning area. Below you will find a breakdown of the existing capacities and future capacities, as well as planning for the critical utilities denoted for the Beulah Master Planning area.

EMERALD COAST UTILITIES AUTHORITY (ECUA)

Existing Capacities:

A review of ECUA's most current Capital Improvement Plan (CIP) 2021 - 2025 (Figure 57) indicates that existing water and sewer capacities are being expanded in the short term to address the demands being placed on them by the rapid growth rate within the Beulah Master Planning area. Short term water and sewer improvements include the following projects.

WATERLINE EXTENSIONS: Waterline extensions on both Beulah Rd and Mobile Hwy are proposed to reach neighborhoods that are currently served by potable water wells.

WASTEWATER COLLECTION SYSTEM EXTENSIONS: Wastewater Collection system extensions are proposed for Beulah Rd north of Nine Mile Rd to provide additional sewer connection / capacity for the subdivision growth / expansion in this area.

Future Capacities:

ECUA's long term planning efforts to address both water and sewer capacities list as follows:

WASTEWATER COLLECTION SYSTEM EXTENSIONS: Wastewater Collection System expansion projects include extending a force main along the Kingsfield Rd that will connect to the Central Water Reclamation Facility. This connection will provide an additional wastewater treatment plant and additional sewer capacity for the Beulah Master Plan area.

WATERLINE EXTENSIONS: Waterline extensions / expansion are proposed as part of the proposed FDOT Beulah / I-10 Interchange project. A main transmission line and water supply line is proposed to be installed as part of the FDOT project to provide additional water supply for the Beulah Master Plan area.

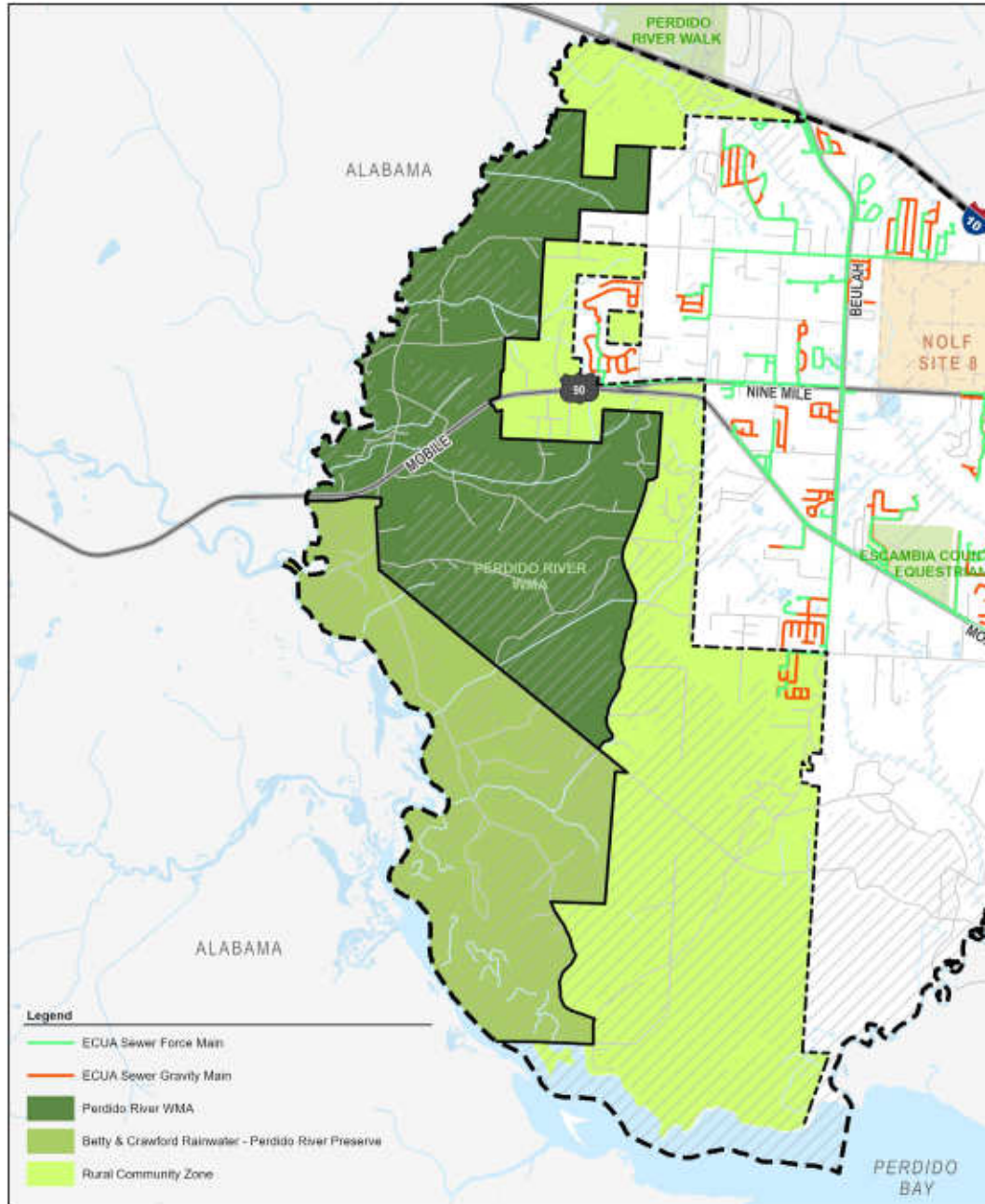
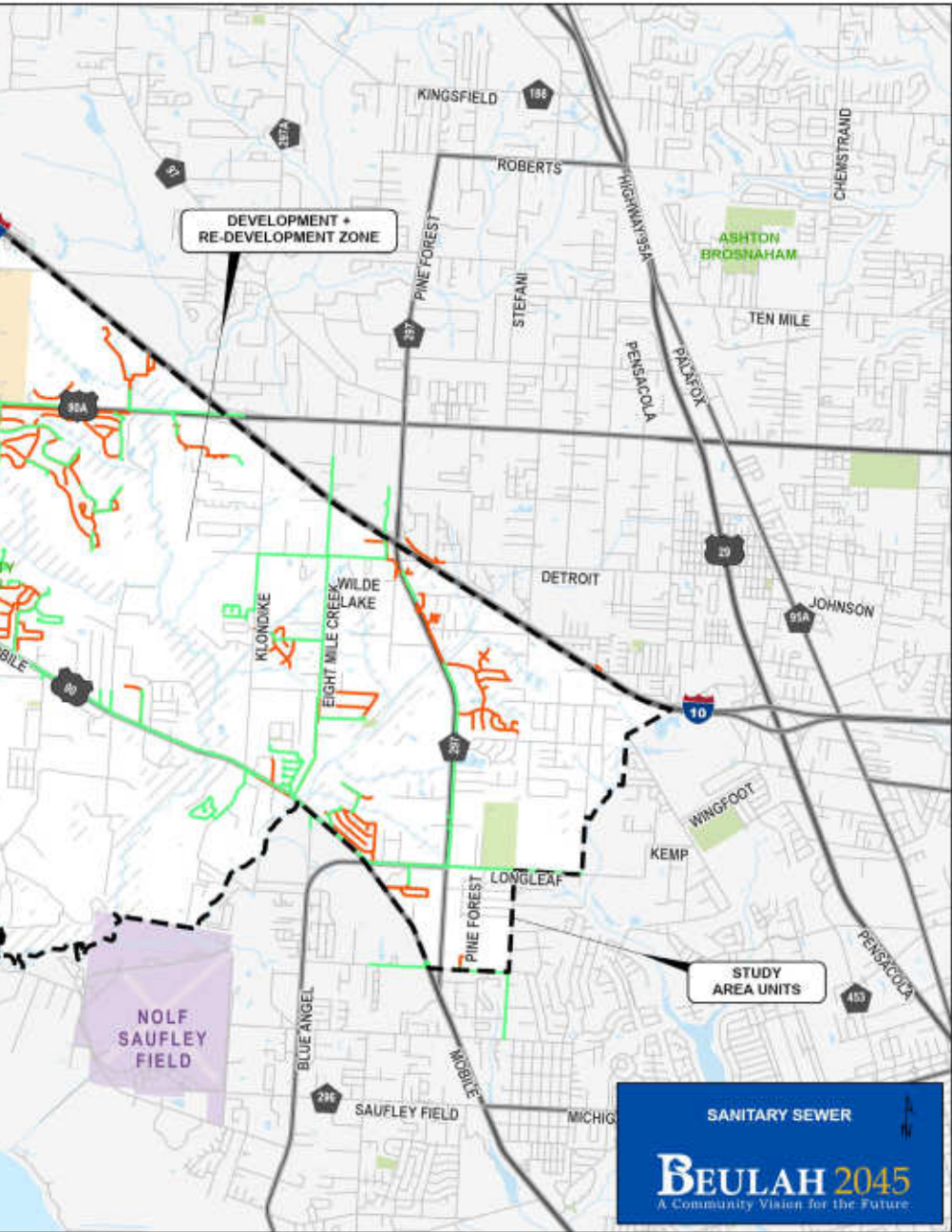


Figure 58: ECUA Sewer Map

EXISTING CONDITIONS INFRASTRUCTURE



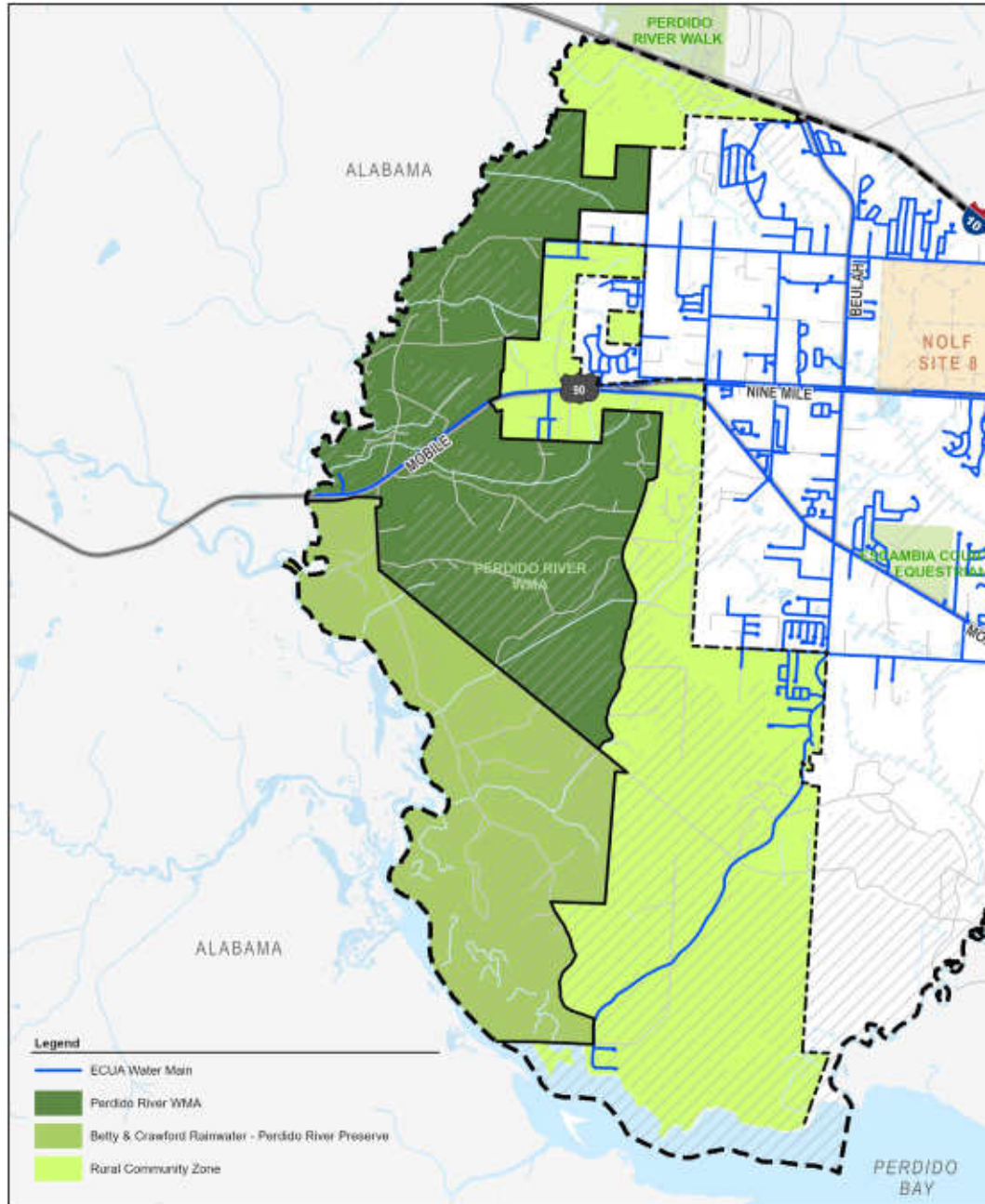
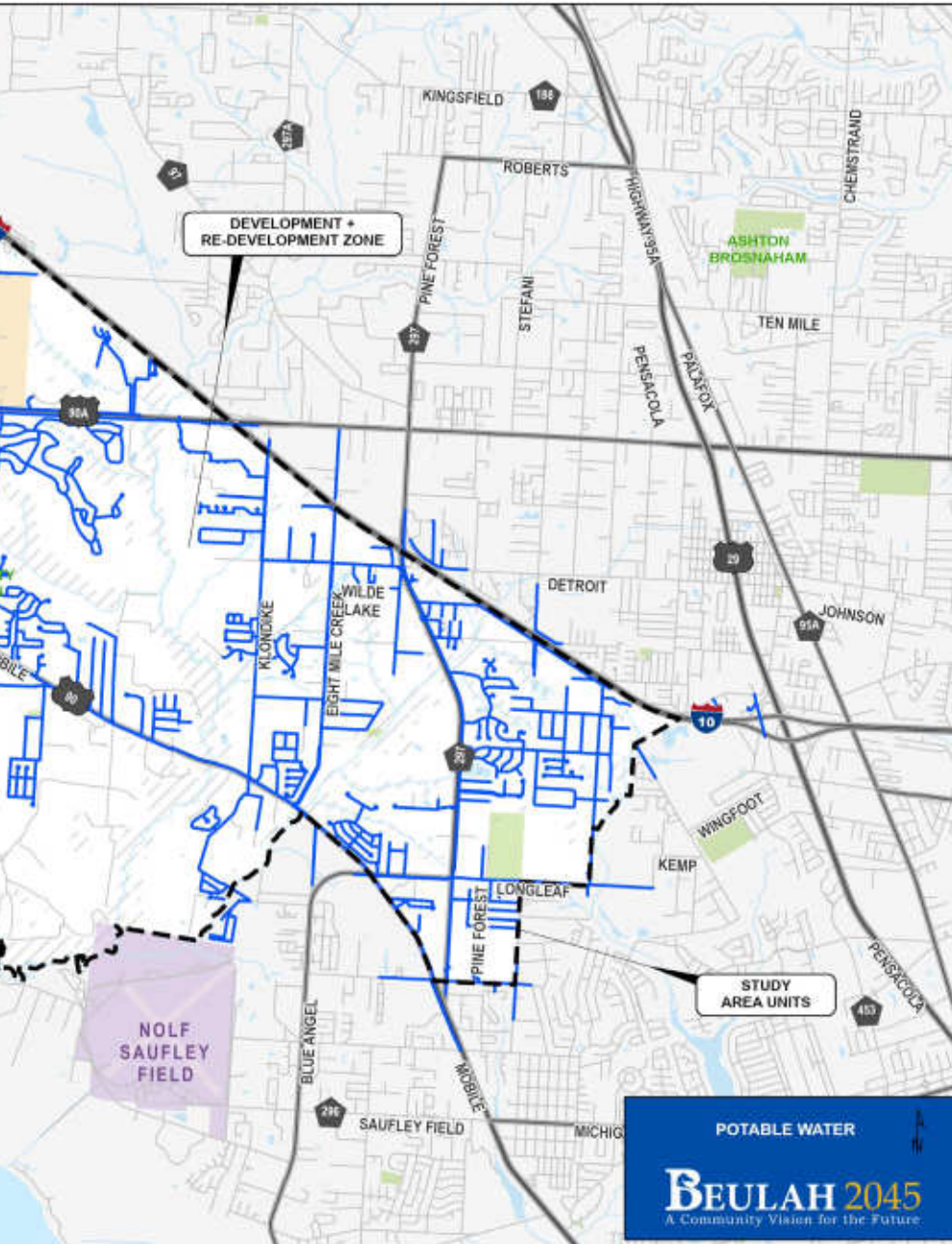


Figure 58: ECUA Water Map

EXISTING CONDITIONS INFRASTRUCTURE



FPL Bulk Transmission System

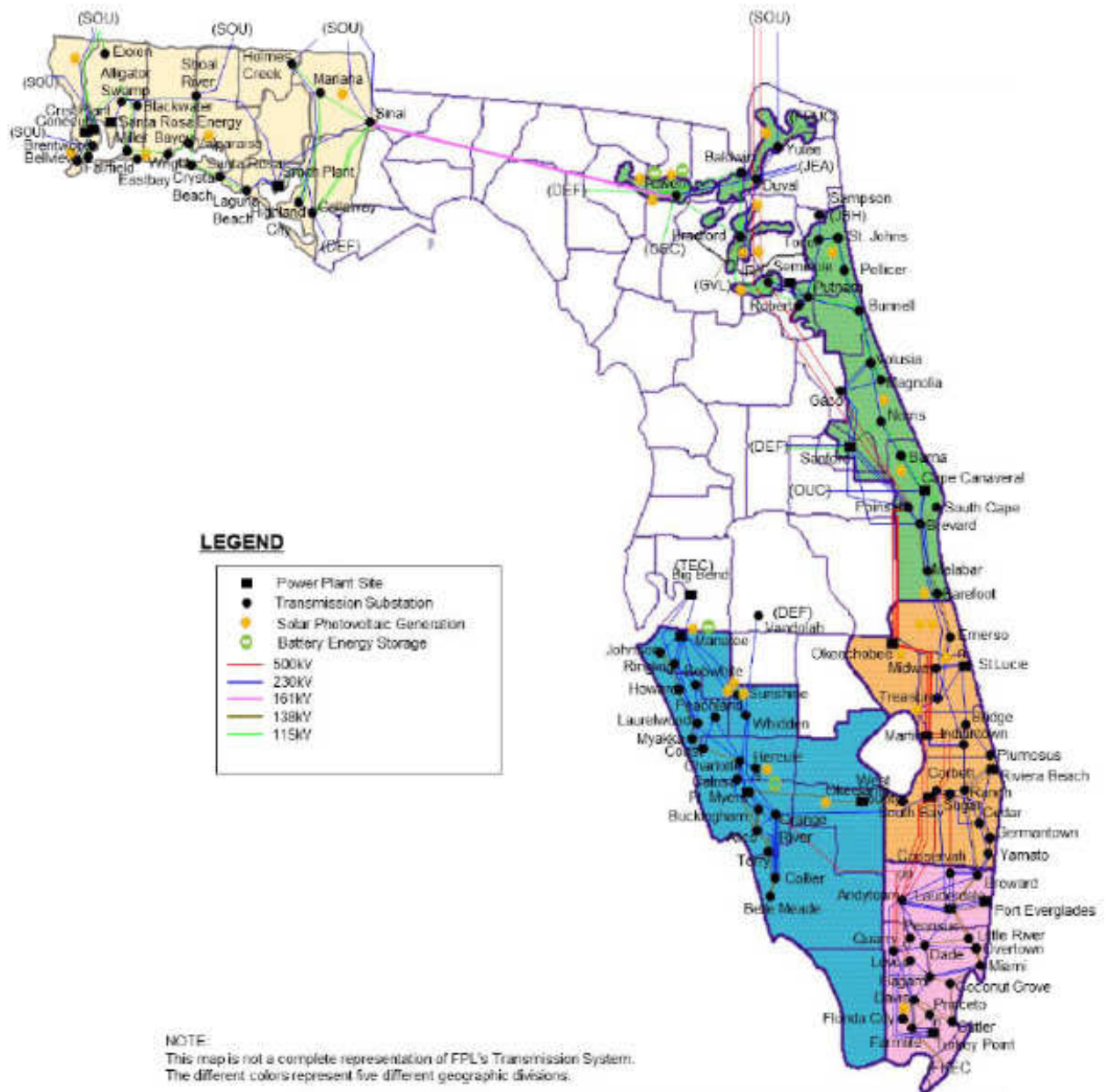


Figure 60: FPL Bulk Transmission System

Florida Power and Light (FPL)

Existing Capacities:

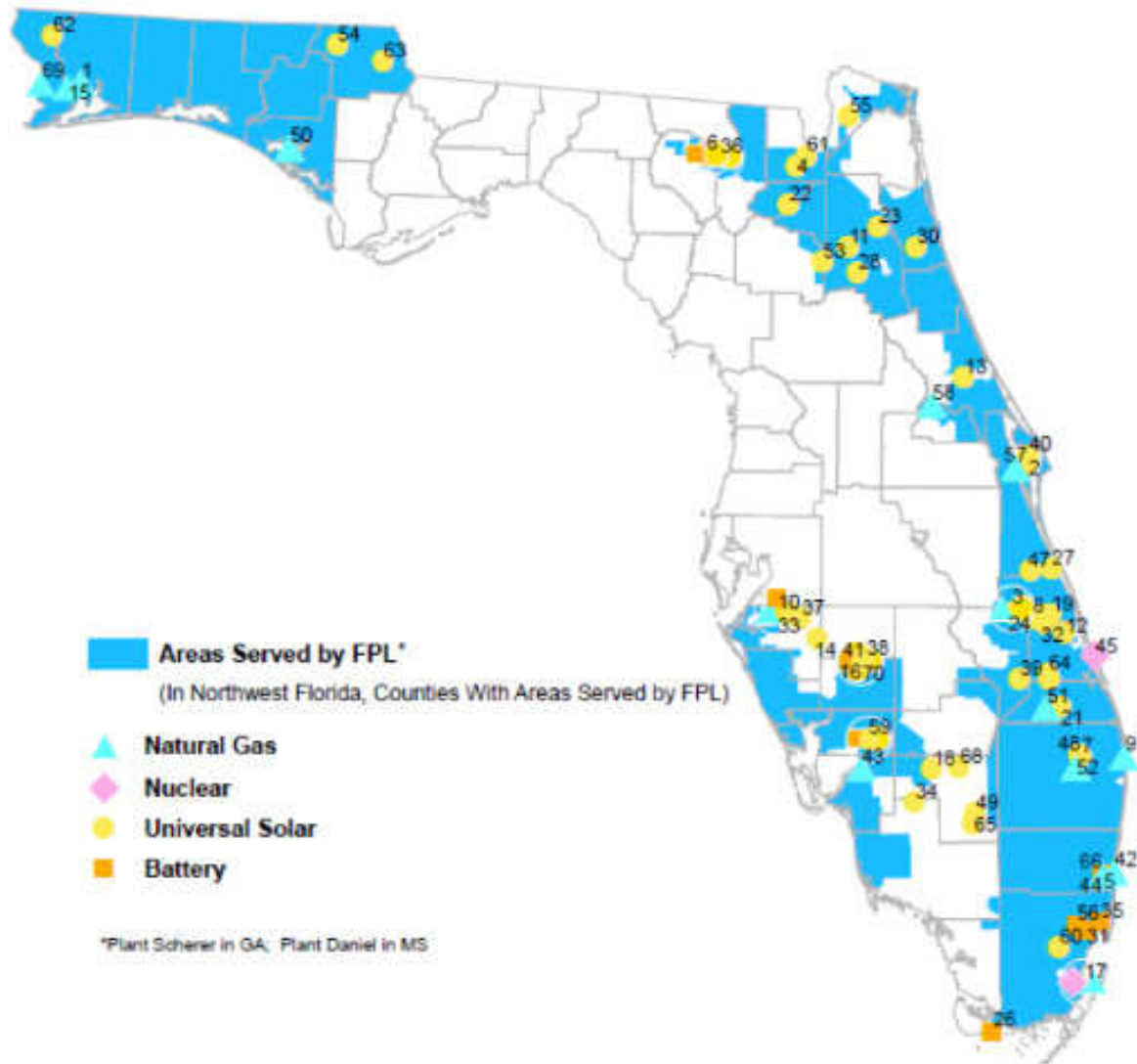
A review of FPL's most current Ten Year Power Plant Site Plan 2023 - 2032 (Figure 61) indicates that FPL has the infrastructure and facilities in place to meet the current and proposed electrical demands for the area. FPL's Bulk Transmission System provides the electrical power required to meet the demands for the existing customers (Figure 60). Figure 62 indicates varying generating resources by location. Figure 63 details the overview of IRP Proces.

Ten Year Power Plant Site Plan 2023 – 2032



Figure 61: Ten Year Power Plant Site Plan 2023 - 2032

FPL Generating Resources by Location



There are four small battery pilot projects shown on the map that are not listed in Table I.A.2: #26 – Florida Bay, #32 – Southwest, #36 – Wynwood, and #57 – FIU Microgrid. These sites are discussed in Chapter III.

Figure 63: FPL Generating Resources by Location

Overview of IRP Process: Fundamental Steps

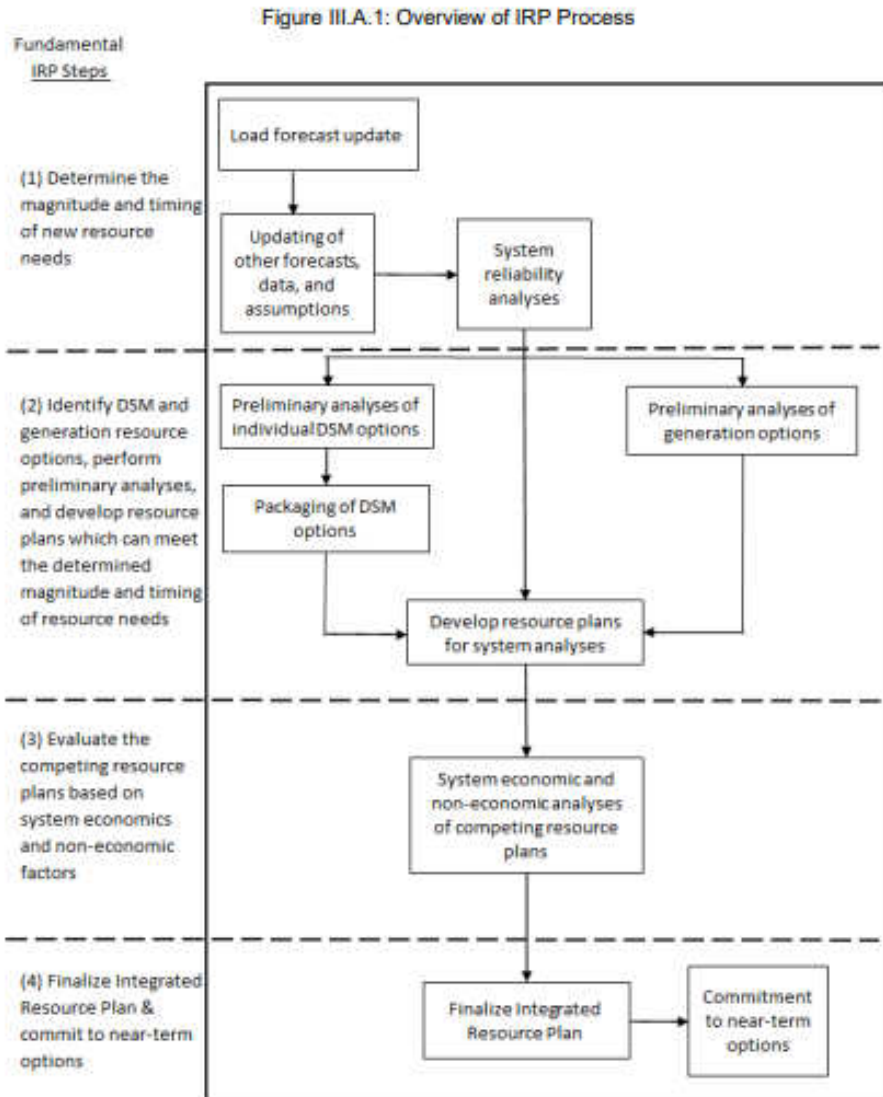


Figure 64: Overview of IRP
Process: Fundamental
Steps

Site Name	County	Technology
Saw Palmetto Solar Energy Center	Bay	Solar
Cypress Pond Solar Energy Center	Washington	Solar
Etonia Creek Solar Energy Center	Putnam	Solar
Terrill Creek Solar Energy Center	Clay	Solar
Silver Palm Solar Energy Center	Palm Beach	Solar
Ibis Solar Energy Center	Brevard	Solar
Orchard Solar Energy Center	St. Lucie / Indian River	Solar
Beautyberry Solar Energy Center	Hendry	Solar
Tumpike Solar Energy Center	Indian River	Solar
Monarch Solar Energy Center	Martin	Solar
Caloosahatchee Solar Energy Center	Hendry	Solar
White Tail Solar Energy Center	Martin	Solar
Prairie Creek Solar Energy Center	DeSoto	Solar
Pineapple Solar Energy Center	St. Lucie	Solar
Canoe Solar Energy Center	Okaloosa	Solar
Sparkleberry Solar Energy Center	Escambia	Solar
Sambucus Solar Energy Center	Manatee	Solar
Three Creeks Solar Energy Center	Manatee	Solar
Fourmile Creek Solar Energy Center	Calhoun	Solar
Big Juniper Creek Solar Energy Center	Santa Rosa	Solar
Pecan Tree Solar Energy Center	Walton	Solar
Wild Quail Solar Energy Center	Walton	Solar
Hawthorne Creek Solar Energy Center	DeSoto	Solar
Nature Trail Solar Energy Center	Baker	Solar
Woodyard Solar Energy Center	Hendry	Solar
Honeybell Solar Energy Center	Okeechobee	Solar
Buttonwood Solar Energy Center	St. Lucie	Solar
Mitchell Creek Solar Energy Center	Escambia	Solar
Hendry Isles Solar Energy Center	Hendry	Solar
Norton Creek Solar Energy Center	Madison	Solar
Kayak Solar Energy Center	Okaloosa	Solar
Georges Lake Solar Energy Center	Putnam	Solar
Cedar Trail Solar Energy Center	Baker	Solar
Holopaw Solar Energy Center	Palm Beach	Solar
Speckled Perch Solar Energy Center	Okeechobee	Solar
Big Water Solar Energy Center	Okeechobee	Solar
Fawn Solar Energy Center	Martin	Solar
Hog Bay Solar Energy Center	DeSoto	Solar
Green Pasture Solar Energy Center	Charlotte	Solar
Thomas Creek Solar Energy Center	Nassau	Solar
Fox Trail Solar Energy Center	Brevard	Solar
Long Creek Solar Energy Center	Manatee	Solar
Swallowtail Creek Solar Energy Center	Walton	Solar
Tenmile Creek Solar Energy Center	Calhoun	Solar
Redlands Solar Energy Center	Miami-Dade	Solar
Turkey Point Units 6 & 7	Miami-Dade	Nuclear

Table 20: FPL Power Preferred Sites

EXISTING CONDITIONS INFRASTRUCTURE

Future Capacities:

FPL has a robust plan for future resource / power needs. At this time, FPL has 46 preferred sites and 15 potential sites for adding future power generation.

For the 2023 Ten-Year Site Plan, 46 Preferred Sites have been identified in Table 20. These include new sites for the development of solar generation facilities and nuclear generation. Several solar sites have been selected for additions to take place from 2023 - 2025, and these sites are described in this section. Potential sites for possible 2026 and beyond solar additions are discussed later in the Potential Site section.



Source: Unsplash



Name	County	Technology
Hardwood Hammock Solar Energy Center	Walton	Solar
Hendry Solar Energy Center	Hendry	Solar
Mare Branch Solar Energy Center	Desoto	Solar
Price Creek Solar Energy Center	Columbia	Solar
Swamp Cabbage Solar Energy Center	Hendry	Solar
Boardwalk Solar Energy Center	Collier	Solar
North Orange Solar Energy Center	St. Lucie	Solar
Sea Grape Solar Energy Center	St. Lucie	Solar
Wood Stork Solar Energy Center	St. Lucie	Solar
County Line Solar Energy Center	DeSoto	Solar
Flatford Solar Energy Center	Manatee	Solar
Sand Pine Solar Energy Center	Calhoun	Solar
Big Brook Solar Energy Center	Calhoun	Solar
Catfish Solar Energy Center	Okeechobee	Solar
Middle Lake Solar Energy Center	Madison	Solar

Table 21: FPL Power Potential Sites

EXISTING CONDITIONS INFRASTRUCTURE

Future Capacities:

There are 15 Potential Sites currently identified for future generation and storage additions to meet projected capacity and energy needs (Table 21).



Image: Solar Field

EXISTING CONDITIONS INFRASTRUCTURE

STORMWATER INFRASTRUCTURE

The Beulah Master Plan area (30,000 acres) encompasses a mixture of wetlands, uplands, residential and commercial development. The area contains three (3) different watersheds / basin that list as follows:

1. Perdido River South Basin
2. Eleven Mile Creek Basin
3. Eight Mile Creek Basin

Each of these basins have been modeled with Interconnected Channel and Pond Routing Model (ADICPR) stormwater software to develop an existing conditions base model and proposed solutions for problematic flooding areas. A brief description for each of the basins list as follows:

PERDIDO RIVER SOUTH BASIN:

The area of this basin is 34 square miles with elevations ranging from approximately 160 feet on the northwestern boundary to sea level on the eastern and southern boundaries (Figure 64). Hence, the basin terrain generally slopes to the west and southwest. The basin consists of multiple drainage systems to the east of the Perdido River. The contributing areas to these systems consist of upland developed areas located at higher elevations (120 to 160 feet) as well as undeveloped natural ranges.

Information pertinent to flooding conditions within the Perdido River South Basin (Figure 65)— including review of previous studies, interviews with county staff and residents, review of Escambia County Road Operations Department records related to drainage, field reconnaissance, and citizen survey questionnaires—were compiled. This information along with current ICPR 3.0 stormwater analysis revealed the following areas that flooded on both County and State Roadways.

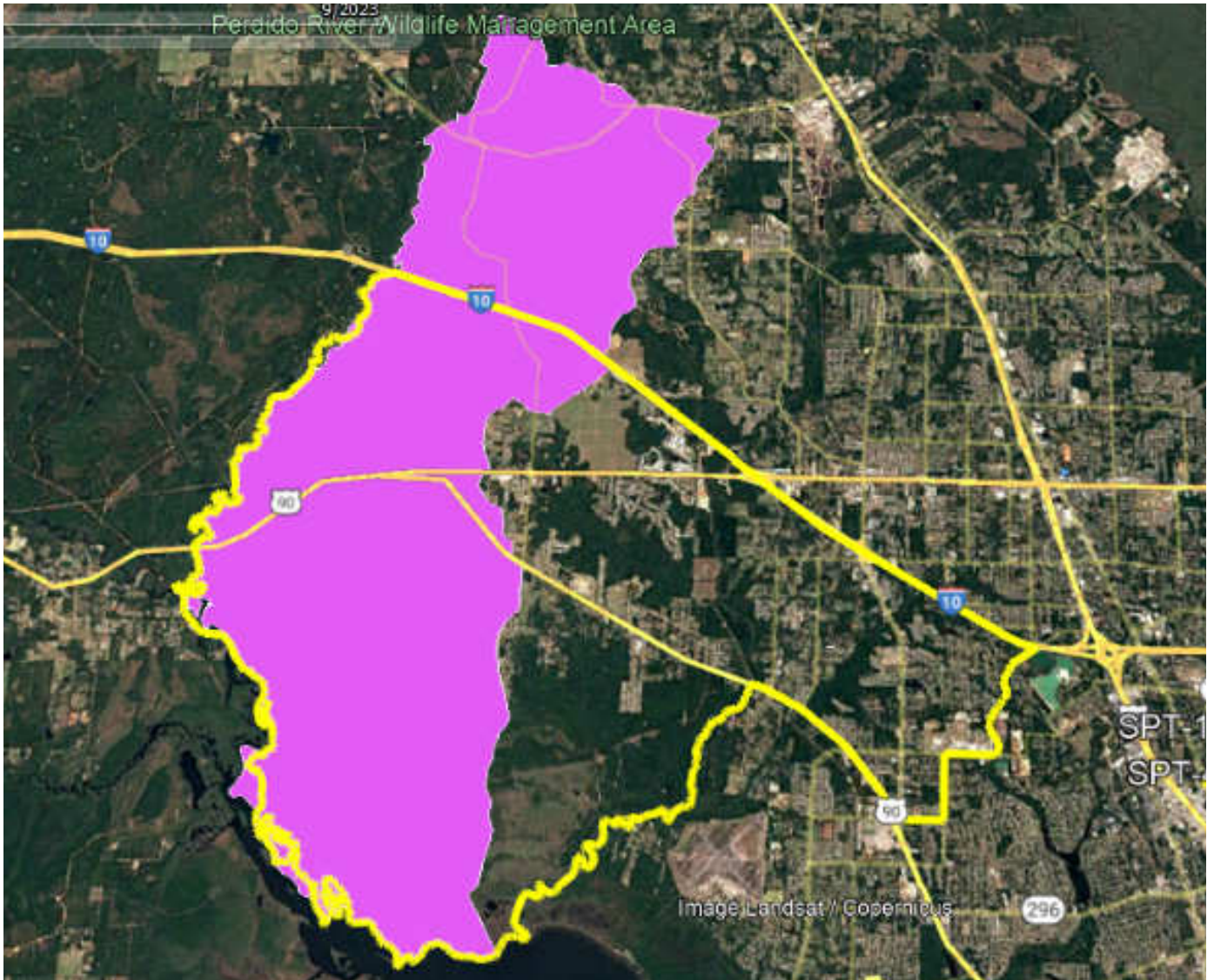


Figure 65: Perdido River South Watershed

EXISTING CONDITIONS INFRASTRUCTURE

Flooding Results on State Roads Model results indicated the following flooding issues which the County may want to alert FDOT of.

- Priority 1: The culvert where Mobile Hwy crosses a tributary to Perdido River appears to overtop at the 25-yr event.
- Priority 2: Mobile Hwy may also flood during the 100-year event where it crosses Mobile Hwy (W of Ridge Place). However, this location is at the upper boundary of the primary drainage system, and it is uncertain how much attenuation will occur in the local drainage system.
- Priority 3: There is a pond between I-10 and the access road to the County Landfill. This pond may encroach on the westbound shoulder during the 100-year event.
- Priority 4: The triple culverts at South Hwy 97, southwest of the Ironhorse subdivision, are at the top of the primary drainage system. Extent-of-inundation maps showing minor flooding on Yellowstone Pass at the upstream end of these culverts, during the 50-year event. However, these maps do not account for attenuation from Ironhorse's stormwater ponds. The culverts are adequately sized if the ponds function as intended.

Flooding Problems - as indicated by the ICPR model of the primary drainage system - which are within the responsibility of Escambia County are listed below.

- Priority 1: At the 50-year event, the River Annex Rd bridge is under pressure flow but does not overtop.
- Priority 2 : There is a dip in the approach on the north side of the Beulah Rd bridge, allowing water to cross the roadway at the 10-year event. This roadway should be resurfaced at a higher grade.
- Priority 3: At the intersection of Mobile Hwy and Bridlewood Rd, both may flood frequently. Mobile Hwy may overtop at the 25-year event. This area is in a local depression that extends northeast to the properties at 8350 Mobile Hwy, 9310 Bridlewood Rd, and 9314 Bridlewood Rd. These properties will experience yard flooding and blocked driveways at the 10-year event.
- Priority 4: On the east side of the Escambia County solid waste disposal facility on Beulah Rd, there is a County-owned lot which is not part of the landfill. Both this lot and the landfill itself are bordered on the south by an access road, the embankment of which acts as a berm. The pond on the landfill side of the access road has excess capacity during the 100-year storm, but the pond on the east side may overtop the berm at the 100-year event.
- Priority 5: Triple culverts near the west end of Britt Rd may overtop during the 50- year event. This road is not considered essential or high-use, so the design storm is the 25-year event. Therefore, no solution is proposed. If the County nonetheless wished to increase capacity in the future, it may be able to do so by retrofitting the inlets with a concrete headwall. The inlets are currently projecting from sandbags.
- Priority 6: Tributary J passes through the parcel at 13865 Timbercreek Dr. There may be building flooding at the 100-year event.

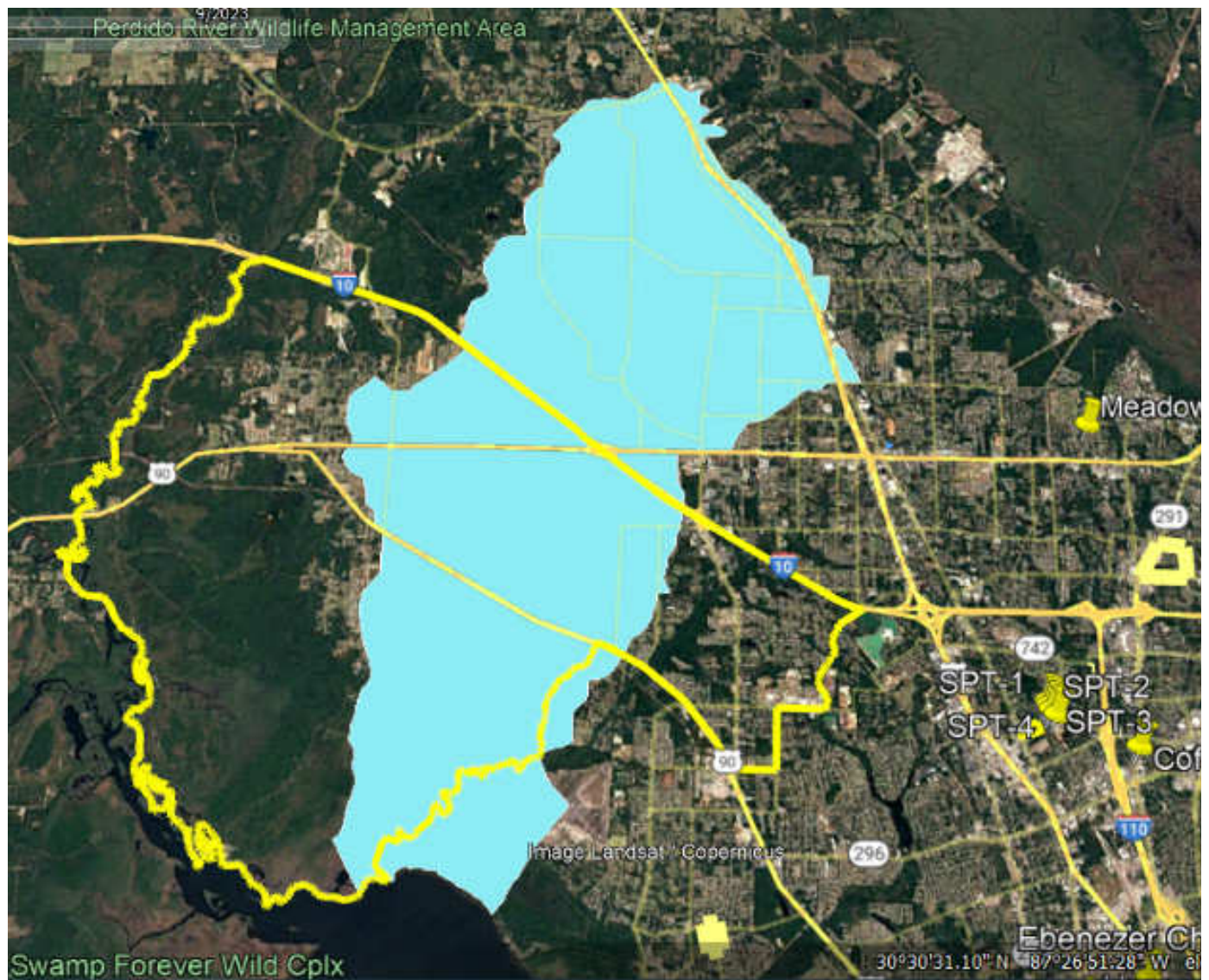


Figure 66: Eleven Mile Creek Watershed

EXISTING CONDITIONS INFRASTRUCTURE

Eleven Mile Creek Basin:

The Eleven Mile Creek basin is one (1) of the five (5) basins which was chosen for a more detailed study (Figure 66). This basin is an approximate 22,600-acre (35.4 square mile) drainage area located in the south-central portion of Escambia County (Figure 66). The basin consists of a main channel and 56 primary tributaries. The northernmost point of the basin is at the Champion International Golf Course. The basin is drained almost entirely by a natural creek system that flows south to its outfall into Perdido Bay. The eastern basin boundary is to the east of Hwy 29 spanning southwesterly from the intersection at Muscogee Rd to the intersection at Old Palafox Hwy. The eastern boundary then intersects Ten Mile Rd just west of Hwy 29, Nine Mile Rd just east of Pine Forrest Rd, Pine Forrest Rd just south of Nine Mile Rd, I-10 just west of Pine Forest Rd, and Mobile Hwy just east of Klondike Rd.

The western basin boundary intersects Muscogee Rd west of Booker Rd, CR-97 approximately 3/4 miles north of County Road 186 (CR-186), I-10 approximately two (2) miles west of Eleven Mile Creek, Beulah Rd south of Reeder Rd, Nine Mile Rd west of Beulah Rd, and Helms Rd west of Beulah Rd. Land surface elevations range from highs of 145 feet National Geodetic Vertical Datum (NGVD) in the northern end to lows of 0 feet NGVD at the outfall. Overland slopes are variable throughout the basin. The Soil Conservation Service hydrologic soil groups within the basin are approximately 25% group A, 48% group B, 1% group C and 26% group D. Eleven Mile Creek basin is one (1) of eight (8) gaged basins within Escambia County.

Information pertinent to flooding conditions within the Eleven Mile Creek Basin — including review of previous studies, interviews with county staff and residents, review of Escambia County Road Operations Department records related to drainage, field reconnaissance, citizen survey questionnaires, collection of extensive survey data and collection of new Aerial Cartography was completed to delineate the existing flooding conditions within the basin.

The development of a drainage improvements plan for the primary system of Eleven Mile Creek basin was conducted with the intention of meeting the following criteria (Figure 67 - 69):

- Eliminate roadway over-toppings during the 100-year storm event for hurricane evacuation routes.
- Eliminate roadway over-toppings during the 25-year storm event for major arterial roadways.
- Eliminate roadway over-toppings during the 3-year storm for minor and secondary roadways.
- Contain the 25-year storm event within the channel banks of all primary drainage paths.
- Minimize structure flooding of homes and businesses during the 100-year storm event.
- Minimize yard, street, and parking lot flooding during the 25-year storm event.

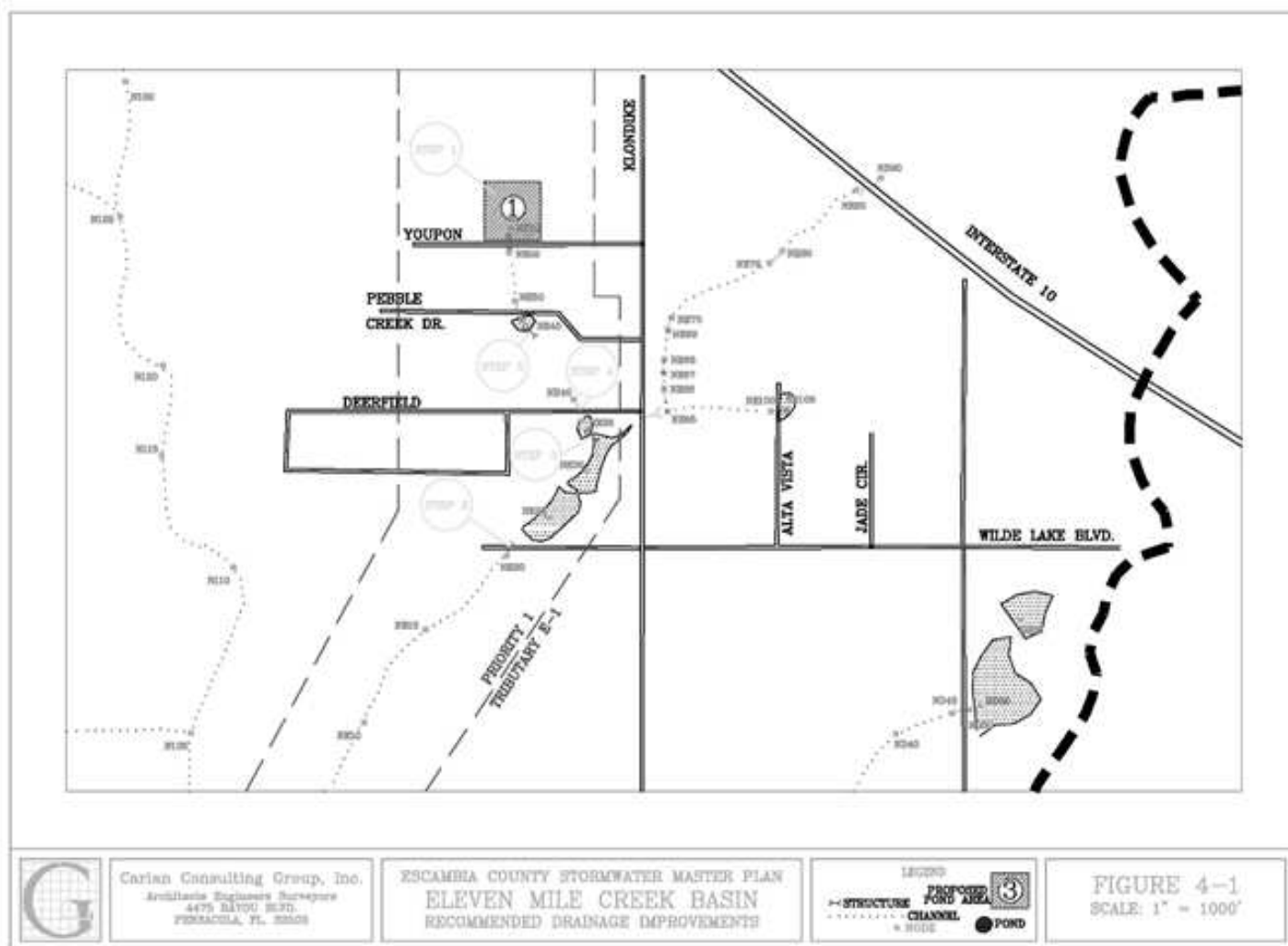


Figure 67: Eleven Mile Creek Basin: Stormwater Master Plan

EXISTING CONDITIONS INFRASTRUCTURE

The following roads were viewed as the major roadways within the basins: I-10, Mobile Hwy, Hwy 29, and Nine Mile Rd. These roads were also identified by Emergency Management officials as evacuation routes in Escambia County. Two (2) different alternatives were explored to achieve these objectives. The first alternative was to increase the conveyance by up-sizing culverts and expanding channels. This method is the classic approach to solving stormwater flooding problems. Increasing conveyance will yield relief at the point where improvements are made; however, it typically ends up moving problems to areas downstream. Another downside to this method is that it does not address water quality improvements, making it extremely difficult to permit through the Department of Environmental Protection (DEP).

The second alternative was to provide storage in the upper reaches of the basin to reduce the flows throughout the system. This method has become the industry standard in solving stormwater flooding problems. It provides a means to treat stormwater runoff and can reduce flows downstream. These are the two (2) main criteria DEP reviews prior to issuing permits, making it the easier of the two (2) methods to permit. The major drawback in this approach is that it requires a large amount of land to be purchased. Along with the purchase price of these lands, the cost of constructing storage facilities of this magnitude makes it by far the more costly of the two (2) methods.

TABLE 1-2:

FACTOR	10	6	4	6	4	2	6	4	2	3	2	1	3	2	
PRIORITY	1-10 FLOODING (MAJOR DRAINAGE)	10-15 FLOODING (MAJOR DRAINAGE)	15-20 FLOODING (MAJOR DRAINAGE)	20-25 FLOODING (MAJOR DRAINAGE)	25-30 FLOODING (MAJOR DRAINAGE)	30-35 FLOODING (MAJOR DRAINAGE)	35-40 FLOODING (MAJOR DRAINAGE)	40-45 FLOODING (MAJOR DRAINAGE)	45-50 FLOODING (MAJOR DRAINAGE)	50-55 FLOODING (MAJOR DRAINAGE)	55-60 FLOODING (MAJOR DRAINAGE)	60-65 FLOODING (MAJOR DRAINAGE)	65-70 FLOODING (MAJOR DRAINAGE)	70-75 FLOODING (MAJOR DRAINAGE)	WEIGHTED TOTAL
PRIORITY 1	1	1	1									3	4	2	30
PRIORITY 2				1								4	7	1	22
PRIORITY 3			1	1								4	5	1	22
PRIORITY 4					2					2	1	1	2		17
PRIORITY 5										1	4	4		1	16
PRIORITY 6		1				1	1			1	1				13
PRIORITY 7				1	1					1	1	1			12
PRIORITY 8		1				1	1								10
PRIORITY 9					1					2			1		9
PRIORITY 10							1			1	1	1		1	9
PRIORITY 11					1					1	1	1			7
PRIORITY 12					1		1							1	6
PRIORITY 13							2					1			5
PRIORITY 14										1	2				4
PRIORITY 15										1	1				4
PRIORITY 16							1					1			3
PRIORITY 17												1			1
PRIORITY 18												1			1
PRIORITY 19												1			1
PRIORITY 20												1			1

Table 22: Eleven Mile Creek Basin Priority Ranking Matrix

EXISTING CONDITIONS INFRASTRUCTURE

There are 20 areas recommended for improvements and all of these areas are independent of one (1) another (Table 22). Below is a description of the recommended improvement areas and they are listed in order of priority.

- Priority 1: Tributary E-1 which begins at Youpon St east of Klondike Rd and enters the Main Channel south of the Beulah Landfill.
- Priority 2: Tributaries S-1 and S-3 which begin at Booker Rd north of the Escambia County road prison and enter the Main Channel north Kingsfield Rd.
- Priority 3: Tributaries P-1 and P-3 which begin at CR-97 north of Kingsfield Rd and enter the Main Channel approximately 1/2 mile north of the bridge on SR 297-A.
- Priority 4: Tributaries A-1 and A-3 which begin at Helms Rd west of Beulah School Rd and enter the Main Channel west of Saufley Pines Rd.
- Priority 5: Tributary E-2 which begins at I-10 east of Nine Mile Rd and enters Tributary E-1 west of Klondike Rd.
- Priority 6: Tributary Z which begins at the Louisville and Nashville (L&N) Railroad north of Champion International and enters the Main Channel north of Kingsfield Rd.
- Priority 7: Tributary M-6 which begins at West Roberts Rd east of Pine Forest Rd and enters Tributary M-1 south of Greenhills Rd.
- Priority 8: Tributary F-1 which begins at Beulah Rd north of Nine Mile Rd and enters the Main Channel at the Beulah Landfill.
- Priority 9: Tributary M-7 which begins at Winchester Rd south of Ten Mile Rd and enters Tributary M-1 at Stefani Rd north of Ten Mile Rd.
- Priority 10: Tributary M-9 which begins at the L & N Railroad north of East Roberts Rd and enters Tributary M-1 north of West Roberts Rd. Also, the upper portion of Tributary M-1 from the L&N Railroad north of Kingsfield Rd to Tributary M-9.
- Priority 11: Tributary L which begins at CR 97 west of SR 297-A and enters the Main Channel at the SR 297-A bridge.
- Priority 12: Tributary B which begins at Mobile Hwy and enters the Main Channel approximately 1/2 mile south of Mobile Hwy.
- Priority 13: Tributaries T-1, T-7 and T-8 which begin at Hwy 29 and enter the Main Channel north of Kingsfield Rd.
- Priority 14: Tributary Q which begins at SR 297-A and enters the Main Channel east of Creekwood Dr.

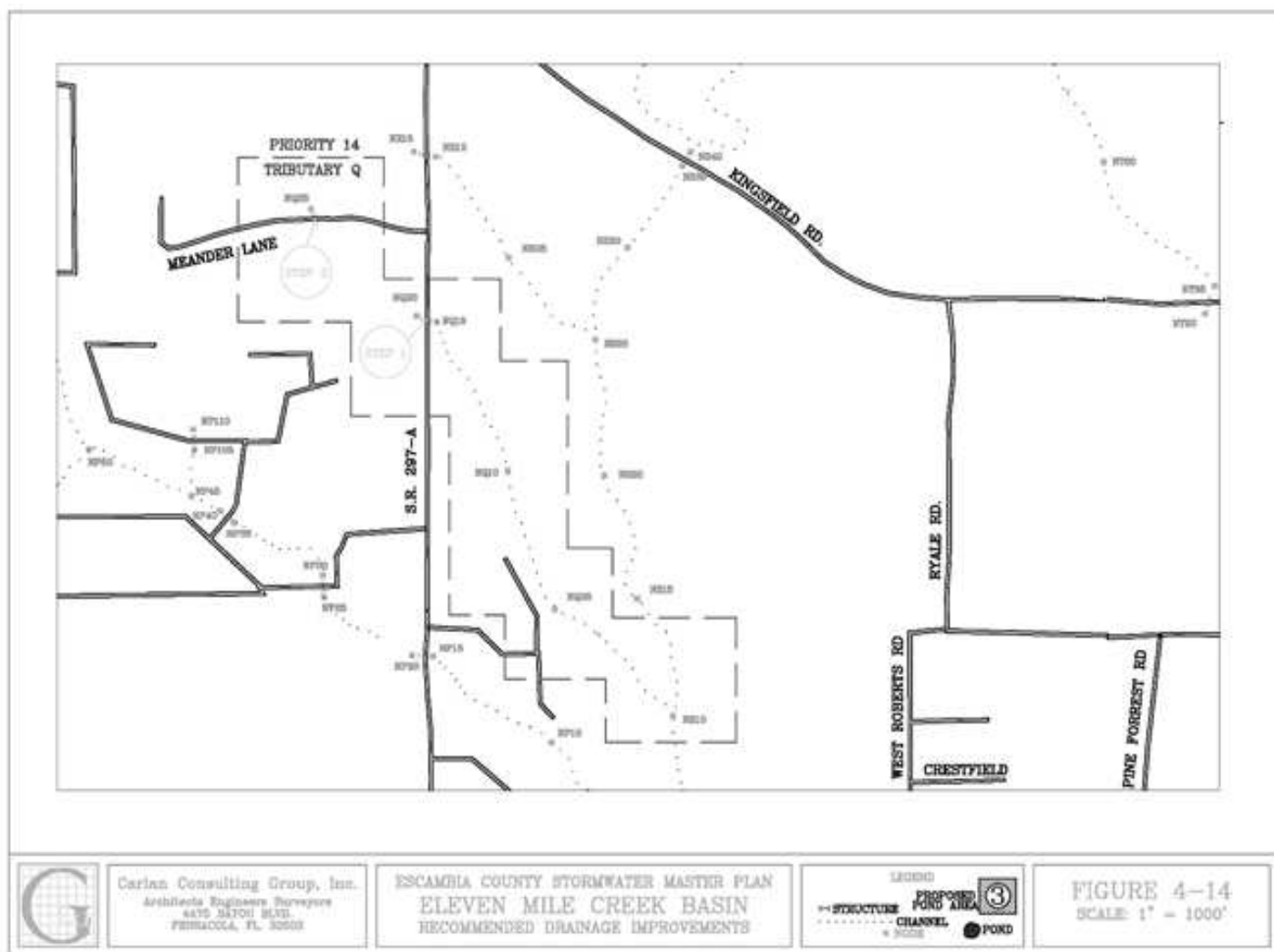


Figure 69: Eleven Mile Creek Basin: Stormwater Master Plan

EXISTING CONDITIONS INFRASTRUCTURE

- Priority 15: Tributary C which begins at Klondike Rd and enters the Main Channel north of Mobile Hwy.
- Priority 16: Tributaries U-1 and U-2 begin at Hwy 29 east of Champion International and enter Tributary Z at Champion international.
- Priority 17: Tributary T-4 which begins at Filley Rd north of Kingsfield Rd and enters Tributary T-3 north of Kingsfield Rd.
- Priority 18: Tributary N which begins at the southern portion of Creekwood Dr and enters the Main Channel north of SR 297-A.
- Priority 19: Tributary M-5 which begins at Winston St and enters Tributary M-1 east of Pine Forrest Rd.
- Priority 20: Tributary H which begins at the I-10 / Pine Forest Rd on ramp and enters the Main Channel south of I-10.

The 20 priorities should bring flooding solutions to all 13 problem areas along the primary system. These priorities do not relieve any of the secondary system problem areas; however, they do provide a means for relief for three (3) of the five (5) areas. The remaining two (2) secondary system problem areas (Problem areas 15 and 18) are not directly influenced by the primary drainage system. Also, these two (2) problem areas can be addressed independently of the primary system.

Furthermore, by implementing the 20 drainage improvements, all primary system roadway over-toppings, with the exception of the dirt road at the Beulah Landfill and a road at Champion International, will be eliminated for the 25-year storm event and all evacuation route over-toppings will be eliminated for the 100-year storm event. The two (2) roads at Champion and the Beulah Landfill should not be a concern to the County.

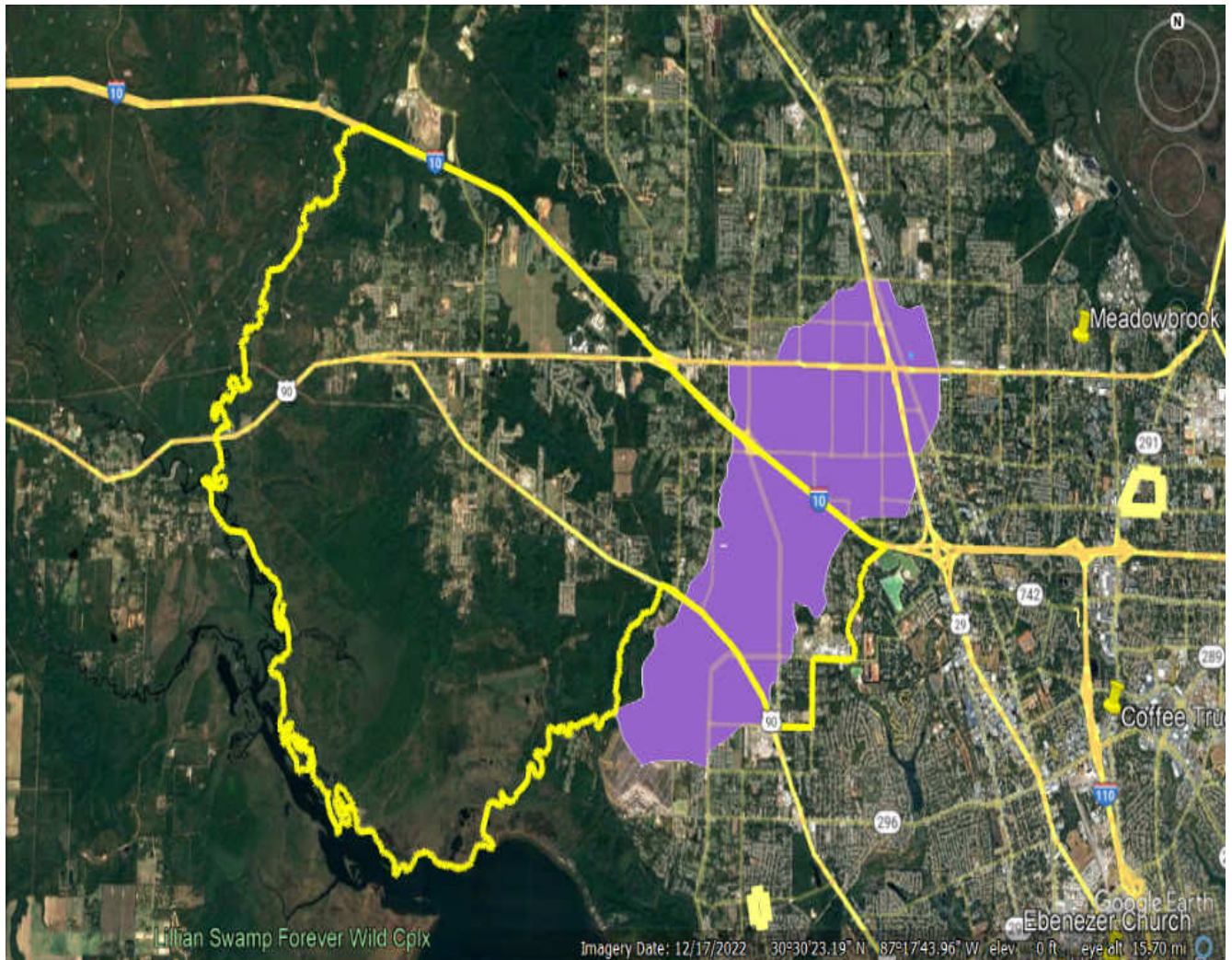


Figure 70: Eight Mile Creek Watershed

EXISTING CONDITIONS INFRASTRUCTURE

Eight Mile Creek Basin:

The Eight Mile Creek basin is one (1) of the five (5) basins which was chosen for a more detailed study (Figure 70). This basin is an approximate 7900-acre (12.4 square mile) drainage area located in the south central portion of Escambia County. The basin consists of a main channel and 23 primary tributaries. The northernmost point of the basin is approximately 1/2 mile north of Ten Mile Rd on the L&N railroad tracks. The northern portion of the basin is drained by a ditch system that flows south to Detroit Boulevard. Once south of Detroit Blvd, drainage is conveyed through a natural creek system which flows southwesterly to its outfall into Eleven Mile Creek. The eastern boundary of the basin intersects Nine Mile Rd just west of Chemstrand Rd, Detroit Blvd at Old Palafox Hwy, I-10 at U.S. Hwy 29, and Mobile Hwy just west of Pine Forest Rd. The western basin boundary intersects Nine Mile Rd just east of Pine Forest Rd, I-10 just west of Pine Forest Rd, and Mobile Hwy just east of Klondike Rd. Land surface elevations range from highs of 125 feet NGVD in the northern end to lows of 4 feet NGVD at the outfall. Overland slopes are variable throughout the basin. The Soil Conservation Service hydrologic soil groups within the basin are approximately 57% group A, 32% group B, and 11% group D. No group C soils are present in the basin. Eight Mile Creek basin is one (1) of eight (8) gaged basins within Escambia County. United States Geological Survey (USGS) operates a streamflow gauge located downstream of the bridge at Klondike Rd and runoff from approximately 7200 acres (11.2 square miles) of the basin are monitored by this gage. Land use throughout the basin is broken down as follows: 32% undeveloped, 9% agricultural, 1% recreational, 6% public, 44% single family residential, 1% multifamily residential, 4% commercial, and 3% industrial. Eight Mile Creek Basin is classified as one (1) of Escambia County's seven (7) projected high growth basins.

Information pertinent to flooding conditions within the Eight Mile Creek Basin (Figures 71 - 74) - including of previous studies, interviews with County staff and residents, review of Escambia County Road Operations Department records related to drainage, field reconnaissance, citizen survey questionnaires, collection of extensive survey data and collection of new Aerial Cartography was completed to delineate the existing flooding conditions within the basin.

The development of a drainage improvement plan for the primary system of the Eight Mile Creek basin was conducted with the intention of meeting the following criteria:

- Eliminate roadway over-toppings during the 100-year storm event for major roadways and evacuation routes.
- Eliminate all roadway over-toppings during the 25-year storm event.
- Contain the 25-year storm event within the channel banks for the channels north of Detroit Blvd.
- Limit flooding during the 100-year storm event to streets and yards.
- Minimize head losses at crossings by providing low cord clearance during the 3-year storm event.

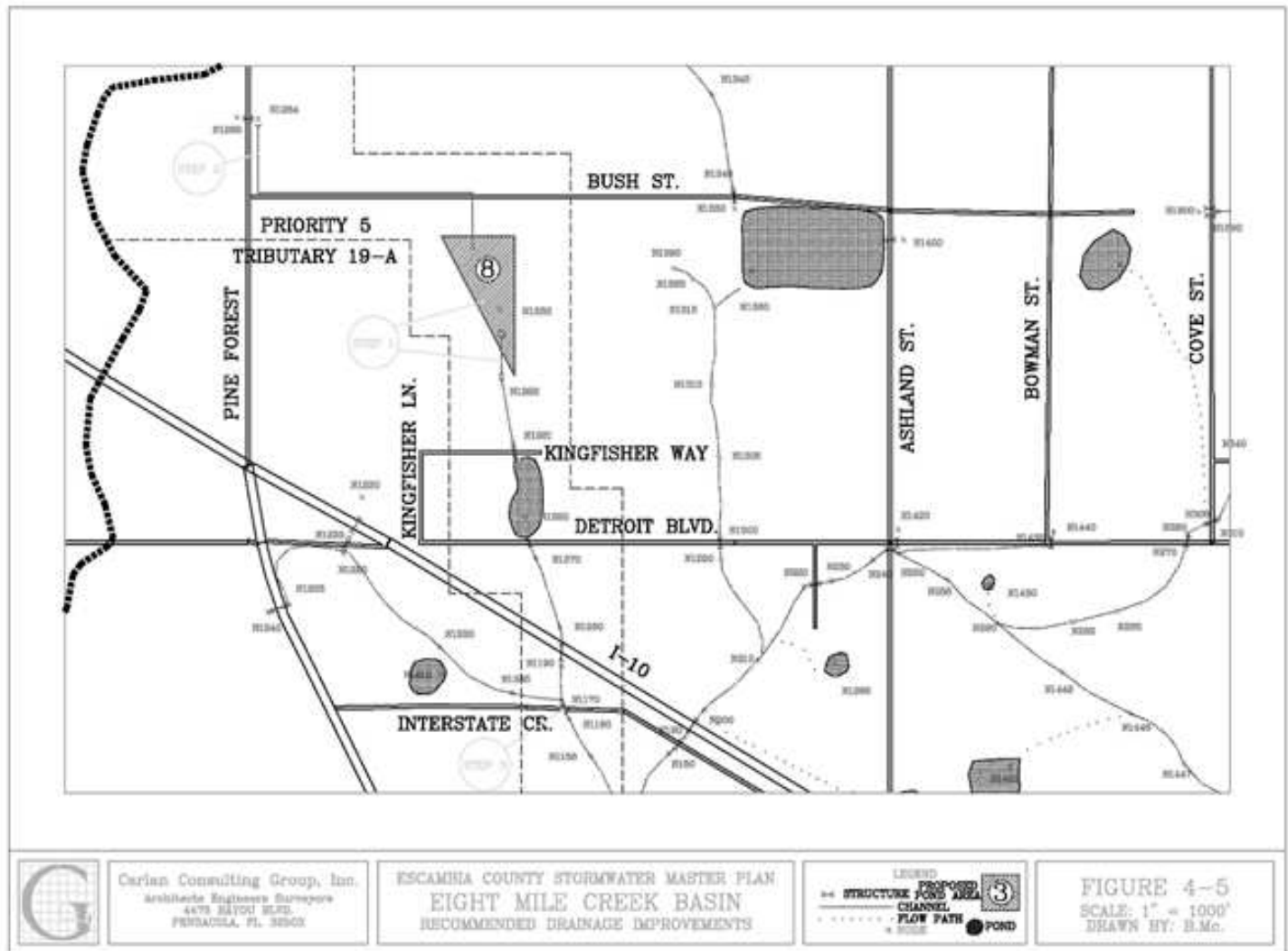


Figure 71: Eight Mile Creek Basin: Stormwater Master Plan

EXISTING CONDITIONS INFRASTRUCTURE

The following roads were viewed as the major roadways within the basin: I-10, Mobile Hwy, Hwy 29, and Nine Mile Rd. These roads were also identified by Emergency Management officials as evacuation routes in Escambia County. Two (2) different alternatives were explored to achieve these objectives. The first alternative was to increase the conveyance by up-sizing culverts and expanding channels. This method is the classic approach to solving stormwater flooding problems. Increasing conveyance will yield relief at the point where improvements are made; however, it typically ends up moving problems to areas downstream. Another downside to this method is that it does not address water quality improvements, making it extremely difficult to permit through the DEP.

The second alternative was to provide storage in the upper reaches of the basin to reduce the flows throughout the system. This method has become the industry standard in solving stormwater flooding problems. It provides a means to treat stormwater runoff and can reduce flows downstream. These are the two (2) main criteria DEP reviews prior to issuing permits, making it the easier of the two (2) methods to permit. The major drawback in this approach is that it requires a large amount of land to be purchased. Along with the purchase price of these lands, the cost of constructing storage facilities of this magnitude makes it by far the more costly of the two methods.

Our approach was to combine increased conveyance with storage. Conveyance was increased where deemed necessary to alleviate constrictions or reduce stages due to high head loss. In addition, the overall runoff flowing through the primary system was decreased with the utilization of retention / detention ponds. This method will allow us to satisfy DEP's requirements for permitting and also reduce costs associated with large storage facilities.

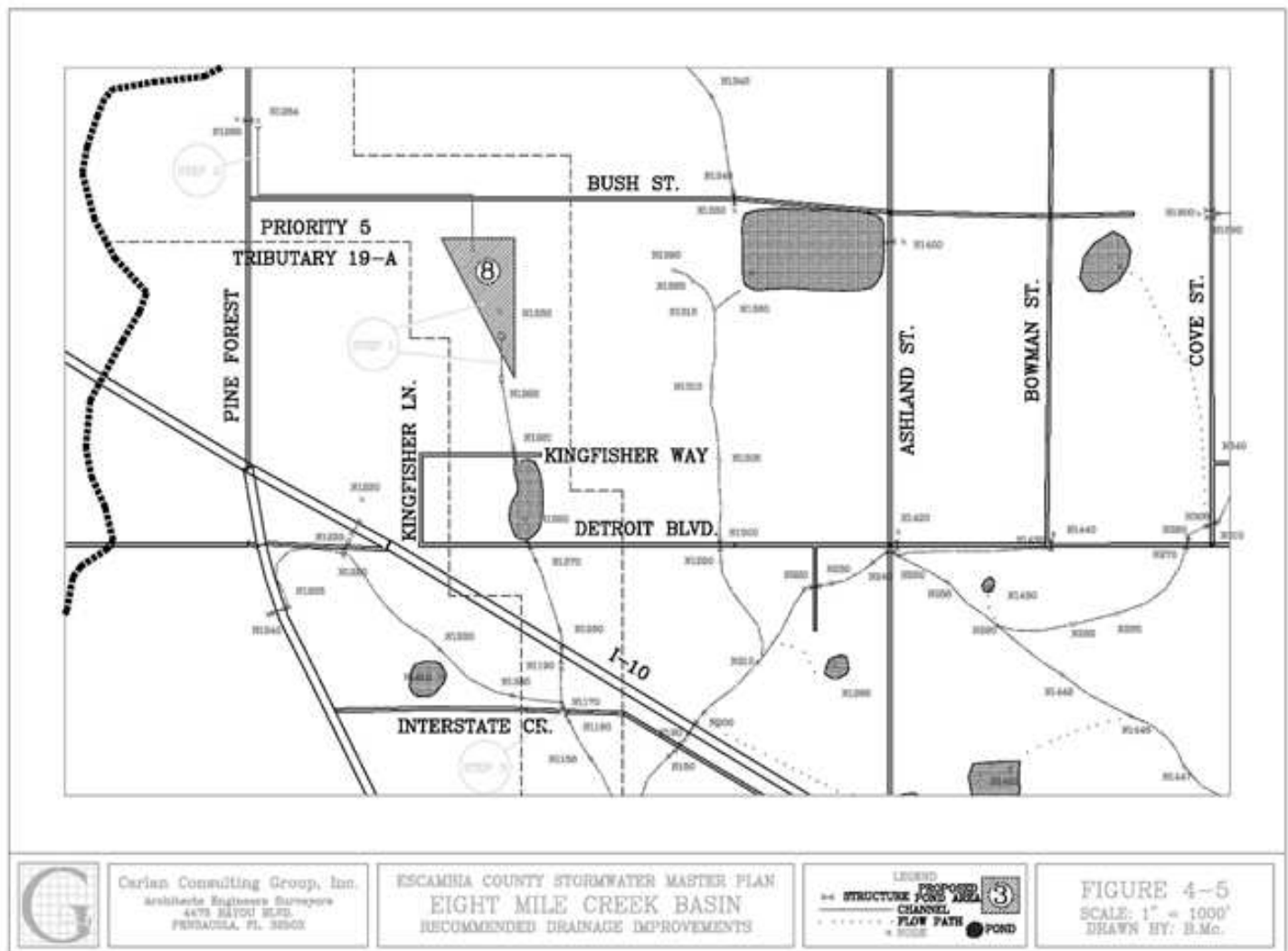


Figure 72: Eight Mile Creek Basin: Stormwater Master Plan

EXISTING CONDITIONS INFRASTRUCTURE

Below is a description of recommended improvement areas (Table 23). They are listed in order of priority with their dependencies noted in parenthesis.

- Priority 1: Tributary 30-A begins at Hwy 29 south of Detroit Ave and enters the main channel at Barmel St. (Independent)
- Priority 2: Tributary 32-A begins at Hwy 29 between Detroit Ave and Hanna Stand enters the main channel south of Sagebrush Trail. (Independent)
- Priority 3: North section of the main channel beginning at Nine Mile road and ending at Barmel St. (Dependent on Priorities 1 & 2)
- Priority 4: Secondary system north of Nine Mile Rd. (Dependent on Priorities 1 - 3)
- Priority 5: Tributary 19-A begins at Pine Forest Rd and flows through the Kingfisher area before entering the main channel south of Interstate Circle. (Independent)
- Priority 6: Main channel crossing at Mobile Hwy. (Dependent on Priorities 1 - 3)
- Priority 7: Tributary 21-A begins at Nine Mile Rd south of Site 6 (proposed Milestone development), flows through the pit at Bush St and enters the main channel south of Detroit Blvd. (Independent)
- Priority 8: Main channel crossing at Asland St south of Detroit Blvd. (Dependent on Priorities 1 - 3)
- Priority 9: Main channel crossing at a private driveway located between Asland Rd and I-10. (Dependent on Priorities 1 - 3)
- Priority 10: Tributary 16-A Begins at Belgium Rd south of Holly Hill Rd and enters the main channel north of Pine Forest Rd. (Independent)
- Priority 11: Tributary 10-A begins at Lake Francis east of Pine Forest Rd and enters the main channel north of Mobile Hwy. (Independent)

**EIGHT MILE CREEK BASIN
PRIORITY RANKING MATRIX**

TABLE 1-1

TRIBUTARY	10	6	4	6	4	2	6	4	2	3	2	2	1	3	2	
FACTOR	10	6	4	6	4	2	6	4	2	3	2	2	1	3	2	
PRIORITY 1		2	2							1	4			5	3	51
PRIORITY 2		1	3								2			3		31
PRIORITY 3		1	1								3			4		28
PRIORITY 4		1	2								1				5	26
PRIORITY 5		1	1								1	1		3		19
PRIORITY 6			2					1	1							6
PRIORITY 7			1						1				1			7
PRIORITY 8											1	1				3
PRIORITY 9											1	1				3
PRIORITY 10												2				2
PRIORITY 11										1						2

Table 23: Eight Mile Creek Basin Priority Ranking Matrix

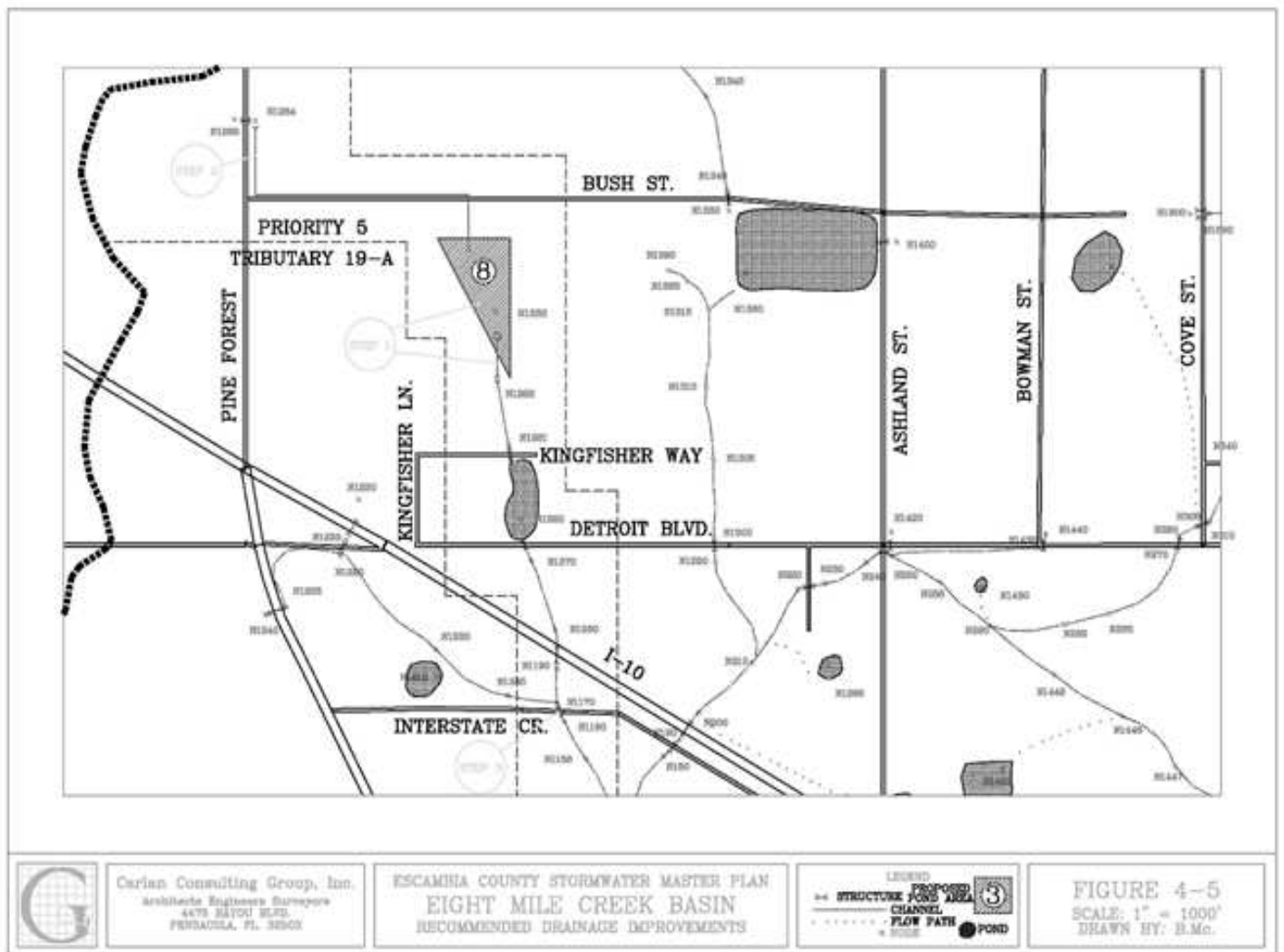


Figure 73: Eight Mile Creek Basin: Stormwater Master Plan

The 11 priorities should bring flooding solutions to 18 of the 20 problem areas along the primary system. The two (2) problem areas which were not offered a solution, lie in the natural flood plain. Pawnee Dr and farmland southwest of Klondike Rd are located in the lower reaches of the basin. To solve these problems, an extremely large storage facility would have to be constructed to attenuate the large volume of runoff which makes its way down to that point. A pond of this magnitude would yield very little benefit for its high cost.

Furthermore, by implementing the 11 drainage improvements, all primary system roadway over-toppings will be eliminated for the 25-year storm event and all evacuation route over-toppings will be eliminated for the 100-year storm event.

EXISTING CONDITIONS INFRASTRUCTURE

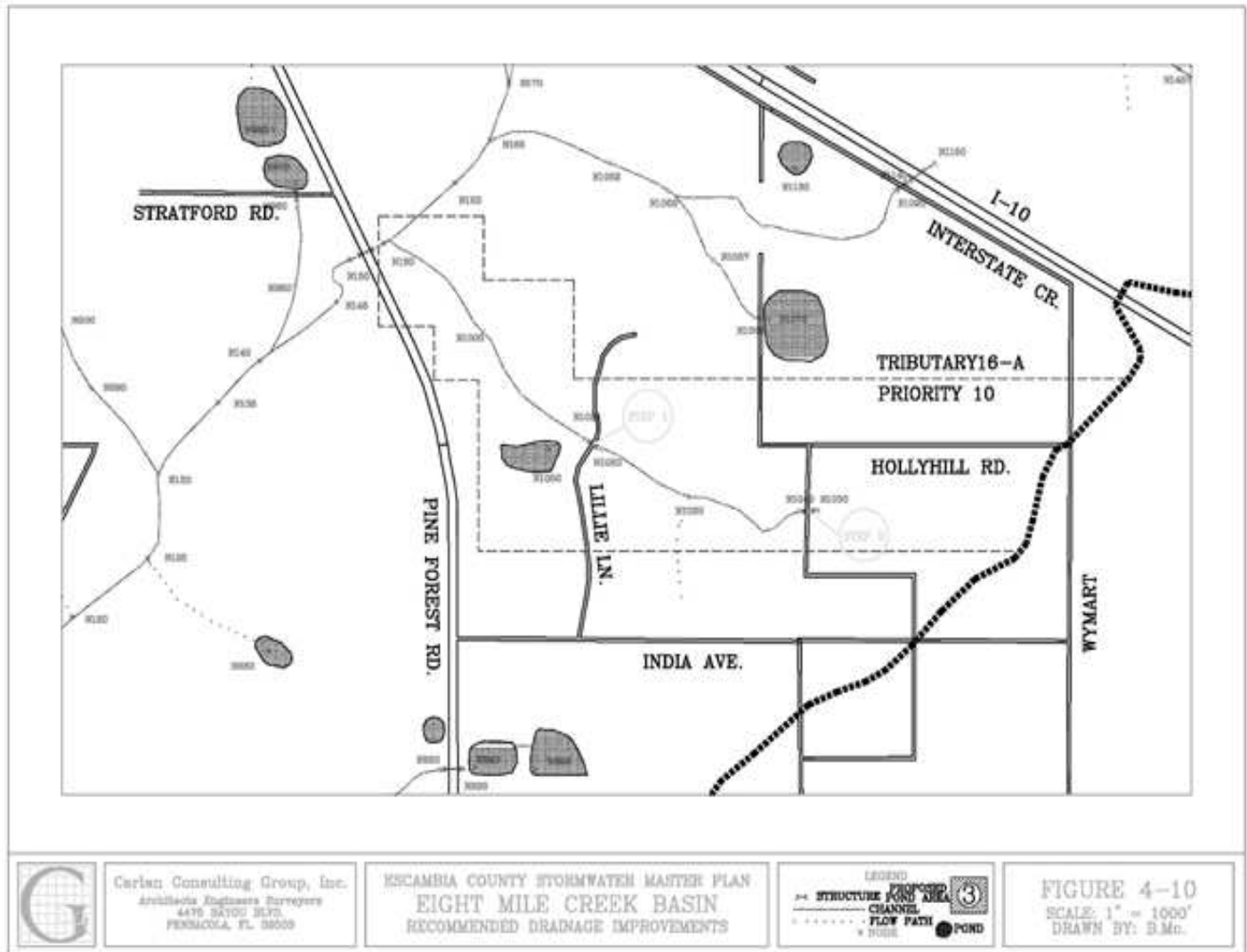


Figure 74: Eight Mile Creek Basin: Stormwater Master Plan

Beulah Ma

Public O



Master Plan

Outreach



"Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it's the only thing that ever has"

- Margaret Mead



BEULAH 2045
A Community Vision for the Future

How to be a Part of the Master Plan: Stay Connected!

- 1. Public Workshops**
Minimum of four scheduled
- 2. Website**
To be determined
- 3. Questionnaires**
To be provided throughout process
- 4. Project Updates**
Available on project website
- 5. District Commissioner's Office**
Always open to input/suggestions
E: district1@myescambia.com
P: 850-595-4910

Figure 76: How to be a Part of the Master Plan Public Outreach Board

The most important element of establishing a Project Vision - Master Plan is to have a Public Outreach Program that is direct, transparent, user-friendly, and purposeful. For The Beulah Master Plan the Public Outreach Program consists of: Website, Questionnaires, Workshops, charrettes, and surveys. Community members are able to stay connected with the plan through the various methods shown in Figure 76.

SPECIFIC PROGRAM:

- Conduct **Staff Consultations:** Engineering Department, Planning Department, Solid Waste Department and Environmental Department
- Commence **Digital Outreach:** Establish County website, multimedia and social media platforms
- Conduct **Key Stakeholder Outreach:** Examples may include:
 - ◊ Navy Federal Credit Union
 - ◊ Florida Department of Transportation (FDOT)
 - ◊ Escambia County School Board
- Conduct **Public Visioning Workshop.** The Workshop will integrate a variety of exercises to provide options for participation.
- **Key Public Communications and Outreach Topics** for discussion may include gathering public ideas and opinions relating to:
 - ◊ Desirable building heights, building types and densities, landscape standards and other code and performance standards for the Beulah Master Plan Area
 - ◊ Encouraging unified development projects that can provide for greater commercial and recreational opportunities along with a variety of housing products
 - ◊ Market based solutions and private ownership rights
 - ◊ Creating / enhancing residential livability and quality of life
 - ◊ Community identity and image
 - ◊ Infrastructure and transportation
 - ◊ Economic development
- **Conduct an Outreach Survey:** Prepare a survey questionnaire for residents and stakeholders and assist the County in conducting the survey. The survey will be distributed both electronically and via hard copy for those with limited technology. The survey will be presented with an executive summary and include backup material.
- **Digital Outreach:** Prepare camera ready graphics and a press release to assist the County in marketing the Visioning Process. Develop, review, test, and maintain an interactive project website that allows updated displays of vision statements, surveys, project status summaries and reports. Produce continuous updates of social media in conjunction with visioning process.



Public Workshop #1

WHEN

Thursday, August 24, 2023
from 6:00pm to 7:00 pm

WHERE

Beulah Middle School
6001 West Nine Mile Road
Pensacola, Florida 32526

Join Commissioner Bergosh, County Staff, and
the Consultant Team to learn and participate in
building the **community's future.**

Figure 77: Public Workshop #1 Informational Public Outreach Board

PUBLIC MEETING #1

PUBLIC WORKSHOP #1

The Beulah Master Plan Consulting Team held a public workshop on August 24, 2023 in coordination with Escambia County (Figure 77). The workshop was held from 6:00 P.M. to 7:00 P.M. at Beulah Middle School. At the workshop, 45 Beulah community members participated in a presentation, question and answer session, a questionnaire, and an interactive mapping exercise. The meeting presentation focused on the Beulah Master Plan's goals and objectives, the area's existing conditions, and how the community can stay involved in the process via the website.



Image: Community Member participating in meeting on August 24, 2023





Images: Community members participating in mapping exercise and speaking with consultant team

PUBLIC MEETING #1



A Community Vision for the Future



Figure 78: A Community Vision for the Future
Public Outreach Board



The project team displayed boards highlighting various aspects of the community such as zoning, economics, land use, wetlands, roadways, etc. Additionally, a PowerPoint presentation preceded the review of the project boards which presented project information and additional details. Figure 78 is one (1) of the boards displayed at the event.

BEULAH 2045
A Community Vision for the Future

PUBLIC WORKSHOP #1 ATTENDEES
August 24, 2023

NAME	ADDRESS	PHONE NUMBER & ADDRESS
JOHN DOE	123 Main St	555-123-4567
Jane Smith	456 Elm St	555-987-6543
Steve Brown	789 Oak St	555-234-5678
Dr. White	101 Pine St	555-345-6789
Sharon Brown	202 Pine St	555-456-7890
Kyle Miller	303 Pine St	555-567-8901

PUBLIC WORKSHOP #1 ATTENDEES
August 24, 2023

NAME	ADDRESS	PHONE NUMBER & E-MAIL ADDRESS
JOHN P. KELLES		
John & Mary Blakely		
Sharon Davis Jones		
DAN WILSON		
Sharon Blakely		
Kyle McJannet		
Carol L. Schwegel		

PUBLIC WORKSHOP #1 ATTENDEES
August 14, 2025

NAME	ADDRESS	PHONE NUMBER & E-MAIL ADDRESS
Scott Logan Abney	1000 S. 10th St. #100	
Bill & Cheryl Davis	800 S. 10th St. #100	
Borrell	1000 S. 10th St. #100	
Jan & Ron Chan	1000 S. 10th St. #100	
Gene Andreoletti	1000 S. 10th St. #100	
David & Ann PETER	1000 S. 10th St. #100	
Franklin & Carol	1000 S. 10th St. #100	
James Brown	1000 S. 10th St. #100	
Richard & Faith (Brid)	1000 S. 10th St. #100	
David & Mary	1000 S. 10th St. #100	
Rosa Thomsen	1000 S. 10th St. #100	
Shari Horn	1000 S. 10th St. #100	
Dorine Burkhead	1000 S. 10th St. #100	
Bob & Shari Kline	1000 S. 10th St. #100	
Heidi Mullins	1000 S. 10th St. #100	
SCOTT HAN	1000 S. 10th St. #100	
Tony Watkins	1000 S. 10th St. #100	

A Community Vision

Question
August 2

1. Do you live in the Beulah Area? If so, please indicate on the map.
2. How long have you lived in the Beulah Area?
3. What do you like most / what is most unique about the Beulah Area?
4. What do you like least about the Beulah Area?
5. How would you best describe the character of the Beulah Area?
6. Would you prefer to maintain a suburban / rural character or a more urban character?
7. What public resources / amenities would you like to see in the Beulah Area?
8. What other improvements would you like to see in the Beulah Area?
9. Are there enough recreation opportunities in the Beulah Area?

Figure 79: Public Workshop #1, Sign-In Sheet

Figure 80: Public Workshop #1, Questionnaire #1

BEULAH 2045

on for the Future

Questionnaire #1
April 24, 2023

On the aerial map your general location of residence.

Beulah Area?

Beulah Area?

Water in the Beulah Area?

Water in the Beulah Area?

Beulah Area?

Beulah Area?

Part of the public outreach program consisted of a nine (9) question survey (Figure 80). The intent of the survey was to gain initial feedback from residents on the existing conditions and opinions of the Beulah Area. The survey was completed by 43 Workshop participants. Figure 79 is a sign in sheet off all participating community members. Not all respondents completed every question. Responses to questionnaire are described below in Figures 81 - 89.

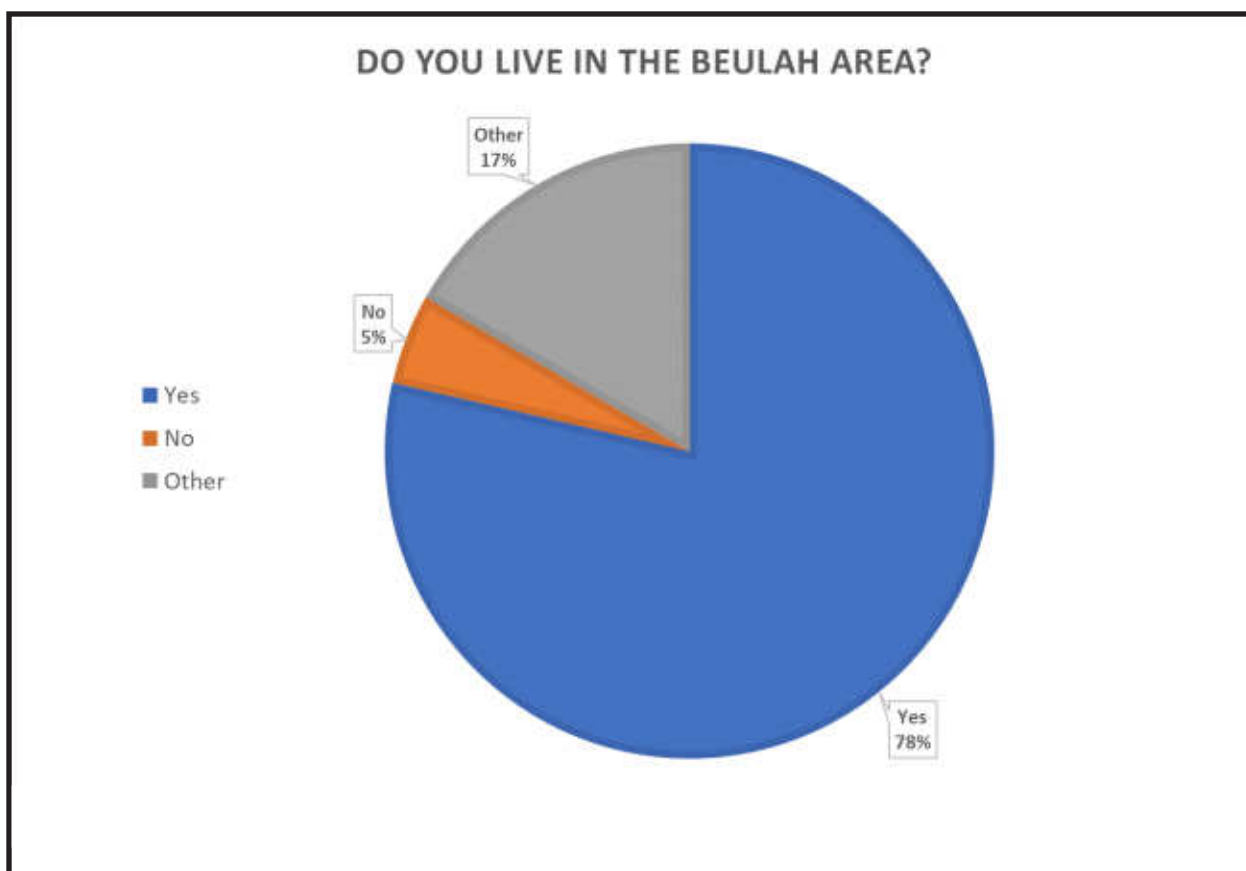


Figure 81: Question 1: "Do you live in the Beulah Area?"

SURVEY RESULTS

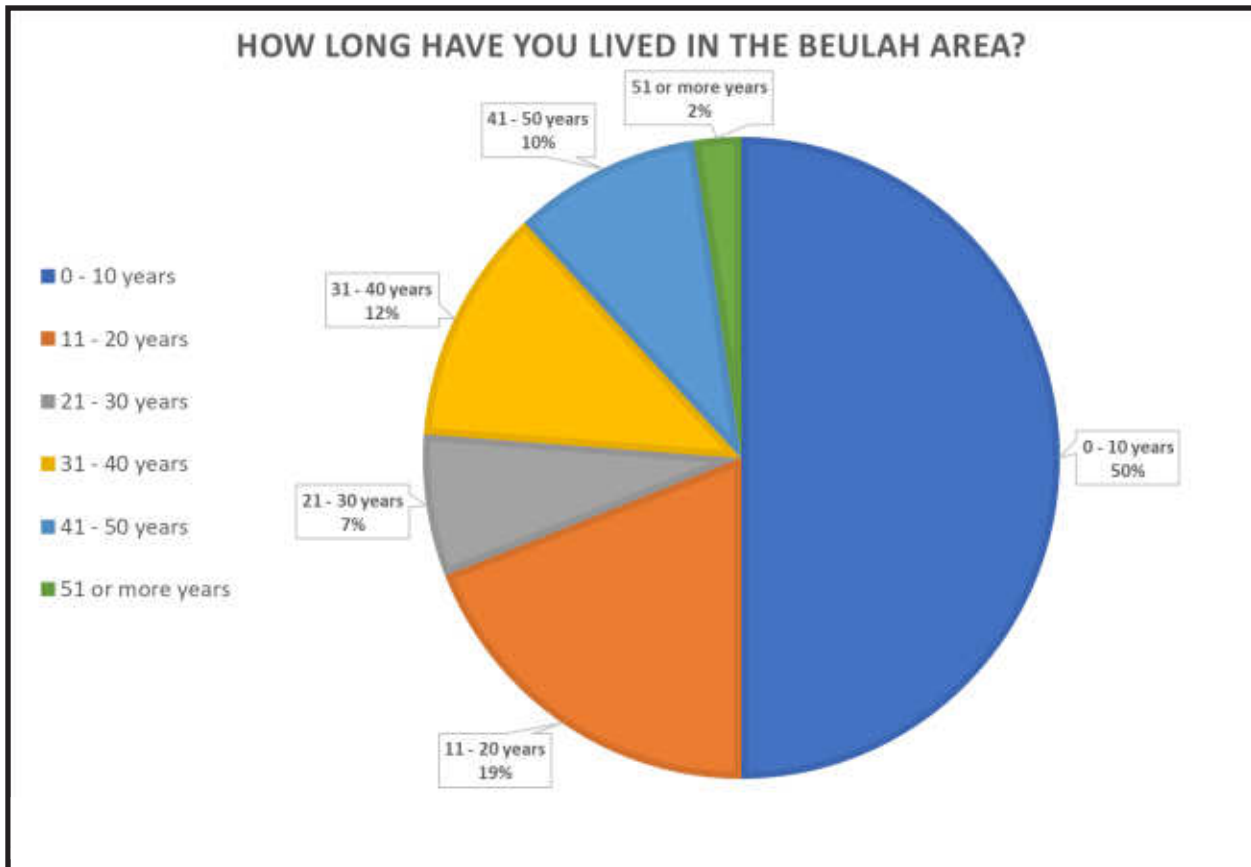


Figure 82: Question 2: “How long have you lived in the Beulah Area?”

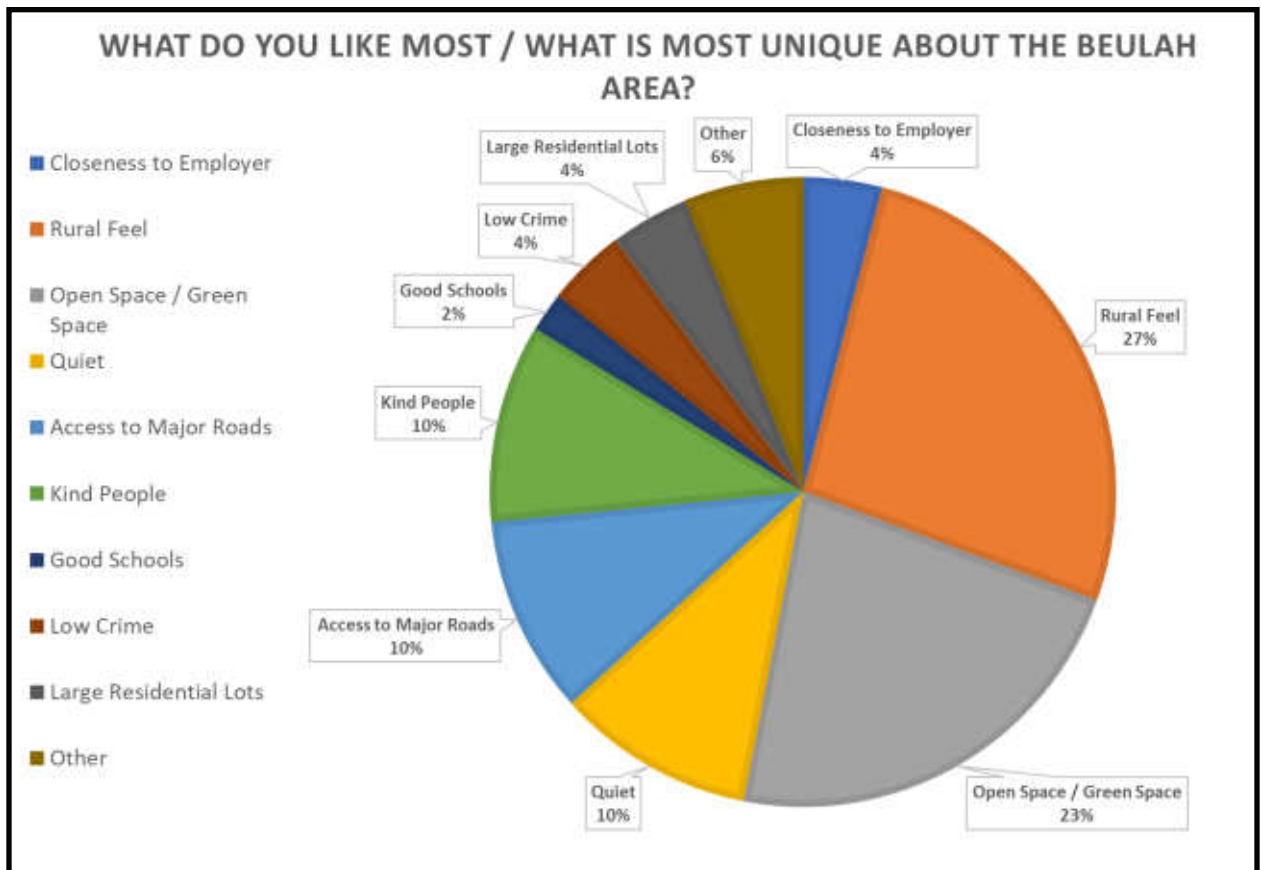


Figure 83: Question 3: "What do you like most / What is most unique about the Beulah Area?"

SURVEY RESULTS

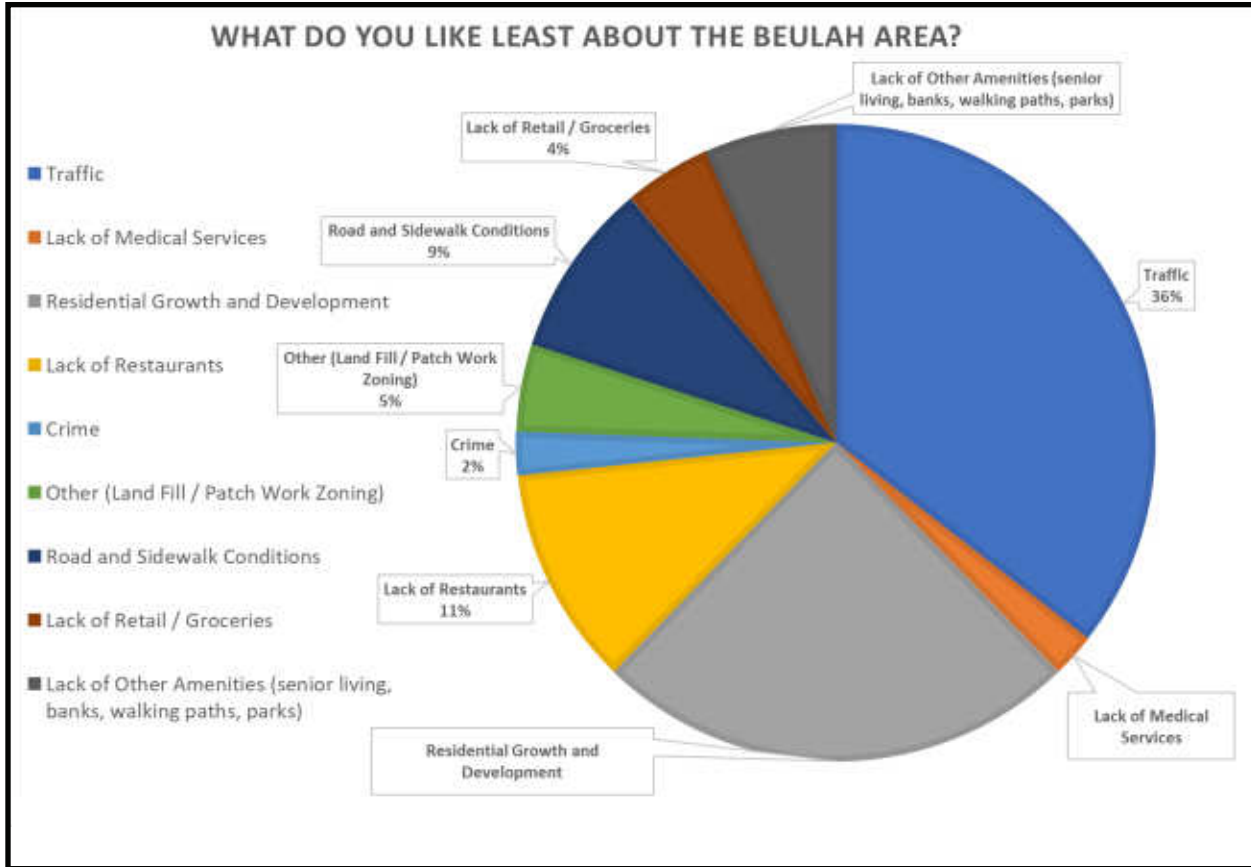


Figure 84: Question 4: "What do you like least about the Beulah Area?"

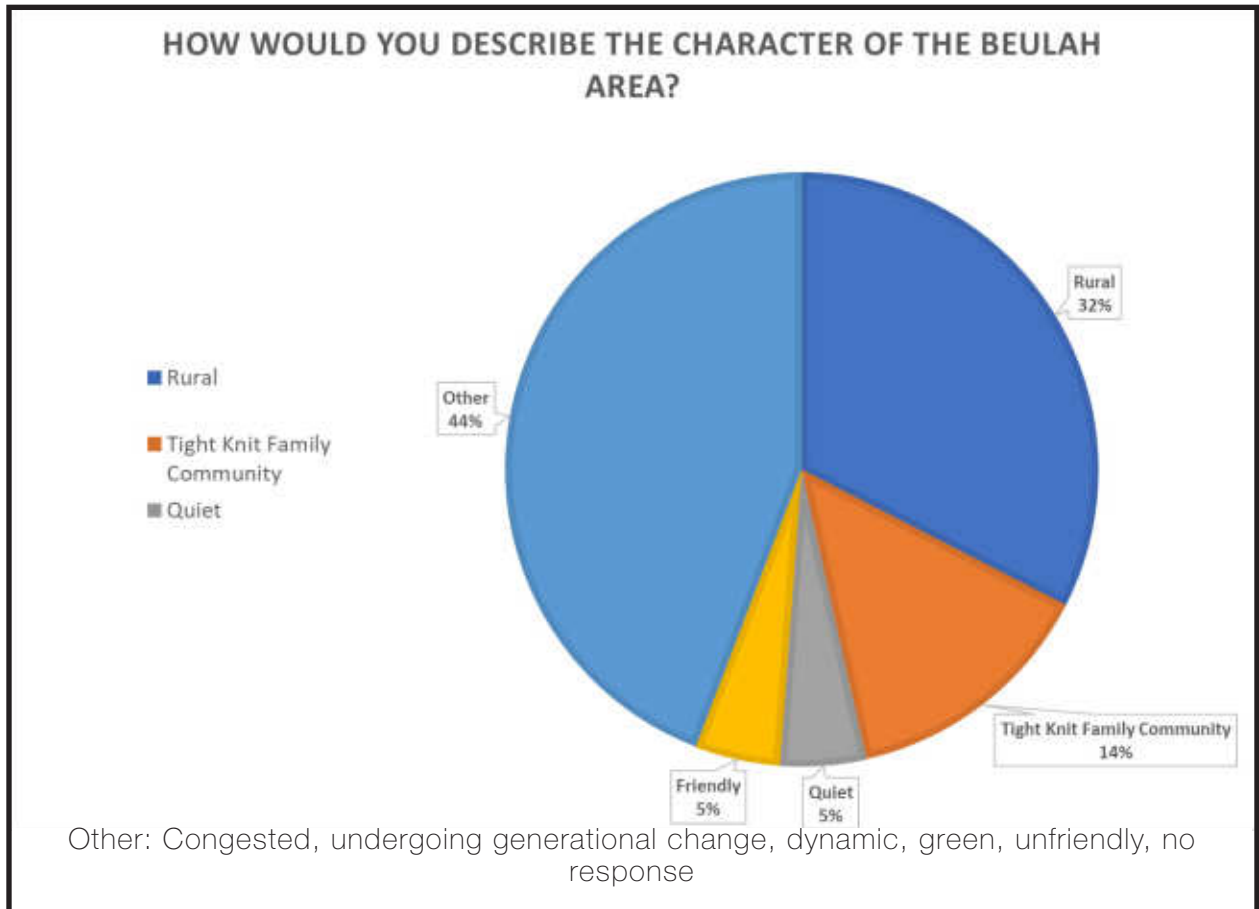


Figure 85: Question 5: "How would you describe the character of the Beulah Area?"

SURVEY RESULTS

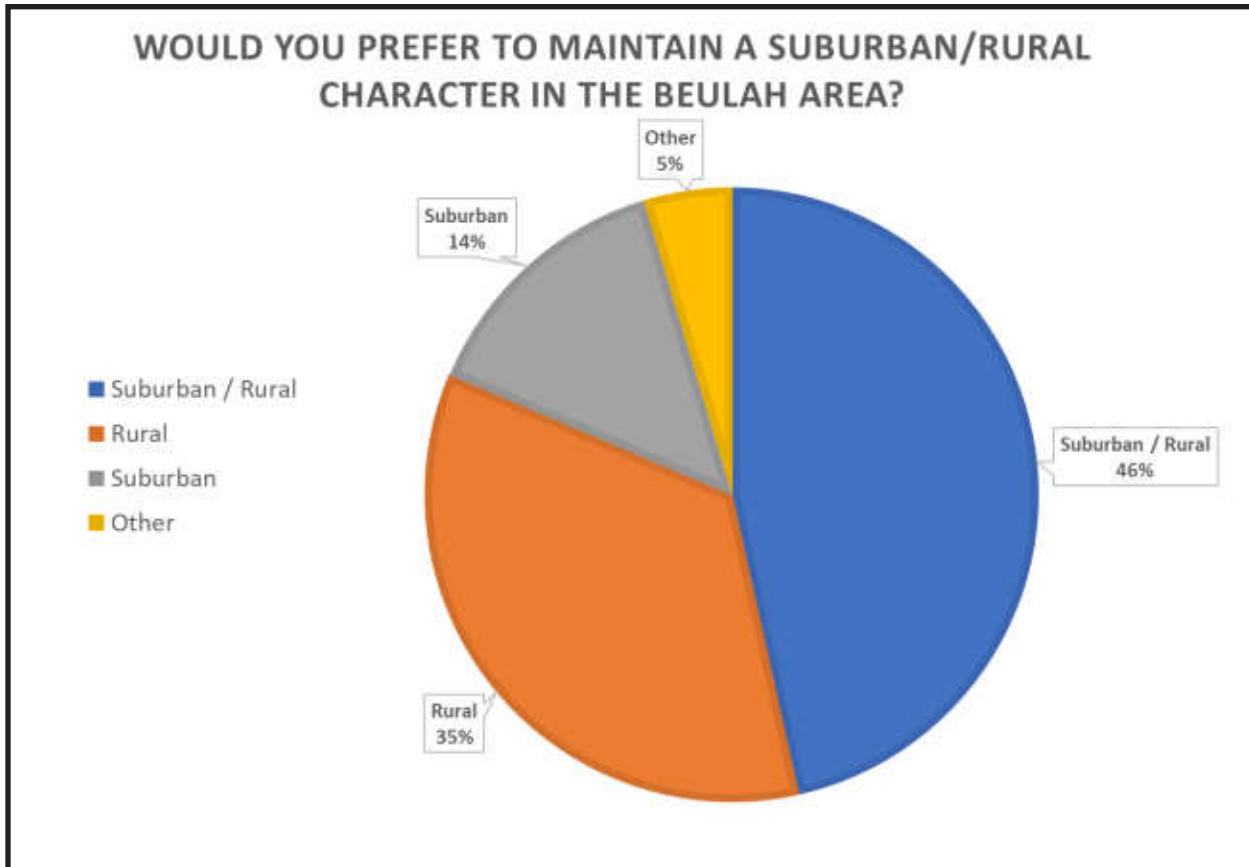


Figure 86: Question 6: "Would you prefer to maintain a suburban / rural character in the Beulah Area?"

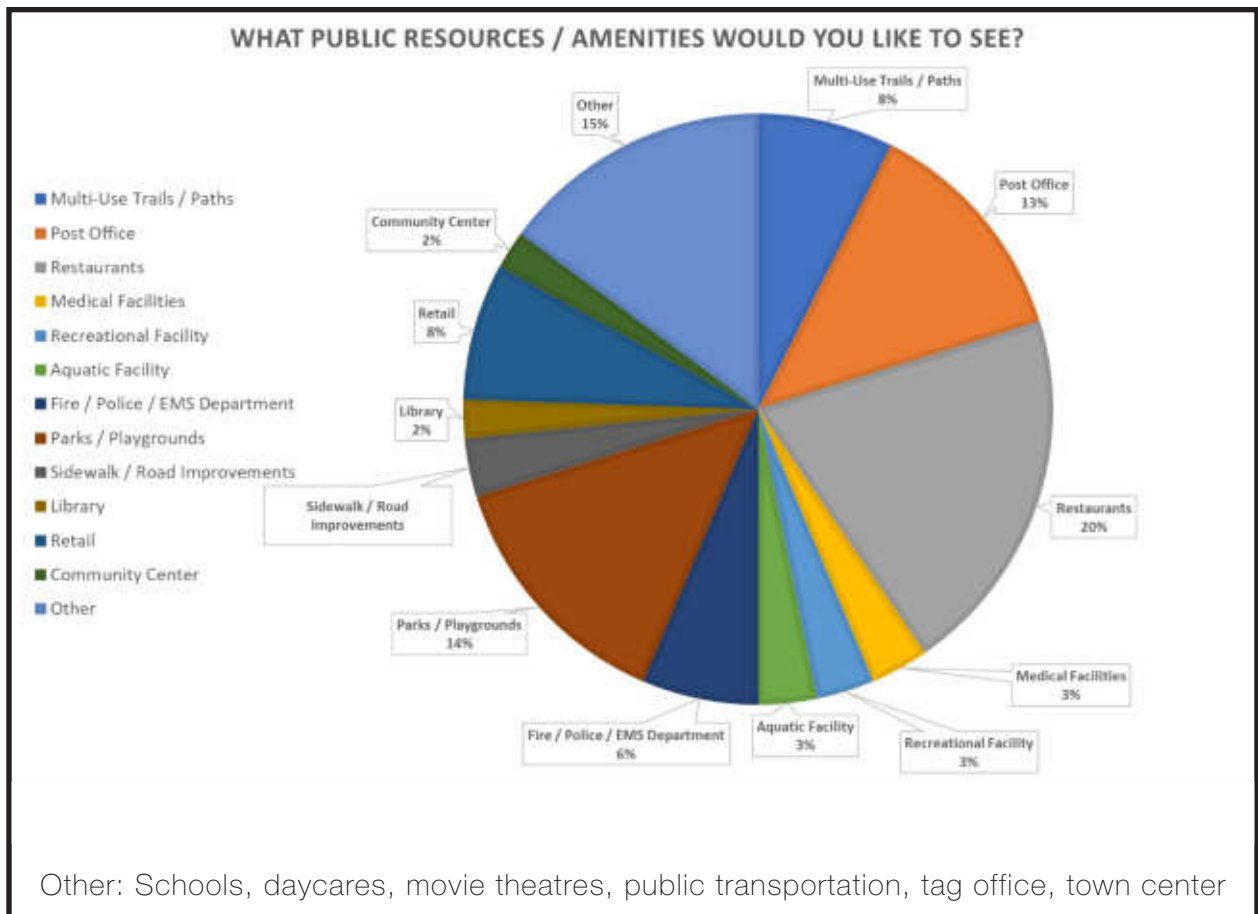


Figure 87: Question 7: "What public resources / amenities would you like to see?"

SURVEY RESULTS

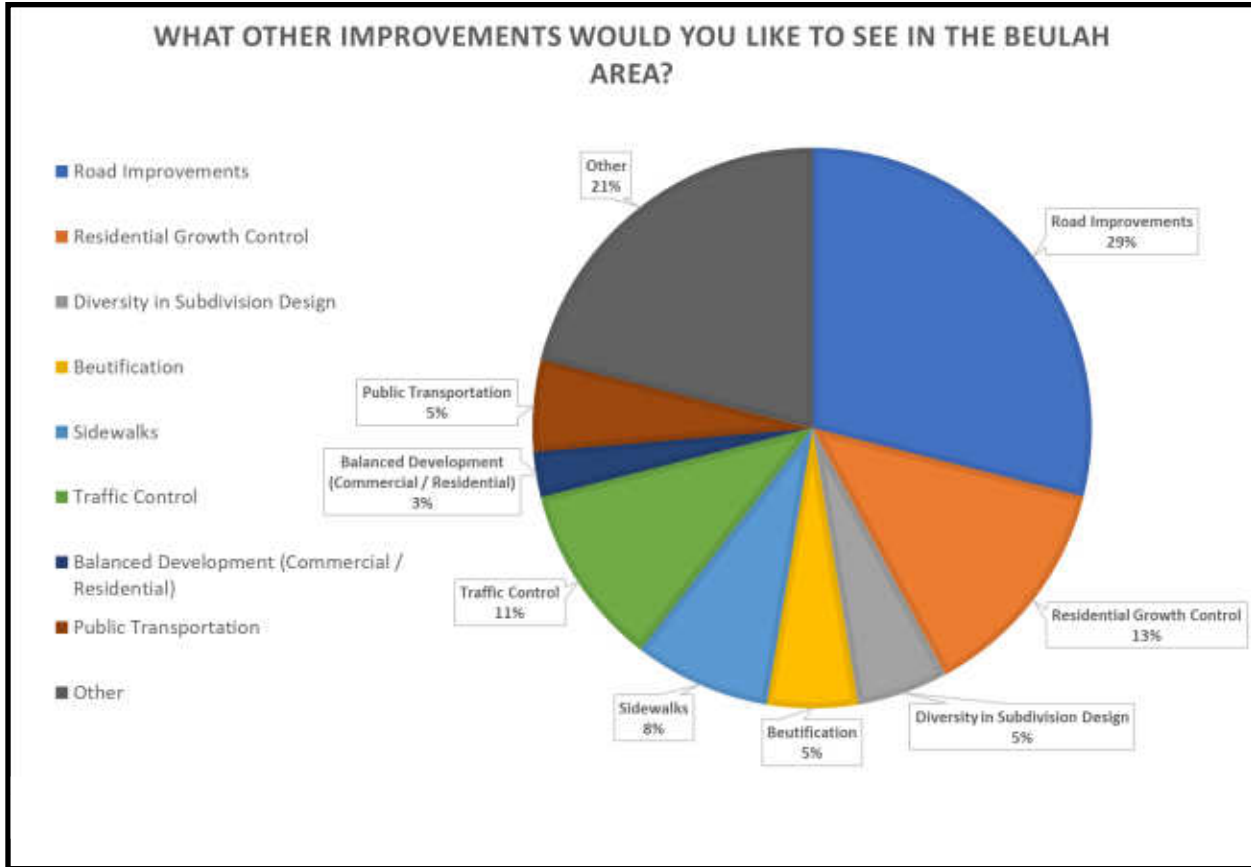


Figure 88: Question 8: “What other improvements would you like to see in the Beulah Area?”

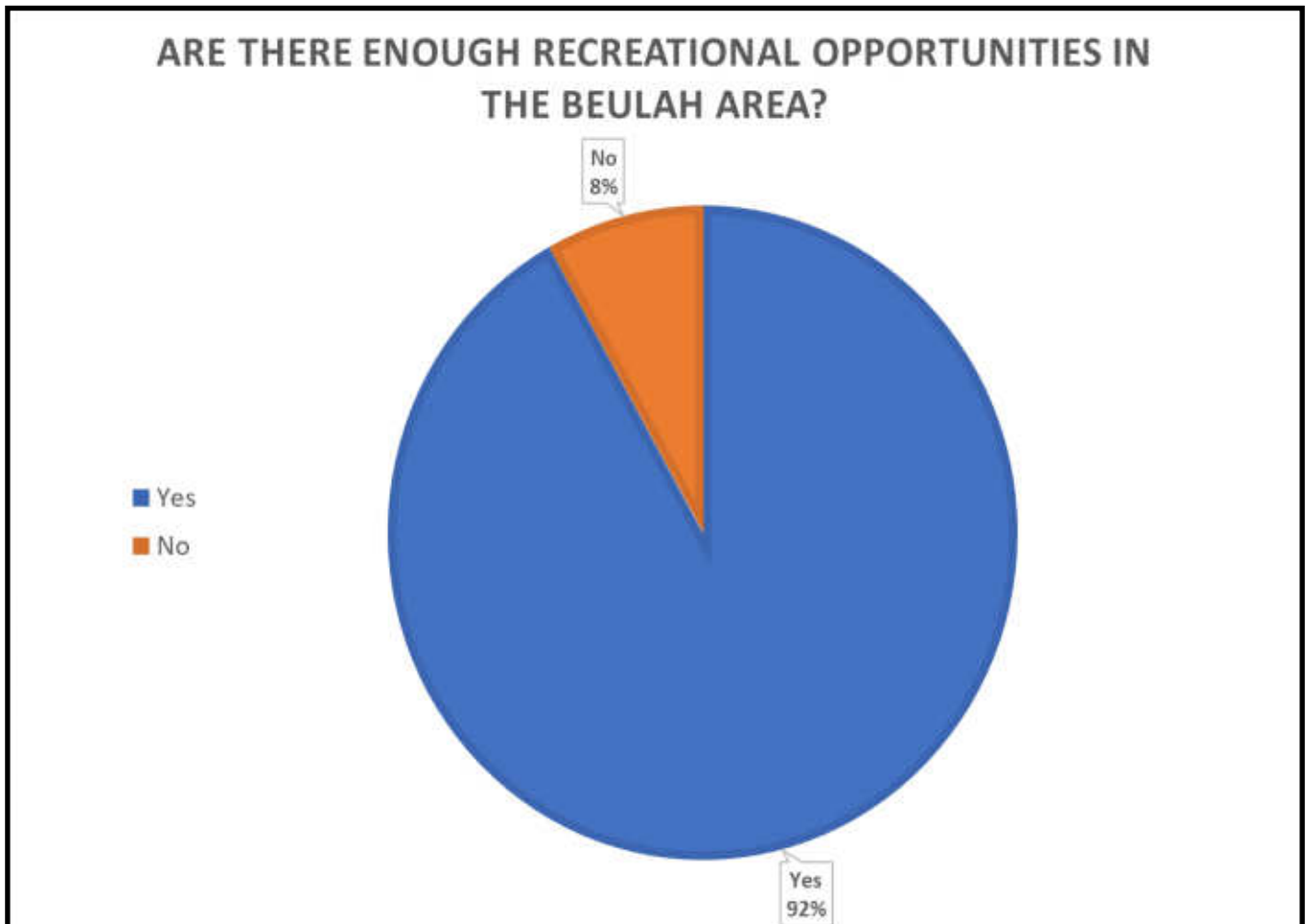


Figure 89: Question 9: "Are there enough recreational opportunities in the Beulah Area?"

SURVEY RESULTS

TAKE AWAY / RESULTS OF SURVEY:

- 78% of respondents **live** in the Beulah Area.
- 50% of the respondents have lived in the Beulah Area for **0 - 10 years**.
- 27% of respondents enjoy the **rural feel** of the Beulah area and 23% enjoy the open space / green space.
- 37% of respondents **dislike the traffic** in the Beulah Area.
- There were various descriptions of the Beulah Area, including **congested**, undergoing generational change, dynamic, green, unfriendly, or no response given. Additionally, 32% described the character of the Beulah Area as **rural**.
- 46% of respondents would prefer to maintain **the rural / suburban** feel of the Beulah Area.
- There were many varying responses to what the community would like to see most in the Beulah Area. Some of the top responses included: **restaurants, a Post Office, parks / playgrounds, multi-use trails / paths, and fire / EMS / Police Departments**.
- The two (2) most prominent improvements the Beulah Area would like to see are **roadway improvements** (29% of respondents) and **residential growth control** (13% of respondents).
- 92% of respondents agreed that there are enough recreational opportunities in the Beulah Area.



What is a **Charrette**?

The word “**charrette**” describes a rapid, intensive and creative work session in which a project team focuses on a particular design initiative / challenge and arrives at a collaborative solution.
Charrettes are result-oriented.

Figure 90: “What is a Charrette?” Public Outreach Board

PUBLIC MEETING #2

PUBLIC WORKSHOP #2 - PUBLIC CHARRETTE

The Beulah Consulting Team held a two-day design charrette on December 5th and 6th, 2023 at the Beulah Senior Citizen Center located at 7425 Woodside Road, Pensacola, Florida 32526. The word “charrette” describes a rapid, intensive and creative work session in which a project team focuses on a particular design initiative / challenge and arrives at a collaborative solution (Figure 90).

DECEMBER 5th, 2023: PRESENTATION AND BREAKOUT SESSIONS

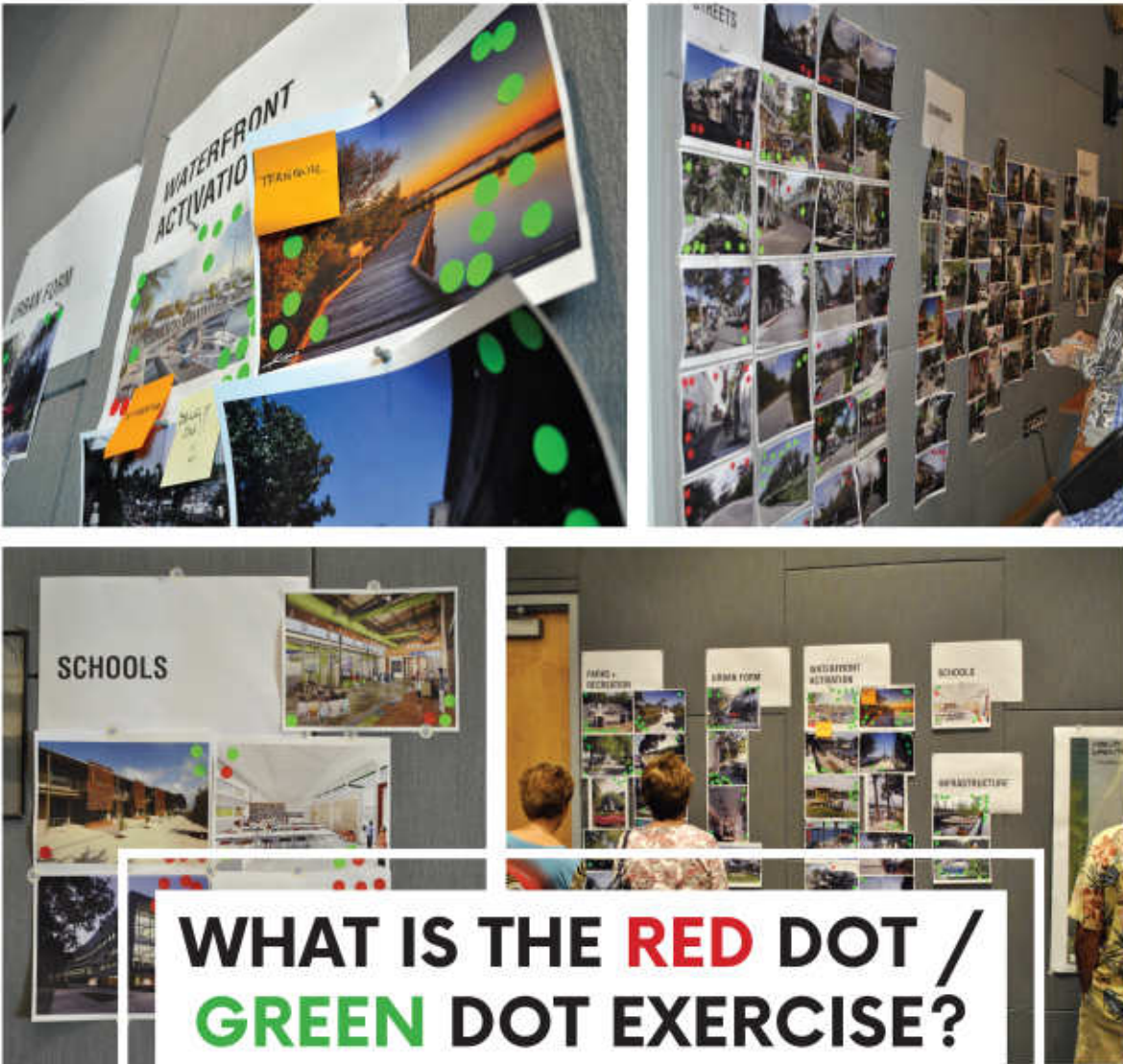
Day one (1) of the charrette was held from 6:00 PM to 8:00 PM. The first day had 27 community members, shown in Figure 91. The community members participated in activities to include:

1. Presentation
2. Red Dot / Green Dot Exercise
3. Neighborhood Mapping
4. Word Association Exercise

The presentation, conducted by Javier E. Omana, CNU-a, Director of Land Planning Services, with CPH, LLC. included an introduction of the project, a definition of charrette, insight into the design process, goals associated with the charrette process, and an introduction into the activities.

BEULAH 2045			
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PUBLIC WORKSHOP #2 ATTENDEES			
Tuesday, December 9th, 2023			
NAME	ADDRESS	PHONE NUMBER & E-MAIL ADDRESS	
Melanie Edwards			
Amy Shannon Perry			33
Bernice Superio			
TERRI WANDERS			
Kline, Nathan			
Brady McArthur			
Eddie Sorenson			
Jill Andersen			6
And Thomas			
Jeff Remington			
JAMES STUBBS			7
Theresa Bluffwell			80
Richard Jackson			39
Stere Brown			
Christina Emery			
Cecilia Campbell			
Zachary S. Campbell			
Jerry White			
Richard - Eric May			6
Chris Carb			

Figure 91: December 5th, 2023 Sign In Sheets



The Beulah Red Dot / Green Dot Exercise assists in obtaining residents' preferences regarding potential design improvements to the Beulah Master Plan Area.

How does it work? The Red Dot/Green Dot Exercise is a visualization technique that allows citizens and stakeholders to determine preferences for various community/recreational design, landscape and streetscape alternatives.

Attendees are given sheets of red and green stickers and asked to place green stickers on images they like and red stickers on images they dislike. The images displayed are to include:

- Blueway/Greenway
- Corridors & Connections
- Housing Variety & Diversity
- Neighborhood Centers
- Parks
- Pedestrian Connectivity



Like



Dislike

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Figure 92: "What is the red dot / green dot exercise?" Public Outreach Board

RED DOT / GREEN DOT EXERCISE

The first activity community members were asked to participate in was the Red Dot / Green Dot exercise. The Red Dot / Green Dot exercise is further explained in Figure 92. This exercise is a visual survey utilized to obtain preferences for various topics:

- Commercial
- Infrastructure
- Parks
- Greenways & Blueways
- Pedestrian Connectivity
- Type of Uses
- Neighborhood Centers
- Civic Places
- Transportation & Mobility
- Housing Variety & Diversity
- Public Amenities
- Urban Form
- Streets
- Landscaping
- Corridors & Connections



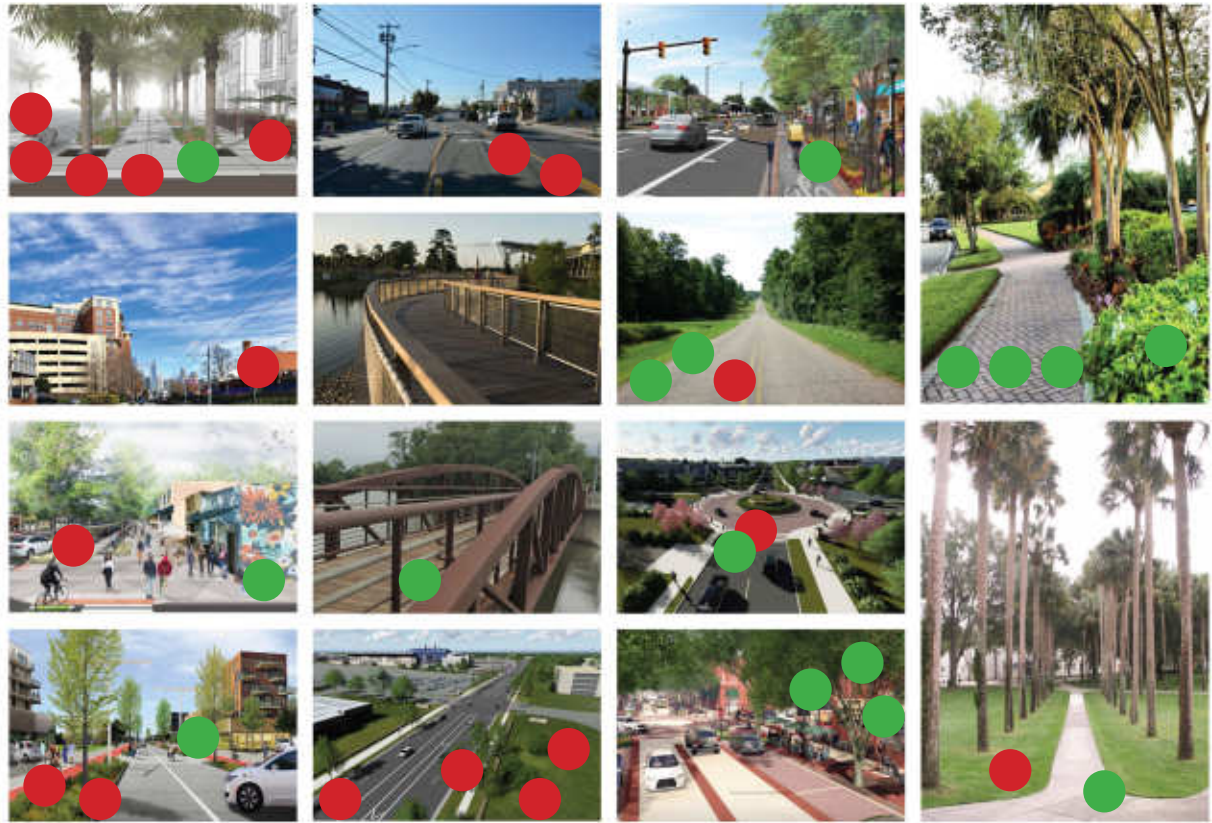
RESULTS OF RED DOT / GREEN DOT EXERCISE:

The following pages review the results of the Red Dot / Green Dot exercise.



Images: Community members participating in Red Dot / Green Dot exercise.

PUBLIC MEETING #2



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CORRIDORS & CONNECTIONS

Figure 93: Corridors and Connections Red Dot / Green Dot Exercise Public Outreach Board

Corridors and Connections:

Community members placed a total of 16 green and 18 red dots on the Corridors and Connection images displayed in Figure 93. As seen in Figure 93, community members had mixed views on corridors. The community indicated **they preferred unique walking paths with street trees, bike / pedestrian paths, and a rural atmosphere.**

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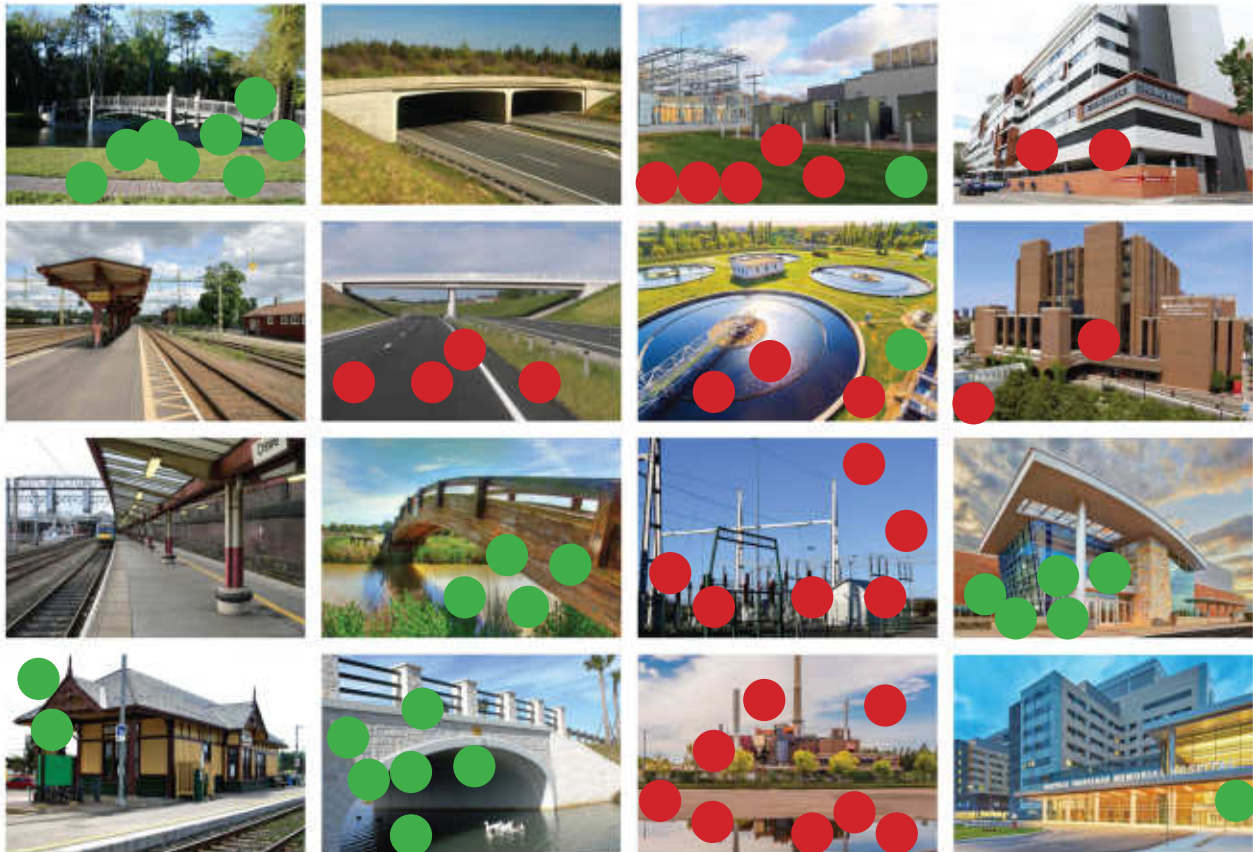


Figure 94: Commercial Red Dot / Green Dot Exercise Public Outreach Board

Commercial:

Community members placed a total of 25 green and 33 red dots on the commercial images displayed in Figure 94. As seen in Figure 94, community members **preferred a rustic, pedestrian friendly, walkable, commercial environment.** Alternatively, community members did not like the traditional strip malls / shopping centers that were car-centric. Furthermore, community members expressed a dislike for buildings labeled as “bar”.

PUBLIC MEETING #2



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INFRASTRUCTURE

Figure 95: Infrastructure Red Dot / Green Dot Exercise Public Outreach Board

Infrastructure:

Community members placed a total of 28 green and 30 red dots on the infrastructure images displayed in Figure 95. As seen in Figure 95, community members preferred a modern, yet rustic look for infrastructure. Moreover, the community **dislikes large industrial type infrastructure.**

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Figure 96: Parks Red Dot / Green Dot Exercise Public Outreach Board

Parks:

Community members placed a total of 37 green and eight (8) red dots on the parks images displayed in Figure 96. As seen in Figure 96, community members preferred both **active and passive recreational activities, with distinct natural features.**

PUBLIC MEETING #2

this reminds me of
a "commerce park
in Birmingham -
the building in the
distance- parking
nearby and public
access



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GREENWAYS & BLUEWAYS

Figure 97: Greenways and Blueways Red Dot / Green Dot Exercise Public Outreach Board

Greenways and Blueways:

Community members placed a total of 31 green and three (3) red dots on the greenways and blueways images displayed in Figure 97. As seen in Figure 97, community members were **open to the idea of various types of greenways and blueways.** Community members placed sticky notes on the board providing additional feedback on the greenways and blueways.

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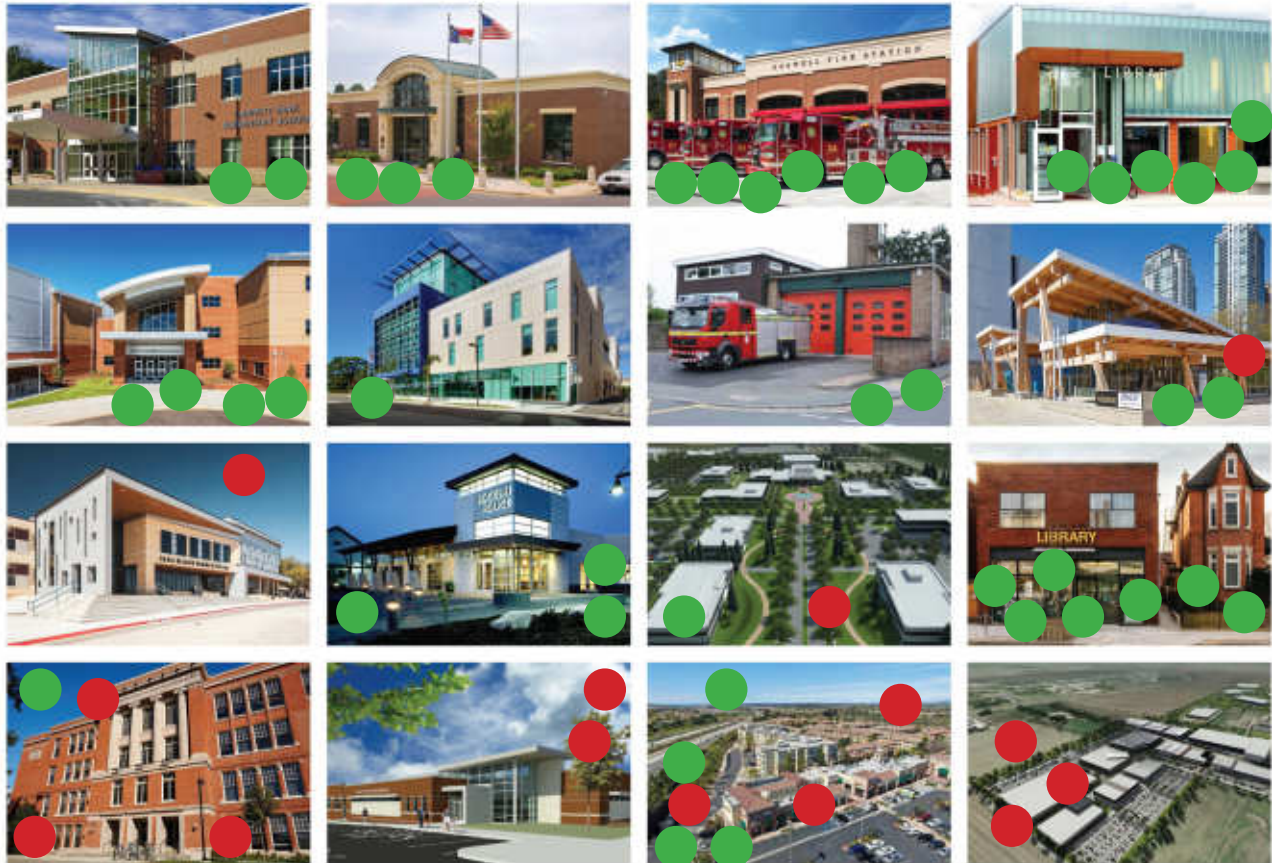


Figure 98: Pedestrian Connectivity Red Dot / Green Dot Exercise Public Outreach Board

Pedestrian Connectivity:

Community members placed a total of 15 green and five (5) red dots on the pedestrian connectivity images displayed in Figure 98. As seen in Figure 98, **community members preferred unique and defined walking paths, opposed to typical neighborhood sidewalks.**

PUBLIC MEETING #2



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TYPES OF USES

Figure 99: Types of Uses Red Dot / Green Dot Exercise Public Outreach Board

Types of Uses:

Community members placed a total of 42 green and 14 red dots on the types of uses images displayed in Figure 99. As seen in Figure 99, community members preferred rustic aesthetics, while still incorporating a modern flair. Civil service complexes are pointed out frequently by community members.

The community tends to dislike more tightly oriented building form and industrial uses.

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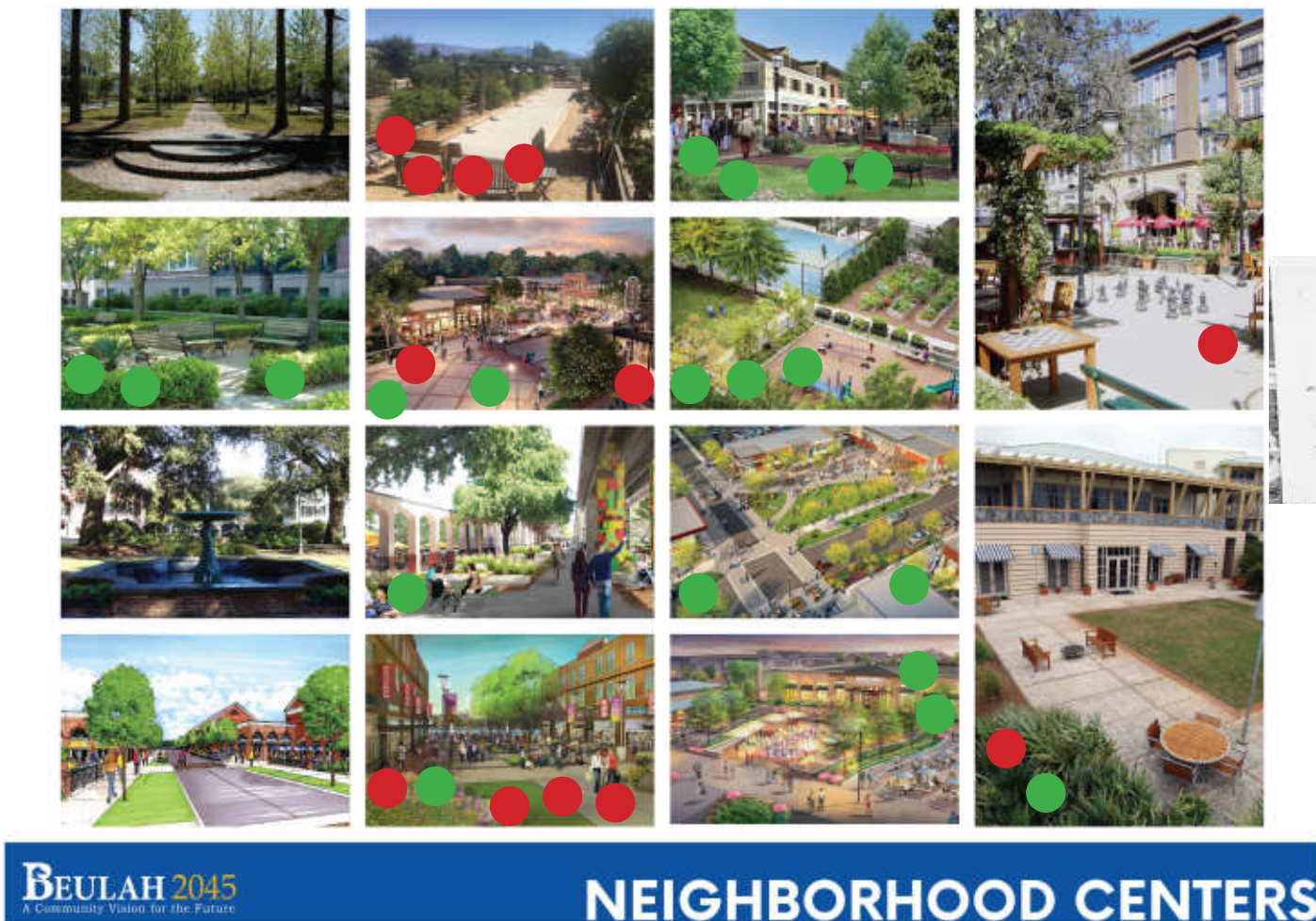


Figure 100: Neighborhood Centers Red Dot / Green Dot Exercise Public Outreach Board

Neighborhood Centers:

Community members placed a total of 18 green and 12 red dots on the neighborhood center images displayed in Figure 100. As seen in Figure 100, **community members preferred covered green spaces, with less pedestrian congestion.** Alternatively, community members disliked centers with more open space, and large gathering areas with greater pedestrian congestion.

PUBLIC MEETING #2



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CIVIC PLACES

Figure 101: Civic Places Red Dot / Green Dot Exercise Public Outreach Board

Civic Place:

Community members placed a total of 28 green and seven (7) red stickers on the civic places images displayed in Figure 101. As seen in Figure 101, **community members preferred social gathering spaces that provide public seating and walkability.** Two (2) community members indicated they would like a rail system in Beulah.

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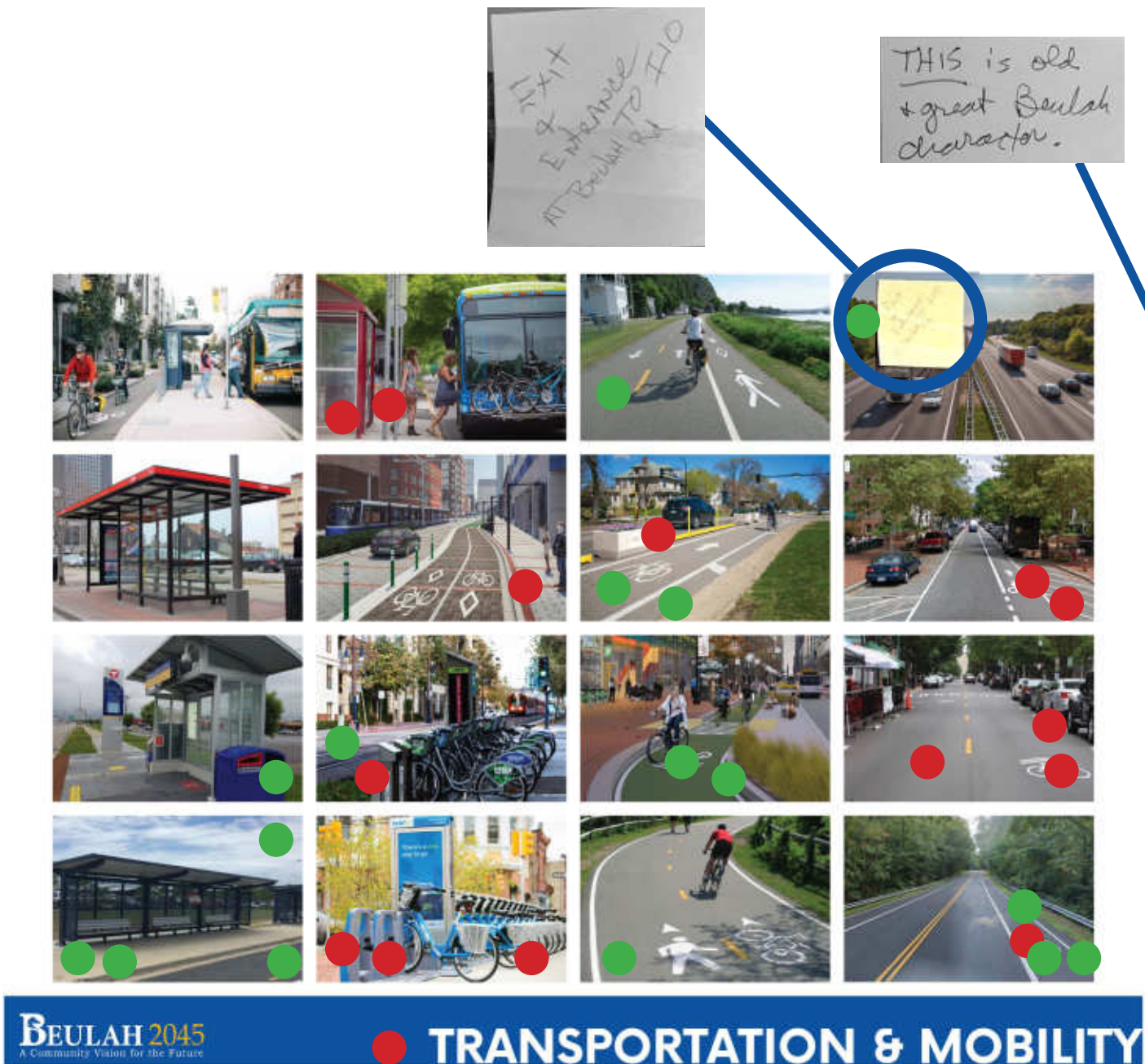


Figure 102: Transportation and Mobility Red Dot / Green Dot Exercise Public Outreach Board

Transportation and Mobility:

Community members placed a total of 15 green and 13 red stickers on the Transportation and Mobility images displayed in Figure 102. As seen in Figure 102, community members had varying views on transportation needs. **It is a consensus within the community that protected / isolated bicycle lanes or multi-use paths are preferred, rather than bicycle paths that are directly within car paths. Furthermore, bus shelters were predominantly favored.**

PUBLIC MEETING #2

At least no
garages out
front.

No garage in
front! anywhere
Hide them or
at least drop
them further
Back
undo



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HOUSING VARIETY & DIVERSITY

Figure 103: Housing Variety and Diversity Red Dot / Green Dot Exercise Public Outreach Board

Housing Variety and Diversity:

Community members placed a total of 27 green and 42 red dots on the Housing Variety images displayed in Figure 103. Unlike many of the other images on display for the community members, they had very strong opinions on housing types within their community. As seen in Figure 103, **community members preferred rural, estate lots, and single-family development. Condensed and connected multi-family development with front load driveways is not favored by the Beulah Community.**

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Figure 104: Streets Red Dot / Green Dot Exercise Public Outreach Board

Streets:

Community members placed a total of 21 green and 13 red dots on the street images displayed in Figure 104. As seen in Figure 104, community members preferred streets with slow speed limits and tree cover (neighborhood roads). **Furthermore, the Beulah Community does not like the “small town” feel, or having a “downtown” / connected street networks. Additionally, they do not favor highways.**

Will there be
any of these
rural residential
Equestrian friendly
Spaces + Farms with
goats cows chickens?
Or does "Future Land
Use" change their
Zor @??

PUBLIC MEETING #2



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LANDSCAPING

Figure 105: Landscaping Red Dot / Green Dot Exercise Public Outreach Board

Landscaping:

Community members placed a total of 27 green and 12 red dots on the landscaping images displayed in Figure 105. As seen in Figure 105, **community members preferred street tree cover and detailed landscaping techniques, opposed to wide open streetscapes with sparse landscaping.**

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RED DOT / GREEN DOT EXERCISE “TAKE AWAY”:

Corridors & Connections:

- The community prefers unique walking paths
- Street trees
- Bike / pedestrian paths
- Rural Atmosphere

Commercial:

- Dislike of traditional strip centers
- Like connected pedestrian friendly, walkable environment

Infrastructure:

- Modern, yet rustic infrastructure
- Dislike of large industrial infrastructure

Parks:

- Recreational activities / center
- Street trees / covered walkways and paths

Greenways & Blueways:

- Outdoor recreational activities is important to the community

Pedestrian Connectivity:

- Unique and defined walking paths

Types of Uses:

- Civil service complexes are important to the community
- There is a dislike for industrial uses and tightly oriented building form

Neighborhood Centers:

- Spaces with greater congestion are disliked by the community

Civic Places:

- Social gathering with public seating and walkability

Transportation & Mobility:

- Protected bike lanes
- Protected multi-use paths
- Bus shelters

Housing Variety & Diversity:

- Rural
- Estate lots
- Single-family development
- There is a dislike for condensed development
- Dislike of apartments / multi-family

Streets:

- Street trees / tree cover
- Neighborhood streets
- Dislike of traditional downtown streets
- Dislike of highways

Landscaping:

- Street tree coverage
- Detailed landscaping techniques
- Dislike of wide open streets with sparse landscaping



Breakout Sessions:

Breakout Sessions consist of *Neighborhood Mapping* and *Word Association Exercises*.

How does it work? Neighborhood Mapping allows the Design Team to discern the average size, location, and nature of the various neighborhoods in the Beulah Master Plan Area.

Attendees are asked to place a pin on a map of the Beulah Master Plan Area indicating where they live. Next, attendees will be asked to draw what they consider to be their "neighborhood." This assists the Consultant team in identifying potential neighborhood centers, activity nodes, and gateway connections.

How does it work? Word Association Exercises assist the Design Team in discerning the attitude towards the area and the ideals the community finds important.

Attendees will be asked to think of word, concepts, and phrases that describe the current state of the Beulah Master Area and what they envision for the future. As phrases and words are repeated, the Consultant Team will place a tally next to the word or concept.

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Figure 106: Breakout Sessions: Public Outreach Board

PUBLIC MEETING #2



Images: Community members participating in mapping exercises.



Images: Charrette Participation

PUBLIC MEETING #2

BREAKOUT SESSIONS

Breakout Sessions conducted by the Beulah Master Plan Consulting team included Neighborhood Mapping, and Word Association. For greater detail on both of these activities, refer to Figure 106. The goal was to obtain a sense of scale, desires of community members, and geographic definition of neighborhood.

Neighborhood Mapping:

The Beulah Master Plan Consulting team created a 10.5 foot x 7.5 foot aerial map of the Beulah Master Plan Area. Community members were asked to place a push pin on their residence and use a red marker to circle what they consider to be their “neighborhood.” The goal of the Neighborhood mapping is to assist the Consultant team in identifying potential neighborhood centers, activity nodes, and greenway connections.

Community members placed pins in the following “neighborhoods”

- Near Southern Pine Estates
- Twin Spies Plantation
- Lakeshore Preserve
- Woodside Estates

Community members varied in their ideas of neighborhood: some indicated their subdivision was what they deemed their “neighborhood.” Others included major portions of the Beulah Master Plan Area.



Images: Charrette Participation



Word Association:

After the completion of the Red Dot / Green Dot Exercise, attendees were asked to provide a word or statement about things that they liked and did not like about the Beulah Area for the Word Association Exercise. The purpose of this exercise was to identify favorable and non-favorable phrases or words to incorporate into the design and narrative of the Beulah Master Plan. Word association results are shown in Figures 107 - 109.

Common phrases / words repeated by the community members they **liked** were:

- Bucolic Setting (picturesque rural setting)
- Community Ambiance
- Ease of Mobility
- Green Space
- People
- Transit System

Common phrases / words repeated by the community members that they **disliked** were:

- Missing infrastructure (fire, police, internet, hospital, post office, library, school)
- Lack of Community Center
- Overdevelopment, Low Quality Housing
- Missing Bike / Pedestrian Facilities
- Limited Commercial / Retail Choices
- Lack of Cohesive Zoning (such as natural trail communities)

WORD ASSOCIATION

* ~~Practical~~ transit system

* CONCERN OVER CHANGES IN FLU/ZONING: Rural Residential

* equestrian

Bucolic

~~X ~~Beulah~~~~ ~~~~Beulah~~~~ → Country life

* FOUR LANES PRIOR TO GROWTH → avoid additional traffic pressure
(Beulah - Mobile) Hwy

* ON/OFF RAMP FOR I-8 FROM 9-MILE

Infill Development Standards
Compatibility with existing communities

Figure 109: Word Association

PUBLIC MEETING #2

PRESENTATION:

At the presentation on the evening of December 6th, both the word association analysis and the transportation cross section visioning exercise were presented.

Beulah Rd (SR 99):Word Association Exercise & Analysis:

During the Day 2 charrette workshop, the consultant team analyzed and categorized the raw data collected during the one-word association exercise. In the process, trends and perspectives emerged as prominent in the Beulah area. The following table (Figure 110) represents the categorized feedback received during the one-word association exercise:

Like	Votes	Dislike	Votes
Bucolic Setting	15	Missing Infrastructure (fire, police, internet, hospital, post office, libraries, schools)	5
Community Ambiance	6	Lack of Community Center	4
Ease of Mobility	2	Overdeveloped Low Quality Housing	4
Green Space	1	Missing Bike/ Pedestrian facilities	3
People	1	Limited Commercial/ Restaurant choice	3
Transit System	1	Lack of Cohesive Zoning (such as natural trail communities)	2

Figure 110: Word Association Table



Open Design Studio

The Open Design Studio and Presentation will be an opportunity for the community to observe and participate in the design process for the Beulah Master Plan. The day will conclude with a presentation of the Charrette's findings and designs.

How does it work? The Design Team will use the Open Design Studio to quantify and consolidate data collected during day one. Using this guidance, the consultant team will begin hand-designing the potential layout and design of the Beulah Master Plan Area.

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Figure 111: Open Design Studio: Public Outreach Board

PUBLIC MEETING #2

DECEMBER 6th, 2023: OPEN DESIGN STUDIO

Day two (2) of the Design Charrette was held at the Beulah Senior Citizen Center from 1:00 PM to 7:00 PM, located at 7425 Woodside Road, Pensacola, Florida 32526. There were 23 participants in day two (2) of the Design Charrette, shown in Figure 112.

Day two (2) was an Open Design Studio for the community to observe and participate in the design process of the Beulah Master Plan. Figure 111 describes how a design studio works. The day concluded with a presentation of the Charettes findings and current design.

BEULAH 2045			
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PUBLIC WORKSHOP #2 ATTENDEES			
Wednesday, December 6th, 2023			
NAME	ADDRESS	PHONE NUMBER & E-MAIL ADDRESS	
Roy Perry	757		
Theresa Blackwell	6676		
Kim Adenholdt	1149		
Jordan Cohn	5966		
Jeff Andersen	7528		
Kathy Anderson	5525		
Cecilia Campbell	5965		
Joey Kirk	8528		
Brenda Barthelme	7149		
Tessa Ross	6783 Noble Ave (near) 944-4444		
Bert McNeill	707		
Walter Farris	201		
Diane Lee	67014		
Vanessa Fischer	7456		
Chris Curie	5441		
Elin Heston	7261		
Shannon & Roy Perry	7572		
Fred Warner	317 E. Industrial (transfer area)		
David Tiller	546		

Figure 112: December 6th, 2023 Sign In Sheets

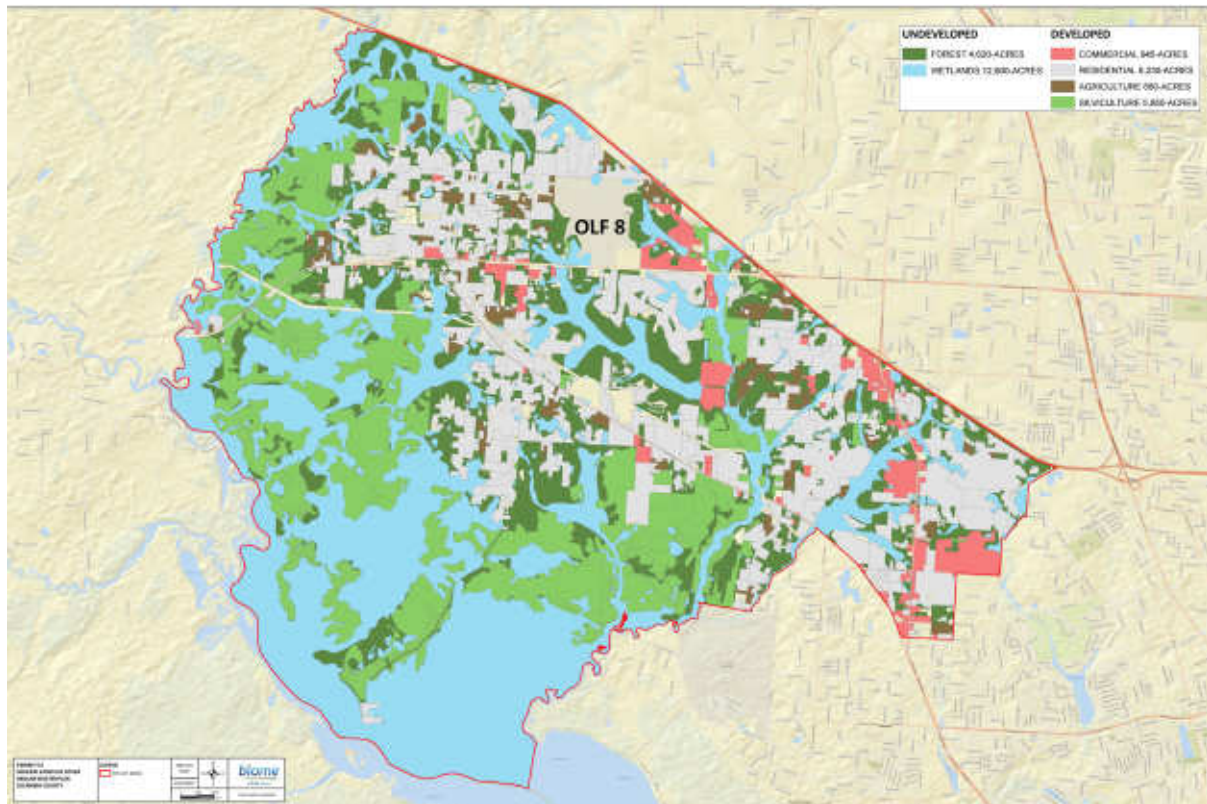


Figure 113: Land Use Patterns

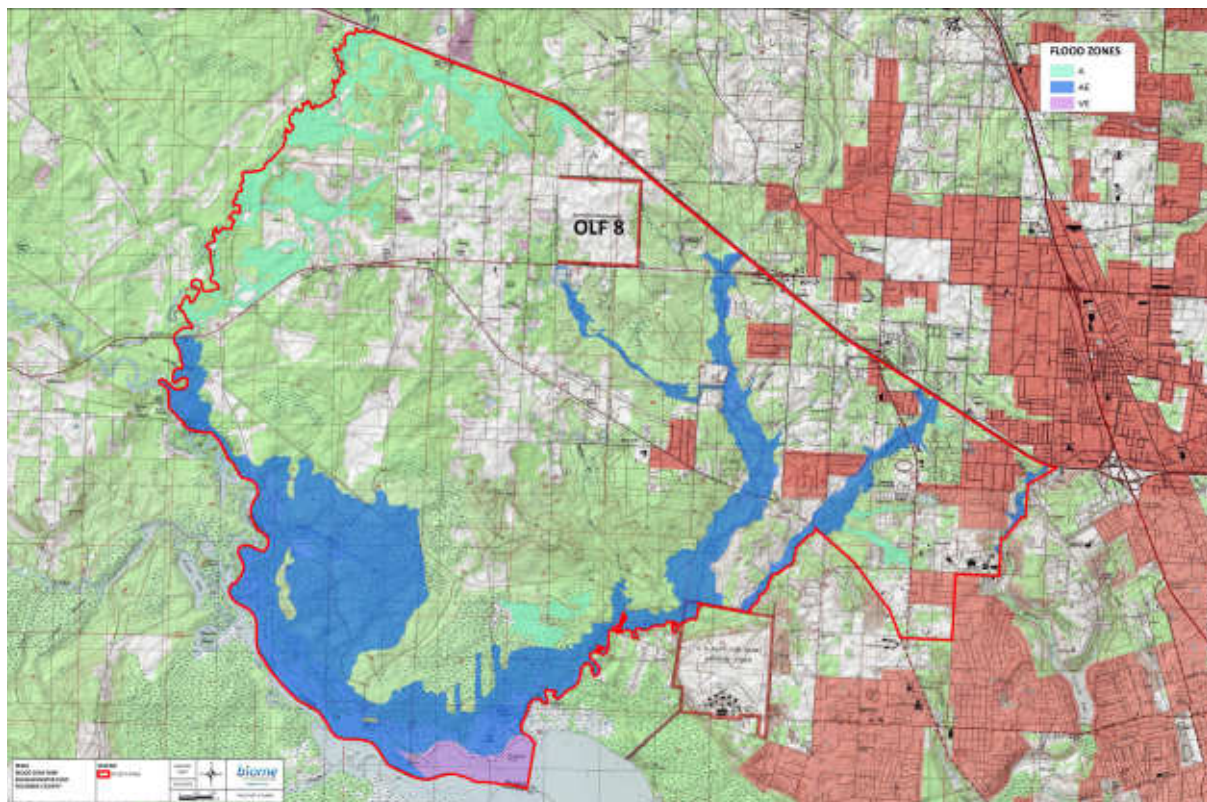


Figure 114: FEMA Flood Zone Map

DRAFT BASE MAP: BEULAH MASTER PLAN AREA

Biome prepared geospatial data from the site analysis to provide two (2) large-format maps for public presentation.

(1) Land use patterns over streetmap base. (Figure 113)

(2) Flood zones over topographic base. (Figure 114)

During the charrette, Biome provided local knowledge of the study area, vicinity features and contributed to the identification of potential hub and node concepts for plan development. Specific attention was given to recreation and passive land use opportunities and corridors. Local knowledge of land owners, land use patterns, regulatory constraints, ecological assets, etc. were communicated to the team and public.



Images: Charrette Participation

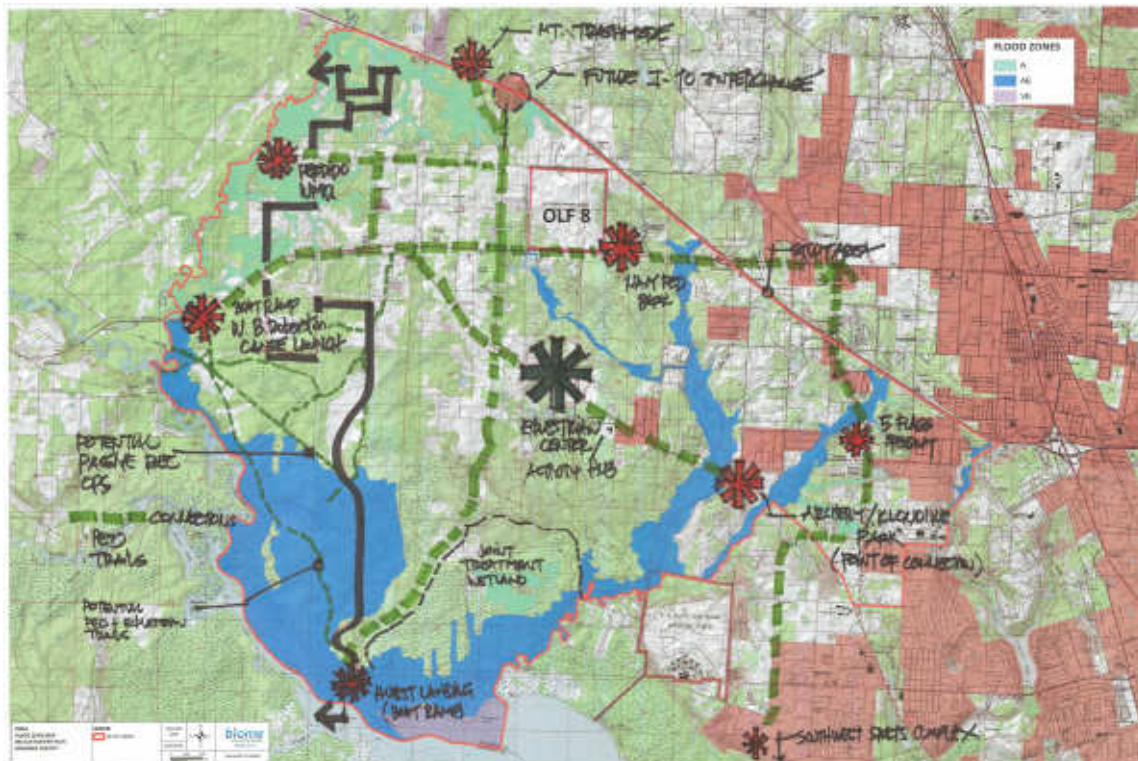


Figure 115: Design Option 1

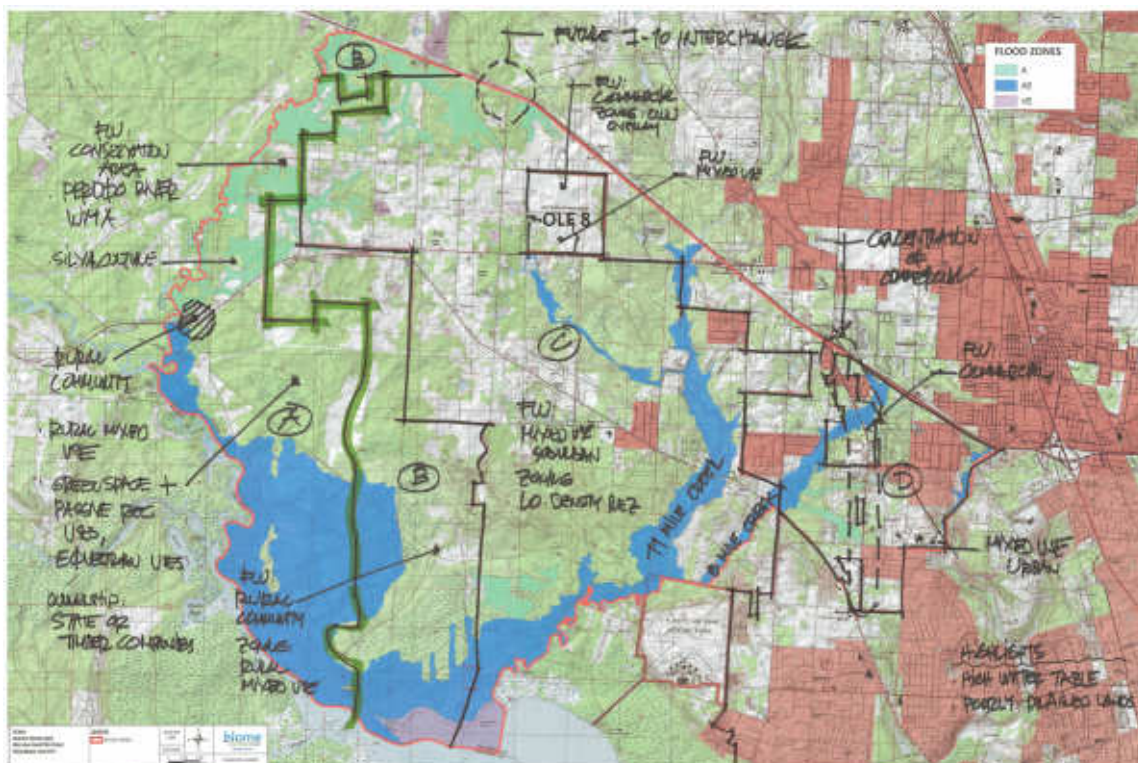


Figure 116: Analysis Zones

FRAMEWORK DESIGN RESULTS

Based on results from the charrette and its various tools, one (1) of many predominant themes included:

- **Connectivity:** using existing and enhanced roadways, and right-of-way by incorporating trails, etc.
- Preservation of **Open Space:** celebrating the areas east of the Perdido River, wetlands and flood-prone areas.
- **Corridors:** creation of use-specific corridors connecting people, uses, and roadways.

CHARRETTE RESULTS AND ANALYSIS

Based on charrette results and analysis of existing conditions, a series of working districts were created to develop the framework for the Master Plan. Refer to Figures 115 - 116 for the original frameworks developed. The Districts were developed based on:

- existing land use
- roadway system
- population
- open space
- wetlands
- flood plain
- housing trends
- infrastructure
- population trends

DISTRICTS:

A Perdido River Zone:
Characterized by low-density, silviculture, open space, no major roads, long shorelines - along the Perdido River Water Management Areas and recreational uses.

C Central Mixed Use Zone:
Characterized by major roadways, a blend of single family and multifamily uses, commercial corridors, watersheds (8 and 11 Mile Creeks) hubs, amenities, the County's OLF-8 site, and future access to Interstate 10 (I-10).

B Rural Community Zone:
This zone is highlighted by low residential density, open space, few roads / etc.

D East Mixed Use Zone:
This area consists of single family, multifamily, open space, commercial corridor - District E.

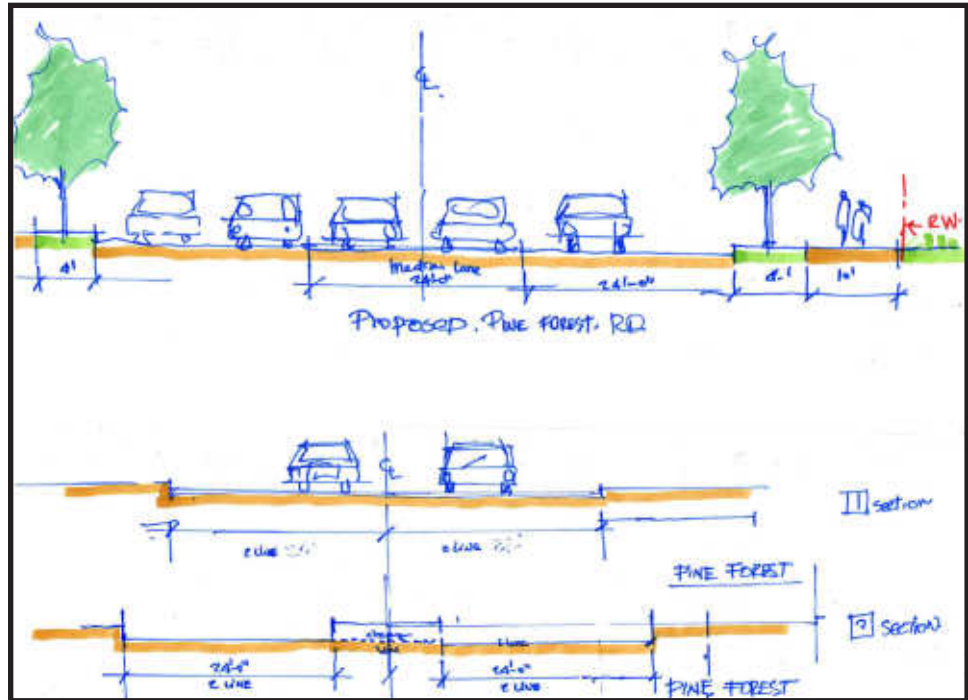


Figure 117: Roadway Design Options: Proposed Pine Forest Road

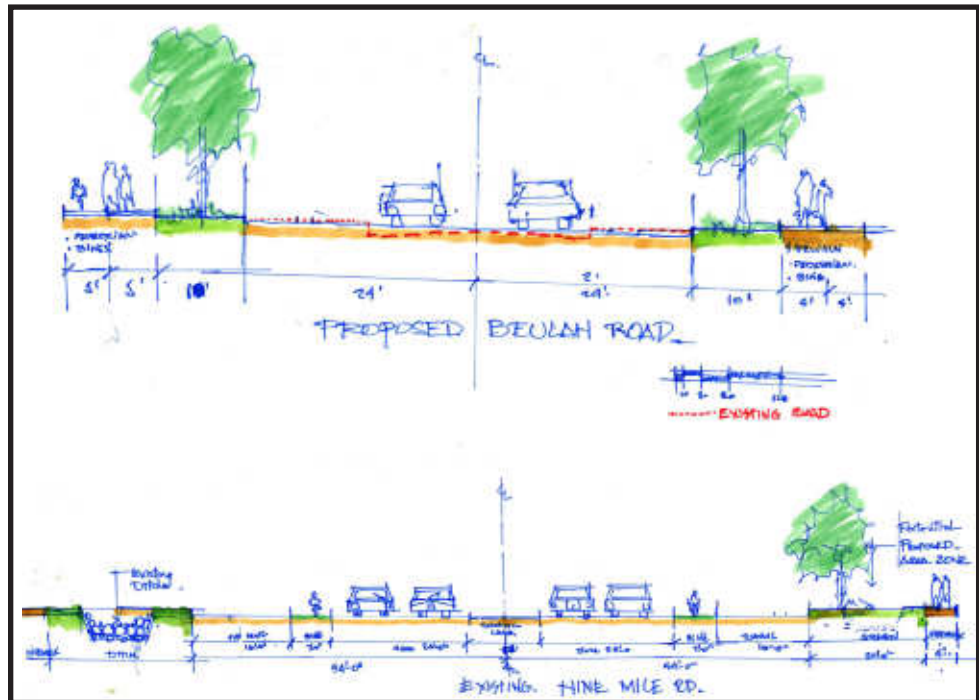


Figure 118: Roadway Design Options: Proposed Beulah Road

PUBLIC MEETING #2

The transportation / traffic breakout session addressed potential cross-sections for Pine Forest Rd. and Beulah Rd. Additionally, a potential intersection improvement was designed for 9 Mile Rd. and Beulah Rd. These are shown in Figures 117 - 119.

The following design elements expressed in the survey and Red Dot / Green Dot Exercise emerge:

- street trees
- sidewalks
- trails
- planting strips
- bike lanes
- pedestrian cross walks

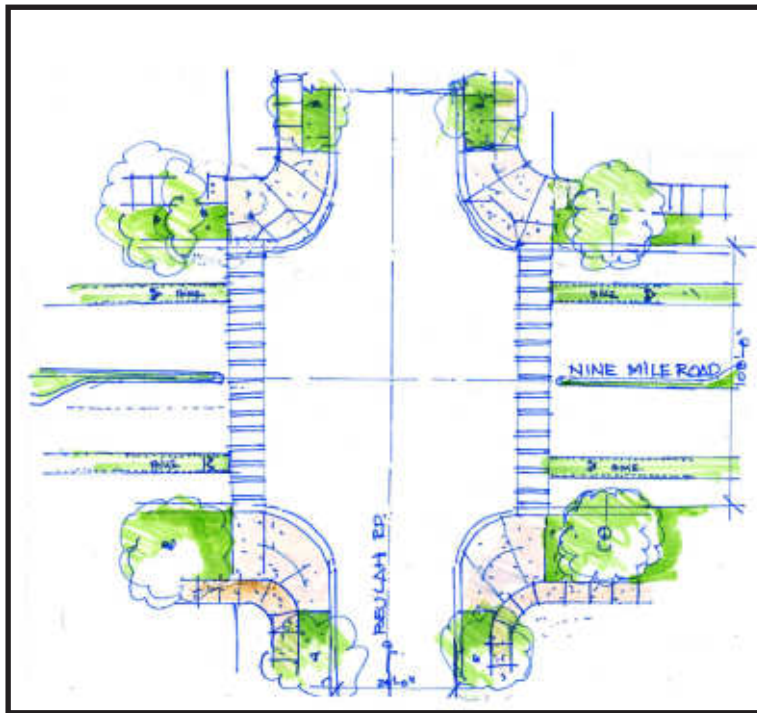


Figure 119: Roadway Design Options: Intersection

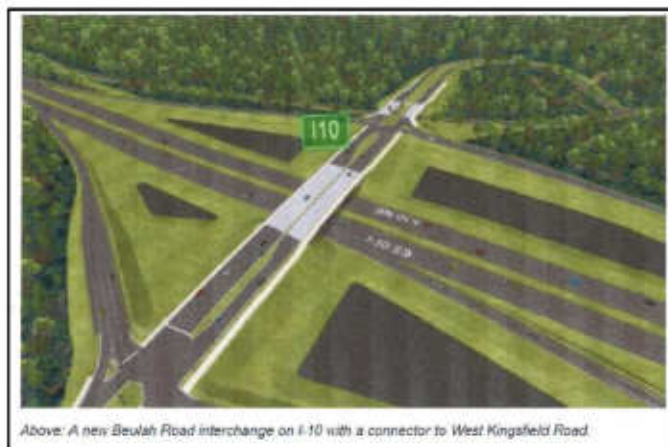
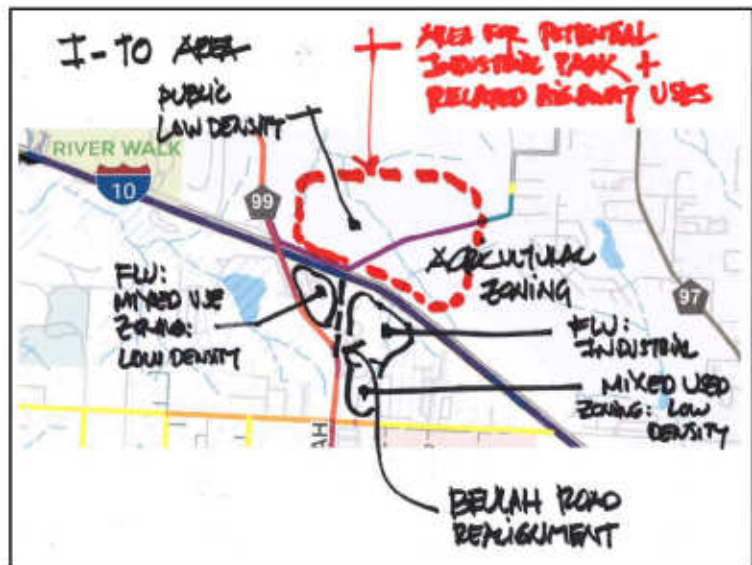
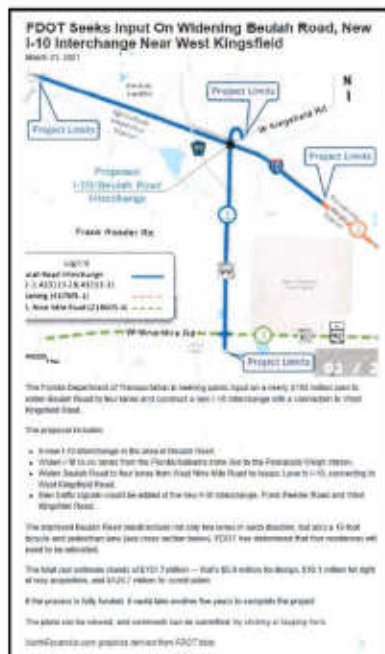


Figure 120: Traffic and Interstate Roadway Design Options

The planned I-10 interchange with Beulah Road will offer connectivity to a regional / multi-state facility and introduce opportunities for highway - oriented development and services north and south of I-10. Figure 120 includes potential roadway design options for the new interchange.

PUBLIC MEETING #2

The transportation / traffic breakout group addressed the future I-10 at Beulah Rd. Interchange. This proposed interchange will provide access to the state of Florida interstate highway system and provide a major transportation route for commuters and local business.

Placement of the interchange will require context - sensitive design in order to protect existing residential neighborhoods. Additionally, the Beulah Rd. extension / re-alignment will present buffering and access challenges to the existing projects.

Beulah Master Plan Public Meeting

WHEN

Thursday, February 29, 2024
6:00 P.M. – 8:00 P.M.

WHERE

Beulah Middle School
6001 W Nine Mile Rd, Pensacola, FL
32526

Join Escambia County Staff and the
Consultant Team in revealing the
**charrette results and a draft of
design approaches taken for the Beulah
Community through collaborative
community efforts.**



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Figure XX: Public Workshop #3 Notice

Take Aways - Survey

SURVEY RESULTS

- **78%** of respondents **live** in the Beulah Area.
- **50%** of the respondents have lived in the Beulah Area for **0 - 10 years**.
- **27%** of respondents enjoy the **rural feel** of the Beulah area and **23%** enjoy the open space / green space.
- **37%** of respondents **dislike the traffic** in the Beulah Area.
- There were various descriptions of the Beulah Area, including **congested**, undergoing generational change, dynamic, green, unfriendly, or no response given. Additionally, 32% described the character of the Beulah Area as **rural**.
- **46%** of respondents would prefer to maintain **the rural / suburban** feel of the Beulah Area.
- There were many varying responses to what the community would like to see most in the Beulah Area. Some of the top responses included: **restaurants, a Post Office, parks / playgrounds, multi-use trails / paths, and fire / EMS / Police Departments**.
- The two (2) most prominent improvements the Beulah Area would like to see are **roadway improvements** (29% of respondents) and **residential growth control** (13% of respondents).
- **92%** of respondents agreed that there are enough recreational opportunities in the Beulah Area.

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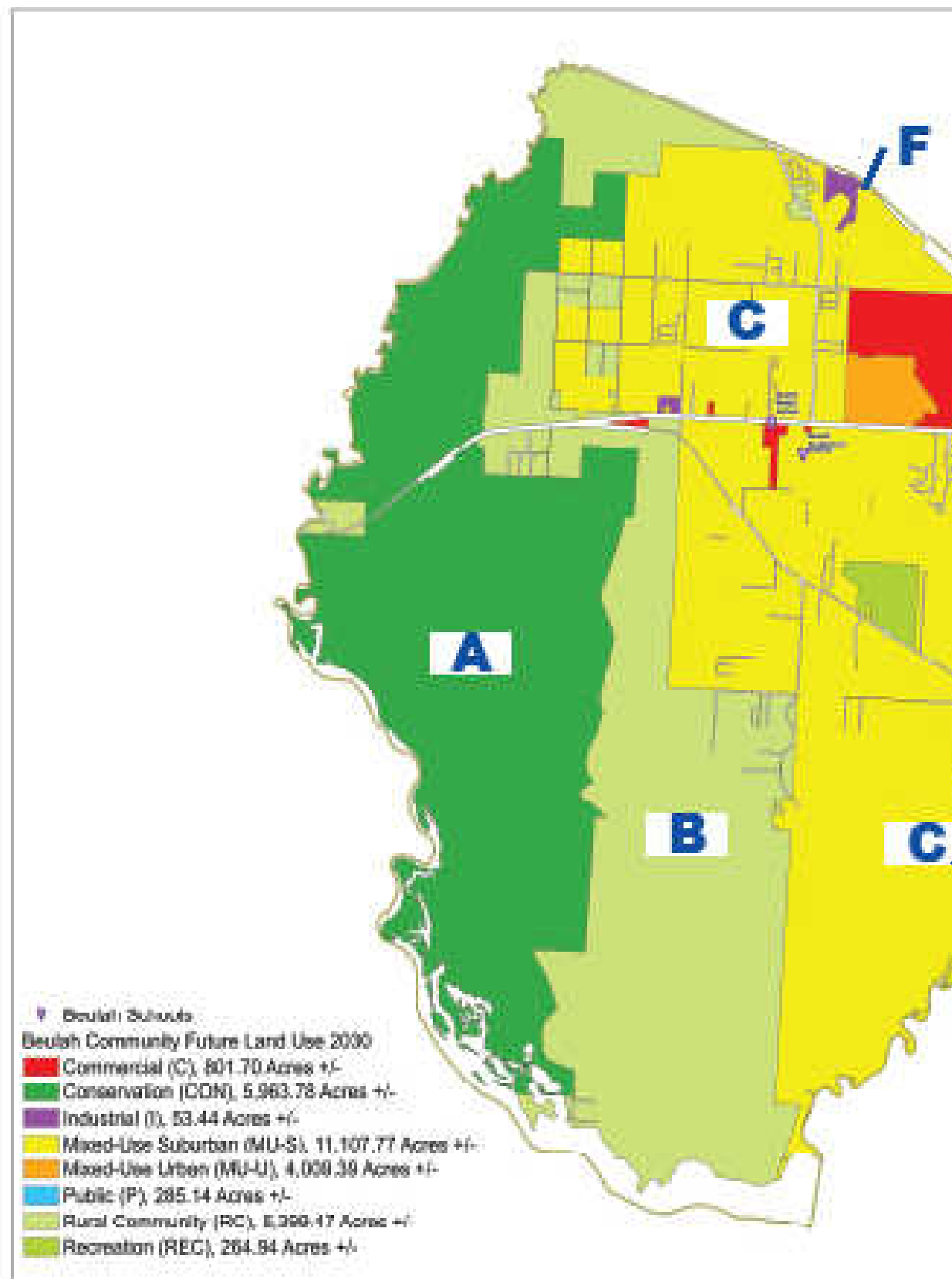
Figure XX: Takeaway Survey Results

PUBLIC WORKSHOP #3

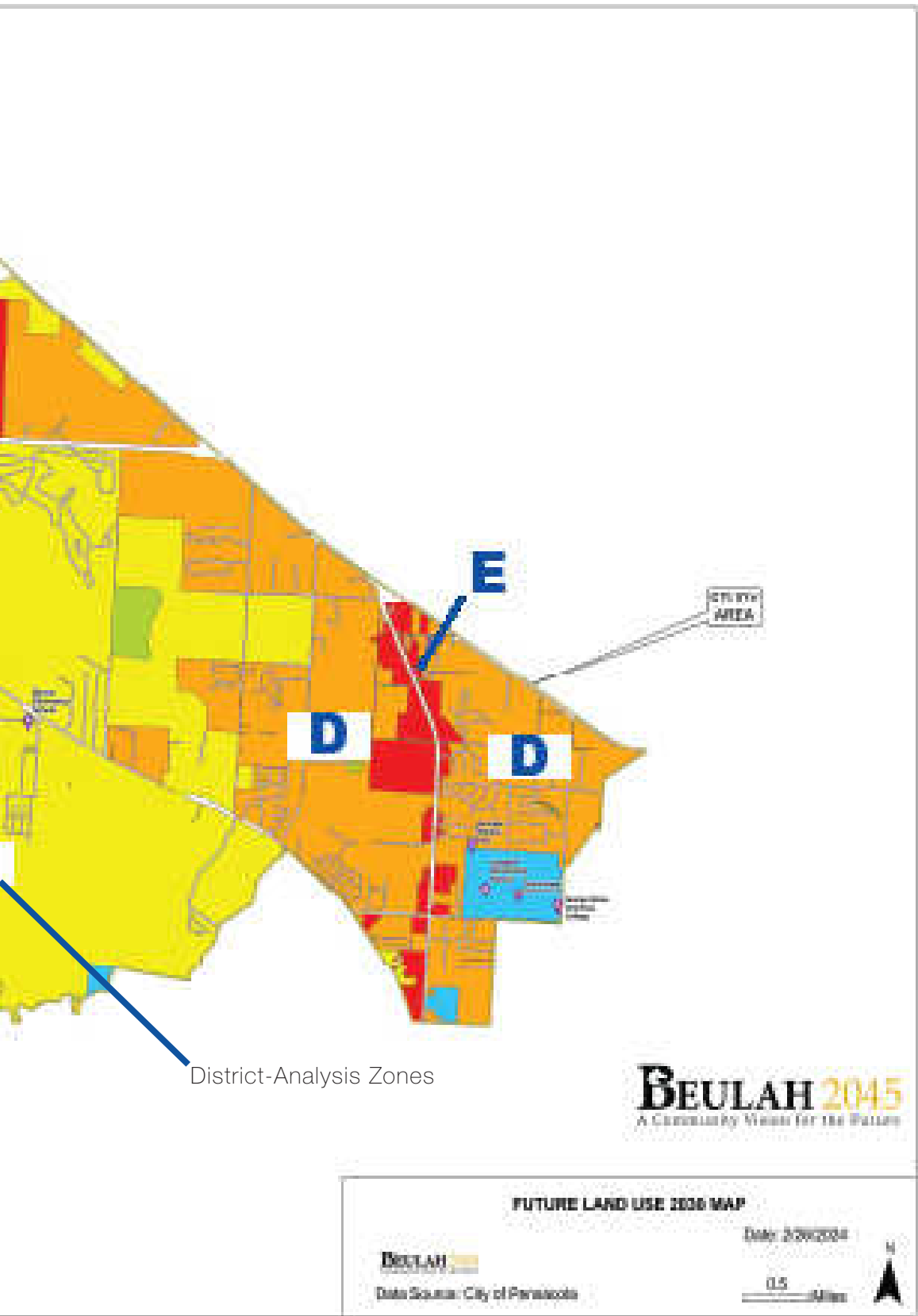
Public Workshop #3 (PW#3) was held on Thursday, February 29, 2024.

PW #3 consisted of presenting information from PW #2 and providing additional area-wide information with respect to community characteristics, infrastructure, and land use matters.

For ease of review and understanding, the study area was divided based on Future Land Use designation areas and roadway corridors.



PUBLIC WORKSHOP #3





STUDY AREA

Area:

6,469 Ac +/-

Vacant Land Available:

3,682.07 Ac +/-

Future Land Use:

Conservation, Rural Community

**Potential New Residential
Uses:**

**Conservation designation does not
allow NEW residential units**

Zoning:

Conservation

- **Density: N/A**

Rural Mixed-Use

- **Density: 2du/Ac**

Existing Land Use:

- **Open Space / Conservation**
- **Single Family Residential**
- **Recreational Uses**

Population (2028):

163

Population (2048):

172

Watershed:

Perdido River South

Major Roads:

Nine Mile Road

- **5,000 - 10,000 AADT**

OPPORTUNITIES

Recreation

Conservation

Watershed Protection

Nature Trails

**Limited new residential
uses to 2du/ac with-**

In Rural Community

CONSTRAINTS

Conservation

Wetlands

**FLU prohibits new resi-
dential uses**

Flood Plain

**Limited central potable
water and sewer service**



STUDY AREA

Area:

5,401.05 Ac +/-

Vacant Land Available:

4,349.63 Ac +/-

Future Land Use:

Commercial, Rural Community
Potential New Residential
Units:

2du/ac under Rural Community
FLU designation

Existing Land Use:

- Open Space / Conservation
- Single Family Residential
- Commercial

Population (2025):

1,248

Population (2045):

1,240

Watershed:

Perdido River South /
Eleven Mile Creek

Zoning:

Agriculture

- Density: 1du/2ac

Heavy Commercial and Light Industrial

- Density: 25du/Ac

High Density Mixed-Use

- Density: 25du/Ac

Low Density Residential

- Density: 4du/Ac

Rural Mixed-Use

- Density: 2du/Ac

Rural Residential

- Density: 1du/Ac

Major Roads:

Nine Mile Rd

- 5,000 - 10,000 AADT

OPPORTUNITIES

- Recreation
- Conservation
- Retail Services
- Emergency Services
- Nature Trails
- Variety of Housing Options

CONSTRAINTS

- Conservation Potential
- Wetlands
- Floodplain
- Land Availability
- High and dry developable land (not enough)
- Limited Utility Availability



STUDY AREA

Area:

11,984.00 Ac +/-

Vacant Land Available:

5,881.75 Ac +/-

Future Land Use:

Commercial, Industrial,
Mixed-Use Suburban,
Mixed-Use Urban,
Public, Rural Community,
Recreation

Potential New

Residential Units:

23,524 units (4du/ac)

Existing Land Use:

- Single Family Residential
- Educational Facilities
- Vacant Land
- Commercial / Retail
- Navy Federal Credit Union Campus

Population (2023):

12,633

Population (2045):

13,172

Watershed:

Eleven Mile Creek

Zoning:

Commercial

- Density: 25du/Ac

Heavy Commercial / Light Industrial

- Density: 25du/Ac

High Density Mixed-Use

- Density: 25du/Ac

Industrial

- Density: Vested

Residential

Light Density Mixed-Use

- Density: 7du/Ac

Low Density Residential

- Density: 4du/Ac

Medium Density

Residential

- Density: 10du/Ac

Public

- Density: N/A

Rural Mixed-Use

- Density: 2du/Ac

Recreation

- Density: N/A

Major Roads:

I-10

Mobile Hwy

- W of Beulah Rd: <5,000

AADT, E of Beulah Rd:

10 - 20,000 AADT

Beulah Rd

- N of Mobile Hwy:

- 5 - 10,000 AADT, S of

Mobile Hwy: <5,000

AADT

Nine Mile Rd

- E of Beulah Rd: 50,000

AADT, W of Beulah Rd

5 - 10,000 AADT

BEULAH 2045

A Community Vision for the Future



OPPORTUNITIES

- Recreation
- Pedestrian connections / walkability
- Smart development
- Retail Services
- Emergency Services
- Land Availability
- Variety of Housing Options
- Critical Highway Access

CONSTRAINTS

- Wetlands
- Flood Plain
- ROW widths
- Roadway Infrastructure
- Limited water and sewer availability in southern sector of District



STUDY AREA

Area:

4,457.23 Ac +/-

Vacant Land

Available:

1,088.63 Ac +/-

Future Land Use:

Commercial,
Conservation, Industrial,
Mixed-Use Suburban,
Mixed-Use Urban, Public,
Recreation

Potential New

Residential Units:

20,400 units (25du/ac)

Existing Land Use:

- Single Family Residential
- Multi-family Residential
- Various Commercial
- Educational Facilities
- Vacant Land

Population (2023):

8,038

Population (2045):

14,576

Watershed:

Eleven Mile Creek /
Eight Mile Creek

Zoning:

Commercial

- Density: 25du/Ac

Conservation

- Density: N/A

Heavy Commercial /

Light Industrial

- Density: 25du/Ac

Heavy Commercial /

Light Industrial - NA

High Density Mixed-Use

- Density: 25du/Ac

Low Density Residential

- Density: 4du/Ac

Public

- Density: N/A

Recreation

- Density: N/A

Major Roads:

I-10

Nine Mile Rd

- 20 - 50,000 AADT

Pine Forest Rd

- N. of Blue Angle Pkwy 20 - 50,000 AADT,

- S. of Blue Angle Pkwy 10 - 20,000 AADT

Mobile Hwy

- E of Beulah Rd: 10 - 20,000 AADT



OPPORTUNITIES

- Commercial / Retail Services
- Emergency Services
- Pedestrian Connections / Walkability
- Variety of Housing Options
- Utility Availability

CONSTRAINTS

- Conservation
- Wetlands
- Land Availability
- Flood Plain



STUDY AREA

Area:

458.17 Ac +/-

Vacant Land Available:

142.35 Ac +/-

Future Land Use:

Commercial

Potential New Residential Units:

3,550 (25du/ac)

Zoning:

Commercial

- **Density: 25du/Ac**

High Density Mixed-Use

- **Density: 25du/Ac**

Existing Land Use:

- **Single Family Residential**
- **Multi-family Residential**
- **Commercial / Retail**
- **Vacant Land**

Population (2023):

634

Population (2043):

2,154

Major Roads:

Pine Forest Rd

- **N. of Blue Angle Pkwy
20 - 50,000 AADT**
- **S. of Blue Angle Pkwy
10 - 20,000 AADT**

Watershed:

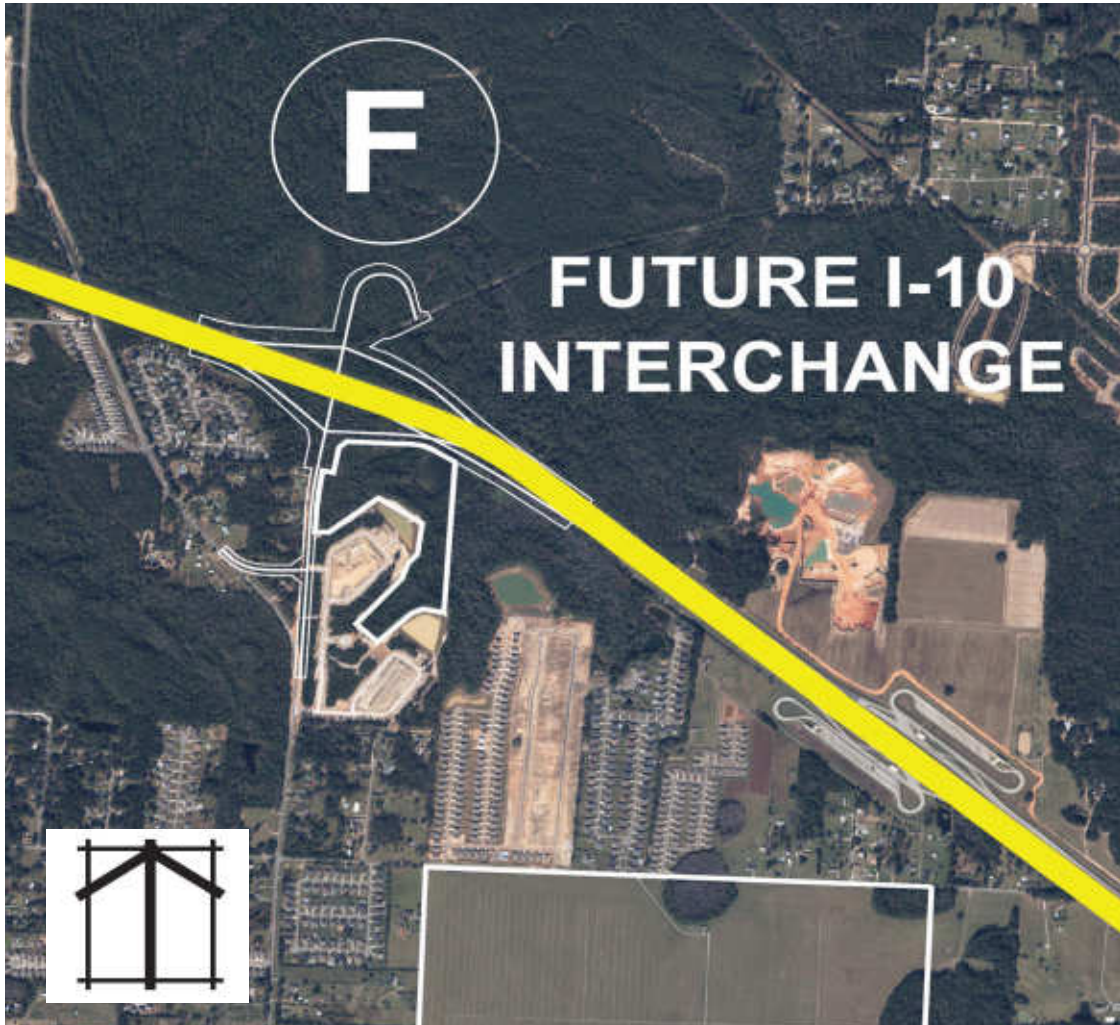
**Eleven Mile Creek /
Eight Mile Creek**

OPPORTUNITIES

- **Commercial / Retail Services**
- **Pedestrian Connectivity / Walkability**
- **Updated transit facilities**

CONSTRAINTS

- **Wetlands**
- **Land Availability**
- **Traffic and Congestion**



STUDY AREA

Area:

33.20 Ac +/-

Vacant Land Available:

28.50 Ac +/-

Future Land Use:

Industrial

Existing Land Use:

- Vacant Land

Zoning:

Industrial

- Density: Vested Residential

OPPORTUNITIES

- Industrial Uses
- Vacant Land

CONSTRAINTS

- Lack of timeline for new I-10 interchange
- Adjacency to Established Residential Uses

Beulah Master Plan and Frank Reeder Roadway Improvements Joint Public Meeting

WHEN

Thursday, May 23, 2024 (6:00pm to 8:00pm)

WHERE

Beulah Middle School
6001 West Nine Mile Road Pensacola, Florida 32526

Join Escambia County Staff and the Consultant Team in revealing the [draft vision](#) for the Beulah Community and [proposed roadway improvements](#) for Frank Reeder Road, developed through [collaborative community efforts](#).



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A Community Vision for the Future

PUBLIC WORKSHOP #4

On Thursday, May 23, 2024, the Beulah Vision Plan Team presented the findings from Public Outreach to date, Framework Plan (based on public input, staff consultations, and existing conditions analysis), vacant lands, Floodplain maps, and Framework Fun Facts.

This information is to be used as the basis for opportunities and constraints analysis.

Summary of P

Preferences

- Walkability / Connectivity
- Modern infrastructure
- Attractive landscaped areas
- Outdoor recreation
- Street trees
- Trails
- Conservation

What's Missing?

- Estate lots
- Activity centers
- Protected bike lanes
- Sidewalks
- Trails



Public Outreach

Dislikes

- Commercial strip centers
- Industrial buildings and infrastructure
- Traffic congestion
- Unattractive apartment buildings
- Highways with minimal landscaping

Common Themes and Big Takeaways

- Street landscaping
- Parks and leisure
- Traffic and roadway improvements
- Conservation / Preservation
- Trails
- Sidewalks

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Framework P

GROWTH AND REDEVELOPMENT ZONE

Gross Area: 17,463 AC

Wetlands: 3,274 AC

Net: 14,189 AC

Vacant Land: 1,082 AC

PERDIDO RIVER WMA: 3,794 AC

BETTY & CRAWFORD RAINWATER: 2,674 AC

Perdido River Preserve



Plan Fun Facts

LAND IN CONSERVATION ZONE: 6,460 AC

RURAL COMMUNITY ZONE

Gross Area: 5,439 AC

Wetlands: 5,366 AC

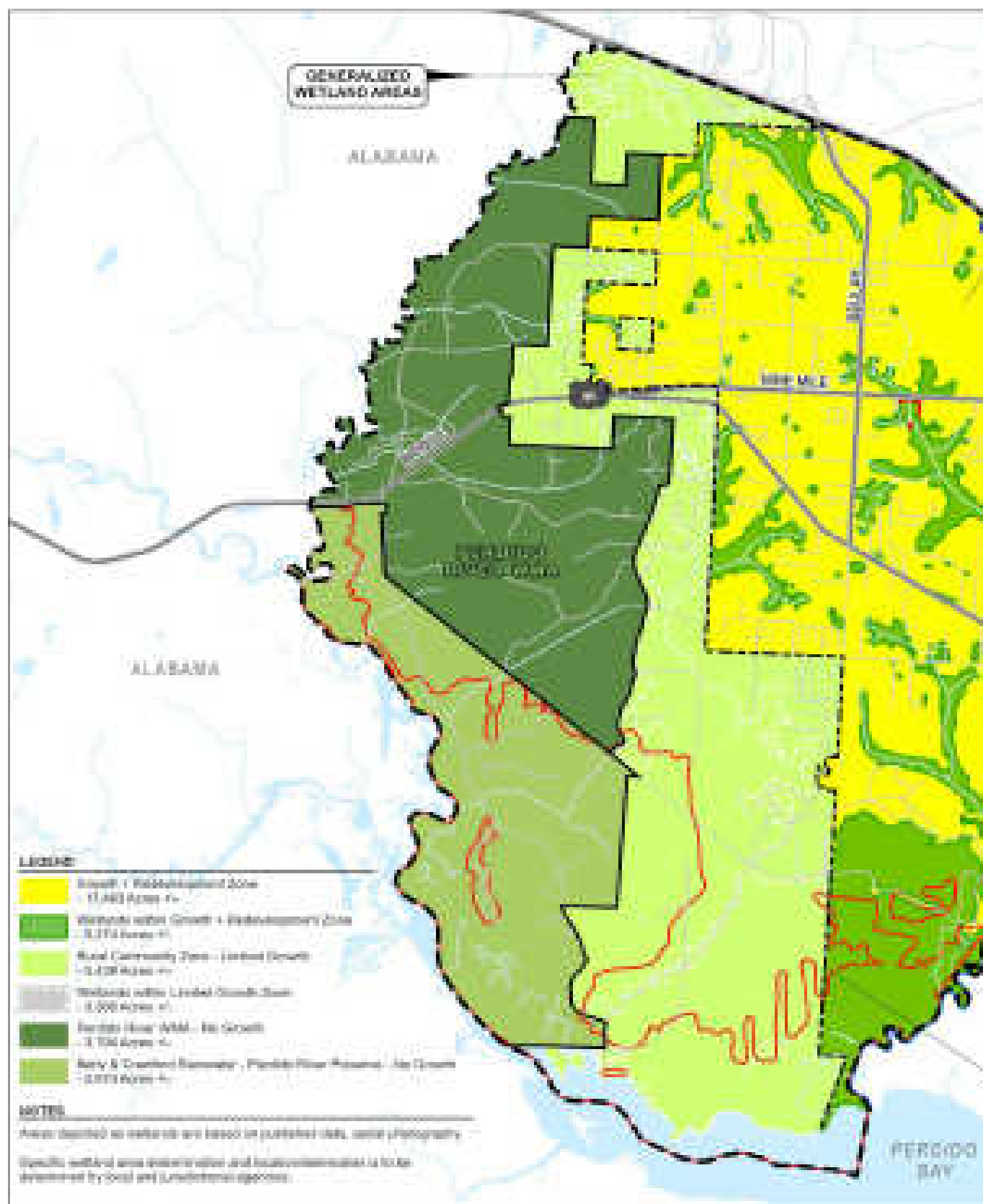
Net: 2,073 AC

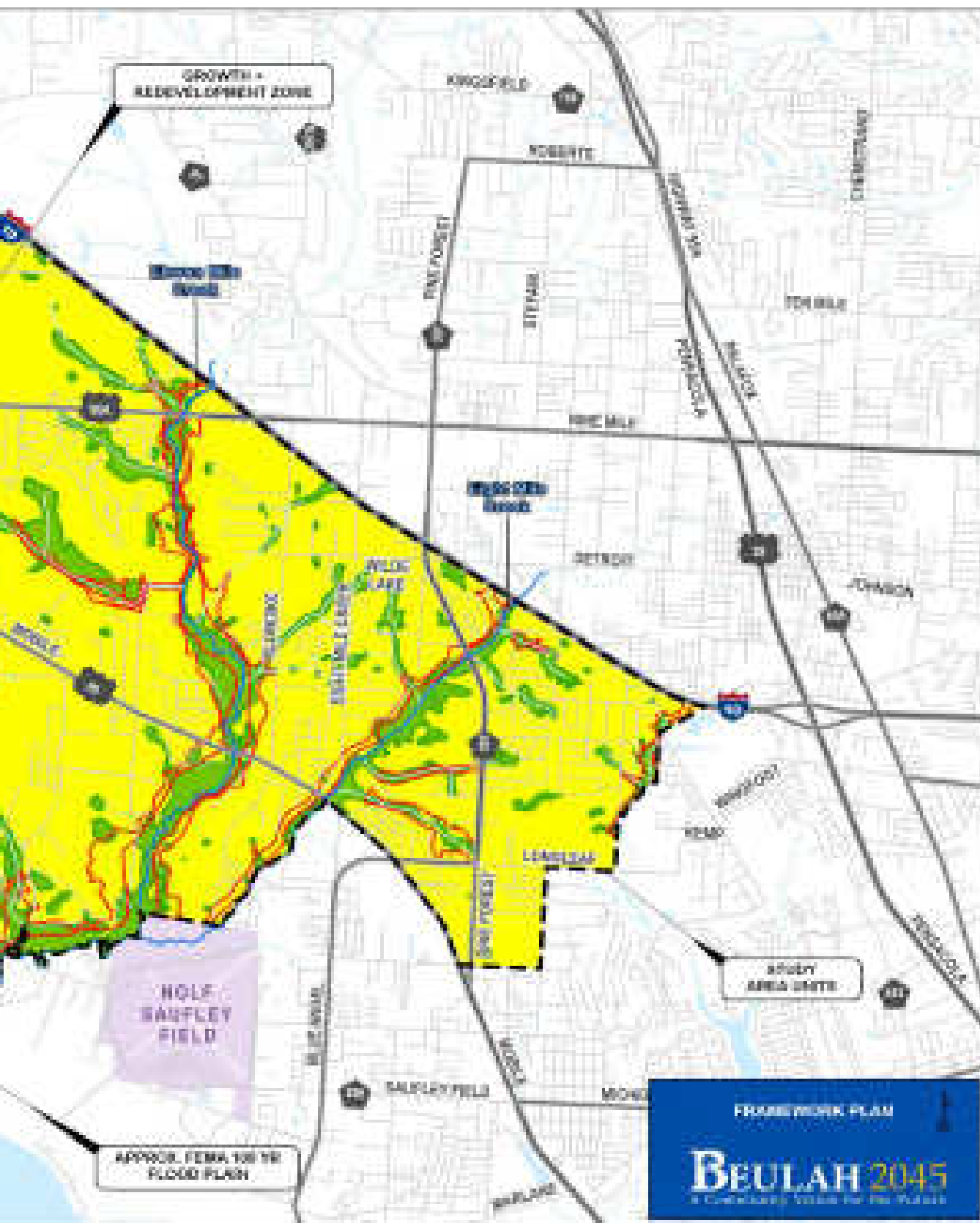
Vacant Land: 106 AC

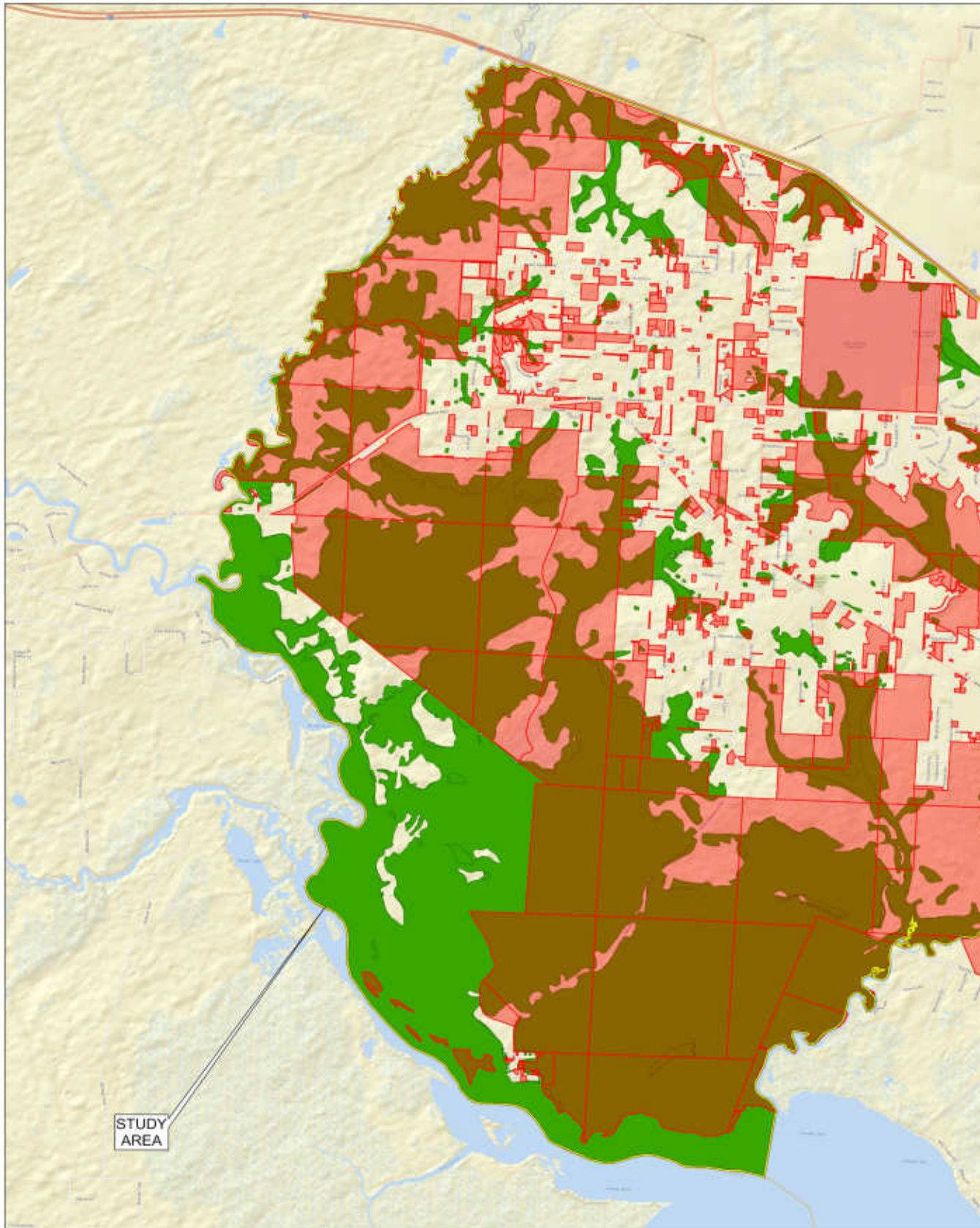
TOTAL VACANT LAND: 1,188 AC

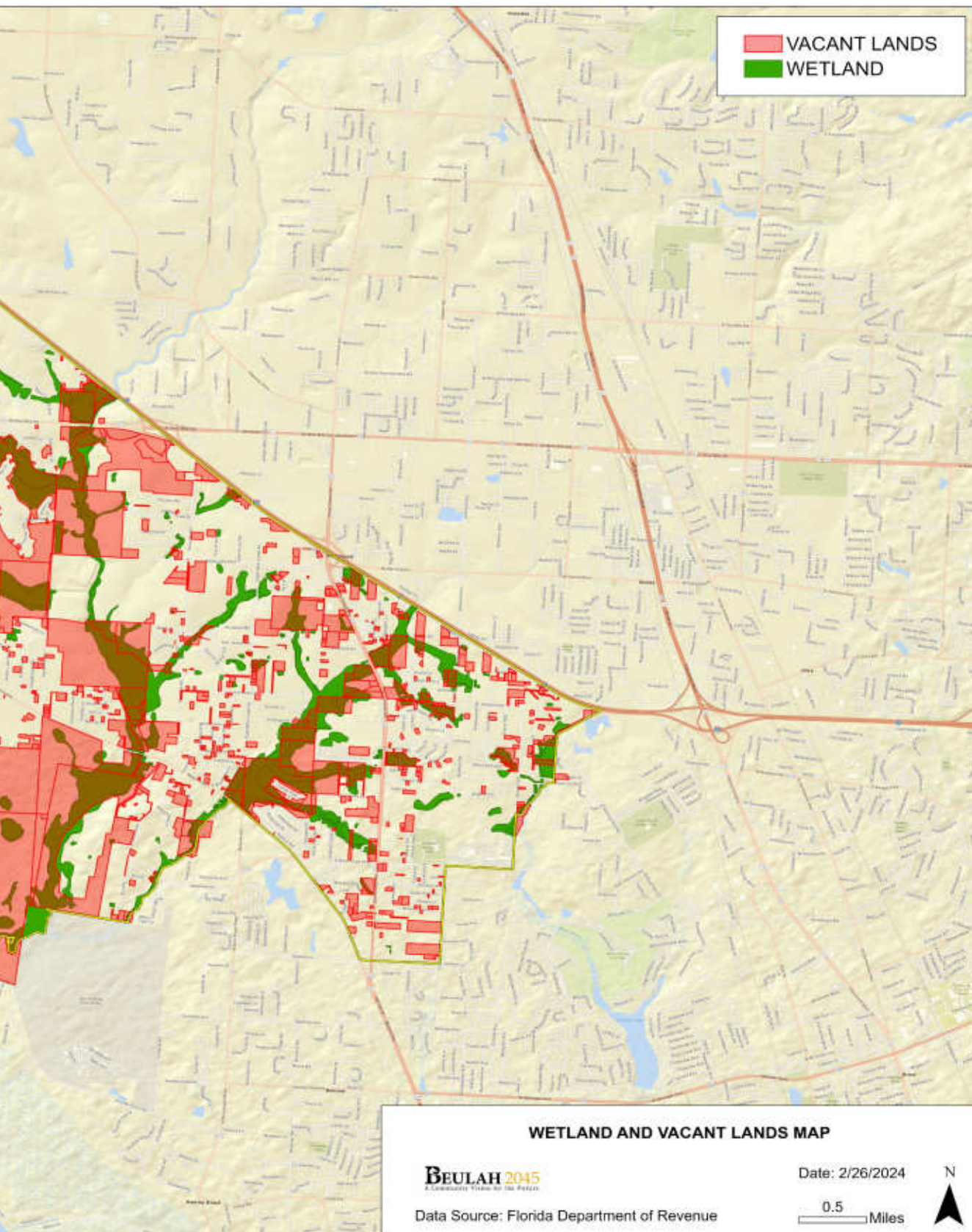
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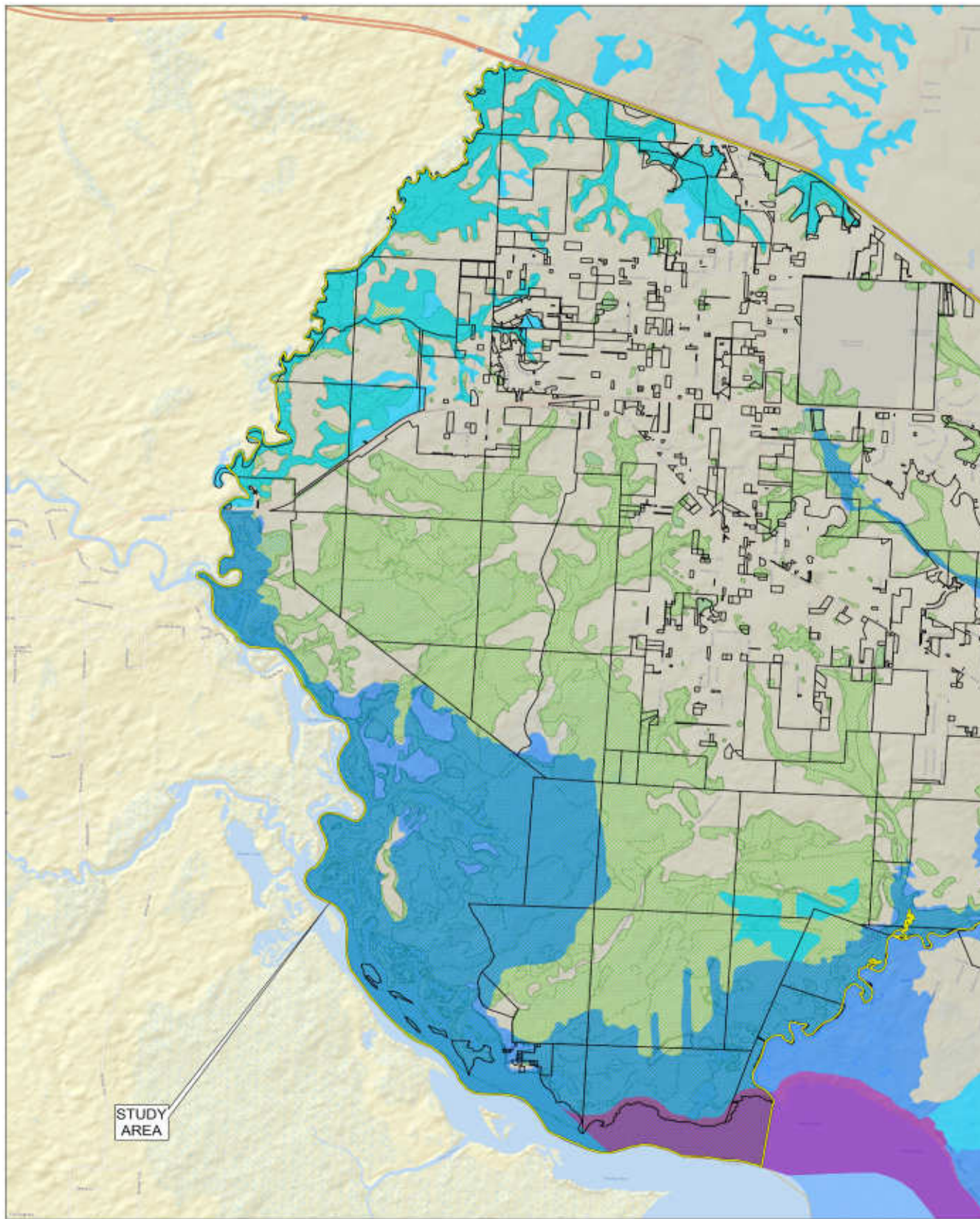
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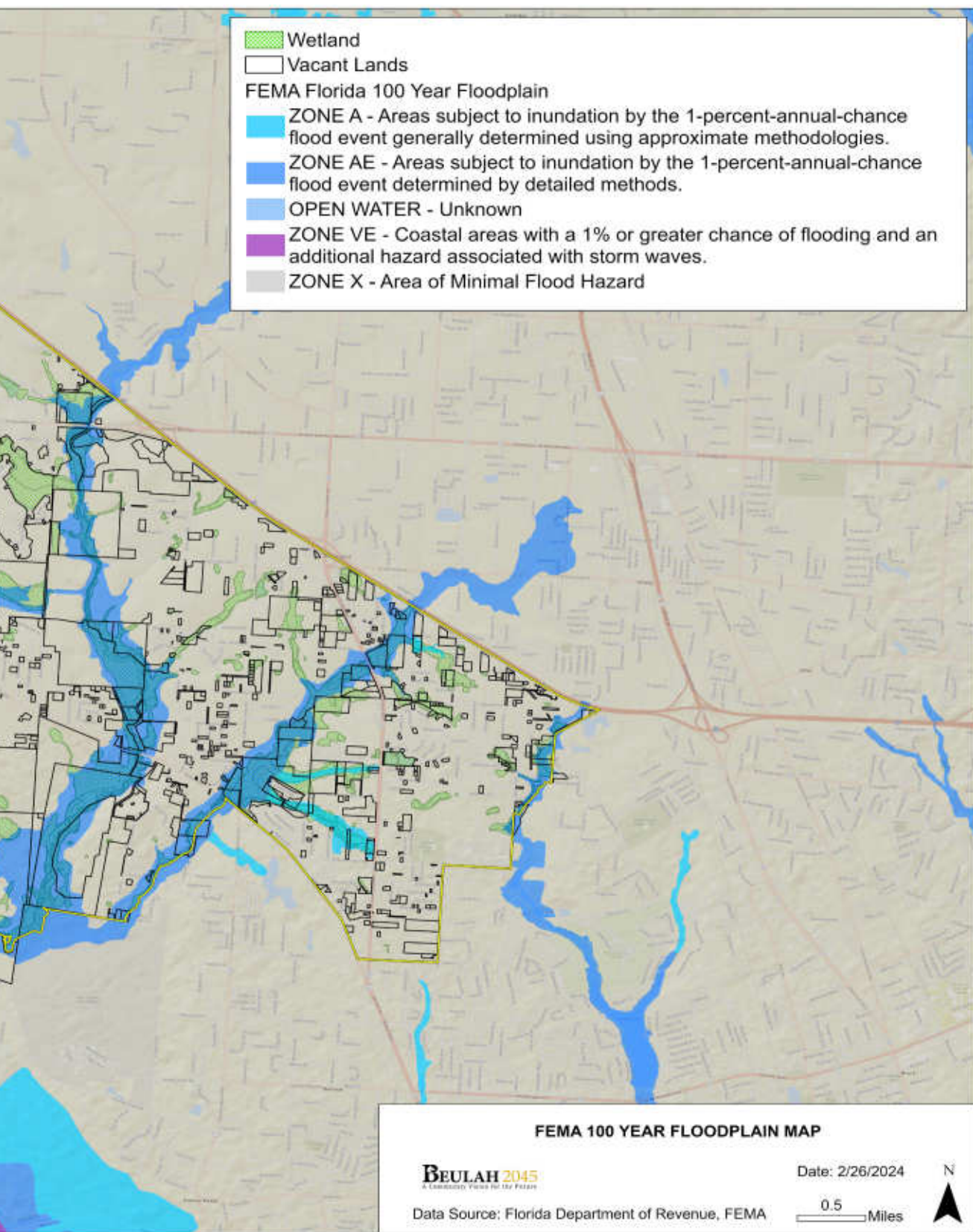












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STUDY AREA

The Beulah Team reviewed tomes of project information, public outreach data, and County staff input. The Team proceeded to analyze the data with respect to the Mission Statement:

To create a Vision Plan that would accomodate growth while maintaining, protecting, and enhancing the unique rural, semi-rural environment of the study area.

The study area is served by an extensive local and interstate highway network, with expansive wetlands and watersheds feeding the Perdido River, commercial uses along roadway corridors, and a population base that wants to preserve their lifestyle.

“Focus on the opportunities, not the constraints”

- Paul Laseau



OPPORTUNITIES & CONSTRAINTS

OPPORTUNITIES & CONSTRAINTS

The vast majority of the study area coupled with an established roadway network, natural watershed, and wetlands presents sets of challenges to accomodate fututre growth.

Key elements:

- Protect wetlands & Perdido River Basin
- Create trails and encourage connectivity
- Plan for I-10 interchange impacts to Beulah Road and residential neighborhoods
- Create mobility/Complete Street programs.
- Update subdivision regulations
- Create activity centers
- Create gateway icons
- Provide connections to OLF-8
- Street trees
- Introduce commercial design standards
- Limit growth in western study area



Image: Red Dot / Green Dot Exercise

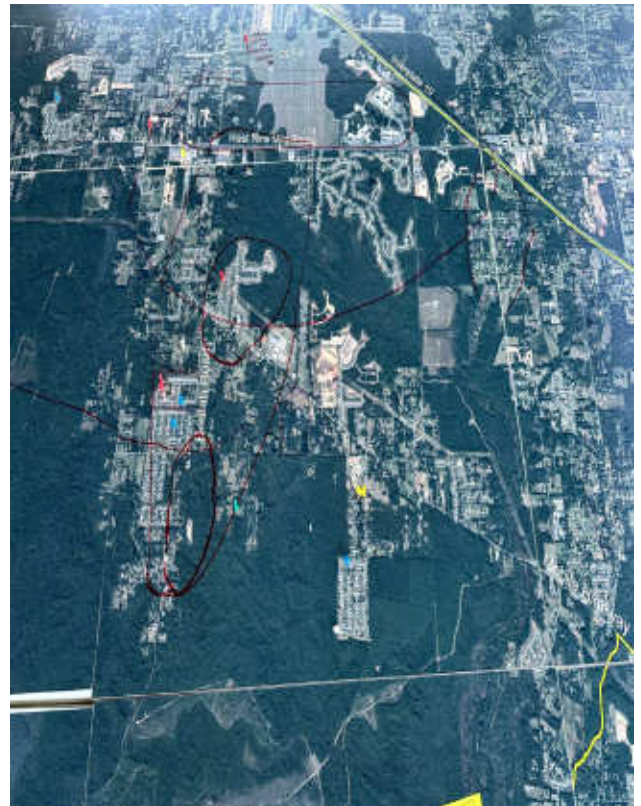


Image: Residents Pin Exercise



Figure X: Bicycle Lane Typical Section

VOLUME IV VISION PLAN

The Beulah Team arrived at a Vision for the study area based on invaluable public input, staff consultations, review of area data and materials.

The Vision Plan sets forth a guide to current and future development by identifying:

- Growth & Redevelopment Zones
- Mobility Corridors
- Conservation / Green Space Zones
- Activity Hubs
- Open Space / Trails

The Vision Plan includes the following associated exhibits:

- Vision Plan
- Open Space / Trails
- Framework Plan
- Wetlands
- Vacant Lands

Volume V: Implementation sets forth specific work item plans to implement Vision Plan elements.

“Vision is the Art of seeing what is invisible to others.”
-Jonathan Swift

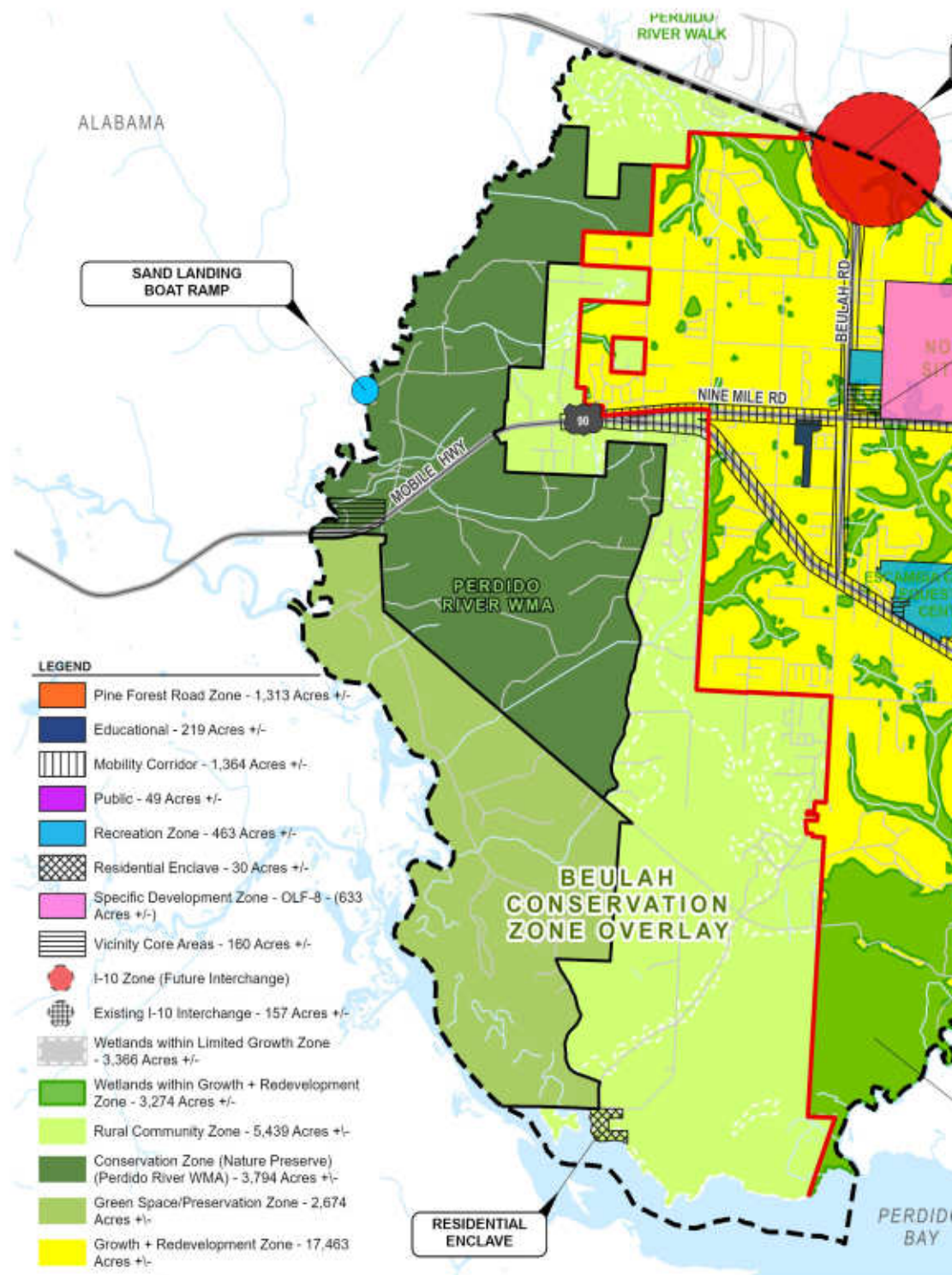
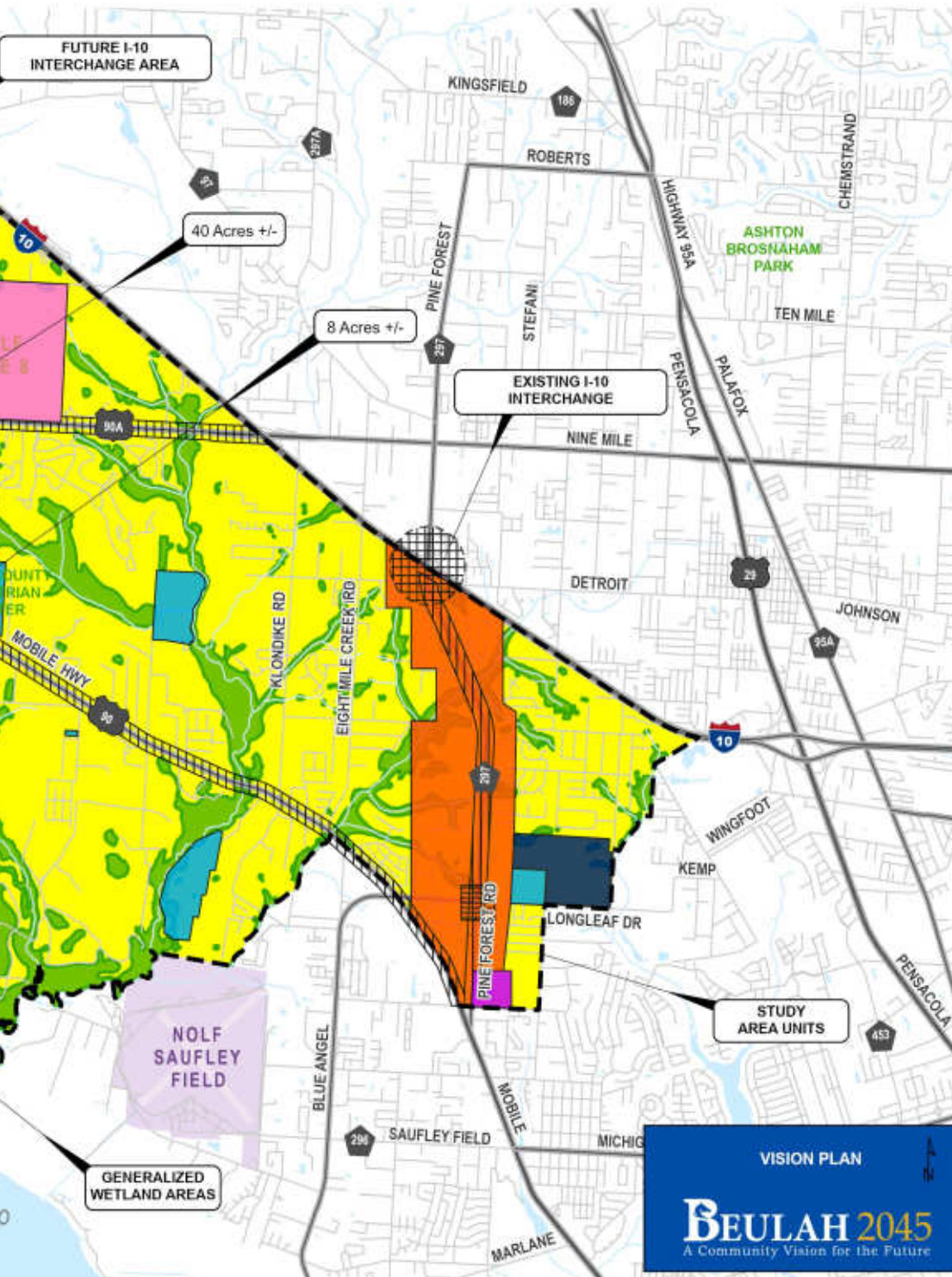


Figure X: Vision Plan

VOLUME IV VISION PLAN



BEULAH 2045
A Community Vision for the Future

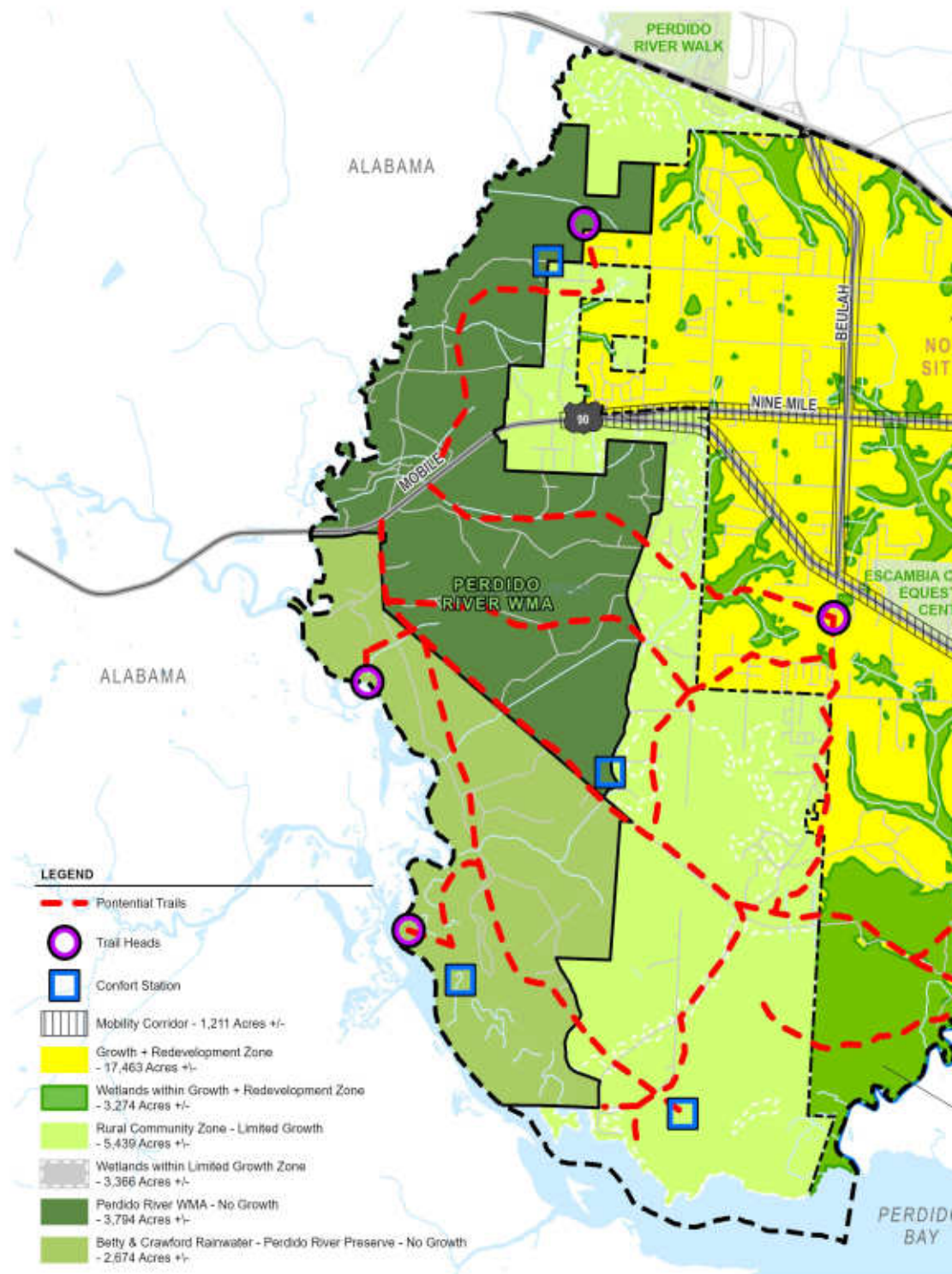
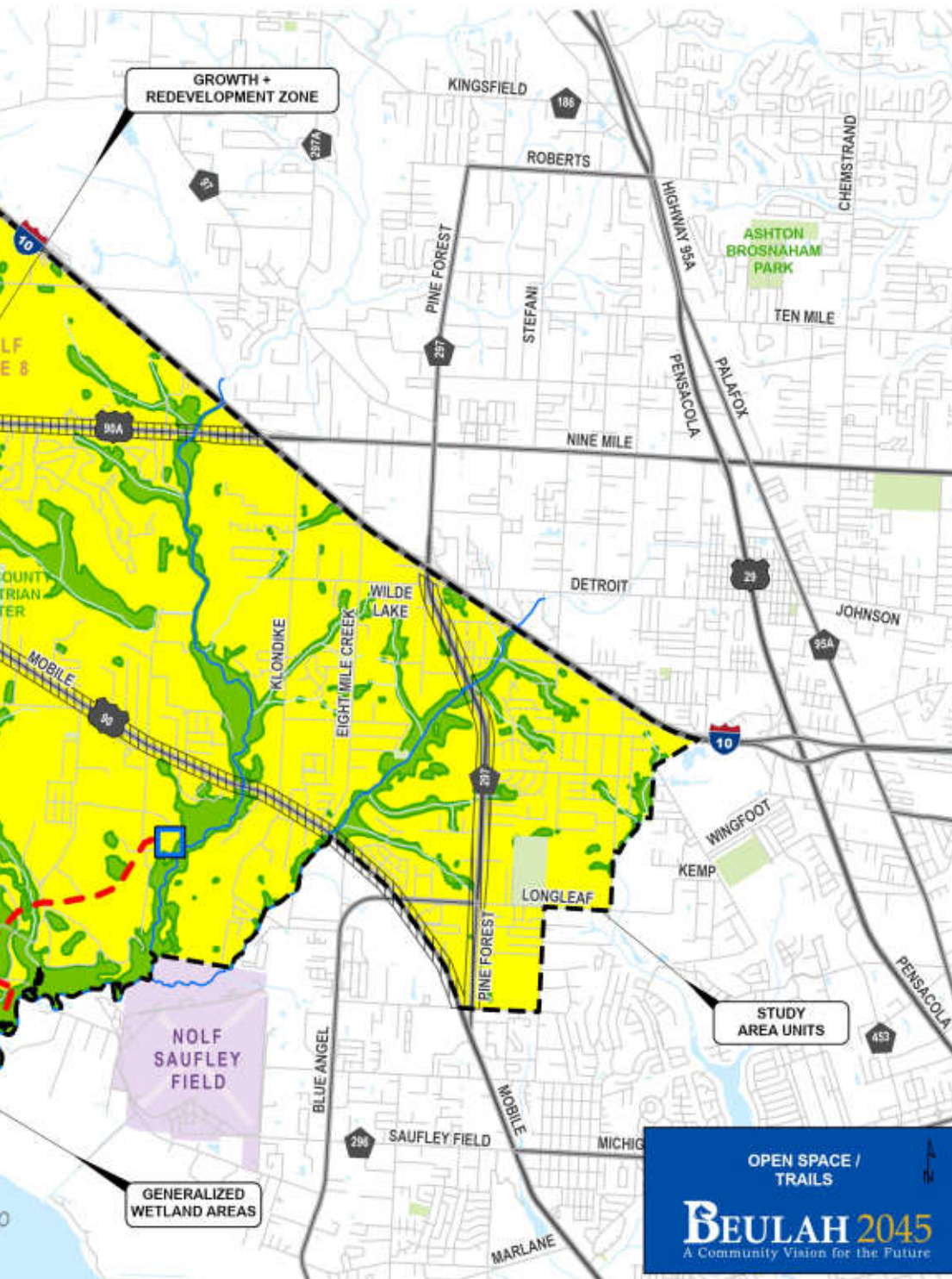


Figure X: Open Space / Trails

VOLUME IV VISION PLAN



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A Community Vision for the Future

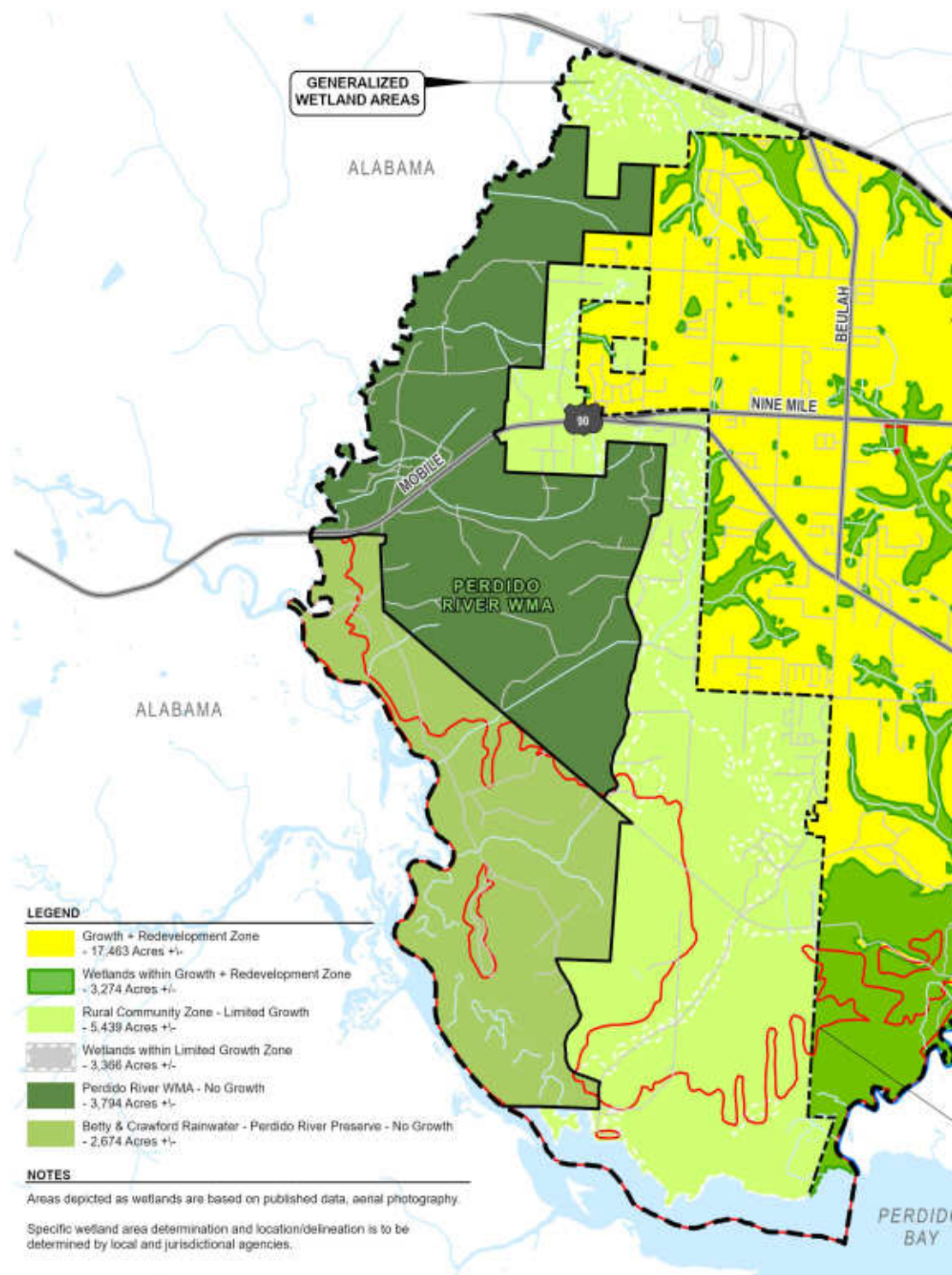
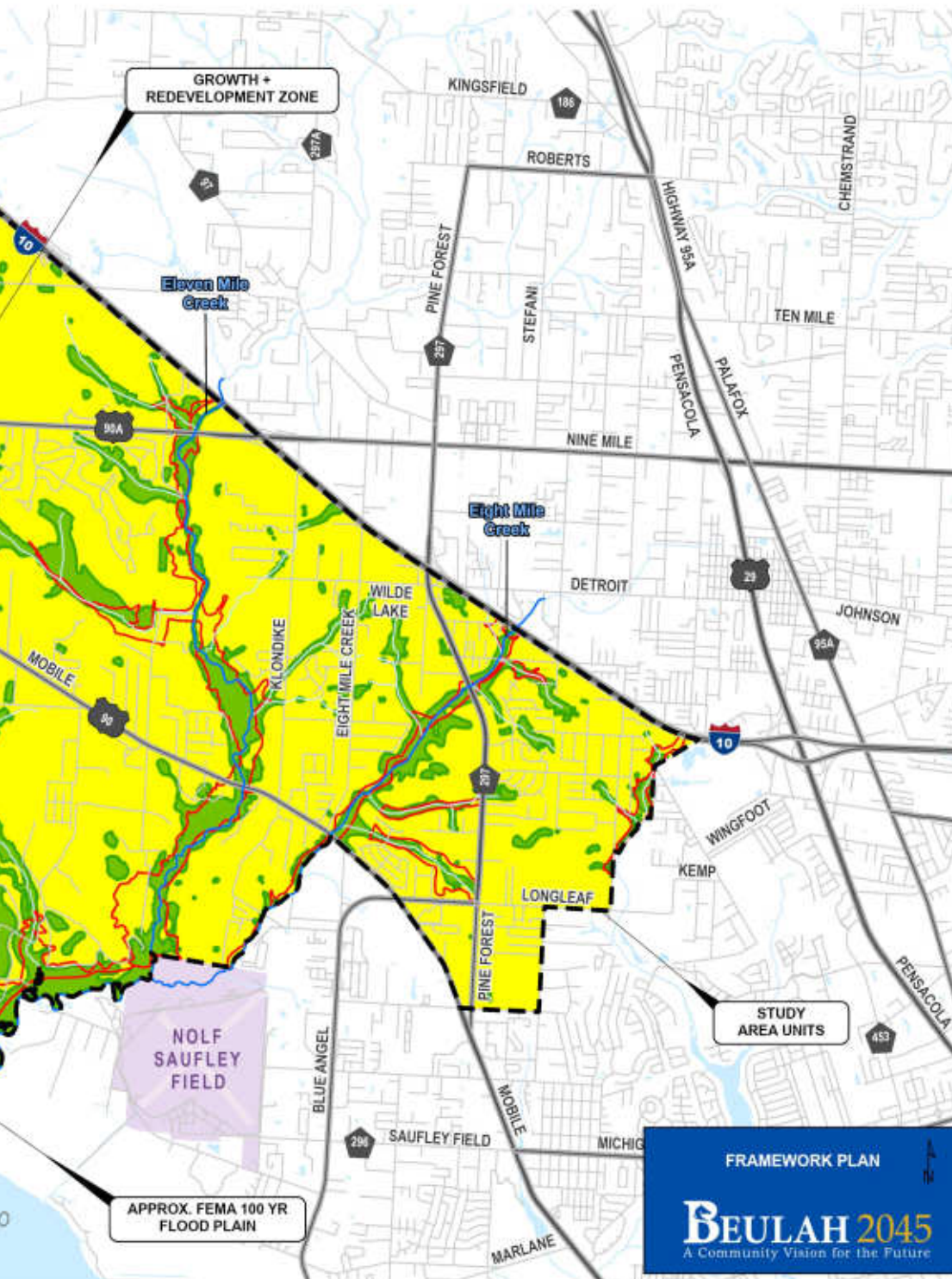


Figure X: Framework Plan

VOLUME IV VISION PLAN



BEULAH 2045
 A Community Vision for the Future

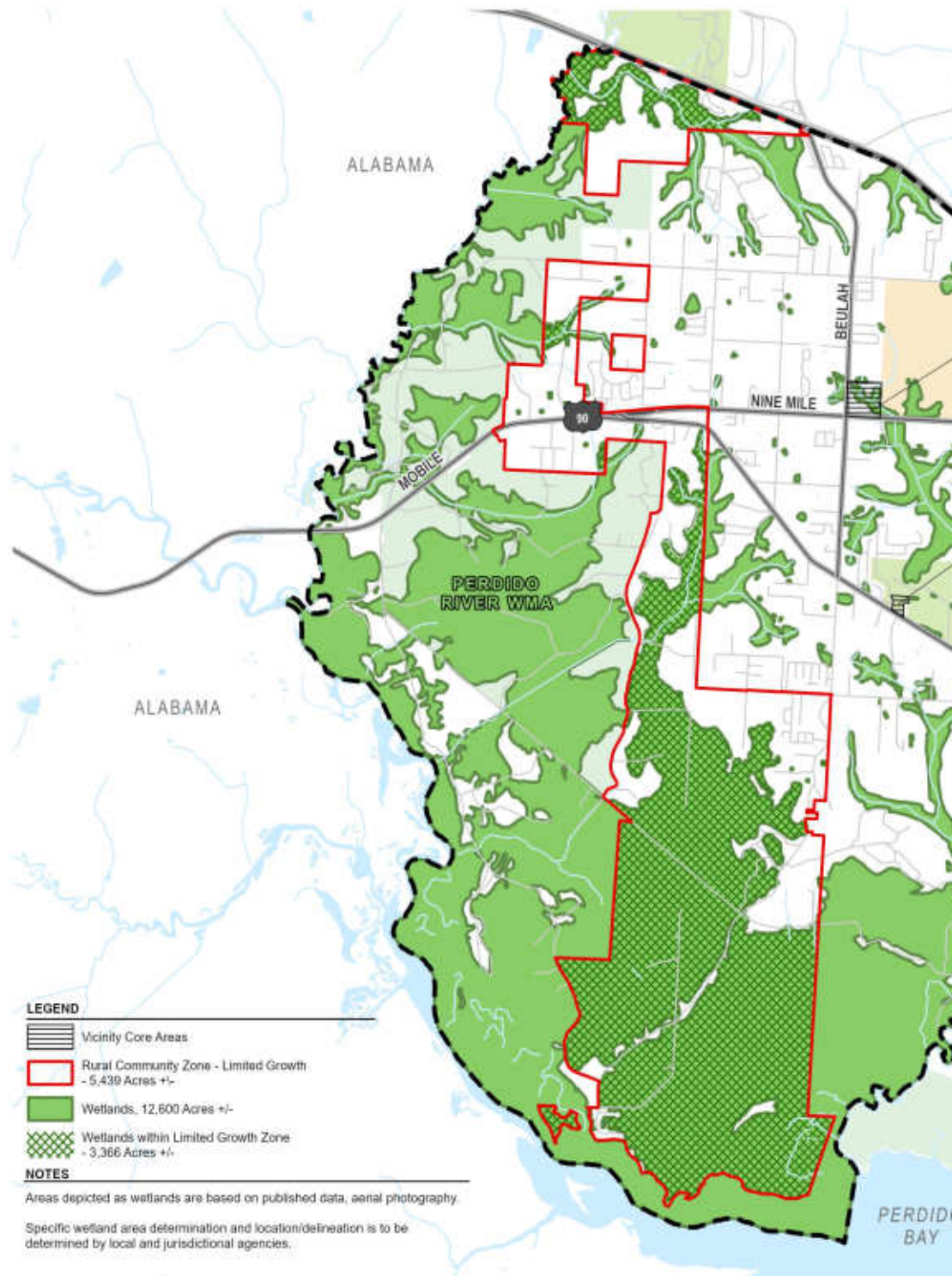
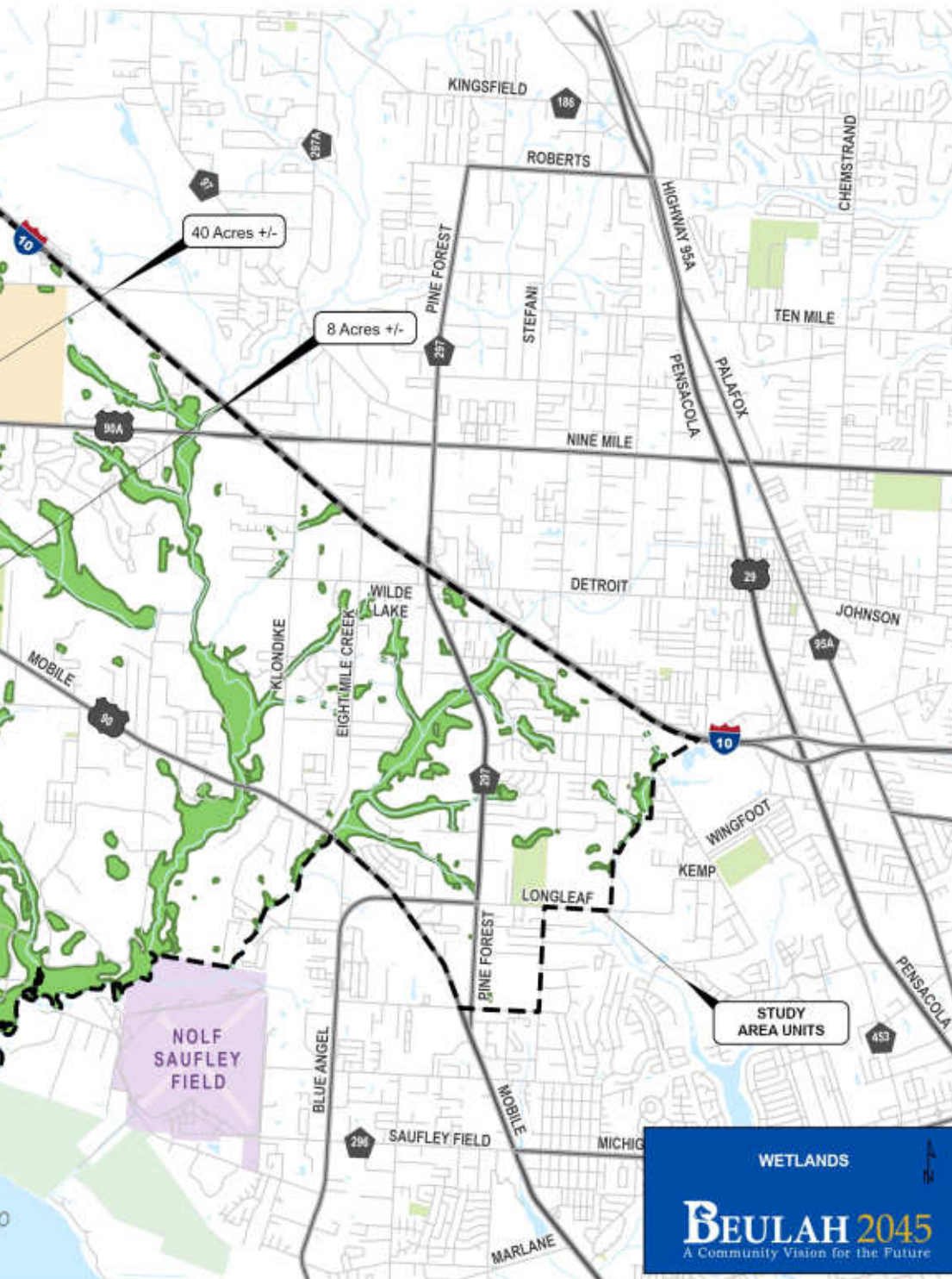


Figure X: Wetlands

VOLUME IV VISION PLAN



BEULAH 2045
A Community Vision for the Future

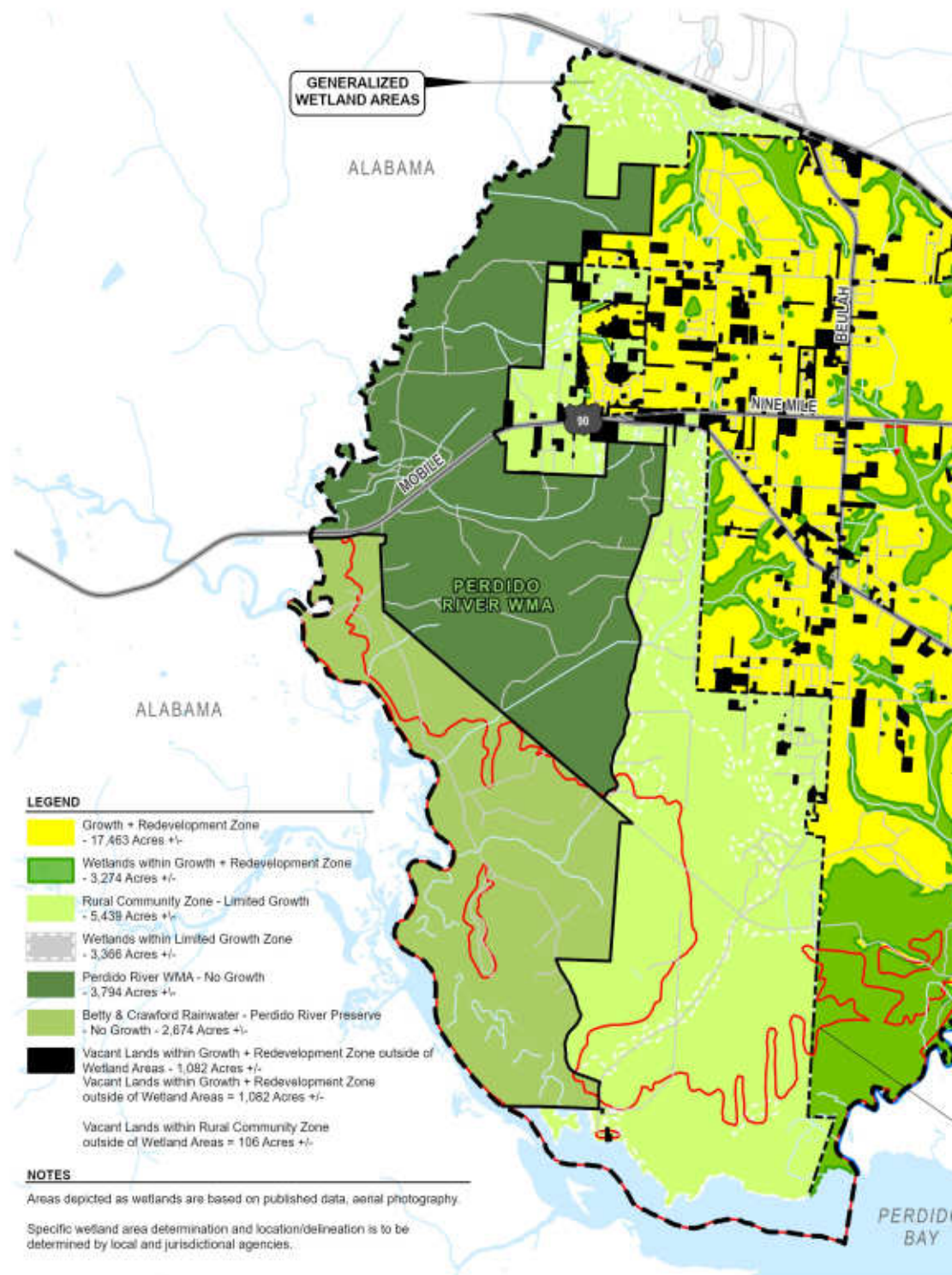
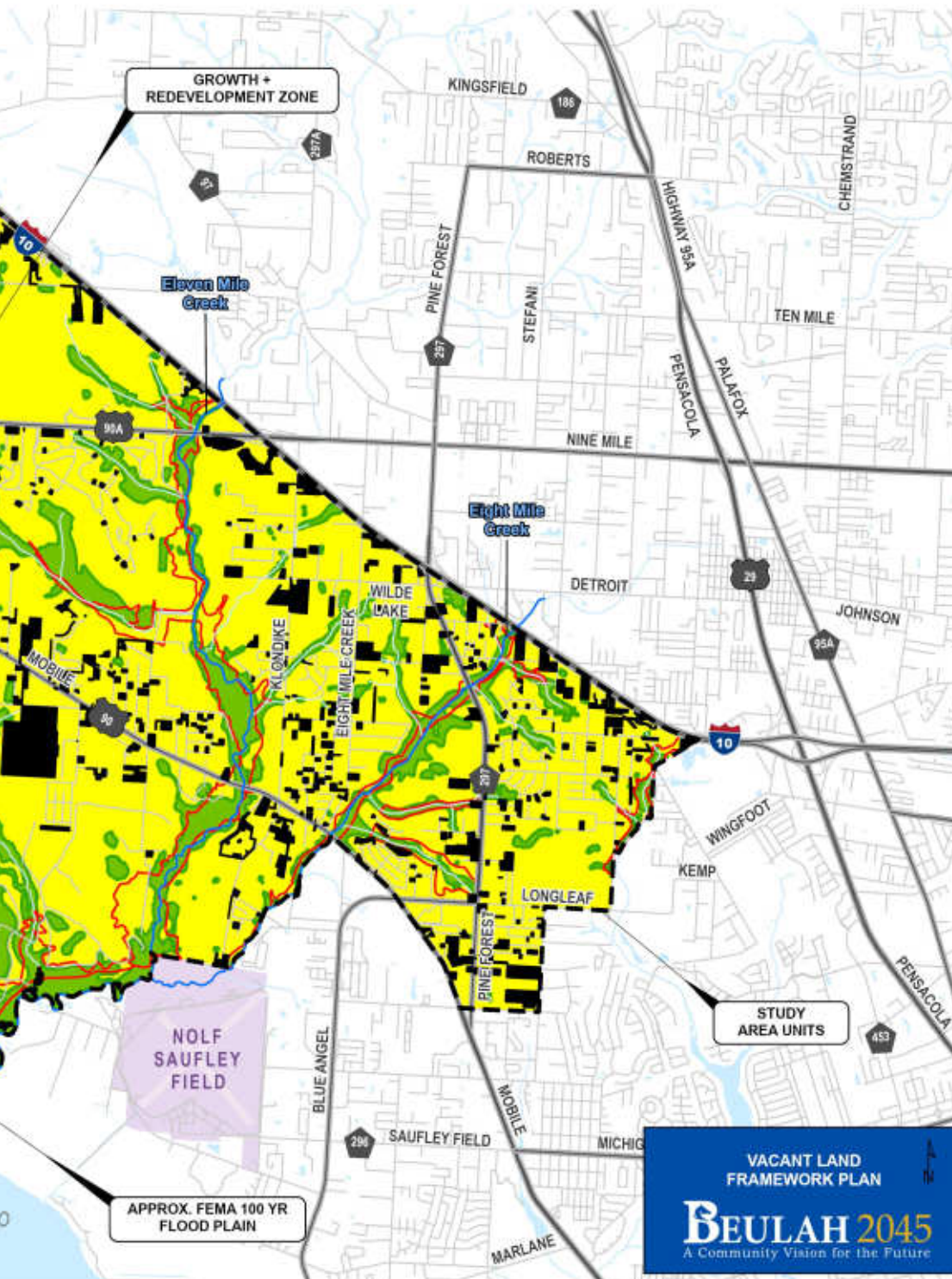


Figure X: Vacant Land Framework

VOLUME IV VISION PLAN



BEULAH 2045
A Community Vision for the Future



Source: Unsplash



IMPLEMENTATION

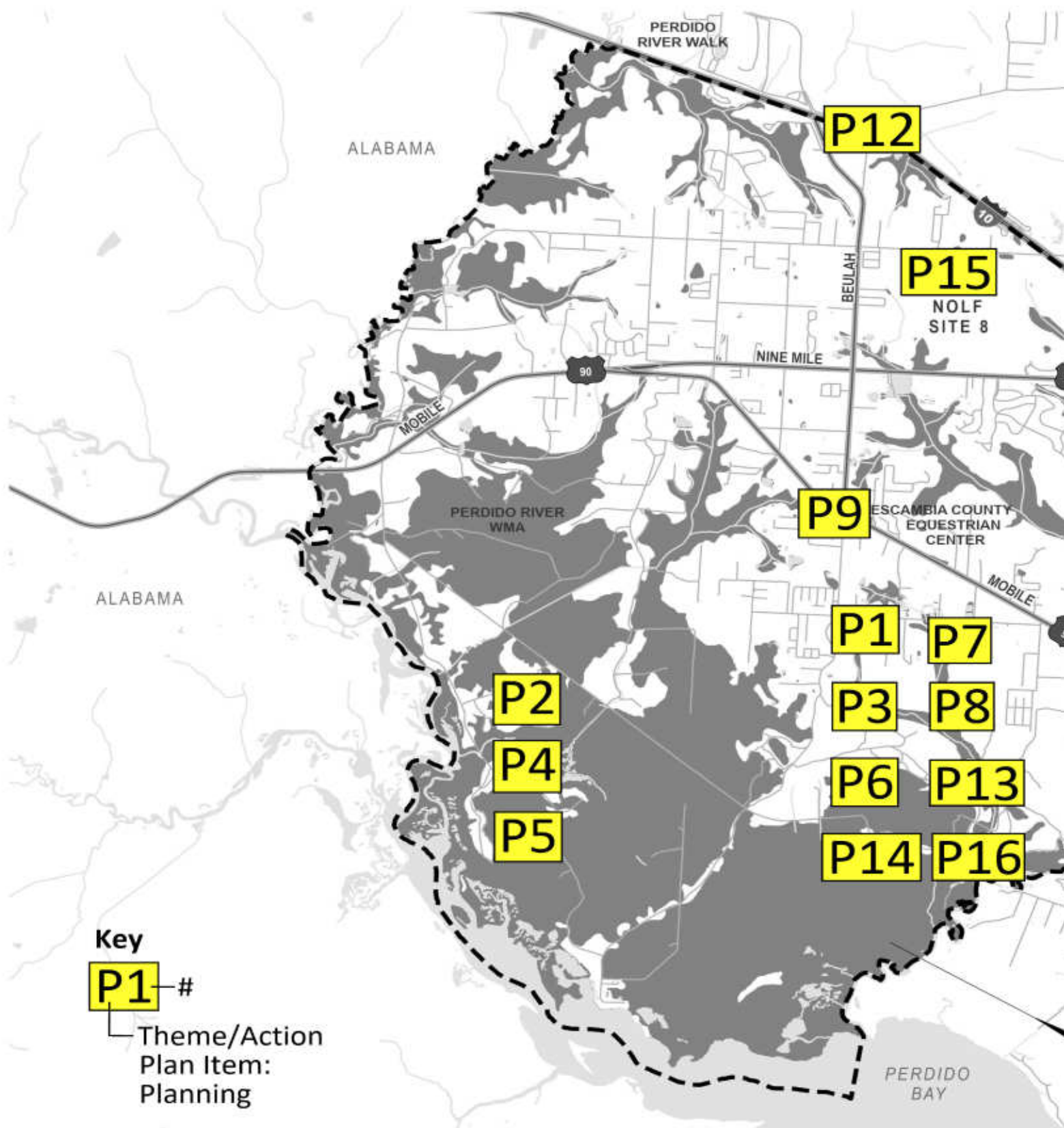
The key to successful and meaningful Plan / Vision is to establish a clear framework and implementation strategy. The Beulah Vision Plan identifies specific Action Items per development themes to include:

- Overall Planning & Community Goals
- Transportation
- Economics
- Infrastructure
- Environmental
-

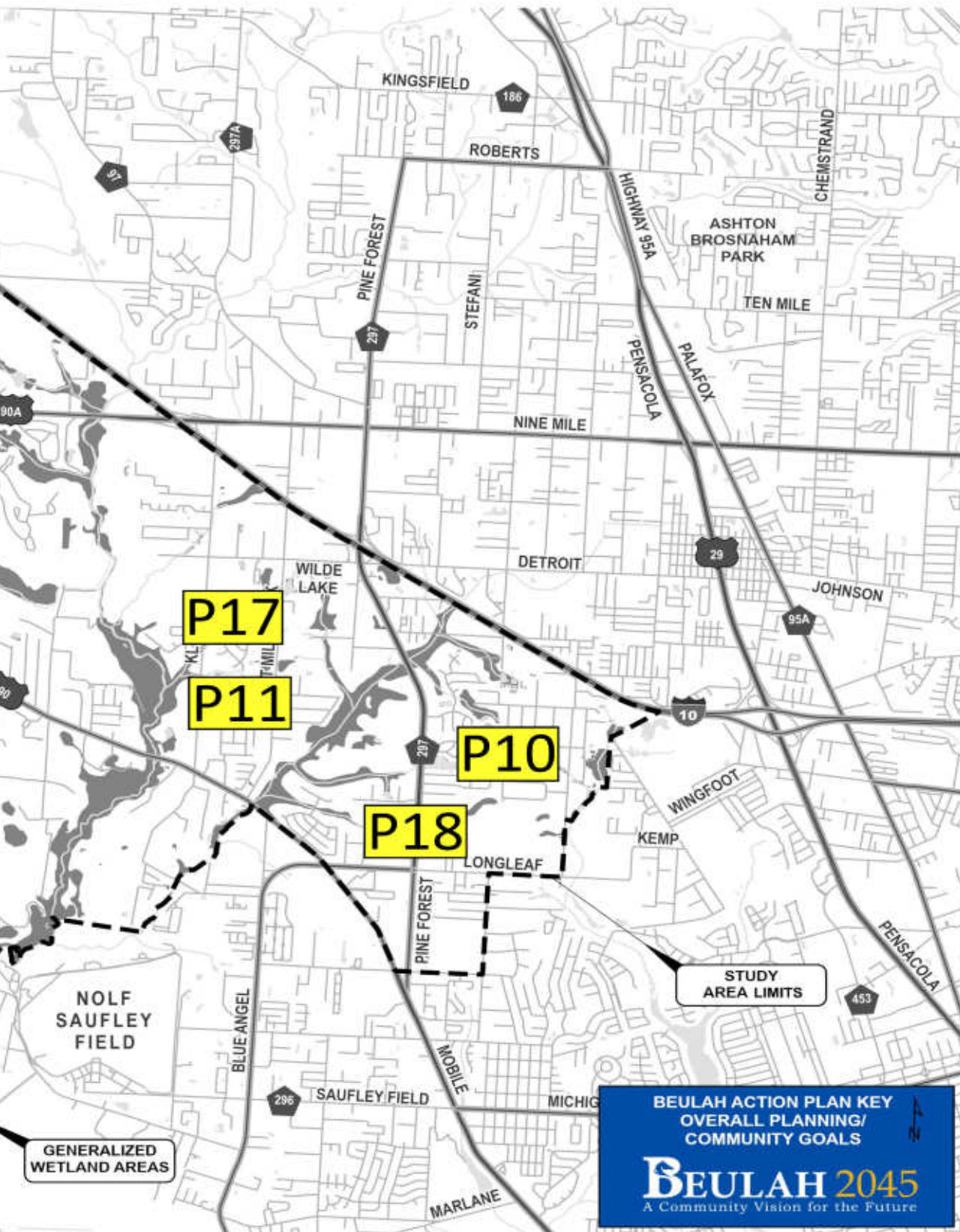
Action Items include specific description, timeframe, responsible party and estimated costs. The goal is to have County Staff select Action Items for funding and inclusion in County work programs.

“Ideas are a dime a dozen. People who implement them are priceless.”

- Mary Kay Ash



VOLUME V IMPLEMENTATION



Projects	Description	Timeframe	
		Short-Term	Long-Term
		(year 1)	(year 2-5+)
P1	Prepare a Vision Plan that allows for orderly growth while preserving quality of life, unique rural character and enhancing sense of place of Beulah	✓	
P2	Beulah's unique natural beauty and proximity to the Perdido River demands protection of surface waters + associated wetlands ·Encourage bay-friendly development through compact development and conservation land protection.	✓	✓
P3	Identify and protect sites and/or structures and evaluate placement of same on National register of Historic Places	✓	✓
P4	Highlight recreation opportunities within conservation areas	✓	✓
P5	Consolidate Conservation districts within western study area (Perdido River and Rainwater Preserve and wetlands within the Rural Community Zone) to maximize conservation green space and passive recreation opportunities.	✓	✓
P6	Optimize existing infrastructure + planning for future growth to allow for quality growth and protect the existing rural community	✓	✓

Action Plan		
Responsible Party	Description	Estimated Costs
Escambia County	·Adopt Vision Plan via ordinance and codifications ·Implement Action Plan ·Rank + prioritize Action Plan items and place in CIP ·Follow through and seek funding	TBD
Escambia County	·Strengthen zoning code protective standards, buffers and setbacks, introduce compact development standards ·Create a Beulah Area overlay zone ·Target and prioritize purchase of wetlands within Rural County Zone ·Seek State funding from \$250 million State budget (2024-25) targeted for land conservation ·Review and strengthening of tree protection standards/Arbor Ordinance ·Introduce/prepare street tree program (Public rights-of-way and residential + non-residential development)	TBD
Escambia County	·Conduct archaeological and cultural survey of Study Area ·Strengthen site development regulations and processes to ensure outreach of historic sites + structures ·Strengthen tree removal procedures and mitigation requirements	TBD
Escambia County	·Prepare a Trail and Recreation Open Space Plan for the Beulah Rural Community Zone area	\$350k
Escambia County	·Create the Beulah Area Overlay Zone ·Enhance area-specific zoning category + standards ·Create a Beulah Area Trail and Recreation/Open Space Master Plan	\$400k-\$500k
Escambia County	·Complete short term water extensions (Beulah Road + Mobile Highway) ·Complete short term sewer extensions (Beulah Road - north of Nine Mile Road) ·Implement sewer system expansion projects (Kingsfield Road) ·Implement water system expansion projects (Beulah Road + I-10 projects) ·Implement flooding system projects within Perdido River South Basin; Eleven Mile Creek Basin and Eight Mile Creek Basin	TBD

Projects	Description	Timeframe	
		Short-Term	Long-Term
		(year 1)	(year 2-5+)
P7	Re-introduce Impact Fees in order to establish a funding mechanism linked to a specific new development activities implementing public facilities such as: schools, parks, transportation, infrastructure, emergency services, etc.	✓	✓
P8	Increase connectivity	✓	
P9	Create Activity Nodes to accommodate: multiple uses to include public uses, retail, recreational + offices within connectivity elements to adjoining areas/neighborhoods	✓	✓
P10	Enhance existing neighborhoods and introduce new performance standards by creating either overlays, special districts, or enhancing the Land Development Code.	✓	
P11	Work with Florida Department of Transportation (FDOT) and Transportation Planning Organizations (TPO's) to incorporate Complete Streets design elements for roadway projects	✓	✓
P12	Monitoring and assess potential impact of future I-10/Beulah intersection	✓	✓

Action Plan

Responsible Party	Description	Estimated Costs
Escambia County	·Prepare Impact Fee Study to include future revenues ·Work with Escambia County School Board and County departments in assessing capital needs ·Draft Impact Fee ordinance or Board coordination and implementation	\$250k
Escambia County	·Prepare Sidewalk + Trail Master Plan ·Incorporate Complete Streets design into local, regional, and state roadway plans ·Study location of potential multimodal hubs + uses ·Prepare Bicycle Plan ·Sidewalk Program	\$500k
Escambia County	- Identify potential sites for Activity Node(s) within Beulah Area Vision Plan ·Redevelop design/performance regulatory framework for Activity Node(s) for Mixed Uses (vertical integration)	\$250k
Escambia County	·Prepare Street Tree Plans/Program ·Prepare Sidewalk Redevelopment Plans/Program ·Provide incentives for existing subdivision improvements within public rights-of-way) ·Connectivity ·Signage ·Building heights ·Trails	\$750k
Escambia County	·Identify FDOT and TPO projects and provide framework for Complete Street elements ·Incorporate Complete Streets design standards into the Escambia County Land Development Code	TBD
Escambia County/FDOT	·Study I-10 interchange layouts and assess impact of existing residential neighborhoods and commercial project ·Study re-alignment of Beulah Road with proposed I-10 intersection ·Study impact to existing residential neighborhoods along Beulah Road with respect to increased traffic to access I-10	TBD

Projects	Description	Timeframe	
		Short-Term	Long-Term
		(year 1)	(year 2-5+)
P13	Increase public facilities within Beulah Area	✓	✓
P14	School Board Coordination - Beulah Area Schools	✓	✓
P15	Coordinate with development of OLF-8 site	✓	✓
P16	Develop a "Brand" for the Beulah Area	✓	
P17	Develop design standards for new development	✓	✓

VOLUME V IMPLEMENTATION

Action Plan

Responsible Party	Description	Estimated Costs
Escambia County/Federal	·Study locations for: ·Police Station ·Fire Station ·U.S. Post Office ·Community Center(s) ·Schools	\$150k
Escambia County	·Coordinate with Escambia County School Board for site selection for school sites ·Coordinate with School Board regarding establishment of School Concurrency and Impact Fees	TBD
Escambia County	·Coordinate with developers of OLF-8 site to ensure mitigation of impacts with respect to: ·Roadway/Traffic and access points ·Frank Reeder Road ·Nine Mile Road ·Beulah Road + I-10 ·Stormwater ·Access Points ·Buffers from existing development	TBD
Escambia County	·Create identifying developments for Beulah: ·Gateways ·Signage ·Uniform light fixtures ·Logo ·Street Furniture ·Right-of-way Landscape Program ·Banners	\$450k
Escambia County	·Create site development and architectural standards for: ·Commercial + Retail ·Multi-family	\$250k

ACTION PLAN ITEMS

FACILITY TYPES

	Proposed
Road Widening or New Roadway	--
Streetscape Improvement	---
Shared Use Path	---
Bikeway	---
Sidewalk	---
Transit Route	---

INTERSECTIONS AND BRIDGES

- Intersection Improvement
- New Interchange
- Bridge Improvement
- New Bridge

KEY DESTINATIONS

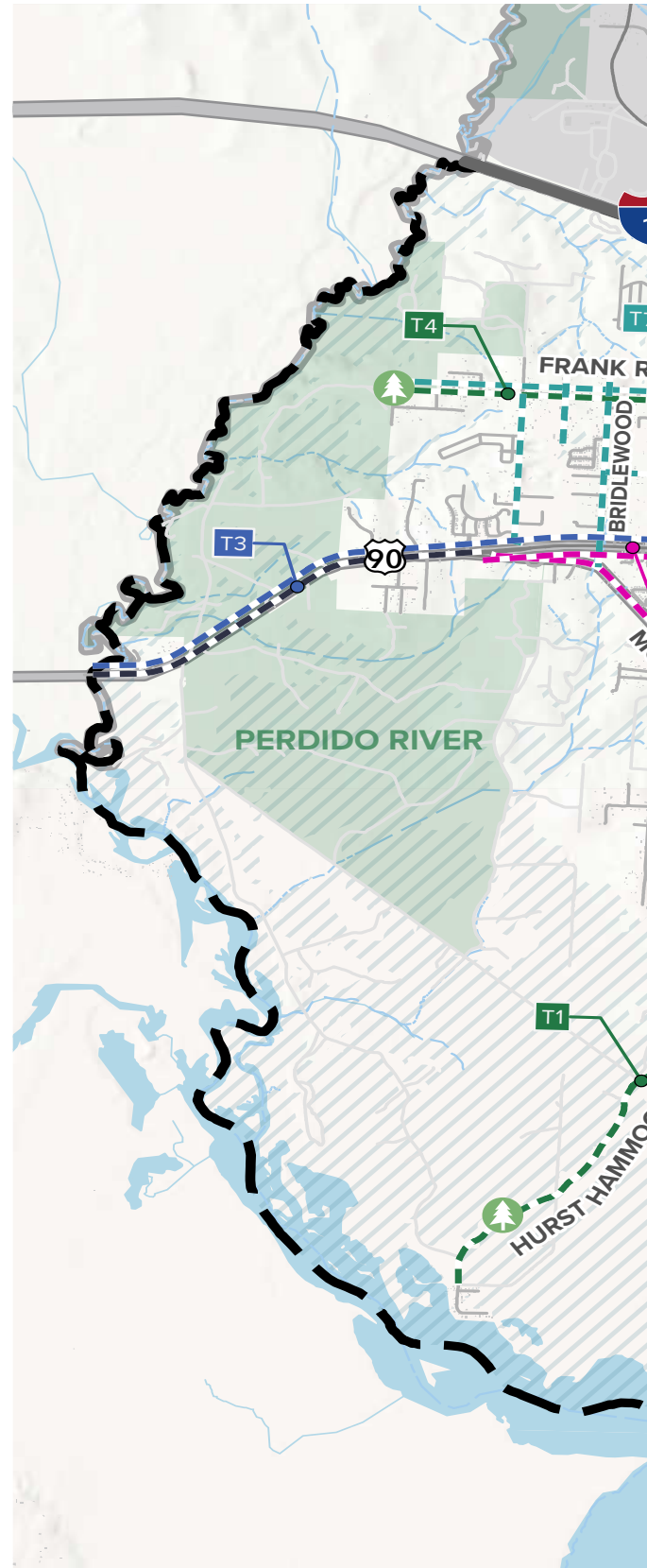
- Park
- School

BASEMAP

- Beulah Study Area
- Perdido River WMA
- Streams
- /// Wetlands



0 0.5 1 1.5 MILES



VOLUME V IMPLEMENTATION



2024 - 2029 FUNDED PROJECTS

FACILITY TYPES

	Partially Funded	Funded for Construction
Road Widening or New Roadway	--	—
Streetscape Improvement	---	---
Shared Use Path	---	---
Bikeway	---	---
Sidewalk	---	---
Transit Route	---	---

INTERSECTIONS AND BRIDGES

- Intersection Improvement
- New Interchange
- Bridge Improvement
- New Bridge

KEY DESTINATIONS

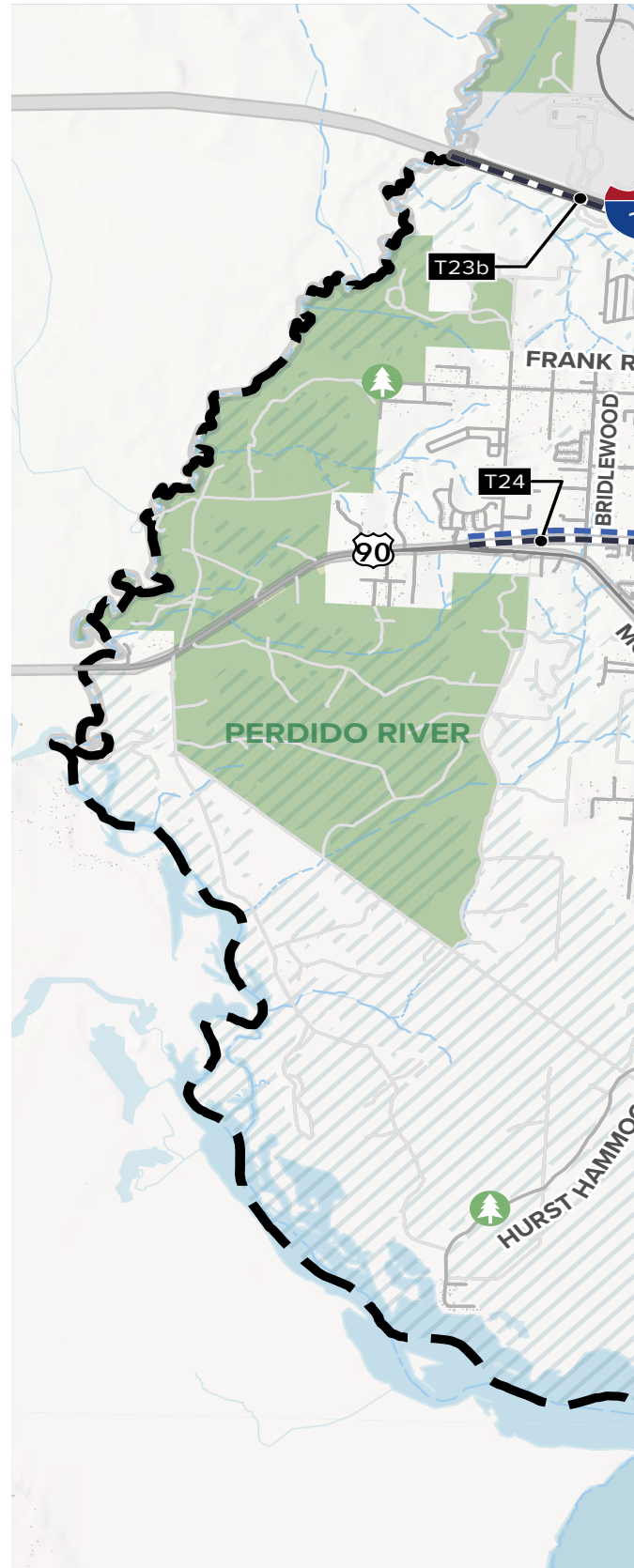
- Park
- School

BASEMAP

- Beulah Study Area
- Perdido River WMA
- Streams
- /// Wetlands



0 0.5 1 1.5 MILES



VOLUME V IMPLEMENTATION



Projects	Description	Timeframe		Responsible Party
		Short-Term (year 1-5)	Long-term (year 5+)	
T1	Hurst Hammock Bikeway	✓		County
T2	Frank Reeder - Devine Farm Connector Bridge		✓	County
T3	Mobile Hwy (AL state line to Nine Mile Rd)		✓	State/County
T4	Frank Reeder (Smallwood to Beulah Rd)		✓	County
T5	Nine Mile Road (Beulah Rd to I-10)		✓	State
T6	Beulah/Frank Reeder Intersection	✓		State/County
T7	Beulah Sidewalk	✓		State/County
T8	Pine Forest Intersections Improvements (Kersey Rd, Sweetheart Ln, Franciscan Dr, Tilman Ln)		✓	State
T9	Wilde Lake Blvd		✓	County
T10	Helms Rd Sidewalk		✓	County
T11	Beulah Regional Park to Navy Federal Shared Use Path		✓	County
T12	Mobile Road Streetscape Improvement		✓	State
T13	Jamesville Ln		✓	County
T14	Beulah Road (Helms Rd to Nine Mile Rd)		✓	State
T15	Eight-Mile Creek Rd		✓	County

VOLUME V IMPLEMENTATION

tion Plan

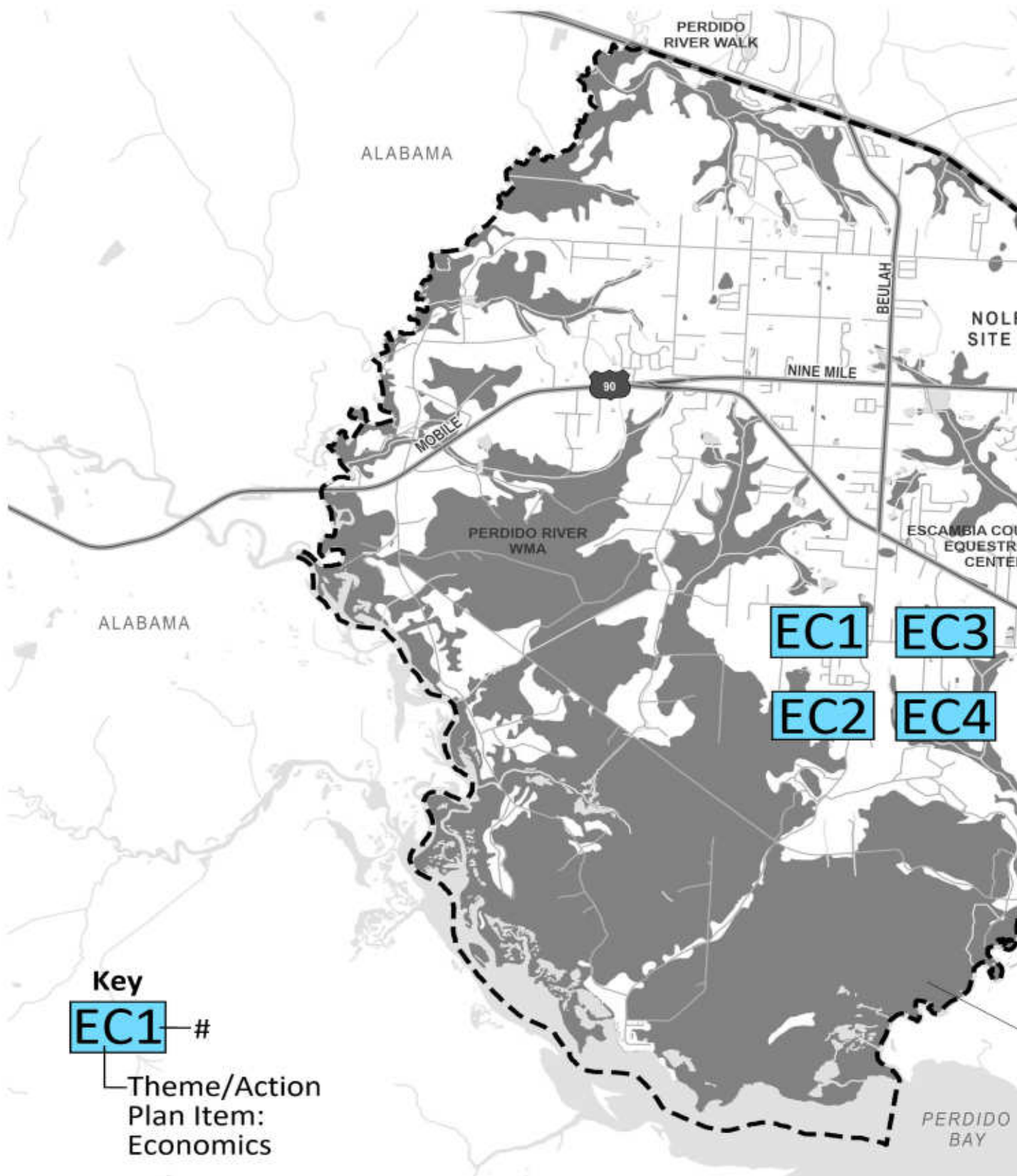
Description	Estimated Costs
Bike boulevard improvements, including traffic calming and wayfinding, to allow safer access to Nature Conservancy preserve.	TBD
New Bridge	TBD
Capacity – widen to 4 lanes (evaluate if 3 lane facility with alternating passing lanes would be sufficient) Shared use path (SUNTrail Corridor).	\$25.3m
Bike lanes and sidewalk on both sides of road.	TBD
Capacity – widen to 6 lanes Shared Use Path (SUNTrail Corridor) or vertically separated bicycle facility + sidewalk	\$6.7m (Design) \$23.9m (ROW) \$51.6m (Con.)
Intersection Improvement	TBD
Sidewalk	TBD
Intersection Improvement	TBD
Bike lane and sidewalk	TBD
Sidewalk	TBD
Mobile Hwy to Nine Mile Rd bikeway connection, starting from the Equestrian Center.	TBD
Separated bicycle facility, intersection improvements and midblock crossings Widen to 3 lanes from Klondike Rd to Blue Angel Pkwy	TBD
Sidewalk	TBD
Improved Streetscape with shared-use path.	\$720k (Mobile Hwy to Nine Mile; SUP one side, planning est.)
Bike lanes and sidewalk	\$475k (planning est.)

Projects	Description	Timeframe		Responsible Party
		Short-Term (year 1-5)	Long-term (year 5+)	
T16	Klondike Road	✓	✓	County
T17	Pine Forest (Mobile Hwy to Pine Forest Dr)		✓	State
T18	Wymart Rd, Inda Ave, and Franciscan Dr		✓	County
T19	Navy Federal to Pensacola Transit (via Nine Mile and I-10)		✓	State/County
T20	Frank Reeder Rd (Beulah Rd to east end of road)	✓		County
T21	I-10/Nine Mile interchange	✓		State
T22	I-10/Pine Forest interchange + Pine Forest Rd widening		✓	State
T23a	I-10 at Beulah Rd interchange		✓	State
T23b	I-10 widening (AL state line to welcome center)		✓	State
T24	Nine Mile Road (Mobile Hwy to Beulah Rd)		✓	County
T25	Rebel Rd	✓		County
T26	I-10 widening (welcome center to Nine Mile Rd)		✓	State
T27	I-10 widening (Nine Mile Rd to Pine Forest Rd)		✓	State
T28	Blue Angel Pkwy		✓	State

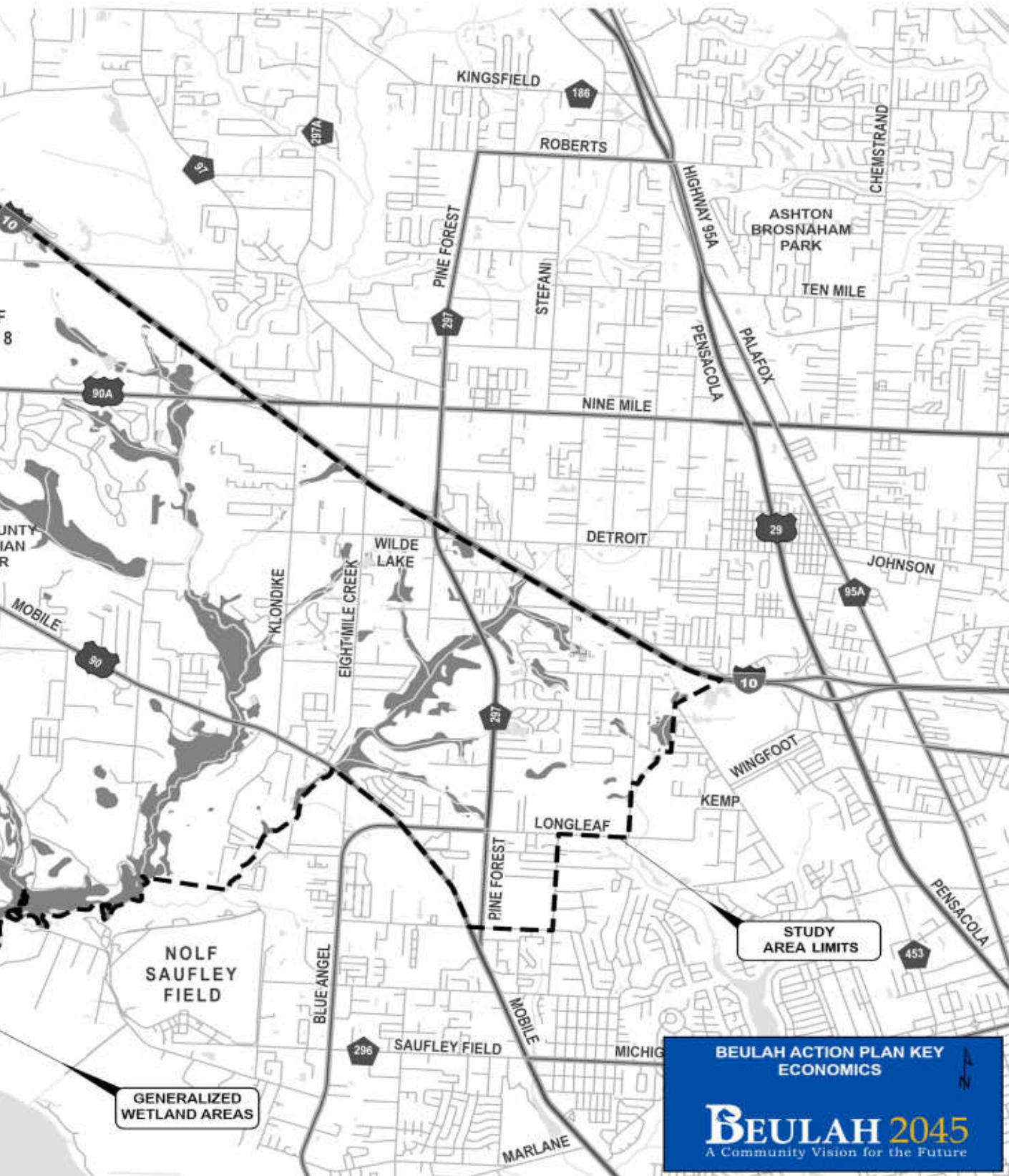
VOLUME V IMPLEMENTATION

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Description	Estimated Costs
Bike lanes or bike boulevard and sidewalk	\$673k (planning est.)
Improved streetscape with shared use paths and signalized midblock crossings.	TBD
Sidewalk	TBD
Transit	TBD
Bike lane and sidewalk	TBD
Interchange Improvement (Exit 5)	TBD
Capacity – Widen to 6 lanes within study area (north of I-10, widen to 4 lanes) Streetscape enhancements with shared use path + sidewalk. Coordination required with FDOT to ensure enhanced streetscape elements added to design	\$21.2m (ROW) \$92.4m (Con.)
New interchange	\$354m (Con.)
Widen to 6 lanes	
Capacity – widen to 4 lanes Shared Use Path (SUNTrail Corridor) or vertically separated bicycle facility + sidewalk Coordination required with FDOT to ensure enhanced streetscape elements and SUNTrail path added to design	TBD
Sidewalk	TBD
Widen to 6 lanes	TBD
Widen to 6 lanes	TBD
Capacity – widen to 4 lanes. Improved streetscape with shared use paths Coordination required with FDOT to ensure enhanced streetscape elements and SUNTrail path added to design	TBD



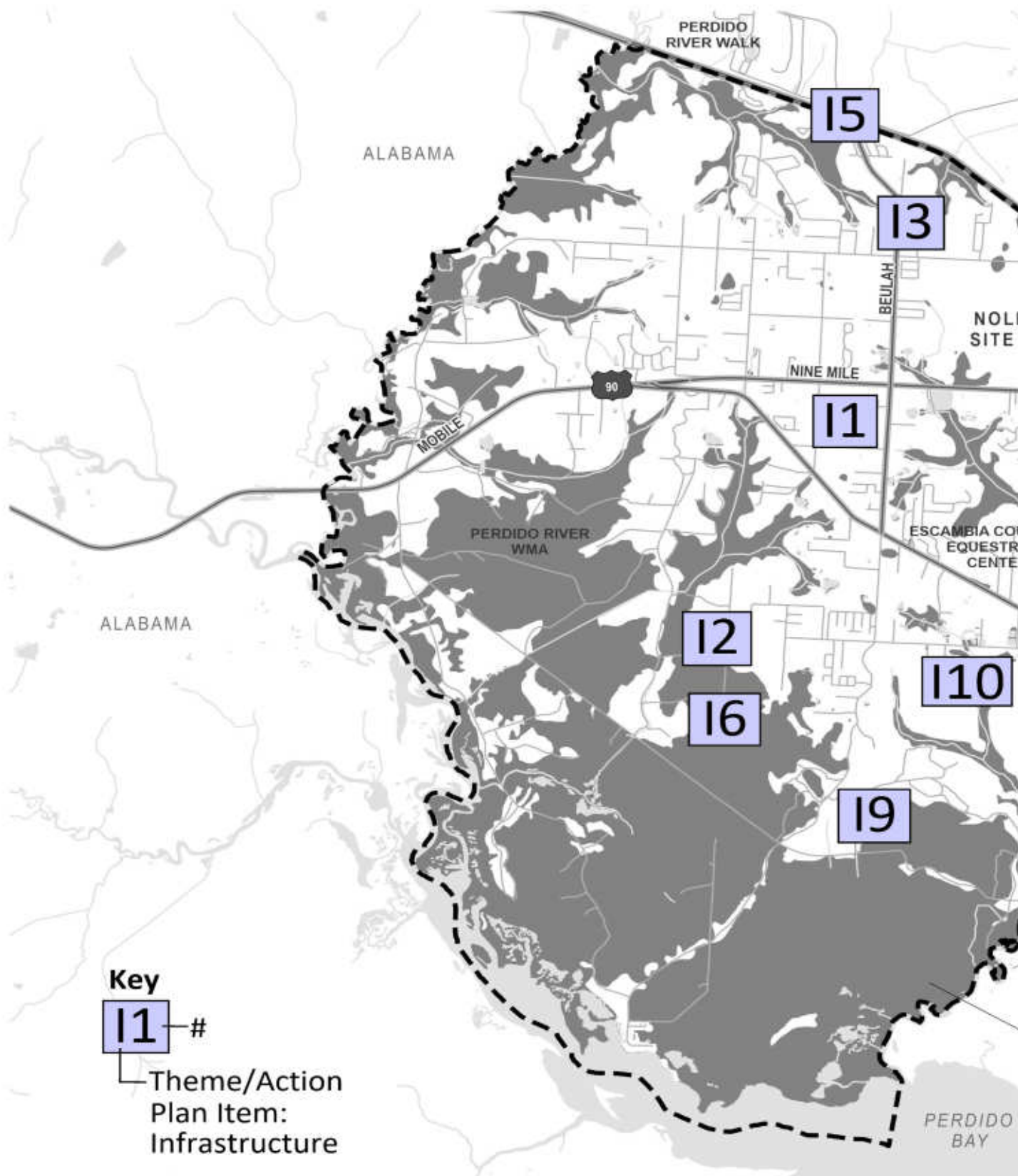
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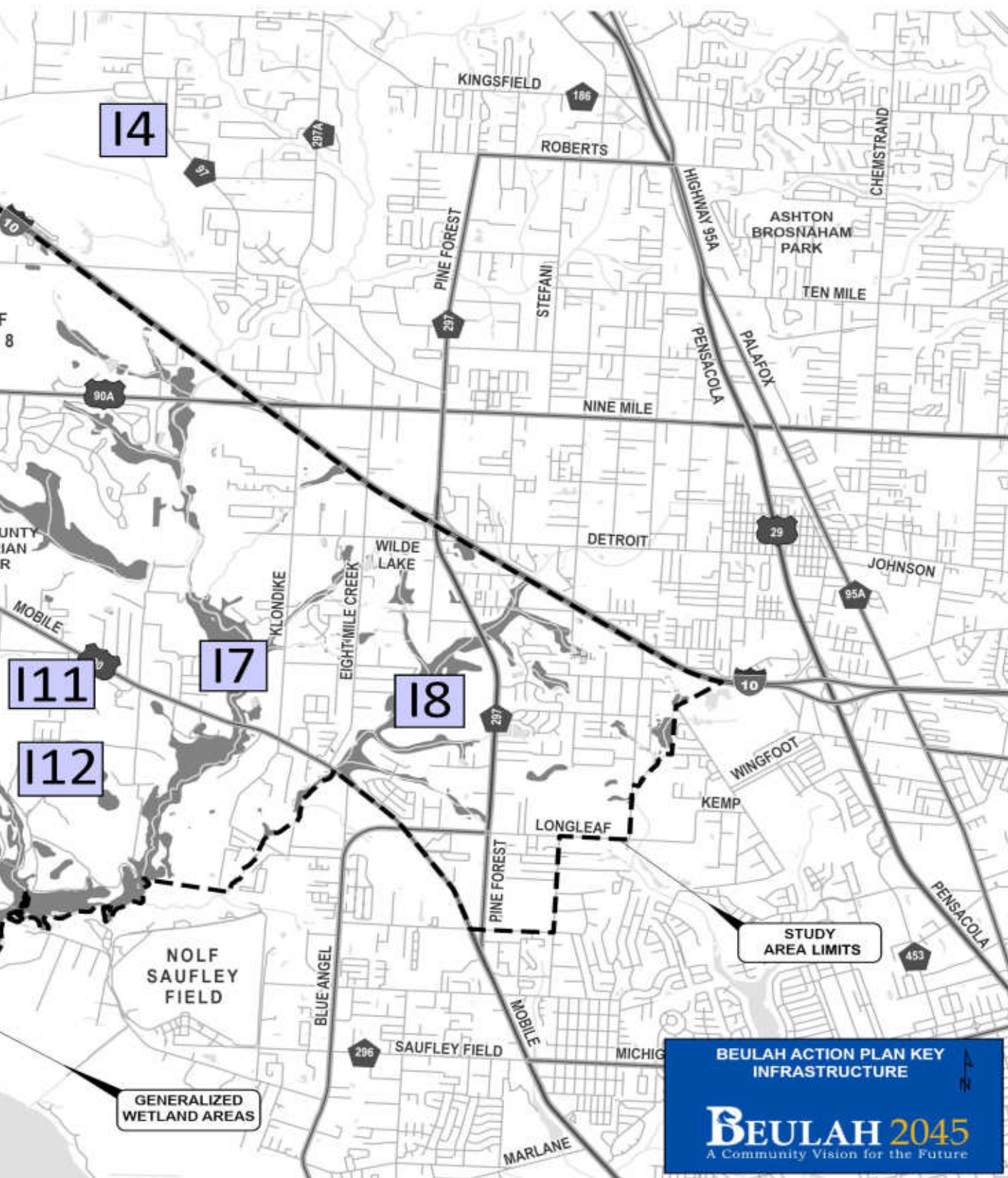
ECONOMICS	Projects	Description	Timeframe		Responsible Party
			Short-Term	Long-term	
			(year 1)	(year 2-5+)	
	EC1	Optimize assets for Growth - Providing quality of life	✓	✓	Escambia County
	EC2	Economic Development + Promotion	✓	✓	Escambia County
	EC3	Improve quality of life + quality of place	✓	✓	Escambia County
	EC4	Create a Beulah "Brand"	✓	✓	Escambia County

N PLAN

Description	Estimated Costs
Identify projects to guide future growth: capital projects, programming, annual work plans.	TBD
Work with Florida West Economic Development Alliance + Pensacola Escambia Planning Commission to showcase Beulah area through promotional materials, webpages, conventions, etc.	TBD
Create placemaking opportunities for quality development, job growth + recreational opportunities via: Special Plans, strengthening design standards, area logo + signage, etc.	TBD
Create a Branding Plan for Beulah to include: gateways, signage, street/roadway landscape, lighting, hardscape, etc. Coordinate with Board of County Commissioners, County Manager, and Department Heads.	\$350k-\$450k



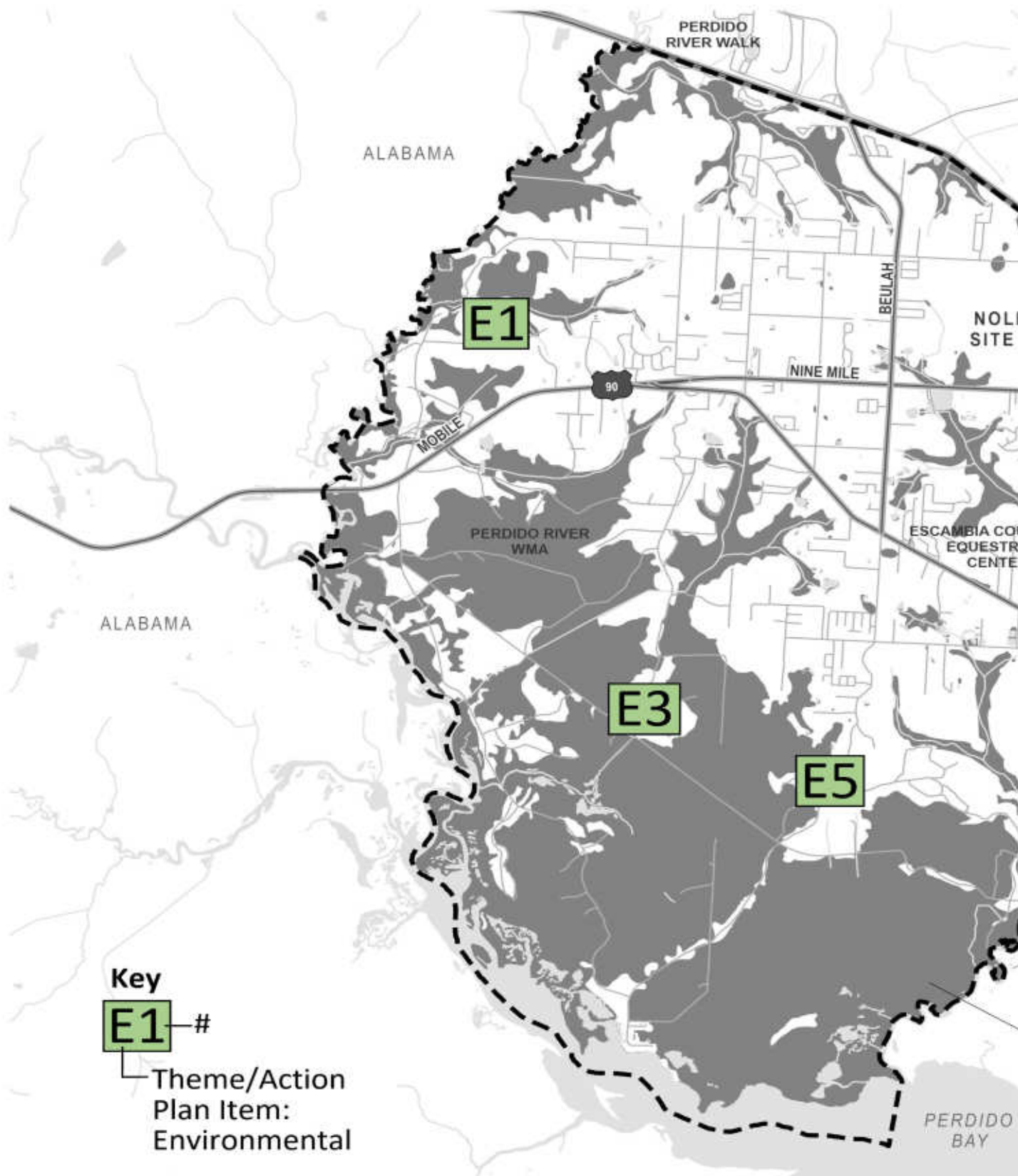
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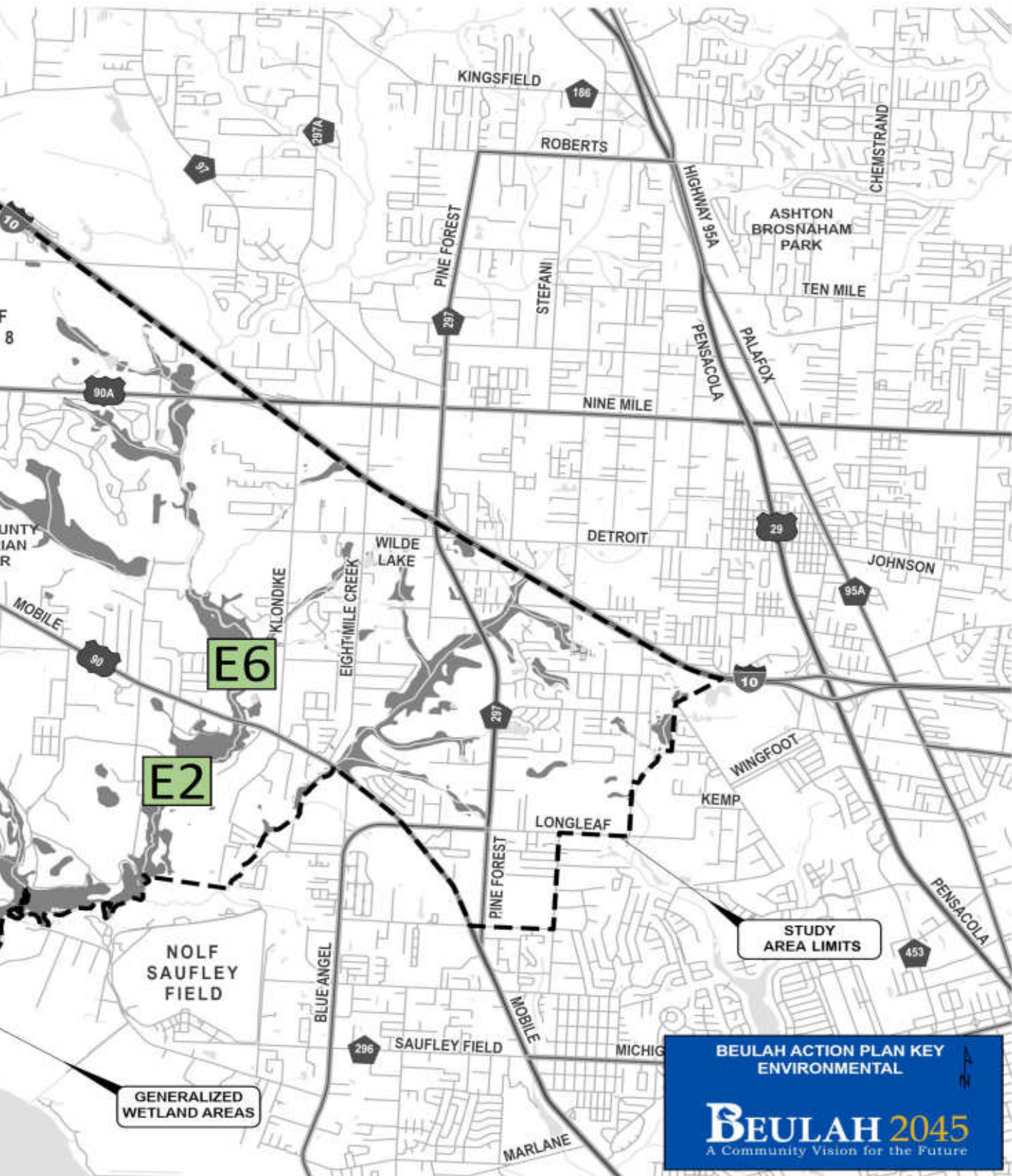
	Projects	Description	Timeframe		Responsible Party
			Short-Term (year 1)	Long-term (year 2-5+)	
Infrastructure	I1	Optimize existing infrastructure + plan for future growth to allow for orderly and smart development + redevelopment opportunities	✓	✓	Escambia County
	I2	Limit potable water wells within study area	✓	✓	Escambia County
	I3	Expand wastewater collection system for Beulah Road north of Nine Mile Road	✓	✓	Escambia County
	I4	Wastewater system extension	✓	✓	Escambia County
	I5	I-10/Interchange Area	✓	✓	Escambia County/FDOT
	I6	Perdido River South Basin: Flood Mitigation	✓	✓	Escambia County
	I7	Eleven Mile Creek Basin: Flood Mitigation	✓		Escambia County
	I8	Eight Mile Creek Basin: Flood Mitigation	✓		Escambia County
	I9	Drainage Basin Area - Study Update	✓		Escambia County
	I10	Coordination with ECUA and FDOT	✓		Escambia County/FDOT/ECUA
	I11	Update Land Development Code/Regulations	✓	✓	Escambia County
	I12	Re-introduction of Impact Fees	✓		Escambia County

VOLUME V IMPLEMENTATION

N	
Description	Estimated Costs
Identify existing capacities and anticipate future growth demands: 1) Specific Studies 2) Identify challenging areas	\$200k-\$300k
Implement water line extensions on Beulah Road + Mobile Highway	TBD
Implement sewer line system extensions	TBD
Extend force main along Kingsfield Road to connect to the central water reclamation facility	\$4.6 million
Water line extensions to subject area	\$4.3 million
·Flood Problems - FDOT responsibility/Escambia County responsibility ·Refer to page 4 of Infrastructure Report	TBD
·20 recommended improvements plan items ·Refer to page 6 + 7 of Infrastructure Report	TBD
·Implement 11 projects ·Refer to Page 10 of the Infrastructure Report	TBD
·Perdido River South Basin ·Eleven Mile Creek Basin ·Eight Mile Creek Basin	·\$750k ·\$1.2 million ·\$800k
Establish a Memorandum of Understanding (MOU) to ensure coordination and explore financial/budget options for projects	TBD
Overhaul of correct code with respect to design and performance standards related to infrastructure, review of levels of service, permitting, etc.	\$400k
Implement Chapter 163, Part II of Florida Statutes "Florida Impact Fee Act" in order to provide funding mechanism linked to specific development facilities impacting public facilities ·Conduct Impact Fee Study	\$350k



VOLUME V IMPLEMENTATION



	Projects	Description	Timeframe	
			Short-Term (year 1)	Long-term (year 2-5+)
ENVIRONMENTAL	E1	To the greatest extent practicable, consolidate conservation future land use and zoning districts in the western portion of the study area to maximize greenspace within the Perdido River Corridor.	✓	✓
	E2	Prioritize protection of Hurst Branch, Eleven Mile Creek and Eight Mile Creek floodplains by transportation and infrastructure design features and zoning considerations such as buffers and density limitation.	✓	✓
	E3	Highlight recreation opportunities within conservation areas that increase trail system citizen awareness of unique ecological attributes and highlight community pride and sense of place.	✓	✓
	E4	Provide technical review of tree protection and landscape requirements that balance ecological and colloquial objectives and outcomes. Evaluate mitigation measures that focus resources on appropriate urban forestry outcomes.	✓	✓
	E5	Further protect wetlands within Rural Community Zone by acquiring wetlands and placing conservation easement.	✓	✓
	E6	Protection of surface waters and associated wetlands	✓	✓

Action Plan

Responsible Party	Description	Estimated Costs
Escambia County	·Enhance Beulah Future Land Use designations and corresponding zoning category with conservation criteria and performance standards	\$100k-\$150k
Escambia County	·Conduct evaluation of existing Chapter 12 Conservation and Chapter 13 Recreation/Open Space elements and Land Development Code to strengthen protection measures	\$50k-75k
Escambia County	·Create a Trail System Master Plan for the Beulah area	\$150k-\$200k
Escambia County	·Evaluate Comprehensive Plan Chapter 12: Conservation, Tree Ordinance, Zoning Code to strengthen tree requirements, tree protection and tree replacement standards	\$50k-\$100k
Escambia County	·Investigate feasibility of wetland lands purchase (Target acquisition funds from \$156 million approved by State 2024-205 Legislature)	TBD
Escambia County	·Evaluate water body buffers and setbacks. Study feasibility of potential Public/private partnership or public ownership of wetland mitigation banks within the Perdido and Perdido River Watersheds.	\$200k-250k

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