

AGENDA
ESCAMBIA COUNTY PLANNING BOARD
April 1, 2013–8:35 a.m.
Escambia County Central Office Complex
3363 West Park Place, Room 104

1. Call to Order.
2. Invocation/Pledge of Allegiance to the Flag.
3. Proof of Publication.
4.
 - A. **RECOMMENDATION:** That the Planning Board review and approve the Meeting Resume' Minutes of the March 4, 2013 Planning Board Meeting.
 - B. Planning Board Monthly Action Follow-up Report for March 2013.
 - C. Planning Board 6-Month Outlook for April 2013.
5. Public Hearings.
 - A. LDC Article 10, Floodplain Management

A Public Hearing Concerning the Review of an Ordinance replacing Article 10, Land Development Code

That the Board review and recommend to the Board of County Commissioners (BCC) for adoption, an Ordinance to the Land Development Code (LDC) Article 10. To repeal and replace Article 10, Floodplain Management in its entirety. To adopt a new Article 10, Floodplain Management Article which includes criteria for development in flood hazard areas. To provide for an additional 3 feet of freeboard.
6. Discussion Items.
 - A. Public Parks and Recreational Facilities as Permitted Uses in Agriculture (AG) Zoning District. Presented by Andrew Holmer
 - B. Chicken Ordinance Workshop

Chickens Accessory to Single Family Workshop

C. **LUNCH BREAK**

D. Perdido Key Masterplan Presented by Lloyd Kerr, Director of Development Services

PK Master Plan Powerpoint Presentation

7. Public Forum.
8. Director's Review.
9. County Attorney's Report.
10. Scheduling of Future Meetings.

The next Regular Planning Board meeting is scheduled for **Monday, May 6, 2013 at 8:30 a.m.** , in the Escambia County Central Office Complex, Room 104, First Floor, 3363 West Park Place, Pensacola, Florida.

11. Announcements/Communications.
12. Adjournment.



BOARD OF COUNTY COMMISSIONERS

Escambia County, Florida

Planning Board-Regular
Meeting Date: 04/01/2013

4.

Agenda Item:

- A. **RECOMMENDATION:** That the Planning Board review and approve the Meeting Resume' Minutes of the March 4, 2013 Planning Board Meeting.
- B. Planning Board Monthly Action Follow-up Report for March 2013.
- C. Planning Board 6-Month Outlook for April 2013.

Attachments

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

DRAFT

RESUMÉ OF THE ESCAMBIA COUNTY PLANNING BOARD March 4, 2013

**CENTRAL OFFICE COMPLEX
3363 WEST PARK PLACE, BOARD CHAMBERS
PENSACOLA, FLORIDA
(8:31 A.M. – 9:41 A.M.)
(9:50 A.M. - 10:35 A.M.)**

Present: Wayne Briske, Chairman
Tim Tate, Vice Chairman
David Luther Woodward
Dorothy Davis
Robert V. Goodloe
Karen Sindel
Alvin Wingate
Patty Hightower, School Board (non-voting)
Stephanie Oram, Navy (Non voting)

Staff Present: Allyson Cain, Urban Planner, Planning & Zoning
Andrew Holmer, Senior. Planner, Planning & Zoning
Horace Jones, Division Mgr., Planning & Zoning
John Fisher, Urban Planner, Planning & Zoning
Juan Lemos, Senior Planner, Planning & Zoning
Kayla Meador, Sr Office Assistant
Stephen West, Assistant County Attorney

1. Call to Order.
2. Invocation was given by Mr. Alvin Wingate and the Pledge of Allegiance to the Flag was given by Ms. Karen Sindel.
3. Proof of Publication was given by the board clerk and the board voted to Waive the Reading of the Legal Advertisement.

Motion by David Luther Woodward, Seconded by Dorothy Davis
Motion was made to apporve Proof of Publication and to waive the reading of the legal advertisement.

Vote: 7 - 0 Approved

4. Quasi-judicial Process Explanation.

5. Public Hearings.

A. Z-2013-01

Applicant: Wiley C. "Buddy" Page, Agent
for Leo J. Cyr

Address: 13502 Perdido Key Drive

From: R-2, Single-Family District
(cumulative), Low-Medium
Density, and C-1, Retail
Commercial District
(cumulative)

To: C-1, Retail Commercial
District (cumulative)

Mr. Robert V. Goodloe, Mr. Alvin Wingate, and Ms. Karen Sindel acknowledged visiting the site.

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

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

Motion by David Luther Woodward, Seconded by Karen Sindel
Motion was made to recommend approval of Z-2013-01.

Vote: 7 - 0 Approved

B. Z-2013-02

Applicant: Wiley C. "Buddy" Page, Agent
for Gerald S. Chernekoff

Address: 9900 Sorrento Road

From: SDD, Special Development
District, (noncumulative)
Low-Density

To: C-1, Retail Commercial
District (cumulative)

Mr. Robert Goodloe, Mr. Wayne Briske, Mr. Alvin Wingate, and Ms. Karen Sindel acknowledged visiting the site.

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

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

Motion by Dorothy Davis, Seconded by Karen Sindel
Motion was made to continue this case for 60 days so the legal department could do some research and see if there are any case precedents for grandfathering C-1 zoning.

Vote: 7 - 0 Approved

C. Z-2013-03

Applicant: Van G. Hibberts, Owner
Address: 590 St. Luke Church Rd
From: VAG-2, Village Agriculture District, (one du/five acres)
To: V-2, Village Single Family Residential District, (two du/acre)

No planning board member acknowledged visiting the site.

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

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

Motion by Dorothy Davis, Seconded by Alvin Wingate
Motion was made to accept staff's findings and recommend approval to the Board County Commissioners.

Vote: 7 - 0 Approved

6. Adjournment.

DRAFT

RESUMÉ OF THE ESCAMBIA COUNTY PLANNING BOARD March 4, 2013

CENTRAL OFFICE COMPLEX
3363 WEST PARK PLACE, BOARD CHAMBERS
PENSACOLA, FLORIDA
(10:38 A.M. – 10:48 A.M.)
(10:56 A.M. - 12:49 P.M.)

Present: Wayne Briske, Chairman
Tim Tate, Vice Chairman
David Luther Woodward
Dorothy Davis
Robert V. Goodloe
Karen Sindel
Alvin Wingate
Patty Hightower, School Board (non-voting)
Stephanie Oram, Navy (Non voting)

Staff Present: Allyson Cain, Urban Planner, Planning & Zoning
Andrew Holmer, Senior. Planner, Planning & Zoning
Horace Jones, Division Mgr., Planning & Zoning
John Fisher, Urban Planner, Planning & Zoning
Juan Lemos, Senior Planner, Planning & Zoning
Kayla Meador, Sr Office Assistant
Stephen West, Assistant County Attorney

1. Call to Order.
2. Proof of publication was given by the board clerk.
3.
 - A. **RECOMMENDATION:** That the Planning Board review and approve the Meeting Resume' Minutes of the February 4, 2013 Planning Board Meeting.
 - B. Planning Board Monthly Action Follow-up Report for February 2013.
 - C. Planning Board 6-Month Outlook for March 2013.

Motion by Tim Tate, Seconded by Karen Sindel
Motion was made to approve the Meeting Resume Minutes from the February 4, 2013 Planning Board meeting.

Vote: 7 - 0 Approved

4. Public Hearings.

A. Comprehensive Plan Text Amendment CPA-2013-01

Motion by Tim Tate, Seconded by Robert V. Goodloe
Motion was made to approve CPA-2013-01.

Vote: 7 - 0 Approved

B. WCI Amended Development Agreement

Mr. David Woodward refrained from voting on this matter due to any conflict of interest.

Motion by Tim Tate, Seconded by Karen Sindel
Motion was made to approve and move the agreement forward to the Board of County Commissioners.

Vote: 6 - 0 Approved

Other: David Luther Woodward (ABSTAIN)

5. Discussion Items.

A. DPZ Presentation for Perdido Key Master Plan

Planning Board members requested additional information on the Perdido Key Master Plan.

6. Public Forum.

7. Director's Review.

8. County Attorney's Report.

9. Scheduling of Future Meetings.

The next Regular Planning Board meeting is scheduled for **Monday, April 1, 2013 at 8:35 a.m.**, in the Escambia County Central Office Complex, Room 104, First Floor, 3363 West Park Place, Pensacola, Florida.

10. Announcements/Communications.

11. Adjournment.



BOARD OF COUNTY COMMISSIONERS ESCAMBIA COUNTY, FLORIDA

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

Memorandum

TO: Planning Board
FROM: Kayla Meador
Planning & Zoning Division
DATE: March 22, 2013
RE: Monthly Action Follow-Up Report for March 2013

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

PROJECTS, PLANS, & PROGRAMS

1. PERDIDO KEY MASTER PLAN

01/12/12	BCC directed staff to send out a Request for Letters of Interest
06/28/12	BCC selected Duany Plater-Zyberk & Company, LLC.
08/15/12	Site Visit – Duany Plater-Zyberk & Company, LLC.
09/13/12	Workshop was held at Perdido Bay Community Center
10/15-10/22	Charrette
3/4/13	Presentation - Duany Plater-Zyberk & Company, LLC

COMMITTEES & WORKING GROUP MEETINGS

COMPREHENSIVE PLAN AMENDMENTS

• Text Amendments:

1. Comprehensive Plan Text Amendment – CIE (CPA 2012-07), amending the Escambia County Comprehensive Plan 2030 consistent with Chapter 2011-139.

12/10/12	PB reviewed and forwarded to the Board of County Commissioners the proposed Comprehensive Plan Text Amendment
01/03/13	BCC approved transmittal to DEO

2. Comprehensive Plan Text Amendment – Annex, Adding Language - amending the Escambia County Comprehensive Plan: 2030, as amended, to allow certain documents incorporated by reference to be updated in the Escambia County ordinances without amendment to the comprehensive plan; amending policy MOB

1.1.8 to allow uncodified updates to the Florida-Alabama Transportation Planning Organization fiscal years 2010-2014 transportation improvement program; amending Objective CIE 1.2 to allow uncodified updates to the five-year schedule of capital improvements.

03/04/13 PB reviewed and forwarded to the Board of County Commissioners the proposed Comprehensive Plan Text Amendment CPA-2013-01
03/21/13 BCC approved transmittal to DEO

• **Map Amendments:**

3. Comprehensive Plan Map Amendment – Large Scale Amendment (CPA-2012-02) amending Part II of the Escambia County Code of Ordinances (1999), the Escambia County Comprehensive Plan, as amended; amending the Future Land Use Map designation.

08/13/12 PB reviewed and forwarded to the Board of County Commissioners the proposed Comprehensive Plan Map Amendment CPA-2012-02.
08/23/12 BCC approved transmittal to DEO
09/28/12 Response letter from DEO
01/03/13 BCC adopted

4. Comprehensive Plan Map Amendment – Large Scale Amendment (CPA-2012-04), amending Part II of the Escambia County Code of Ordinances, the Escambia County Comprehensive Plan: 2030, as amended; amending Chapter 7, “The Future Land Use Element,” providing for an amendment to the 2030 Future Land Use Map, changing the future land use category of a parcel within Section 4, Township 1S, Range 31W, Parcel Number 1101-000-000, totaling 241.9 (+/-) acres, located at 4810 West Nine Mile Road, from Recreation (REC) to Mixed-Use Urban (MU-U).

12/10/12 PB reviewed and forwarded to the Board of County Commissioners the proposed Comprehensive Plan Map Amendment CPA-2012-04.
01/03/13 BCC approved transmittal to DEO

LAND DEVELOPMENT CODE ORDINANCES

1. Article 13 SRIA Signage

01/07/13 PB recommended adoption of ordinance
02/07/13 BCC adopted

2. Article 13.01 Administration

02/04/13 PB recommended adoption of ordinance
04/02/13 BCC meeting

3. Article 13 Docks and Piers

02/04/13 PB recommended adoption of ordinance
04/02/13 BCC meeting

REZONING CASES

1. **Rezoning Case Z-2013-01**
03/04/13 PB recommended approval of rezoning
04/02/13 BCC meeting

2. **Rezoning Case Z-2013-02**
03/04/13 PB recommended continuing case for 60 days
05/06/13 PB meeting

3. **Rezoning Case Z-2013-03**
03/04/13 PB recommended approval of rezoning
04/02/13 BCC meeting

PLANNING BOARD MONTHLY SCHEDULE SIX MONTH OUTLOOK FOR APRIL 2013

(Revised 11/20/12)

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

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

Meeting Date	LDC Changes and/or Public Hearings	Comprehensive Plan Amendments	Rezoning	Reports, Discussion and/or Action Items
Monday, January 7, 2013	<ul style="list-style-type: none"> • LDC SRIA Signage 		<ul style="list-style-type: none"> • Z-2012-25 	
Monday, February 4, 2013	<ul style="list-style-type: none"> • LDC SRIA Admin • LDC SRIA Docks and Piers 			
Monday, March 4, 2013	<ul style="list-style-type: none"> • WCI Dev. Agreement 	<ul style="list-style-type: none"> • CPA-2013-01 	<ul style="list-style-type: none"> • Z-2013-01 • Z-2013-02 • Z-2013-03 	<ul style="list-style-type: none"> • PK MP Presentation
Monday, April 1, 2013	<ul style="list-style-type: none"> • LDC Ord.-Chickens • Flood Plain Ord. 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • PK MP Presentation • Chicken Ord • Parks and Rec permitted in AG
Monday, May 6, 2013	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Comp Plan Annual Report • SSA-2013-01 	<ul style="list-style-type: none"> • Z-2013-02 • Z-2013-05 • Z-2013-06 	<ul style="list-style-type: none"> • JLUS
Monday, June 3, 2013				<ul style="list-style-type: none"> •
Monday, July 1, 2013				

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



BOARD OF COUNTY COMMISSIONERS
Escambia County, Florida

Planning Board-Regular

5. A.

Meeting Date: 04/01/2013

Issue: LDC Article 10, Floodplain Management

From: T. Lloyd Kerr, AICP, Department Director

Organization: Development Services

RECOMMENDATION:

A Public Hearing Concerning the Review of an Ordinance replacing Article 10, Land Development Code

That the Board review and recommend to the Board of County Commissioners (BCC) for adoption, an Ordinance to the Land Development Code (LDC) Article 10. To repeal and replace Article 10, Floodplain Management in its entirety. To adopt a new Article 10, Floodplain Management Article which includes criteria for development in flood hazard areas. To provide for an additional 3 feet of freeboard.

BACKGROUND:

The 2010 Florida Building Code (FBC) came into effect March 15, 2012. The new Floodplain Model (FPM) ordinance is coordinated with the FBC. The FBC contains requirements for buildings and structures; the FPM model contains other requirements necessary for consistency with the National Flood Insurance Program (NFIP). In order to fulfill community commitments to the NFIP, the FPM model includes buildings and structures that are exempt from the FBC and development other than buildings to comply with requirements for flood hazard areas. Adoption of the FPM is necessary to ensure that the County meets the requirements derived from the participation in the Community Rating System (CRS) program and to continue to allow the residents of the County to receive the flood insurance discount benefits granted by the NFIP as a result of such participation.

Escambia County was accepted for participation in the National Flood Insurance Program on February 23, 1996 and the Board of County Commissioners desires to continue to meet the requirements of Title 44 Code of Federal Regulations, Sections 59 and 60, necessary for such participation.

BUDGETARY IMPACT:

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

LEGAL CONSIDERATIONS/SIGN-OFF:

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

PERSONNEL:

No additional personnel are required for implementation of this Ordinance.

POLICY/REQUIREMENT FOR BOARD ACTION:

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

IMPLEMENTATION/COORDINATION:

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

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

Attachments

Draft Ordinance

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ORDINANCE NUMBER 2013-_____

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA, AMENDING PART III OF THE ESCAMBIA COUNTY CODE OF ORDINANCES (1999), THE LAND DEVELOPMENT CODE OF ESCAMBIA COUNTY, FLORIDA, AS AMENDED, TO REPEAL AND REPLACE ARTICLE 10, FLOODPLAIN MANAGEMENT IN ITS ENTIRETY; TO ADOPT A NEW ARTICLE 10, FLOODPLAIN MANAGEMENT; TO ADOPT FLOOD HAZARD MAPS, TO DESIGNATE A FLOODPLAIN ADMINISTRATOR, TO ADOPT PROCEDURES AND CRITERIA FOR DEVELOPMENT IN FLOOD HAZARD AREAS; PROVIDING FOR AN ADDITIONAL 3 FEET OF FREEBOARD; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Legislature of the State of Florida has, in **Chapter 125**, Florida Statutes, conferred upon local governments the authority to adopt regulations designed to promote the public health, safety, and general welfare of its citizenry; and

WHEREAS, the Federal Emergency Management Agency has identified special flood hazard areas within the boundaries of **Escambia County** and such areas may be subject to periodic inundation which may result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety and general welfare, and

WHEREAS, the **Escambia County** was accepted for participation in the National Flood Insurance Program on 23 February 1996 and the **Board of County Commissioners** desires to continue to meet the requirements of Title 44 Code of Federal Regulations, Sections 59 and 60, necessary for such participation; and

NOW, THEREFORE, BE IT ORDAINED by the **Board of County Commissioners** of **Escambia County** that the following floodplain management regulations are hereby adopted.

Section 1. Purpose.

This ordinance specifically repeals and replaces the following ordinance(s) and regulation(s): (Ord. No. 2006-4, § 2, 1-5-2006; Ord. No. 2006-71, § 1, 9-7-2006) The purpose of this ordinance is to remove and replace Article 10 of the Escambia County Land Development Code, Floodplain Management, consistent with Chapter 125, Laws of Florida.

Section 2. Land Development Code.

1 Article 10 of the Escambia County Land Development Code is replaced as
2 shown in the attached Exhibit A.

3
4 **Section 3. Severability.**

5
6 If any section, sentence, clause or phrase of this ordinance is held to be invalid
7 or unconstitutional by a court of competent jurisdiction, the holding shall in no way affect
8 the validity of the remaining portions of this ordinance.

9
10 **Section 4. Inclusion in the code.**

11
12 The Board of County Commissioners intends that the provisions of this ordinance
13 will be codified as required by Section 125.68, Florida Statutes, and that the sections of
14 this ordinance may be renumbered or relettered and the word "ordinance" may be
15 changed to "section," "article," or such other appropriate word or phrase in order to
16 accomplish its intentions.

17
18 **Section 5. Effective date.**

19
20 This ordinance shall become effective upon filing with the Department of State.

21
22 DONE AND ENACTED this ____ day of _____, 2013.

23
24 BOARD OF COUNTY COMMISSIONERS
25 ESCAMBIA COUNTY, FLORIDA

26
27
28 By: _____
29 Gene M. Valentino, Chairman

30 ATTEST: Pam Childers
31 Clerk of the Circuit Court

32 By: _____ Date Executed: _____
33 Deputy Clerk

34
35 (SEAL)

36
37 ENACTED:

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39 FILED WITH THE DEPARTMENT OF STATE:

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41 EFFECTIVE DATE:

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43
44 ATTACHMENTS: LDC Article 10. Floodplain Management

1 **Article 10. Floodplain Management**

2
3 **10.00.00 ADMINISTRATION**

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5 **10.00.01 Title.** These regulations shall be known as the *Floodplain Management Ordinance of*
6 **Escambia County**, hereinafter referred to as “this ordinance.”

7
8 **10.00.02 Scope.** The provisions of this ordinance shall apply to all development that is wholly
9 within or partially within any flood hazard area, including but not limited to the subdivision of land;
10 filling, grading, and other site improvements and utility installations; construction, alteration,
11 remodeling, enlargement, improvement, replacement, repair, relocation or demolition of buildings,
12 structures, and facilities that are exempt from the *Florida Building Code*; placement, installation, or
13 replacement of manufactured homes and manufactured buildings; installation or replacement of
14 tanks; placement of recreational vehicles; installation of swimming pools; and any other
15 development.

16
17 **10.00.03 Intent.** The purposes of this ordinance and the flood load and flood resistant
18 construction requirements of the *Florida Building Code* are to establish minimum requirements
19 to safeguard the public health, safety, and general welfare and to minimize public and private
20 losses due to flooding through regulation of development in flood hazard areas to:

- 21 1. Minimize unnecessary disruption of commerce, access and public service during times
22 of flooding;
- 23 2. Require the use of appropriate construction practices in order to prevent or minimize
24 future flood damage;
- 25 3. Manage filling, grading, dredging, mining, paving, excavation, drilling operations, storage
26 of equipment or materials, and other development which may increase flood damage or
27 erosion potential;
- 28 4. Manage the alteration of flood hazard areas, watercourses, and shorelines to minimize
29 the impact of development on the natural and beneficial functions of the floodplain;
- 30 5. Minimize damage to public and private facilities and utilities;
- 31 6. Help maintain a stable tax base by providing for the sound use and development of flood
32 hazard areas;
- 33 7. Minimize the need for future expenditure of public funds for flood control projects and
34 response to and recovery from flood events; and
- 35 8. Meet the requirements of the National Flood Insurance Program for community
36 participation as set forth in the Title 44 Code of Federal Regulations, Section 59.22.

37
38 **10.00.04 Coordination with the *Florida Building Code*.** This ordinance is intended to be
39 administered and enforced in conjunction with the *Florida Building Code*. Where cited, ASCE
40 24 refers to the edition of the standard that is referenced by the *Florida Building Code*.

41
42 **10.00.05 Warning.** The degree of flood protection required by this ordinance and the *Florida*
43 *Building Code*, as amended by this community, is considered the minimum reasonable for
44 regulatory purposes and is based on scientific and engineering considerations. Larger floods can
45 and will occur. Flood heights may be increased by man-made or natural causes. This ordinance
46 does not imply that land outside of mapped special flood hazard areas, or that uses permitted within

1 such flood hazard areas, will be free from flooding or flood damage. The flood hazard areas and
2 base flood elevations contained in the Flood Insurance Study and shown on Flood Insurance Rate
3 Maps and the requirements of Title 44 Code of Federal Regulations, Sections 59 and 60 may be
4 revised by the Federal Emergency Management Agency, requiring this community to revise these
5 regulations to remain eligible for participation in the National Flood Insurance Program. No
6 guaranty of vested use, existing use, or future use is implied or expressed by compliance with
7 this ordinance.

8
9 **10.00.06 Disclaimer of Liability.** This ordinance shall not create liability on the part of **Board**
10 **of County Commissioners of Escambia County** or by any officer or employee thereof for any
11 **flood damage that results from reliance on this ordinance or any administrative decision lawfully**
12 **made thereunder.**

13 14 **10.01.00 APPLICABILITY**

15
16 **10.01.01 General.** Where there is a conflict between a general requirement and a specific
17 **requirement, the specific requirement shall be applicable.**

18
19 **10.01.02 Areas to which this ordinance applies.** This ordinance shall apply to all flood
20 **hazard areas within the Escambia County, as established in Section 10.01.03 of this**
21 **ordinance.**

22
23 **10.01.03 Basis for establishing flood hazard areas.** The Flood Insurance Study for
24 **Escambia County, Florida and Incorporated Areas** dated September 29, 2006, and the
25 **accompanying Flood Insurance Rate Maps (FIRM), are adopted by reference as a part of this**
26 **ordinance and shall serve as the minimum basis for establishing flood hazard areas. Studies**
27 **and maps that establish flood hazard areas are on file at the Escambia County Development**
28 **Services Department, 3355 West Park Place, Pensacola, Florida 32505.**

29
30 **10.01.04 Submission of additional data to establish flood hazard areas.** To establish flood
31 **hazard areas and base flood elevations, pursuant to Section 10.04.00 of this ordinance the**
32 **Floodplain Administrator may require submission of additional data. Where field surveyed**
33 **topography prepared by a Florida licensed professional surveyor or digital topography accepted**
34 **by the community indicates that ground elevations:**

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1. **Are below the closest applicable base flood elevation, even in areas not delineated as a**
special flood hazard area on a FIRM, the area shall be considered as flood hazard area
and subject to the requirements of this ordinance and, as applicable, the requirements
of the Florida Building Code.
 2. **Are above the closest applicable base flood elevation, the area shall be regulated as**
special flood hazard area unless the applicant obtains a Letter of Map Change that
removes the area from the special flood hazard area.

43 **10.01.05 Other laws.** The provisions of this ordinance shall not be deemed to nullify any
44 **provisions of local, state or federal law.**

45
46 **10.01.06 Abrogation and greater restrictions.** This ordinance supersedes any ordinance in
47 **effect for management of development in flood hazard areas. However, it is not intended to**
48 **repeal or abrogate any [OTHER PROVISIONS OF] existing ordinances including but not limited**
49 **to land development regulations, zoning ordinances stormwater management regulations, or the**
50 **Florida Building Code. In the event of a conflict between this ordinance and any other**

1 ordinance, the more restrictive shall govern. This ordinance shall not impair any deed
2 restriction, covenant or easement, but any land that is subject to such interests shall also be
3 governed by this ordinance.

4
5 **10.01.07 Interpretation.** In the interpretation and application of this ordinance, all provisions
6 shall be:

- 7 1. Considered as minimum requirements;
- 8 2. Liberally construed in favor of the governing body; and
- 9 3. Deemed neither to limit nor repeal any other powers granted under state statutes.

10
11 **10.02.00 DUTIES AND POWERS OF THE FLOODPLAIN ADMINISTRATOR**

12
13 **10.02.01 Designation.** The County Administrator is designated as the Floodplain
14 Administrator. The Floodplain Administrator may delegate performance of certain duties to other
15 employees.

16
17 **10.02.02 General.** The Floodplain Administrator is authorized and directed to administer and
18 enforce the provisions of this ordinance. The Floodplain Administrator shall have the authority to
19 render interpretations of this ordinance consistent with the intent and purpose of this ordinance
20 and may establish policies and procedures in order to clarify the application of its provisions.
21 Such interpretations, policies, and procedures shall not have the effect of waiving requirements
22 specifically provided in this ordinance without the granting of a variance pursuant to Section
23 10.06.00 of this ordinance.

24
25 **10.02.03 Applications and permits.** The Floodplain Administrator, in coordination with other
26 pertinent offices of the community, shall:

- 27 1. Review applications and plans to determine whether proposed new development will be
28 located in flood hazard areas;
- 29 2. Review applications for modification of any existing development in flood hazard areas
30 for compliance with the requirements of this ordinance;
- 31 3. Interpret flood hazard area boundaries where such interpretation is necessary to
32 determine the exact location of boundaries; a person contesting the determination shall
33 have the opportunity to appeal the interpretation;
- 34 4. Provide available flood elevation and flood hazard information;
- 35 5. Determine whether additional flood hazard data shall be obtained from other sources or
36 shall be developed by an applicant;
- 37 6. Review applications to determine whether proposed development will be reasonably
38 safe from flooding;
- 39 7. Issue floodplain development permits or approvals for development other than buildings
40 and structures that are subject to the Florida Building Code, including buildings,
41 structures and facilities exempt from the Florida Building Code, when compliance with
42 this ordinance is demonstrated, or disapprove the same in the event of noncompliance;
43 and

- 1 8. Coordinate with and provide comments to the Building Official to assure that
2 applications, plan reviews, and inspections for buildings and structures in flood hazard
3 areas comply with the applicable provisions of this ordinance.
4

5 **10.02.04 Substantial Improvements and substantial damage determinations.** For
6 applications for building permits to improve buildings and structures, including alterations,
7 movement, enlargement, replacement, repair, change of occupancy, additions, rehabilitations,
8 renovations, substantial improvements, repairs of substantial damage, and any other
9 improvement of or work on such buildings and structures, the Floodplain Administrator, in
10 coordination with the Building Official, shall:

- 11 1. Estimate the market value, or require the applicant to obtain an appraisal of the market
12 value prepared by a qualified independent appraiser, of the building or structure before
13 the start of construction of the proposed work; in the case of repair, the market value of
14 the building or structure shall be the market value before the damage occurred and
15 before any repairs are made;
16 2. Compare the cost to perform the improvement, the cost to repair a damaged building to
17 its pre-damaged condition, or the combined costs of improvements and repairs, if
18 applicable, to the market value of the building or structure;
19 3. Determine and document whether the proposed work constitutes substantial
20 improvement or repair of substantial damage;
21 4. Notify the applicant if it is determined that the work constitutes substantial improvement
22 or repair of substantial damage and that compliance with the flood resistant construction
23 requirements of the *Florida Building Code* and this ordinance is required.
24

25 **10.02.05 Modifications of the strict application of the requirements of the Florida Building**
26 **Code.** The Floodplain Administrator shall review requests submitted to the Building Official that
27 seek approval to modify the strict application of the flood load and flood resistant construction
28 requirements of the *Florida Building Code* to determine whether such requests require the
29 granting of a variance pursuant to Section 10.06.00 of this ordinance.
30

31 **10.02.06 Notices and orders.** The Floodplain Administrator shall coordinate with appropriate
32 local agencies for the issuance of all necessary notices or orders to ensure compliance with this
33 ordinance.
34

35 **10.02.07 Inspections.** The Floodplain Administrator shall make the required inspections as
36 specified in Section 10.05.00 of this ordinance for development that is not subject to the *Florida*
37 *Building Code*, including buildings, structures and facilities exempt from the *Florida Building*
38 *Code*. The Floodplain Administrator shall inspect flood hazard areas to determine if
39 development is undertaken without issuance of a permit.
40

41 **10.02.08 Other duties of the Floodplain Administrator.** The Floodplain Administrator shall
42 have other duties, including but not limited to:
43

- 44 1. Establish, in coordination with the Building Official, procedures for administering and
45 documenting determinations of substantial improvement and substantial damage made
46 pursuant to 10.02.04 of this ordinance;
47 2. Require that applicants proposing alteration of a watercourse notify adjacent
48 communities and the Florida Division of Emergency Management, State Floodplain

1 Management Office, and submit copies of such notifications to the Federal Emergency
2 Management Agency (FEMA);

- 3 3. Require applicants who submit hydrologic and hydraulic engineering analyses to support
4 permit applications to submit to FEMA the data and information necessary to maintain
5 the Flood Insurance Rate Maps if the analyses propose to change base flood elevations,
6 flood hazard area boundaries, or floodway designations; such submissions shall be
7 made within 6 months of such data becoming available;
- 8 4. Review required design certifications and documentation of elevations specified by this
9 ordinance and the *Florida Building Code* to determine that such certifications and
10 documentations are complete; and
- 11 5. Advise applicants for new buildings and structures, including substantial improvements,
12 that are located in any unit of the Coastal Barrier Resources System established by the
13 Coastal Barrier Resources Act (Pub. L. 97-348) and the Coastal Barrier Improvement
14 Act of 1990 (Pub. L. 101-591) that federal flood insurance is not available on such
15 construction; areas subject to this limitation are identified on Flood Insurance Rate Maps
16 as “Coastal Barrier Resource System Areas” and “Otherwise Protected Areas.”

17
18 **10.02.09 Floodplain management records.** Regardless of any limitation on the period
19 required for retention of public records, the Floodplain Administrator shall maintain and
20 permanently keep and make available for public inspection all records that are necessary for the
21 administration of this ordinance and the flood resistant construction requirements of the *Florida*
22 *Building Code*, including Flood Insurance Rate Maps; Letters of Change; records of issuance of
23 permits and denial of permits; determinations of whether proposed work constitutes substantial
24 improvement or repair of substantial damage; required design certifications and documentation
25 of elevations specified by the *Florida Building Code* and this ordinance; notifications to adjacent
26 communities, FEMA, and the state, related to alterations of watercourses; assurances that the
27 flood carrying capacity of altered watercourses will be maintained; documentation related to
28 appeals and variances, including justification for issuance or denial; and records of enforcement
29 actions taken pursuant to this ordinance and the flood resistant construction requirements of the
30 *Florida Building Code*. These records shall be available for public inspection at Escambia
31 County Development Services.

32 33 **10.03.00 PERMITS**

34
35 **10.03.01 Permits required.** Any owner or owner’s authorized agent (hereinafter “applicant”)
36 who intends to undertake any development activity within the scope of this ordinance, including
37 buildings, structures and facilities exempt from the *Florida Building Code*, which is wholly within
38 or partially within any flood hazard area shall first make application to the Floodplain
39 Administrator, and the Building Official if applicable, and shall obtain the required permit(s) and
40 approval(s). No such permit or approval shall be issued until compliance with the requirements of
41 this ordinance and all other applicable codes and regulations has been satisfied.

42
43 **10.03.02 Floodplain development permits or approvals.** Floodplain development permits or
44 approvals shall be issued pursuant to this ordinance for any development activities not subject to the
45 requirements of the *Florida Building Code*, including buildings, structures and facilities exempt
46 from the *Florida Building Code*. Depending on the nature and extent of proposed development
47 that includes a building or structure, the Floodplain Administrator may determine that a floodplain
48 development permit or approval is required in addition to a building permit.

1 **10.03.03 Buildings, structures and facilities exempt from the Florida Building Code.**
2 Pursuant to the requirements of federal regulation for participation in the National Flood
3 Insurance Program (44 C.F.R. Sections 59 and 60), floodplain development permits or
4 approvals shall be required for the following buildings, structures and facilities that are exempt
5 from the Florida Building Code and any further exemptions provided by law, which are subject to
6 the requirements of this ordinance:

- 7 1. Railroads and ancillary facilities associated with the railroad.
- 8 2. Nonresidential farm buildings on farms, as provided in Section 604.50, F.S.
- 9 3. Temporary buildings or sheds used exclusively for construction purposes.
- 10 4. Mobile or modular structures used as temporary offices.
- 11 5. Those structures or facilities of electric utilities, as defined in Section 366.02, F.S., which
12 are directly involved in the generation, transmission, or distribution of electricity.
- 13 6. Chickees constructed by the Miccosukee Tribe of Indians of Florida or the Seminole
14 Tribe of Florida. As used in this paragraph, the term "chickee" means an open-sided
15 wooden hut that has a thatched roof of palm or palmetto or other traditional materials,
16 and that does not incorporate any electrical, plumbing, or other non-wood features.
- 17 7. Family mausoleums not exceeding 250 square feet in area which are prefabricated and
18 assembled on site or preassembled and delivered on site and have walls, roofs, and a
19 floor constructed of granite, marble, or reinforced concrete.
- 20 8. Temporary housing provided by the Department of Corrections to any prisoner in the
21 state correctional system.
- 22 9. Structures identified in Section 553.73(10)(k), F.S., are not exempt from the Florida
23 Building Code if such structures are located in flood hazard areas established on Flood
24 Insurance Rate Maps

25
26 **10.03.04 Application for a permit or approval.** To obtain a floodplain development permit or
27 approval the applicant shall first file an application in writing on a form furnished by the
28 community. The information provided shall:

- 29 1. Identify and describe the development to be covered by the permit or approval.
- 30 2. Describe the land on which the proposed development is to be conducted by legal
31 description, street address or similar description that will readily identify and definitively
32 locate the site.
- 33 3. Indicate the use and occupancy for which the proposed development is intended.
- 34 4. Be accompanied by a site plan or construction documents as specified in Section
35 10.04.00 of this ordinance.
- 36 5. State the valuation of the proposed work.
- 37 6. Be signed by the applicant or the applicant's authorized agent.
- 38 7. Give such other data and information as required by the Floodplain Administrator.

39
40 **10.03.05 Validity of permit or approval.** The issuance of a floodplain development permit or
41 approval pursuant to this ordinance shall not be construed to be a permit for, or approval of, any
42 violation of this ordinance, the Florida Building Codes, or any other ordinance of this community.
43 The issuance of permits based on submitted applications, construction documents, and

1 information shall not prevent the Floodplain Administrator from requiring the correction of errors
2 and omissions.

3
4 **10.03.06 Expiration.** A floodplain development permit or approval shall become invalid unless
5 the work authorized by such permit is commenced within 180 days after its issuance, or if the
6 work authorized is suspended or abandoned for a period of 180 days after the work
7 commences. Extensions for periods of not more than 180 days each shall be requested in
8 writing and justifiable cause shall be demonstrated.

9
10 **10.03.07 Suspension or revocation.** The Floodplain Administrator is authorized to suspend or
11 revoke a floodplain development permit or approval if the permit was issued in error, on the
12 basis of incorrect, inaccurate or incomplete information, or in violation of this ordinance or any
13 other ordinance, regulation or requirement of this community.

14
15 **10.03.08 Other permits.** Floodplain development permits and building permits shall include a
16 disclaimer that all other applicable state or federal permits be obtained by the applicant before
17 commencement of the permitted development. Such permits may include but not limited to the
18 following:

- 19 1. The Northwest Florida Water Management District; Section 373.036, F.S.
- 20 2. Florida Department of Health for onsite sewage treatment and disposal systems; Section
21 381.0065, F.S. and Chapter 64E-6, F.A.C.
- 22 3. Florida Department of Environmental Protection for construction, reconstruction,
23 changes, or physical activities for shore protection or other activities seaward of the
24 coastal construction control line; Section 161.141, F.S.
- 25 4. Florida Department of Environmental Protection for activities subject to the Joint Coastal
26 Permit; Section 161.055, F.S.
- 27 5. Florida Department of Environmental Protection for activities that affect wetlands and
28 alter surface water flows, in conjunction with the U.S. Army Corps of Engineers; Section
29 404 of the Clean Water Act.
- 30 6. Federal permits and approvals.

31 32 **10.04.00 SITE PLANS AND CONSTRUCTION DOCUMENTS**

33
34 **10.04.01 Information for development in flood hazard areas.** The site plan or construction
35 documents for any development subject to the requirements of this ordinance shall be drawn to
36 scale and shall include, as applicable to the proposed development:

- 37 1. Delineation of flood hazard areas, floodway boundaries and flood zone(s), base flood
38 elevation(s), and ground elevations if necessary for review of the proposed
39 development.
- 40 2. Where base flood elevations, or floodway data are not included on the FIRM or in the
41 Flood Insurance Study, they shall be established in accordance with Section 10.04.02 or
42 10.04.03 of this ordinance.
- 43 3. Where the parcel on which the proposed development will take place will have more
44 than 50 lots or is larger than 5 acres and the base flood elevations are not included on
45 the FIRM or in the Flood Insurance Study, such elevations shall be established in
46 accordance with Section 10.04.02(2) or (3) of this ordinance.

- 1 4. Location of the proposed activity and proposed structures, and locations of existing
2 buildings and structures; in coastal high hazard areas, new buildings shall be located
3 landward of the reach of mean high tide.
- 4 5. Location, extent, amount, and proposed final grades of any filling, grading, or
5 excavation.
- 6 6. Where the placement of fill is proposed, the amount, type, and source of fill material;
7 compaction specifications; a description of the intended purpose of the fill areas; and
8 evidence that the proposed fill areas are the minimum necessary to achieve the intended
9 purpose.
- 10 7. Delineation of the Coastal Construction Control Line or notation that the site is seaward
11 of the coastal construction control line, if applicable.
- 12 8. Extent of any proposed alteration of sand dunes or mangrove stands, provided such
13 alteration is approved by the Florida Department of Environmental Protection.
- 14 9. Existing and proposed alignment of any proposed alteration of a watercourse.

15
16 The Floodplain Administrator is authorized to waive the submission of site plans, construction
17 documents, and other data that are required by this ordinance but that are not required to be
18 prepared by a registered design professional if it is found that the nature of the proposed
19 development is such that the review of such submissions is not necessary to ascertain
20 compliance with this ordinance.

21
22 **10.04.02 Information in flood hazard areas without base flood elevations (approximate**
23 **Zone A).** Where flood hazard areas are delineated on the FIRM and base flood elevation data
24 have not been provided, the Floodplain Administrator shall:

- 25 1. Require the applicant to include base flood elevation data prepared in accordance with
26 currently accepted engineering practices.
- 27 2. Obtain, review, and provide to applicants base flood elevation and floodway data
28 available from a federal or state agency or other source or require the applicant to
29 obtain and use base flood elevation and floodway data available from a federal or state
30 agency or other source.
- 31 3. Where base flood elevation data and floodway data are not available from another
32 source, where the available data are deemed by the Floodplain Administrator to not
33 reasonably reflect flooding conditions, or where the available data are known to be
34 scientifically or technically incorrect or otherwise inadequate:
 - 35 a. Require the applicant to include base flood elevation data prepared in
36 accordance with currently accepted engineering practices; or
 - 37 b. Specify that the base flood elevation is 3 feet above the highest adjacent
38 grade at the location of the development, provided there is no evidence
39 indicating flood depths have been or may be greater than two (2) feet.
- 40 4. Where the base flood elevation data are to be used to support a Letter of Map Change
41 from FEMA, advise the applicant that the analyses shall be prepared by a Florida
42 licensed engineer in a format required by FEMA, and that it shall be the responsibility of
43 the applicant to satisfy the submittal requirements and pay the processing fees.

44
45 **10.04.03 Additional analyses and certifications.** As applicable to the location and nature of

1 the proposed development activity, and in addition to the requirements of this section, the
2 applicant shall have the following analyses signed and sealed by a Florida licensed engineer for
3 submission with the site plan and construction documents:

- 4 1. For development activities proposed to be located in a regulatory floodway, a floodway
5 encroachment analysis that demonstrates that the encroachment of the proposed
6 development will not cause any increase in base flood elevations; where the applicant
7 proposes to undertake development activities that do increase base flood elevations, the
8 applicant shall submit such analysis to FEMA as specified in 10.04.04 of this ordinance
9 and shall submit the Conditional Letter of Map Revision, if issued by FEMA, with the site
10 plan and construction documents.
- 11 2. For development activities proposed to be located in a riverine flood hazard area for
12 which base flood elevations are included in the Flood Insurance Study or on the FIRM
13 and floodways have not been designated, a hydrological and hydraulic analysis that
14 demonstrates that the cumulative effect of the proposed development, when combined
15 with all other existing and anticipated flood hazard area encroachments, will not increase
16 the base flood elevation more than one (1) foot at any point within the community. This
17 requirement does not apply in isolated flood hazard areas not connected to a riverine
18 flood hazard area or in flood hazard areas identified as Zone AO or Zone AH.
- 19 3. For alteration of a watercourse, an engineering analysis prepared in accordance with
20 standard engineering practices which demonstrates that the flood-carrying capacity of
21 the altered or relocated portion of the watercourse will not be decreased, and
22 certification that the altered watercourse shall be maintained in a manner which
23 preserves the channel's flood-carrying capacity; the applicant shall submit the analysis to
24 FEMA as specified in Section 10.04.01 of this ordinance.
- 25 4. For activities that propose to alter sand dunes or mangrove stands in coastal high
26 hazard areas (Zone V), an engineering analysis that demonstrates that the proposed
27 alteration will not increase the potential for flood damage.

28
29 **10.04.04 Submission of additional data.** When additional hydrologic, hydraulic or other
30 engineering data, studies, and additional analyses are submitted to support an application, the
31 applicant has the right to seek a Letter of Map Change from FEMA to change the base flood
32 elevations, change floodway boundaries, or change boundaries of flood hazard areas shown on
33 FIRMs, and to submit such data to FEMA for such purposes. The analyses shall be prepared
34 by a Florida licensed engineer in a format required by FEMA. Submittal requirements and
35 processing fees shall be the responsibility of the applicant.

36 **10.05.00 INSPECTIONS**

37
38
39 **10.05.01 General.** Development for which a floodplain development permit or approval is
40 required shall be subject to inspection.

41
42 **10.05.02 Development other than buildings and structures.** The Floodplain Administrator
43 shall inspect all development to determine compliance with the requirements of this ordinance
44 and the conditions of issued floodplain development permits or approvals.

45
46 **10.05.03 Buildings, structures and facilities exempt from the Florida Building Code.** The
47 Floodplain Administrator shall inspect buildings, structures and facilities exempt from the Florida
48 Building Code to determine compliance with the requirements of this ordinance and the

1 conditions of issued floodplain development permits or approvals.

2
3 **10.05.04 Buildings, structures and facilities exempt from the Florida Building Code,**
4 **lowest floor inspection.** Upon placement of the lowest floor, including basement, and prior to
5 further vertical construction, the owner of a building, structure or facility exempt from the *Florida*
6 *Building Code*, or the owner's authorized agent, shall submit to the Floodplain Administrator:

- 7 1. If a design flood elevation was used to determine the required elevation of the lowest
8 floor, the certification of elevation of the lowest floor prepared and sealed by a Florida
9 licensed professional surveyor; or
- 10 2. If the elevation used to determine the required elevation of the lowest floor was
11 determined in accordance with Section 10.04.02(3)(b) of this ordinance, the
12 documentation of height of the lowest floor above highest adjacent grade, prepared by
13 the owner or the owner's authorized agent.

14
15 **10.05.05 Buildings, structures and facilities exempt from the Florida Building Code, final**
16 **inspection.** As part of the final inspection, the owner or owner's authorized agent shall submit
17 to the Floodplain Administrator a final certification of elevation of the lowest floor or final
18 documentation of the height of the lowest floor above the highest adjacent grade; such
19 certifications and documentations shall be prepared as specified in Section 10.05.04 of this
20 ordinance.

21
22 **10.05.06 Manufactured homes.** The **Building Official** shall inspect manufactured homes that
23 are installed or replaced in flood hazard areas to determine compliance with the requirements of
24 this ordinance and the conditions of the issued permit. Upon placement of a manufactured
25 home, certification of the elevation of the lowest floor shall be submitted to the **Building**
26 **Official.**

27 **10.06.00 VARIANCES AND APPEALS**

28
29
30 **10.06.01 General.** The **Escambia County Board of Adjustments (BOA)** shall hear and decide
31 on requests for appeals and requests for variances from the strict application of this ordinance.
32 Pursuant to Section 553.73(5), F.S., the BOA shall hear and decide on requests for appeals
33 and requests for variances from the strict application of the flood resistant construction
34 requirements of the *Florida Building Code*. This section does not apply to Section 3109 of the
35 *Florida Building Code, Building.*

36
37 **10.06.02 Appeals.** The **BOA** shall hear and decide variances when it is alleged there is an
38 error in any requirement, decision, or determination made by the Floodplain Administrator in the
39 administration and enforcement of this ordinance. Any person aggrieved by the decision of
40 **BOA** may appeal such decision to the Circuit Court, as provided by Florida Statutes.

41
42 **10.06.03 Limitations on authority to grant variances.** The **BOA** shall base its decisions on
43 variances on **technical justifications** submitted by applicants, the considerations for issuance
44 in Section 10.06.07 of this ordinance, the conditions of issuance set forth in Section 10.06.08 of
45 this ordinance, and the comments and recommendations of the Floodplain Administrator and
46 the Building Official. The BOA has the right to attach such conditions as it deems necessary to
47 further the purposes and objectives of this ordinance.

48
49 **10.06.04 Restrictions in floodways.** A variance shall not be issued for any proposed
50 development in a floodway if any increase in base flood elevations would result, as evidenced

1 by the applicable analyses and certifications required in Section 10.04.03 of this ordinance.

2
3 **10.06.05 Historic buildings.** A variance is authorized to be issued for the repair, improvement,
4 or rehabilitation of a historic building that is determined eligible for the exception to the flood
5 resistant construction requirements of the *Florida Building Code, Existing Building, Chapter 11*
6 Historic Buildings, upon a determination that the proposed repair, improvement, or rehabilitation
7 will not preclude the building's continued designation as a historic building and the variance is
8 the minimum necessary to preserve the historic character and design of the building. If the
9 proposed work precludes the building's continued designation as a historic building, a variance
10 shall not be granted and the building and any repair, improvement, and rehabilitation shall be
11 subject to the requirements of the *Florida Building Code*.

12
13 **10.06.06 Functionally dependent uses.** A variance is authorized to be issued for the
14 construction or substantial improvement necessary for the conduct of a functionally dependent
15 use, as defined in this ordinance, provided the variance meets the requirements of Section
16 10.06.04, is the minimum necessary considering the flood hazard, and all due consideration has
17 been given to use of methods and materials that minimize flood damage during occurrence of
18 the base flood.

19
20 **10.06.07 Considerations for issuance of variances.** In reviewing requests for variances, the
21 BOA shall consider all technical evaluations, all relevant factors, all other applicable provisions
22 of the *Florida Building Code*, this ordinance, and the following:

- 23 1. The danger that materials and debris may be swept onto other lands resulting in further
24 injury or damage;
- 25 2. The danger to life and property due to flooding or erosion damage;
- 26 3. The susceptibility of the proposed development, including contents, to flood damage and
27 the effect of such damage on current and future owners;
- 28 4. The importance of the services provided by the proposed development to the
29 community;
- 30 5. The availability of alternate locations for the proposed development that are subject to
31 lower risk of flooding or erosion;
- 32 6. The compatibility of the proposed development with existing and anticipated
33 development;
- 34 7. The relationship of the proposed development to the comprehensive plan and floodplain
35 management program for the area;
- 36 8. The safety of access to the property in times of flooding for ordinary and emergency
37 vehicles;
- 38 9. The expected heights, velocity, duration, rate of rise and debris and sediment transport
39 of the floodwaters and the effects of wave action, if applicable, expected at the site; and
- 40 10. The costs of providing governmental services during and after flood conditions including
41 maintenance and repair of public utilities and facilities such as sewer, gas, electrical and
42 water systems, streets and bridges.

43
44 **10.06.08 Conditions for issuance of variances.** Variances shall be issued only upon:

- 45 1. Submission by the applicant, of a showing of good and sufficient cause that the unique
46 characteristics of the size, configuration, or topography of the site limit compliance with

1 any provision of this ordinance or the required elevation standards;

2 2. Determination by the BOA that:

3 a. Failure to grant the variance would result in exceptional hardship due to the
4 physical characteristics of the land that render the lot undevelopable; increased
5 costs to satisfy the requirements or inconvenience do not constitute hardship;

6 b. The granting of a variance will not result in increased flood heights, additional
7 threats to public safety, extraordinary public expense, nor create nuisances,
8 cause fraud on or victimization of the public or conflict with existing local laws
9 and ordinances; and

10 c. The variance is the minimum necessary, considering the flood hazard, to afford
11 relief;

12 3. Receipt of a signed statement by the applicant that the variance, if granted, shall be
13 recorded in the Office of the Clerk of the Court in such a manner that it appears in the
14 chain of title of the affected parcel of land; and

15 4. If the request is for a variance to allow construction of the lowest floor of a new building,
16 or substantial improvement of a building, below the required elevation, a copy in the
17 record of a written notice from the Floodplain Administrator to the applicant for the
18 variance, specifying the difference between the base flood elevation and the proposed
19 elevation of the lowest floor, stating that the cost of federal flood insurance will be
20 commensurate with the increased risk resulting from the reduced floor elevation and
21 stating that construction below the base flood elevation increases risks to life and
22 property.

23 **10.07.00 VIOLATIONS**

24 **10.07.01 Violations.** Any development that is not within the scope of the *Florida Building Code*
25 but that is regulated by this ordinance that is performed without an issued permit that is in
26 conflict with an issued permit, or that does not fully comply with this ordinance, shall be
27 deemed a violation of this ordinance. A building or structure without the documentation of
28 elevation of the lowest floor, other required design certifications, or other evidence of
29 compliance required by this ordinance or the *Florida Building Code* is presumed to be a violation
30 until such time as that documentation is provided.

31 **10.07.02 Authority.** For development that is not within the scope of the *Florida Building Code*
32 but that is regulated by this ordinance and that is determined to be a violation, the Floodplain
33 Administrator is authorized to serve notices of violation or stop work orders to owners of the
34 property involved, to the owner's agent, or to the person or persons performing the work.

35 **10.07.03 Unlawful continuance.** Any person who shall continue any work after having been
36 served with a notice of violation or a stop work order, except such work as that person is
37 directed to perform to remove or remedy a violation or unsafe condition, shall be subject to
38 penalties as prescribed by law.

39 **10.08.00 DEFINITIONS**

40 **10.08.01 General.** Unless otherwise expressly stated, the following words and terms shall, for
41 the purposes of this ordinance, have the meanings shown in this section.

1 **10.08.02 Terms defined in the Florida Building Code.** Where terms are not defined in this
2 ordinance and are defined in the *Florida Building Code*, such terms shall have the meanings
3 ascribed to them in that code.

4
5 **10.08.03 Terms not defined.** Where terms are not defined in this ordinance or in the *Florida*
6 *Building Code*, such terms shall have ordinarily accepted meanings such as the context implies.
7

8 **Alteration of a watercourse.** A dam, impoundment, channel relocation, change in channel
9 alignment, channelization, or change in cross-sectional area of the channel or the channel
10 capacity, or any other form of modification which may alter, impede, retard or change the
11 direction and/or velocity of the riverine flow of water during conditions of the base flood.
12

13 **Appeal.** A request for a review of the Floodplain Administrator’s interpretation of any provision
14 of this ordinance or a request for a variance.
15

16 **ASCE 24.** A standard titled *Flood Resistant Design and Construction* that is referenced by the
17 *Florida Building Code*. ASCE 24 is developed and published by the American Society of Civil
18 Engineers, Reston, VA.
19

20 **Base flood.** A flood having a 1-percent chance of being equaled or exceeded in any given
21 year. The base flood is commonly referred to as the "100-year flood" or the "1-percent-annual
22 chance flood."
23

24 **Base flood elevation.** The elevation of the base flood, including wave height, relative to the
25 National Geodetic Vertical Datum (NGVD), North American Vertical Datum (NAVD) or other
26 datum specified on the Flood Insurance Rate Map (FIRM)
27

28 **Basement.** The portion of a building having its floor sub-grade (below ground level) on all
29 sides.
30

31 **Coastal construction control line.** The line established by the State of Florida pursuant to
32 Section 161.053, F.S., and recorded in the official records of the community, which defines that
33 portion of the beach-dune system subject to severe fluctuations based on a 100-year storm
34 surge, storm waves or other predictable weather conditions.
35

36 **Coastal high hazard area.** A special flood hazard area extending from offshore to the inland
37 limit of a primary frontal dune, along an open coast and any other area subject to high velocity
38 wave action from storms or seismic sources. Coastal high hazard areas are also referred to as
39 "high hazard areas subject to high velocity wave action" or "V Zones" and are designated on
40 Flood Insurance Rate Maps (FIRM) as Zone V1-V30, VE, or V. [Note The FBC, B defines and
41 uses the term "flood hazard areas subject to high velocity wave action" and the FBC, R uses the
42 term "coastal high hazard areas."
43

44 **Cross-Bracing.** Bracing often used to stiffen pile foundations and/or to improve comfort and
45 reduce sway in elevated buildings. In V zones cross bracing is not permitted except above BFE
46 and perpendicular to the shoreline on a structure that has no breakaway walls. Cross-bracing
47 may not be used as part of the structural calculations to meet the required design criteria.
48

49 **Datum.** A reference surface used to ensure that all elevation records are properly related. The
50 current national datum is the National Geodetic Vertical Datum (NGVD) of 1929, which is
51 expressed in relation to mean sea level, or the North American Vertical Datum (NAVD) of 1988.

1
2 **Design flood.** The flood associated with the greater of the following two areas:

- 3 1. Area with a floodplain subject to a 1-percent or greater chance of flooding in any year.
- 4 2. Area designated as a flood hazard area on the community's flood hazard map, or
5 otherwise legally designated.

6
7 **Design flood elevation.** The elevation of the "design flood," including wave height, relative to
8 the datum specified on the community's legally designated flood hazard map. In areas
9 designated as Zone AO, the design flood elevation shall be the elevation of the highest existing
10 grade of the building's perimeter plus the depth number (in feet) specified on the flood hazard
11 map.

12
13 **Development.** Any man-made change to improved or unimproved real estate, including but not
14 limited to, buildings or other structures, tanks, temporary structures, temporary or permanent
15 storage of equipment or materials, mining, dredging, filling, grading, paving, excavations, drilling
16 operations or any other land disturbing activities.

17
18 **Encroachment.** The placement of fill, excavation, buildings, permanent structures or other
19 development into a flood hazard area which may impede or alter the flow capacity of riverine
20 flood hazard areas.

21
22 **Elevated building.** A non-basement building built to have the lowest floor elevated above the
23 ground level by foundation walls, posts, piers, columns, pilings, or shear walls.

24
25 **Existing building and existing structure.** Any buildings and structures for which the "start of
26 construction" commenced before September 30, 1977.

27
28 **Existing manufactured home park or subdivision.** A manufactured home park or subdivision
29 for which the construction of facilities for servicing the lots on which the manufactured homes
30 are to be affixed (including, at a minimum, the installation of utilities, the construction of streets,
31 and either final site grading or the pouring of concrete pads) was completed before September
32 30, 1977.

33
34 **Expansion to an existing manufactured home park or subdivision.** The preparation of
35 additional sites by the construction of facilities for servicing the lots on which the manufactured
36 homes are to be affixed (including the installation of utilities, the construction of streets, and
37 either final site grading or the pouring of concrete pads).

38
39 **Federal Emergency Management Agency (FEMA).** The federal agency that, in addition to
40 carrying out other functions, administers the National Flood Insurance Program.

41
42 **Flood or flooding.** A general and temporary condition of partial or complete inundation of
43 normally dry land from the overflow of inland or tidal waters or the unusual and rapid
44 accumulation or runoff of surface waters from any source.

45
46 **Flood damage-resistant materials.** Any construction material capable of withstanding direct
47 and prolonged contact with floodwaters without sustaining any damage that requires more than
48 cosmetic repair.

49
50 **Flood hazard area.** The greater of the following two areas:

- 1 1. The area within a floodplain subject to a 1-percent or greater chance of flooding in any
2 year.
- 3 2. The area designated as a flood hazard area on the community's flood hazard map, or
4 otherwise legally designated.

5
6 **Flood Insurance Rate Map (FIRM).** The official map of the community on which the Federal
7 Emergency Management Agency has delineated both special flood hazard areas and the risk
8 premium zones applicable to the community.

9 **Flood Insurance Study (FIS).** The official report provided by the Federal Emergency
10 Management Agency that contains the Flood Insurance Rate Map, the Flood Boundary and
11 Floodway Map (if applicable), the water surface elevations of the base flood, and supporting
12 technical data

13
14 **Floodplain Administrator.** The office or position designated and charged with the
15 administration and enforcement of this ordinance (may be referred to as the Floodplain
16 Manager).

17
18 **Floodplain development permit or approval.** An official document or certificate issued by the
19 community, or other evidence of approval or concurrence, which authorizes performance of
20 specific development activities that are located in flood hazard areas and that are determined to
21 be compliant with this ordinance.

22
23 **Floodplain management regulations.** This article and other zoning ordinances, subdivision
24 regulations, building codes, health regulations, special purpose ordinances (such as floodplain
25 ordinance, grading ordinance, and erosion control ordinance), and other applications of police
26 power which control development in floodprone areas. The term describes federal, State of
27 Florida, or local regulations in any combination thereof, which provide standards for preventing
28 and reducing flood loss and damage.

29
30 **Floodproofing.** A combination of design modifications which results in a building or structure,
31 including the attendant utility and sanitary facilities, being water tight with walls substantially
32 impermeable to the passage of water and with structural components having the capacity to
33 resist loads as identified in the *Florida Building Code*.

34
35 **Floodway.** The channel of a river or other riverine watercourse and the adjacent land areas
36 that must be reserved in order to discharge the base flood without cumulatively increasing the
37 water surface elevation more than one (1) foot.

38
39 **Floodway encroachment analysis.** An engineering analysis of the impact that a proposed
40 encroachment into a floodway is expected to have on the floodway boundaries and base flood
41 elevations; the evaluation shall be prepared by a qualified Florida licensed engineer using
42 standard engineering methods and models.

43
44 **Florida Building Code.** The family of codes adopted by the Florida Building Commission,
45 including: *Florida Building Code, Building; Florida Building Code, Residential; Florida Building*
46 *Code, Existing Building; Florida Building Code, Mechanical; Florida Building Code, Plumbing;*
47 *Florida Building Code, Fuel Gas.*

48
49 **Freeboard.** The additional height, usually expressed as a factor of safety in feet, above a flood
50 level for purposes of floodplain management.

1
2 **Functionally dependent use.** A use which cannot perform its intended purpose unless it is
3 located or carried out in close proximity to water, including only docking facilities, port facilities
4 that are necessary for the loading and unloading of cargo or passengers, and ship building and
5 ship repair facilities; the term does not include long-term storage or related manufacturing
6 facilities.

7
8 **Hardship/unique hardship.** A hardship results if due to circumstances involving the parcel's
9 size, location, configuration or geotechnical condition, the strict application of this article:

10 A. Renders the parcel unusable; or

11 B. Denies the owner of the same development rights commonly enjoyed by similarly
12 situated property owners who are in compliance with the ordinance.

13 C. A hardship may not result through the fault of the owner, e.g. such as by building
14 without a permit.

15
16 **Highest adjacent grade.** The highest natural elevation of the ground surface prior to
17 construction next to the proposed walls or foundation of a structure.

18
19 **Historic structure.** Any structure that is determined eligible for the exception to the flood
20 hazard area requirements of the *Florida Building Code, Existing Building*, Chapter 11 Historic
21 Buildings.

22
23 **Letter of Map Change (LOMC).** An official determination issued by FEMA that amends or
24 revises an effective Flood Insurance Rate Map or Flood Insurance Study. Letters of Map
25 Change include:

26 Letter of Map Amendment (LOMA): An amendment based on technical data showing
27 that a property was incorrectly included in a designated special flood hazard area. A
28 LOMA amends the current effective Flood Insurance Rate Map and establishes that a
29 specific property, portion of a property, or structure is not located in a special flood
30 hazard area.

31 Letter of Map Revision (LOMR): A revision based on technical data that may show
32 changes to flood zones, flood elevations, special flood hazard area boundaries and
33 floodway delineations, and other planimetric features.

34 Letter of Map Revision Based on Fill (LOMR-F): A determination that a structure or
35 parcel of land has been elevated by fill above the base flood elevation and is, therefore,
36 no longer located within the special flood hazard area. In order to qualify for this
37 determination, the fill must have been permitted and placed in accordance with the
38 community's floodplain management regulations.

39 Conditional Letter of Map Revision (CLOMR): A formal review and comment as to
40 whether a proposed flood protection project or other project complies with the minimum
41 NFIP requirements for such projects with respect to delineation of special flood hazard
42 areas. A CLOMR does not revise the effective Flood Insurance Rate Map or Flood
43 Insurance Study; upon submission and approval of certified as-built documentation, a
44 Letter of Map Revision may be issued by FEMA to revise the effective FIRM.

45
46 **Light-duty truck.** As defined in 40 C.F.R. 86.082-2, any motor vehicle rated at 8,500 pounds
47 Gross Vehicular Weight Rating or less which has a vehicular curb weight of 6,000 pounds or
48 less and which has a basic vehicle frontal area of 45 square feet or less, which is:

- 49 1. Designed primarily for purposes of transportation of property or is a derivation of such a
50 vehicle, or
51 2. Designed primarily for transportation of persons and has a capacity of more than 12

1 persons; or

- 2 3. Available with special features enabling off-street or off-highway operation and use.

3
4 **Lowest floor.** The lowest floor of the lowest enclosed area of a building or structure, including
5 basement, but excluding any unfinished or flood-resistant enclosure, other than a basement,
6 usable solely for vehicle parking, building access or limited storage provided that such
7 enclosure is not built so as to render the structure in violation of the non-elevation requirement
8 of the *Florida Building Code* or ASCE 24

9
10 **Manufactured home.** A structure, transportable in one or more sections, which is eight (8) feet
11 or more in width and greater than four hundred (400) square feet, and which is built on a
12 permanent, integral chassis and is designed for use with or without a permanent foundation
13 when attached to the required utilities. The term "manufactured home" does not include a
14 "recreational vehicle" or "park trailer."

15
16 **Manufactured home park or subdivision.** A parcel (or contiguous parcels) of land divided
17 into two or more manufactured home lots for rent or sale.

18
19 **Market value.** The price at which a property will change hands between a willing buyer and a
20 willing seller, neither party being under compulsion to buy or sell and both having reasonable
21 knowledge of relevant facts. As used in this ordinance, the term refers to the market value of
22 buildings and structures, excluding the land and other improvements on the parcel. Market
23 value may be established by a qualified independent appraiser, Actual Cash Value
24 (replacement cost depreciated for age and quality of construction), or tax assessment value
25 adjusted to approximate market value by a factor provided by the Property Appraiser.

26
27 **New construction.** For the purposes of administration of this ordinance and the flood resistant
28 construction requirements of the *Florida Building Code*, structures for which the "start of
29 construction" commenced on or after September 30, 1977 and includes any subsequent
30 improvements to such structures.

31
32 **New manufactured home park or subdivision.** A manufactured home park or subdivision for
33 which the construction of facilities for servicing the lots on which the manufactured homes are to
34 be affixed (including at a minimum, the installation of utilities, the construction of streets, and
35 either final site grading or the pouring of concrete pads) is completed on or after September 30,
36 1977.

37
38 **North American Vertical Datum (NAVD) of 1988.** A vertical control used as a reference for
39 establishing varying elevations within the floodplain.

40
41 **Park trailer.** A transportable unit which has a body width not exceeding fourteen (14) feet and
42 which is built on a single chassis and is designed to provide seasonal or temporary living
43 quarters when connected to utilities necessary for operation of installed fixtures and appliances.
44 [Defined in section 320.01, F. S.]

45
46 **Recreational vehicle.** A vehicle, including a park trailer, which is: [Defined in Section 320.01,
47 F.S.)

- 48 1. Built on a single chassis;
- 49 2. Four hundred (400) square feet or less when measured at the largest horizontal
50 projection;

3. Designed to be self-propelled or permanently towable by a light-duty truck; and
4. Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.

Regulatory floodway. The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

Riverine. Relating to, formed by, or resembling a river (including tributaries), stream, brook, etc .

Sand dunes. Naturally occurring accumulations of sand in ridges or mounds landward of the beach.

Special flood hazard area. An area in the floodplain subject to a 1 percent or greater chance of flooding in any given year. Special flood hazard areas are shown on FIRMs as Zone A, AO, A1-A30, AE, A99, AH, V1-V30, VE or V

Start of construction. The date of issuance for new construction and substantial improvements to existing structures, provided the actual start of construction, repair, reconstruction, rehabilitation, addition, placement, or other improvement is within 180 days of the date of the issuance. The actual start of construction means either the first placement of permanent construction of a building (including a manufactured home) on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns.

Permanent construction does not include land preparation (such as clearing, grading, or filling), the installation of streets or walkways, excavation for a basement, footings, piers, or foundations, the erection of temporary forms or the installation of accessory buildings such as garages or sheds not occupied as dwelling units or not part of the main buildings. For a substantial improvement, the actual "start of construction" means the first alteration of any wall, ceiling, floor or other structural part of a building, whether or not that alteration affects the external dimensions of the building

Substantial damage. Damage of any origin sustained by a building or structure whereby the cost of restoring the building or structure to its before-damaged condition would equal or exceed 50 percent of the market value of the building or structure before the damage occurred

Substantial improvement. Any repair, reconstruction, rehabilitation, addition, or other improvement of a building or structure, the cost of which equals or exceeds 50 percent of the market value of the building or structure before the improvement or repair is started. If the structure has incurred "substantial damage," any repairs are considered substantial improvement regardless of the actual repair work performed. The term does not, however, include either

1. Any project for improvement of a building required to correct existing health, sanitary, or safety code violations identified by the building official and that are the minimum necessary to assure safe living conditions.
2. Any alteration of a historic structure provided the alteration will not preclude the structure's continued designation as a historic structure.

Variance. A grant of relief from the requirements of this ordinance, or the flood resistant

1 construction requirements of the *Florida Building Code*, which permits construction in a manner
2 that would not otherwise be permitted by this ordinance or the *Florida Building Code*. A quasi-
3 judicial remedy for hardship administered by the Board of Adjustment in accordance with the
4 procedures contained in this article. See Section 10.06.00.

5
6 **Watercourse.** A river, creek, stream, channel or other topographic feature in, on, through, or
7 over which water flows at least periodically.

8
9 **Water surface elevation.** The height, in relation to the North American Vertical Datum (NAVD)
10 of 1988, of floods of various magnitudes and frequencies in the floodplains of coastal or riverine
11 areas.

12 13 **10.09.00 FLOOD RESISTANT DEVELOPMENT**

14
15 **10.09.01 Buildings and Structures.** Pursuant to Section 10.03.03 of this ordinance, buildings,
16 structures and facilities that are exempt from the *Florida Building Code*, including substantial
17 improvement or repair of substantial damage of such buildings, structures and facilities, shall be
18 designed and constructed in accordance with the flood load and flood resistant construction
19 requirements of ASCE 24. Structures exempt from the *Florida Building Code* that are not walled and
20 roofed buildings shall comply with the requirements of Section 10.15.00 of this ordinance.

21
22 **10.09.02 Buildings and structures seaward of the coastal construction control line.** If
23 extending, in whole or in part, seaward of the coastal construction control line and also located,
24 in whole or in part, in a flood hazard area:

- 25 1. Buildings and structures shall be designed and constructed to comply with the more
26 restrictive applicable requirements of the *Florida Building Code*, *Building Section 3109*
27 and Section 1612 or *Florida Building Code*, *Residential Section R322*.
28 2. Minor structures and non-habitable major structures as defined in Section 161.54, F.S.,
29 shall be designed and constructed to comply with the intent and applicable provisions of
30 this ordinance and ASCE 24.

31 32 **10.10.00 SUBDIVISIONS**

33
34 **10.10.01 Minimum requirements.** Subdivision proposals, including proposals for manufactured
35 home parks and subdivisions, shall be reviewed to determine that:

- 36 1. Such proposals are consistent with the need to minimize flood damage and will be
37 reasonably safe from flooding;
38 2. All public utilities and facilities such as sewer, gas, electric, communications, and water
39 systems are located and constructed to minimize or eliminate flood damage; and
40 3. Adequate drainage is provided to reduce exposure to flood hazards; in Zones AH and
41 AO, adequate drainage paths shall be provided to guide floodwaters around and away
42 from proposed structures.

43
44 **10.10.02 Subdivision plats.** Where any portion of proposed subdivisions, including
45 manufactured home parks and subdivisions, lies within a flood hazard area, the following shall
46 be required:

- 47 1. Delineation of flood hazard areas, floodway boundaries and flood zones, and design
48 flood elevations, as appropriate, shall be shown on preliminary plats and final plats;

2. Where the subdivision has more than 50 lots or is larger than 5 acres and base flood elevations are not included on the FIRM, the base flood elevations determined in accordance with Section 10.04.02(1) of this ordinance; and
3. Compliance with the site improvement and utility requirements of Section 10.11.00 of this ordinance.

10.11.00 SITE IMPROVEMENTS, UTILITIES AND LIMITATIONS

10.11.01 Minimum requirements. All proposed new development shall be reviewed to determine that:

1. Such proposals are consistent with the need to minimize flood damage and will be reasonably safe from flooding;
2. All public utilities and facilities such as sewer, gas, electric, communications, and water systems are located and constructed to minimize or eliminate flood damage; and
3. Adequate drainage is provided to reduce exposure to flood hazards; in Zones AH and AO, adequate drainage paths shall be provided to guide floodwaters around and away from proposed structures.

10.11.02 Sanitary sewage facilities. All new and replacement sanitary sewage facilities, private sewage treatment plants (including all pumping stations and collector systems), and on-site waste disposal systems shall be designed in accordance with the standards for onsite sewage treatment and disposal systems in Chapter 64E-6, F.A.C. and ASCE 24 Chapter 7 to minimize or eliminate infiltration of floodwaters into the facilities and discharge from the facilities into flood waters, and impairment of the facilities and systems.

10.11.03 Water supply facilities. All new and replacement water supply facilities shall be designed in accordance with the water well construction standards in Chapter 62-532.500, F.A.C. and ASCE 24 Chapter 7 to minimize or eliminate infiltration of floodwaters into the systems.

10.11.04 Limitations on sites in regulatory floodways. No development, including but not limited to site improvements, and land disturbing activity involving fill or regrading, shall be authorized in the regulatory floodway unless the floodway encroachment analysis required in Section 10.04.03 of this ordinance demonstrates that the proposed development or land disturbing activity will not result in any increase in the base flood elevation.

10.11.05 Limitations on placement of fill. Subject to the limitations of this ordinance, fill shall be designed to be stable under conditions of flooding including rapid rise and rapid drawdown of floodwaters, prolonged inundation, and protection against flood-related erosion and scour. In addition to these requirements, if intended to support buildings and structures (Zone A only), fill shall comply with the requirements of the *Florida Building Code*.

10.11.06 Limitations on sites in coastal high hazard areas (Zone V). In coastal high hazard areas, alteration of sand dunes and mangrove stands shall be permitted only if such alteration is approved by the Florida Department of Environmental Protection and only if the engineering analysis required by Section 10.04.03 of this ordinance demonstrates that the proposed alteration will not increase the potential for flood damage. Construction or restoration of dunes under or around elevated buildings and structures shall comply with Section 10.15.08.3 of this ordinance.

1 **10.12.00 MANUFACTURED HOMES**
2

3 **10.12.01 General.** All manufactured homes installed in flood hazard areas shall be installed by
4 an installer that is licensed pursuant to Section 320.8249, F.S, and shall comply with the
5 requirements of Chapter 15C-1, F.A.C. and the requirements of this ordinance. If located
6 seaward of the Coastal Construction Control Line, all manufactured homes shall comply with the
7 more restrictive of the applicable requirements.
8

9 **10.12.02 Foundations.** All new manufactured homes and replacement manufactured homes
10 installed in flood hazard areas shall be installed on permanent, reinforced foundations that:

- 11 1. In flood hazard areas (Zone A) other than coastal high hazard areas, are designed in
12 accordance with the foundation requirements of the *Florida Building Code, Residential*
13 Section R322.2 and this ordinance.
14 2. In coastal high hazard areas (Zone V), are designed in accordance with the foundation
15 requirements of the *Florida Building Code, Residential* Section R322.3 and this
16 ordinance.

17 **10.12.03 Anchoring.** All new manufactured homes and replacement manufactured homes
18 shall be installed using methods and practices which minimize flood damage and shall be
19 securely anchored to an adequately anchored foundation system to resist flotation, collapse or
20 lateral movement. Methods of anchoring include, but are not limited to, use of over-the-top or
21 frame ties to ground anchors. This anchoring requirement is in addition to applicable state and
22 local anchoring requirements for wind resistance.
23

24 **10.12.04 Elevation.** Manufactured homes that are placed, replaced, or substantially improved
25 shall comply with Section 10.12.05 or 10.12.06 of this ordinance, as applicable.
26

27 **10.12.05 General elevation requirement.** Unless subject to the requirements of Section
28 10.12.06 of this ordinance, all manufactured homes that are placed, replaced, or substantially
29 improved on sites located:

- 30 (a) outside of a manufactured home park or subdivision;
31 (b) in a new manufactured home park or subdivision;
32 (c) in an expansion to an existing manufactured home park or subdivision; or
33 (d) in an existing manufactured home park or subdivision upon which a manufactured home has
34 incurred "substantial damage" as the result of a flood, shall be elevated such that the bottom of
35 the frame is at or above the elevation required, as applicable to the flood hazard area, in the
36 *Florida Building Code, Residential* Section R322.2 (Zone A) or Section R322.3 (Zone V).
37

38 **10.12.06 Elevation requirement for certain existing manufactured home parks and**
39 **subdivisions.** Manufactured homes that are not subject to Section 10.12.05 of this ordinance,
40 including manufactured homes that are placed, replaced, or substantially improved on sites
41 located in an existing manufactured home park or subdivision, unless on a site where
42 substantial damage as result of flooding has occurred, shall be elevated such that either the:

- 43 1. Bottom of the frame of the manufactured home is at or above the elevation required, as
44 applicable to the flood hazard area, in the *Florida Building Code, Residential* Section
45 R322.2 (Zone A) or Section R322.3 (Zone V); or
46 2. Bottom of the frame is supported by reinforced piers or other foundation elements of at
47 least equivalent strength that are not less than 36 inches in height above grade.
48

1 **10.12.07 Enclosures.** Enclosed areas below elevated manufactured homes shall comply with
2 the requirements of the *Florida Building Code, Residential* Section R322 for such enclosed
3 areas, as applicable to the flood hazard area.

4
5 **10.12.08 Utility equipment.** Utility equipment that serves manufactured homes, including
6 electric, heating, ventilation, plumbing, and air conditioning equipment and other service
7 facilities, shall comply with the requirements of the *Florida Building Code, Residential* Section
8 R322, as applicable to the flood hazard area.

9
10 **10.13.00 RECREATIONAL VEHICLES AND PARK TRAILERS**

11
12 **10.13.01 Temporary placement.** Recreational vehicles and park trailers placed temporarily in
13 flood hazard areas (no longer than 14 days) shall be fully licensed and ready for highway use,
14 which means the recreational vehicle or park model is on wheels or jacking system, is attached
15 to the site only by quick-disconnect type utilities and security devices, and has no permanent
16 attachments such as additions, rooms, stairs, decks and porches.

17
18 **10.13.02 Permanent placement.** Recreational vehicles and park trailers that do not meet the
19 limitations in 10.13.01 of this ordinance for temporary placement shall meet the requirements of
20 Section 10.12.00 of this ordinance for manufactured homes.

21
22 **10.14.00 TANKS**

23
24 **10.14.01 Underground tanks.** Underground tanks in flood hazard areas shall be anchored to
25 prevent flotation, collapse or lateral movement resulting from hydrodynamic and hydrostatic
26 loads during conditions of the design flood, including the effects of buoyancy assuming the tank
27 is empty.

28 **10.14.02 Above-ground tanks, not elevated.** Above-ground tanks that do not meet the
29 elevation requirements of Section 10.14.03 of this ordinance shall:

- 30 1. Be permitted in flood hazard areas (Zone A) other than coastal high hazard areas,
31 provided the tanks are anchored or otherwise designed and constructed to prevent
32 flotation, collapse or lateral movement resulting from hydrodynamic and hydrostatic
33 loads during conditions of the design flood, including the effects of buoyancy assuming
34 the tank is empty and the effects of flood-borne debris.
- 35 2. Not be permitted in coastal high hazard areas (Zone V).

36
37 **10.14.03 Above-ground tanks, elevated.** Above-ground tanks in flood hazard areas shall be
38 attached to and elevated to or above the design flood elevation on a supporting structure that is
39 designed to prevent flotation, collapse or lateral movement during conditions of the design flood.
40 Tank-supporting structures shall meet the foundation requirements of the applicable flood
41 hazard area.

42
43 **10.14.04 Tank inlets and vents.** Tank inlets, fill openings, outlets and vents shall be:

- 44 1. At or above the design flood elevation or fitted with covers designed to prevent the inflow
45 of floodwater or outflow of the contents of the tanks during conditions of the design flood;
46 and
- 47 2. Anchored to prevent lateral movement resulting from hydrodynamic and hydrostatic
48 loads, including the effects of buoyancy, during conditions of the design flood.

1
2 **10.15.00 OTHER DEVELOPMENT**
3

4 **10.15.01 General requirements for other development.** All development, including man-
5 made changes to improved or unimproved real estate for which specific provisions are not
6 specified in this ordinance or the *Florida Building Code*, shall:

- 7 1. Be located and constructed to minimize flood damage;
8 2. Meet the limitations of 10.11.04 of this ordinance if located in a regulated floodway;
9 3. Be anchored to prevent flotation, collapse or lateral movement resulting from hydrostatic
10 loads, including the effects of buoyancy, during conditions of the design flood;
11 4. Be constructed of flood damage-resistant materials; and
12 5. Have mechanical, plumbing, and electrical systems above the design flood elevation,
13 except that minimum electric service required addressing life safety and electric code
14 requirements is permitted below the design flood elevation provided it conforms to the
15 provisions of the electrical part of building code for wet locations.
16

17 **10.15.02 Fences in regulated floodways.** Fences in regulated floodways that have the
18 potential to block the passage of floodwaters, such as stockade fences and wire mesh fences,
19 shall meet the limitations of 10.11.04 of this ordinance.
20

21 **10.15.03 Retaining walls, sidewalks and driveways in regulated floodways.** Retaining
22 walls and sidewalks and driveways that involve the placement of fill in regulated floodways shall
23 meet the limitations of Section 10.11.04 of this ordinance.
24

25 **10.15.04 Roads and watercourse crossings in regulated floodways.** Roads and
26 watercourse crossings, including roads, bridges, culverts, low-water crossings and similar
27 means for vehicles or pedestrians to travel from one side of a watercourse to the other side, that
28 encroach into regulated floodways shall meet the limitations of Section 10.11.04 of this
29 ordinance. Alteration of a watercourse that is part of a road or watercourse crossing shall meet
30 the requirements of Section 10.04.03(3) of this ordinance.
31

32 **10.15.05 Concrete slabs used as parking pads, enclosure floors, landings, decks,**
33 **walkways, patios and similar nonstructural uses in coastal high hazard areas (Zone V).**
34 In coastal high hazard areas, concrete slabs used as parking pads, enclosure floors, landings,
35 decks, walkways, patios and similar nonstructural uses are permitted beneath or adjacent to
36 buildings and structures provided the concrete slabs are designed and constructed to be:

- 37 1. Structurally independent of the foundation system of the building or structure;
38 2. Frangible and not reinforced, so as to minimize debris during flooding that is capable of
39 causing significant damage to any structure; and
40 3. Have a maximum slab thickness of not more than four (4) inches.
41

42 **10.15.06 Decks and patios in coastal high hazard areas (Zone V).** In addition to the
43 requirements of the *Florida Building Code*, in coastal high hazard areas decks and patios shall
44 be located, designed, and constructed in compliance with the following:

- 45 1. A deck that is structurally attached to a building or structure shall have the bottom of the
46 lowest horizontal structural member at or above the design flood elevation and any

1 supporting members that extend below the design flood elevation shall comply with the
2 foundation requirements that apply to the building or structure, which shall be designed
3 to accommodate any increased loads resulting from the attached deck.

- 4 2. A deck or patio that is located below the design flood elevation shall be structurally
5 independent from buildings or structures and their foundation systems, and shall be
6 designed and constructed either to remain intact and in place during design flood
7 conditions or to break apart into small pieces to minimize debris during flooding that is
8 capable of causing structural damage to the building or structure or to adjacent buildings
9 and structures.
- 10 3. A deck or patio that has a vertical thickness of more than twelve (12) inches or that is
11 constructed with more than the minimum amount of fill necessary for site drainage shall
12 not be approved unless an analysis prepared by a qualified registered design
13 professional demonstrates no harmful diversion of floodwaters or wave run-up and wave
14 reflection that would increase damage to the building or structure or to adjacent buildings
15 and structures.
- 16 4. A deck or patio that has a vertical thickness of twelve (12) inches or less and that is at
17 natural grade or on nonstructural fill material that is similar to and compatible with local
18 soils and is the minimum amount necessary for site drainage may be approved without
19 requiring analysis of the impact on diversion of floodwaters or wave run-up and wave
20 reflection.

21
22 **10.15.07 Other development in coastal high hazard areas (Zone V).** In coastal high hazard
23 areas, development activities other than buildings and structures shall be permitted only if also
24 authorized by the appropriate federal, state or local authority; if located outside the footprint of,
25 and not structurally attached to, buildings and structures; and if analyses prepared by qualified
26 registered design professionals demonstrate no harmful diversion of floodwaters or wave run-up
27 and wave reflection that would increase damage to adjacent buildings and structures. Such
28 other development activities include but are not limited to:

- 29 1. Bulkheads, seawalls, retaining walls, revetments, and similar erosion control structures;
- 30 2. Solid fences and privacy walls, and fences prone to trapping debris, unless designed
31 and constructed to fail under flood conditions less than the design flood or otherwise
32 function to avoid obstruction of floodwaters; and
- 33 3. On-site sewage treatment and disposal systems defined in 64E-6.002, F.A.C., as filled
34 systems or mound systems.
- 35 4. A pool adjacent to an elevated V zone building may be constructed at grade or elevated
36 so that the lowest horizontal structural member supporting the pool is at or above BFE. A
37 Florida registered design professional must certify that such structure will not be subject
38 to breaking up or floating out of the ground and affecting the pilings and columns of the
39 supporting system of the surrounding buildings. The certified professional must also
40 verify that the pool and accessory equipment will not divert waves an increase potential
41 damage to any nearby buildings. All pool equipment must be strapped down or elevated
42 above BFE to prevent flotation.

43 **10.15.08 Nonstructural fill in coastal high hazard areas (Zone V).** In coastal high hazard
44 areas:

- 45 1. Minor grading and the placement of minor quantities of nonstructural fill shall be
46 permitted for landscaping and for drainage purposes under and around buildings.

- 1 2. Nonstructural fill with finished slopes that are steeper than one unit vertical to five units
2 horizontal shall be permitted only if an analysis prepared by a qualified registered design
3 professional demonstrates no harmful diversion of floodwaters or wave run-up and wave
4 reflection that would increase damage to adjacent buildings and structures.
- 5 3. Where authorized by the Florida Department of Environmental Protection or applicable
6 local approval, sand dune construction and restoration of sand dunes under or around
7 elevated buildings are permitted without additional engineering analysis or certification of
8 the diversion of floodwater or wave run-up and wave reflection if the scale and location
9 of the dune work is consistent with local beach-dune morphology and the vertical
10 clearance is maintained between the top of the sand dune and the lowest horizontal
11 structural member of the building.



BOARD OF COUNTY COMMISSIONERS
Escambia County, Florida

Planning Board-Regular
Meeting Date: 04/01/2013

6. B.

Agenda Item:

Chickens Accessory to Single Family Workshop

Attachments

ECCO Position Paper

Sarasota and Pinellas County Summary

Backyard chicken-keeping across the country is gaining in popularity, and Escambia County is no exception. Communities that once banned chickens are rediscovering the joys and benefits of backyard chicken keeping. In response, governments are crafting codes in ways that reflect the needs of both chicken owners and the community as a whole. Many county residents believe that chicken ownership within Escambia County is permitted when in fact it is extremely limited to rural and agricultural zones only.

Escambia County has no ordinance to regulate the number of animals allowed per household. Rather, the county allows citizens to own animals within a specific set of guidelines clearly laid out in Section 10, "The County Animal Control Ordinance." The purpose of this paper is to show that backyard chickens in residential areas are consistent and compatible within the current Escambia County Code of Ordinances, specifically Section 10-11(e), "Animal Nuisances Prohibited".

Chickens are no more a nuisance than any other animal permitted within residential zones of Escambia County. In fact, chickens can be ideal for residential areas, provided the owners use common sense and individual responsibility. We believe that under the existing animal nuisance section residents can legally and responsibly keep chickens within their own backyards.



Section 10-11.-Animal control.

e) Animal nuisances prohibited. Any animal or animals which shall do any of the following are declared to be an animal nuisance:

(1) Molests passersby or passing vehicles.

(2) Attacks other animals.

Unlike dogs and cats, chickens have no interest in passersby, vehicles, or other animals.

(3) Trespasses on school grounds.

(4) Is repeatedly at large.

(5) Damages private or public property.

(6) Defecates or urinates upon the property of others.

A well-maintained, fenced-in yard is an adequate boundary for backyard chicken keeping. When provided sufficient food, water, and safe shelter, chickens are content to stay within the boundaries of their own yard.

(7) Repetitively barks, whines, howls or otherwise produces any noise in an excessive, continuous or untimely fashion for a period of five minutes or more except that caused by intentional human provocation.

Most noise associated with chickens can be attributed to roosters rather than laying hens. Roosters can crow quite loudly and are more appropriate for rural and agricultural zones. Roosters are unnecessary for egg production.

(8) Has a communicable or contagious disease that is untreated or does not respond to treatment.

Like dogs and cats, backyard chickens pose little health risk. At the June 11, 2012 City of Pensacola Committee of the Whole meeting Dr. John Lanza, Director of the Escambia County Department of Health, said of backyard chicken keeping there are "very little or no public health issues."

(9) Causes or emits an offensive odor which can be detected off the property of its owner.

To prevent odor problems, all animal waste must be dealt with appropriately. Dog waste must be picked up and litter boxes must be cleaned. In the case of chickens, odor prevention is actually very easy. Odor comes from waste products which are very high in nitrogen; however, carbon neutralizes nitrogen, and with it, odors. A free and abundant source of carbon is dry leaves. By lining the bottom of a coop/pen in a thick layer of dry leaves, carbon will overpower nitrogen and eliminate odors.

(10) Is kept in a manner which causes a breeding place for flies, lice, fleas or other vermin or disease.



"Chickens suffer from a PR problem. People think they are dirty, noisy, and smelly. The truth is, a few cared for hens are cleaner and quieter than one big dog or the three neighborhood cats that poop in the flower bed.

Plus, you get eggs"

The Wall Street Journal

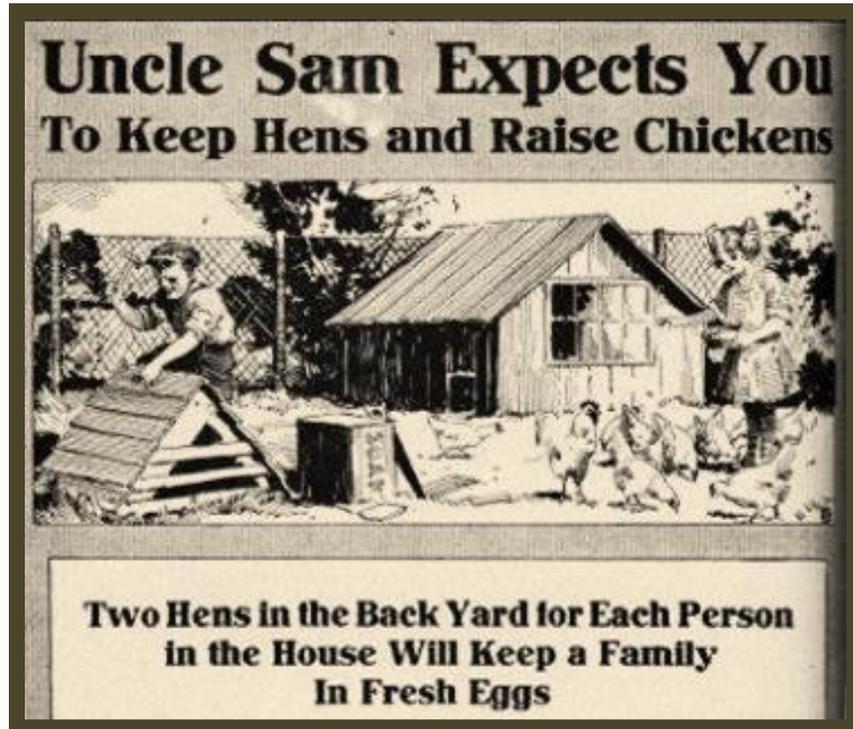
Chickens regularly "dust-bathe" to eliminate pests. In addition, they aggressively pursue bugs such as flies and fleas, thus serving as their own pest control.

(11) Unreasonably interferes with a person's use and enjoyment of his property.

As with any other animal, it is not difficult to keep chickens responsibly. Tempering chicken ownership with common sense and common courtesy will result in good relations with neighbors.

Legal Precedent, Section 10-10

Under current Escambia county codes, both chickens and potbellied pigs are considered barnyard animals. While citizens are permitted to own potbellied pigs in residential zones with very few legal stipulations, there are no allowances made for smaller, much less-intrusive chickens.



Our Recommendations

We respectfully recommend the following changes to the law:

- ❖ Citizens be allowed to keep backyard chickens within all residential zones in the county. As with other animals, nuisance issues can be addressed with current code.
- ❖ No roosters be allowed within residential zones.
- ❖ No chicken breeding or commercial production be allowed within residential zones with the exception for youth not living within agricultural or rural zones that may be involved in programs such as 4-H or an equivalent.
- ❖ No minimum acreage be required for residential backyard chicken keeping.

A Case for Backyard Chickens



August 2012

Escambia County Chicken Owners

(ECCO)

Recently, Escambia County Chicken Owners (ECCO) offered to provide a report of research findings to Escambia County officials and staff regarding the ordinances of other select Florida counties and cities as they pertain to backyard chicken ownership. We have been able to compile information from the City of Sarasota and from Pinellas County and compose that information into a brief summary.

The City of Sarasota

Background

In February 2011, the City of Sarasota amended its ordinances to allow backyard chickens in residential areas. The City Commission chose to adopt the ordinances because local backyard chicken advocate groups had requested the changes, and because it recognized that establishing self-sustainable living practices was a national movement and not simply a local trend.

Enforcement

Since adopting the amended ordinance, the City of Sarasota has received minimal chicken-related complaints. The only figure provided online was that two complaints have been filed since the ordinance was passed.

Effects in the Community

Because of the successful integration of backyard chickens in the City of Sarasota, residents of Sarasota County, as well as citizens of several neighboring municipalities, have requested that their local ordinances be amended to allow backyard chicken ownership. They are working with their respective local governments to that end.

Summary of Chicken Ordinances under the Code of the City of Sarasota, Chapter 8 "Animals"

- 1.) No more than four (4) chickens may be kept. Roosters are prohibited.
- 2.) Slaughtering chickens is prohibited.
- 3.) Chickens must have a movable, covered coop. Chickens are required to be kept within the coop **or** within a fenced yard, and must be secured in the coop at night.
- 4.) The coop must provide at least four (4) square feet of space per chicken.
- 5.) Coops must be kept in the backyard and must not be visible from the street. Coops must be at least ten (10) feet from the property line and twenty-five (25) feet from adjacent dwellings. Any odors from chickens must not be detectable at the property lines.
- 6.) Coops and runs must be securely constructed and must prevent access to rodents, pests, or predators. Coops and runs must be clean and neatly maintained. All manure must be promptly disposed of, unless being used for fertilizer or composting.
- 7.) Feed and other chicken care items must be kept in secure containers to prevent access or infestation by rodents or pests.
- 8.) Selling backyard chicken eggs or chicken products is prohibited.
- 9.) Any dog or cat that kills a chicken is not to be deemed aggressive or dangerous on that act alone.

(*)The ordinance contains no minimum property size requirement; however, multi-family properties such as duplexes, apartment complexes, and trailer parks are excluded from keeping chickens.

Pinellas County

Background

Pinellas County amended the ordinances to allow residential backyard chickens in December 2011. Although the county already permitted poultry within rural zones, urban residents' interest in self-sustainable living practices, such as backyard food production, created the necessity for the county to integrate chickens into urban backyards.

Code Enforcement

In the years previous to the passage of the ordinance, Pinellas County decreased both its code enforcement and animal control departments due to budget cuts. Since the adoption of the poultry ordinance, there have been no known reports of code enforcement or animal control issues pertaining to chickens regardless of the decrease in personnel.

Effects in the Community

Various municipalities in Pinellas County have either considered new ordinances or have adopted ordinances allowing residential backyard chickens. Each municipality has restrictions unique to the needs of area's residents.

Summary of Pinellas County Code of Ordinances, Chapter 138, "Zoning," Section 138-1348, "Chickens"

1.) Chickens are permitted on residential, single family properties in zones designated R-1, R-2, R-3, R-4, R-5 and R-6. Chickens are permitted within manufactured home subdivisions, but are prohibited on duplex, triplex, or multi-family properties and mobile home parks.

2.) Chickens must be kept within a coop or enclosure. (An enclosure, according to the code, is defined as "a fenced (or wire) area, or pen, required in association with a coop in order to provide an outside exercise area for the chickens, free from predators, and of a size that allows for access to a foraging area, sunlight, etc..")

3.) Only female chickens (hens) are permitted. Roosters and other poultry or fowl are prohibited.

4.) Chickens are only for personal use. Commercial use or breeding and the selling of eggs or other chicken products are prohibited.

5.) Chickens may not be slaughtered at residential properties.

6.) Chicken coops and enclosures must be screened from the neighbor's view.

7.) Chicken coops and enclosures must remain in the backyard and must be kept a minimum of ten (10) feet from the rear and side property lines.

8.) Any coop larger than 100 square feet requires a building permit.

9.) Chicken coops must be covered and well ventilated and provide a minimum of three (3) square feet per chicken. The coop may not be taller than six (6) feet. Coops are required to be used in conjunction with enclosures (also called "runs"). Coops and enclosures are required to be secure from predators, well-maintained and kept clean.

10.) Chicken feed is required to be stored in predator and rodent-proof containers.

11.) Chickens must be kept on the owner's property and not be permitted to roam.

12.) Chickens are not permitted to create an odor, noise, or pest nuisance condition.

(*) The ordinance contains no minimum property size requirement.



BOARD OF COUNTY COMMISSIONERS
Escambia County, Florida

Planning Board-Regular
Meeting Date: 04/01/2013

6. D.

Agenda Item:

PK Master Plan Powerpoint Presentation

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PK Presentation
2012 FDOT Letter



Photo by: Mary Roth

PERDIDO KEY MASTER PLAN FINAL REPORT

March 4, 2013

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DPZ wishes to express gratitude to the following for their support, assistance, lodging and meals donated to ensure the success of the Charrette. Many thanks To All!

Perdido Key Association
Escambia County Planning Dept.
Perdido Bay United Methodist Church
Don and Joey Carter
Bella Luna Pizzeria
Happy Harbor
Island Time Deli
The Jellyfish Restaurant
Lost Key Golf Club
Sunset Grille

and to Ms. Annie Griffin for her untiring efforts during the Perdido Key Charrette week.



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Perdido Key Charrette
October 15 - 22, 2012

	October 15th Monday	October 16th Tuesday	October 17th Wednesday	October 18th Thursday	October 19th Friday	October 20th Saturday	October 21st Sunday	October 22nd Monday
DPZ Design Team Andres Duany, Project Principal Marina Khoury, Project Director Eduardo Fernandez, Project Manager Tom Low, Senior Design, Light Imprint Mike Welch, Designer Andrew Moneyheffer, Designer Megan Recher, Designer Chris Ritter, Illustrator	8 am 9 am 10 am 11 am NOON 1 pm	Breakfast DPZ Internal Team Meeting & Design 9:00-11:00 Meeting #2 Economic Development & Marketing 11:00 - 12:30 Lunch In 12:30-2:00	Breakfast DPZ Internal Team Meeting & Design 9:00-11:00 Meeting #4 Transportation & Infrastructure 11:00 - 12:30 Lunch In 12:30-2:00	Breakfast DPZ Internal Team Meeting & Design 9:00-11:00 Design 11:00 - 12:30 Lunch In 12:30-2:00	Breakfast DPZ Internal Team Meeting & Design 9:00-11:00 Design 11:00 - 12:30 Lunch In 12:30-2:00	Breakfast Team Morning Off Lunch Out 1:00-2:00	Breakfast DPZ Internal Team Meeting & Design 9:00-11:00 Design 12:30-2:00	Breakfast Production Lunch In 12:30-2:00
Perdido Key Consultant Team Fabre Engineering & Surveying Edmisten & Associates The CLUE Group Hall Planning & Engineering (HPE) MRD Associates	2 pm 3 pm 4 pm 5 pm 6 pm 7 pm 8 pm 9 pm	SITE TOUR 2:00 - 5:00 CONCURRENT DESIGN Presentation Set-up Studio set-up 5:00 - 6:00 Design Dinner out	Meeting #3 Environmental Issues & Land Development 2:00-3:30 CONCURRENT DESIGN Presentation Set-up OPENING PRESENTATION 5:00-7:00 Dinner out	Meeting #5 Zoning, Codes and Regulations 2:00-3:30 Design CONCURRENT DESIGN Presentation Set-up Meeting Open Discussion 5:00-7:00 Dinner out	Meeting Open Discussion 2:00-3:30 CONCURRENT DESIGN Presentation Set-up MID-TERM PIN-UP PRESENTATION 5:00-7:00 Dinner out	Design Meeting Open Discussion 5:00-7:00 Dinner out	Production Production FINAL PRESENTATION 5:00-7:00 Dinner in	Production Presentation Set-up FINAL PRESENTATION 5:00-7:00 Dinner out

- Site Tour
- Closed Design Session
- Open Design Session
- Open Discussions
- Specialized Meetings
- Public Presentations
- Travel

Design Studio & Meeting Location	Opening Presentation	Mid-Term Pin-Up Presentation	Final Presentation
Vilaggio of Perdido Key, Building B 13700 Perdido Key Drive, 2nd Floor Perdido Key, FL 32507	Perdido Bay Community Center 13860 Innerarity Road Pensacola, FL 32507	Perdido Bay Community Center 13860 Innerarity Road Pensacola, FL 32507	Perdido Bay Community Center 13860 Innerarity Road Pensacola, FL 32507

DUANY PLATER-ZYBERK AND COMPANY
Architects and Town Planners

“Charrette”, the French word meaning “cart”, or “to be worked against the clock” (être en pleine charrette), refers to the French School of Beaux Arts practice, wherein architecture students put their work in a cart at deadline time. The charrette is the method of planning which Duany Plater-Zyberk & Company has adopted and developed in their traditional planning practice. Today, designers still gather as an atelier, typically in a single space, often on or near the project site, to study and

develop proposals in a concentrated period of time. What is new to the process is the participation of the full community of the projects’ constituents. The Perdido Key charrette was one of such intensive planning sessions where the public, designers, consultants, and the local authorities worked together on a coherent vision for Perdido Key; therefore the Master Plan, Zoning Code and implementation recommendations resulting are the focus of this final report.

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CHARRETTE SCHEDULE OF EVENTS:

Public Input, Comment, Design & Discussion Times:
 Location - Village of Perdido Key, Building B
 13700 Perdido Key Drive, 2nd floor
 Wednesday - October 17 - 9:30 p.m. to 7 p.m.
 Thursday - October 18 - 2 p.m. to 3:30 p.m.
 Friday - October 19 - 2 p.m. to 6 p.m.
 Saturday - October 20 - 2 p.m. to 7 p.m.

Consultant Presentation Times:
 Location - Perdido Bay Community Center
 13660 Innerarity Point Road
 Tuesday - October 16 - 5 p.m. to 7 p.m. - Opening Presentation
 Thursday - October 18 - 5 p.m. to 7 p.m. - Mid-Term Pin-up Presentation
 Monday - October 22 - 5 p.m. to 7 p.m. - Final Presentation

my escambia
 3365 West Park Place - Pensacola, Florida 32505
 350.595.3475 • myescambia.com

District 1, Wilson Robertson, Chairman; District 2, Gene Valentin, Vicechair; District 3, Marie Young;
 District 4, Grover C. Robinson, IV and District 5, Kevin White

PERDIDO KEY MASTER PLAN

ABOUT THE CHARETTE PROCESS

By Eduardo Fernandez

Charrette refers to the French School of Beaux Arts practice, wherein architecture students put their work in a cart at deadline time. During the 19th century, practitioners circulated the design studios with these small carts to collect final drawings, and students would jump on the "charrette" to put finishing touches on their presentations minutes before they were due to be handed in. The excitement of anticipation overcame the fatigue of the previous hours of continuous work, and that same excitement characterizes the modern charrette. The charrette is the method of planning which Duany Plater-Zyberk & Company has adopted and developed in their traditional planning practice. Today, designers still gather as an atelier, typically in a single space, often on or near the project site, to study and develop proposals in a concentrated period of time. What is new to the process is the participation of the full community of the project's constituents.

The Perdido Key charrette will be an intensive planning session where the public, designers, consultants, and the local authorities work together on a vision for the development of the site.

Today, charrettes provide a forum for ideas and offer the advantage of giving immediate feedback to the designers. More importantly, the process allows everyone who participates to contribute to, or comment on, the emerging Master Plan.

The team of design experts and consultants sets up a full working office called a "Design Studio," in this case in Village, complete with drafting equipment, copy machines, fax machines and telephones. Formal and informal meetings and seminars are held throughout the event. Presentations and updates to the emerging Master Plan are presented periodically, usually at a separate location fitting a large audience, in this case at the Perdido Bay Community Club.

Through the brainstorming and design activity, many goals are accomplished. Firstly, everyone who has a stake in the project develops an understanding of the challenges to deal with and the ultimate vision. Secondly, the design team works together to produce a set of finished documents that address all aspects of design. Thirdly, since the input of all parties is gathered at the event, it is possible to avoid the prolonged discussions that typically delay conventional planning projects. Finally, the finished result is produced more efficiently and cost effectively because the process is collaborative.

Charrettes are organized to encourage the participation of all. That includes everyone who is interested in the making of a development; the developers, business parties, the local authority, residents and members of associations and forums who may have an interest.

continued on page 2

Dear Residents,

Join me in extending a warm welcome to Duany Plater-Zyberk & Company (DPZ) to Escambia County as they help us to articulate our vision for Perdido Key and the surrounding area. The goal of this Charrette process is to design a roadmap for our future that allows us to develop in a way that maintains the uniqueness of Perdido Key, while integrating the concepts of new urbanism. As we look down the road - whether it's a few years from now or for the next generation - it is our hope that we will create a community that protects public lands and natural resources while at the same time encouraging economic development and enhancing property values.

DPZ will make their first presentation to the public on October 16 at the Perdido Bay Community Center - 13660 Innerarity Point Road. Subsequent meetings will be held on October 18 and October 22. Residents will have a chance to provide input and participate in the design process beginning October 17 at Village of Perdido Key, Building B, 13700 Perdido Key Drive, 2nd floor. Additional dates and times for public input are listed on the back of this newsletter.

I look forward to seeing you!

Gene Valentin
 District 2
 County Commissioner



A Brief History of Perdido Key



Located on a narrow strip of snow white beaches and crystal blue waters, Perdido Key is located in the Northwest Panhandle of Florida, between Pensacola, Florida, and Orange Beach, Alabama. No more than a few hundred yards wide in most places, Perdido Key stretches some 16 miles, with almost 60 percent of it located in federal or state parks - making it one of the last remaining unblemished stretches of wilderness in the Florida Panhandle.

Perdido Key's literal translation means "Lost Key," so named by the early Spanish who discovered it in 1693. Until then, the Key was the well-kept secret of Gulf Coast Native Americans - Perdido Key's first inhabitants.

The Perdido Key Association originated in 1954 by a group of about 100 people. At that time the 700 acre Gulf Beach Gunner range was declared surplus by the Navy and the entire tract was auctioned off to a single developer/builder. After much perseverance and trips to Washington, this small group convinced the Government to honor their individual bids, and in 1957 a portion of the land was subdivided into 700 lots known as the Gulf Beach Subdivision. Records indicate that Gulf front lots were originally 350 +/- front/ft. or about 52700 for a 50 ft. beach parcel.

Initially known as the Gulf Beach Development Association (a not for profit), the small group was incorporated in 1970 as the Perdido Key Development Association, and later being more concerned with the "changes in the environment", became the present Perdido Key Association, Inc., in 1986.

SOURCES: Perdido Key Chamber and Perdido Key Association

Why Should I Participate?

- You are part of the community. To help support the vision of the community.
- To be part of a unique collaborative and intensive community-based planning workshop where the public designers, and consultants work together on a vision for development of the Perdido Key community.
- You will be a partner in the long-term success of your community.
- To help identify issues and concerns of utmost importance to you.
- To help create more effective solutions.
- To bring your viewpoints, interests, knowledge and skills to the team.
- To help gain consensus on the final Master Plan.
- To help develop a Master Plan that garners buy-in from, if not ownership by, the community, and can therefore be implemented with confidence.
- To help create a Master Plan prepared with a rational neighborhood structure, creating, lively, livable mixed neighborhoods.
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About DPZ

Duany Plater-Zyberk & Company (DPZ) is a leader in the practice and direction of urban planning, designing over 300 new communities in the United States and overseas.

DPZ's projects have earned numerous awards, including two National American Institute of Architecture Awards and two Governor's Urban Design Awards for Excellence. In 1999, Time Magazine's elected Seaside - one of the firm's early projects - as one of the 10 "Best of the Decade" achievements in the field of design. The firm has also been featured in other national media such as NBC News and ABC News, as well as Newsweek, the New York Times, the Washington Post and the New Yorker.

DPZ principals Andres Duany and Elizabeth Plater-Zyberk co-founded the Congress for New Urbanism (CNU), a movement marking a departure from the segregated planning and architecture of post-war America. CNU also advocates and promotes the universal and time-tested principles of planning and design that created the best loved and most enduring places throughout the world.


 Andres Duany


 Marina Khoury


 Eduardo Antonio Pardo Fernandez

TND: Traditional Neighborhood Developments

- The Neighborhood has a discernible center. This is often a square or green, and sometimes a busy or memorable street intersection. A transit stop may be located at this center.
- Most of the dwellings are within a five-minute walk of the center. This distance averages one-quarter of a mile.
- There are a variety of dwelling types within the Neighborhood. These usually take the form of houses, rowhouses and apartments, such that younger and older people, singles and families, the poor and the wealthy, may find places to live.
- There are shops and offices at the edge of the Neighborhood structure, creating a convenient store is the most important among them.
- A small ancillary building is permitted within the backyard of each house. It may be used as one rental unit, or as a place to work.
- There may be an elementary school in the Neighborhood. This school should be close enough for most children to walk from their homes.
- There are small playgrounds quite near every dwelling. This distance should not be more than one-eighth of a mile.
- The streets within the Neighborhood are a connected network. This provides a variety of itineraries and disperses traffic congestion.
- The streets are relatively narrow and shaded by rows of trees. This slows down the traffic, creating an environment for the pedestrian and the bicycle.
- Buildings at the Neighborhood center are placed close to the street. This creates a strong sense of place.
- Parking lots and garage doors rarely confront the streets. Parking is relegated to the rear of buildings, usually accessed by alleys.
- Certain prominent sites are reserved for civic buildings. Buildings for meetings, education, religion or culture are located at the termination of street vistas or at the Neighborhood center.
- The Neighborhood is organized to be self-governing. A formal association debates and decides on matters of maintenance, security and physical change (but not on taxation which should be the responsibility of the larger community).

A pre-charrette paper was created by the consultant team and Escambia county to inform the public

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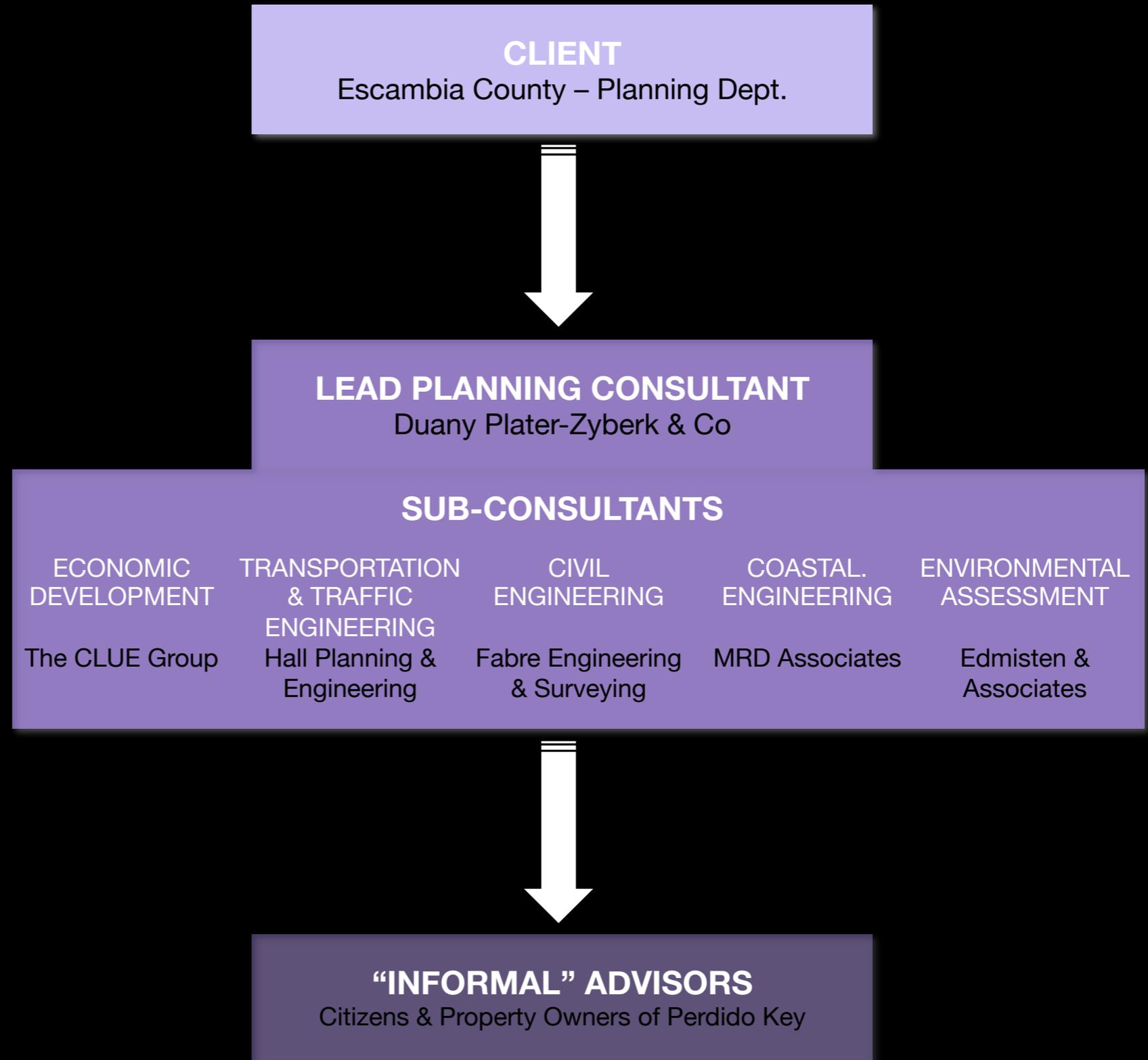
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The consultant team worked on the charrette from Oct. 15th - 22nd; but pre-and post-charrette work takes several months, as the

information is analyzed beforehand, and charrette results further elaborated upon, with continuous feedback from the client.

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The original inhabitants of the area were the Pensacola tribe. Pensacola Bay was visited by the expeditions of Pánfilo de Narváez in 1528 and Hernando de Soto in 1539. In 1559, Tristán de Luna y Arellano started the first settlement attempt, which coalesced in the foundation of the fortified town of Pensacola in 1698. After the French and Indian War, it

became the capital of the new British colony of West Florida, only to be recaptured by the Spaniards after the battle of Pensacola in 1781. In 1819 Spain and the United States negotiated the Adams-Onís Treaty, in which Spain sold the Floridas, and in 1821 Pensacola became part of the United States.

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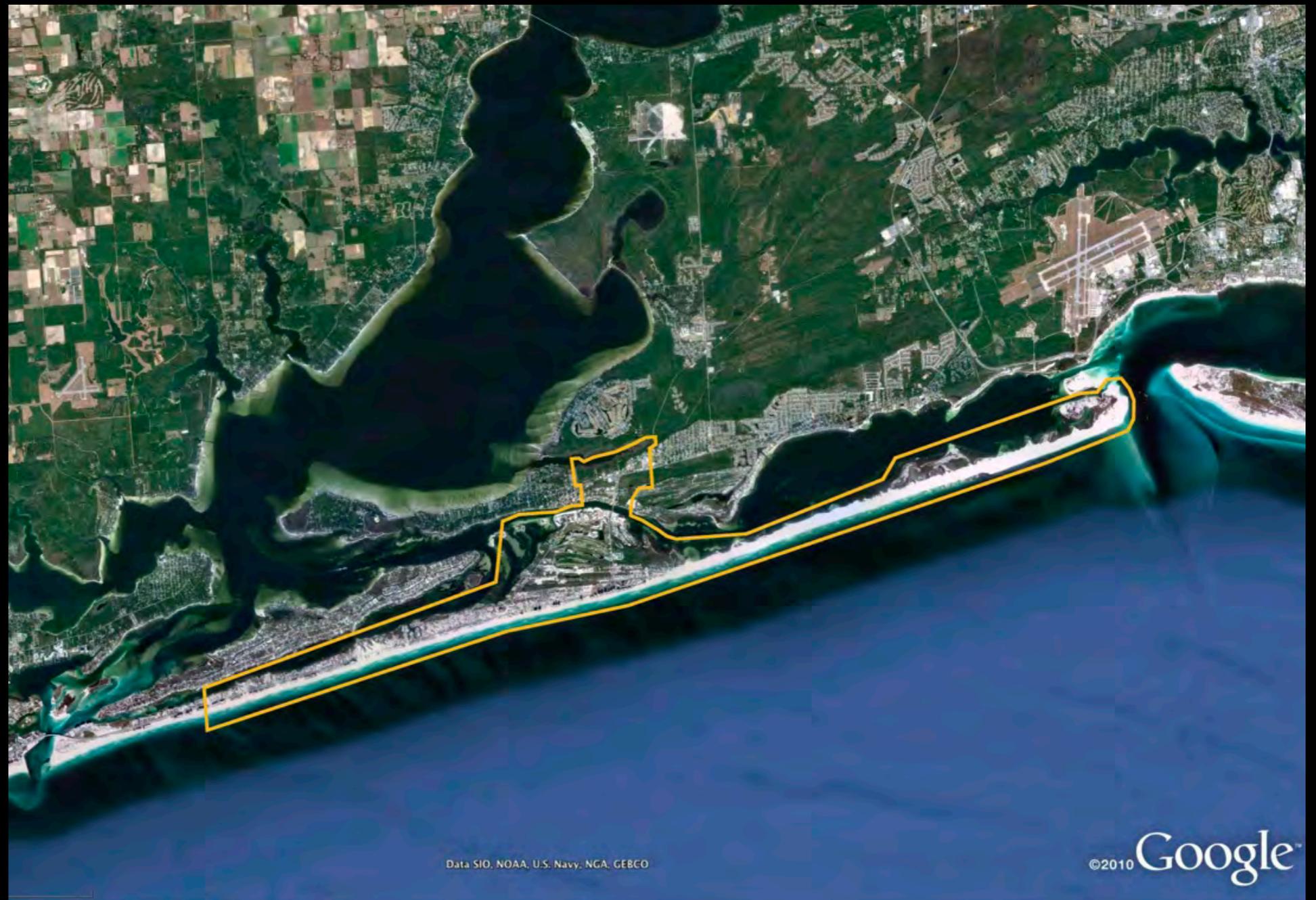
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Perdido Key is an unincorporated community located in Escambia County, Florida, between Pensacola, Florida and Orange Beach, Alabama. The Florida district of the Gulf Islands National Seashore is located at the east end of the island. Perdido Key is separated from the mainland by the Intracoastal Waterway, which connects Pensacola to Mobile Bay, and was started in 1931 at the height of the Great Depression.

No more than a few hundred yards wide in most places, Perdido Key stretches some 16 miles from Perdido Pass Bridge near Orange Beach, to just across from Santa Rosa Island near Pensacola, with almost 60% percent of it located in federal or state parks. The study area enclosed in the yellow boundary line comprises 1,311 acres of land, approximately.

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EXISTING BUILDING USE MAP



The building use map reflects what is actually built, and not what properties are zoned for.

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EXISTING BUILDING TYPES



Civic



Commercial



Industrial



Hotel / Multi-family Tower



Multi-family



Townhouse



Mobile Homes



Single Family



Estate



State Park



Public Open Space



Private Open Space

A classification of the buildings existing in Perdido Key based on their function and morphology.

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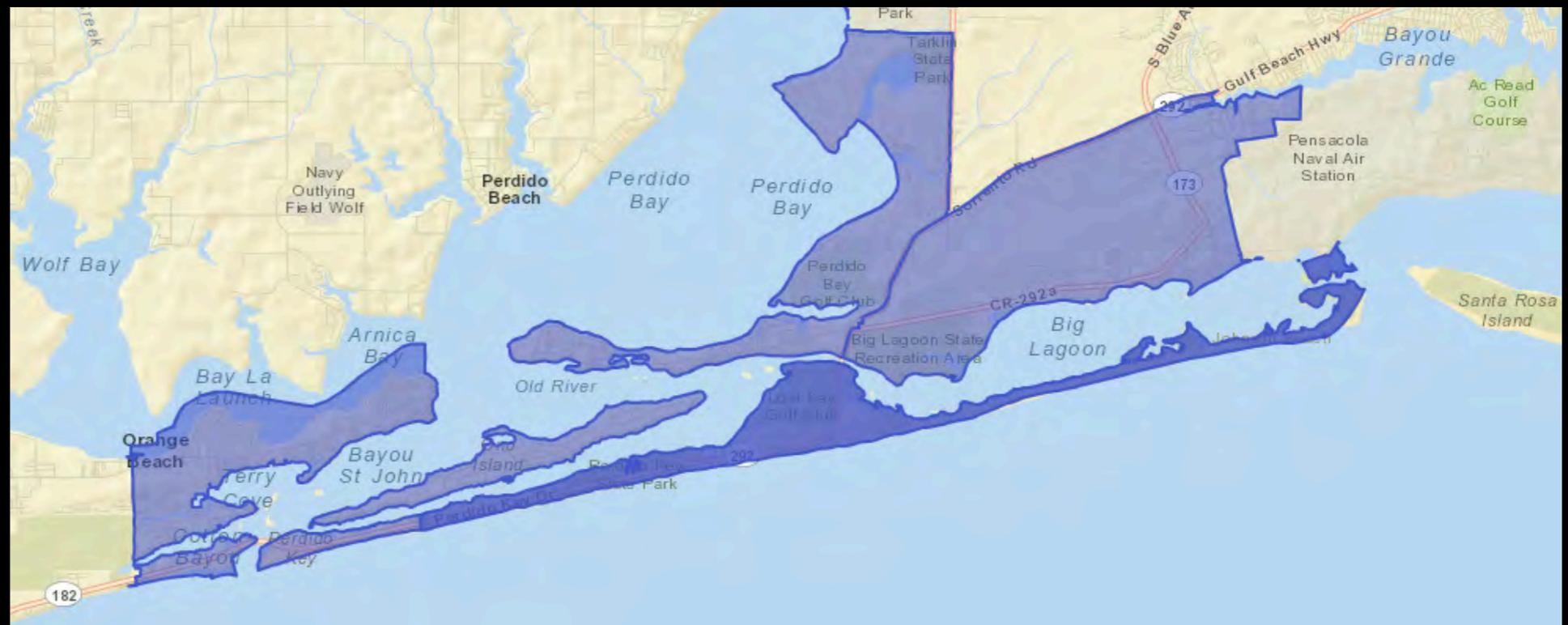
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CENSUS TRACTS 26.02, 26.03, AND 26.04 (IN ESCAMBIA COUNTY, FL) AND 114.05 (IN BALDWIN COUNTY, AL)

According to the U.S. Census Bureau, Census tracts are small, relatively permanent statistical subdivisions of a county. Census tracts are delineated for most metropolitan areas (MA's) and other densely populated counties by local census statistical areas committees following Census Bureau guidelines. Census tracts usually have between 2,500 and 8,000 persons and, when first delineated, are designed to be homogeneous with respect to population characteristics, economic status, and living conditions. Census tracts do not cross county boundaries. The spatial size of census tracts varies widely depending on the density of settlement. Census tract boundaries are delineated with the intention of being maintained over a long time so that statistical comparisons can be made from census to

census. However, physical changes in street patterns caused by highway construction, new development, etc., may require occasional revisions; census tracts occasionally are split due to large population growth, or combined as a result of substantial population decline.

Perdido Key falls wholly within Census Tract* 26.02, covering the entire barrier island east of the Alabama state line. Its retail market catchment area extends into three adjacent Census Tracts: 26.03 (northeast), 26.04 (north), and, in Baldwin County, Alabama, 114.05 (west). Its full-time resident population is relatively small – 1,109 people, as of the 2010 Census of Population. Combined, the four Census Tracts had 16,626 residents in 2010.

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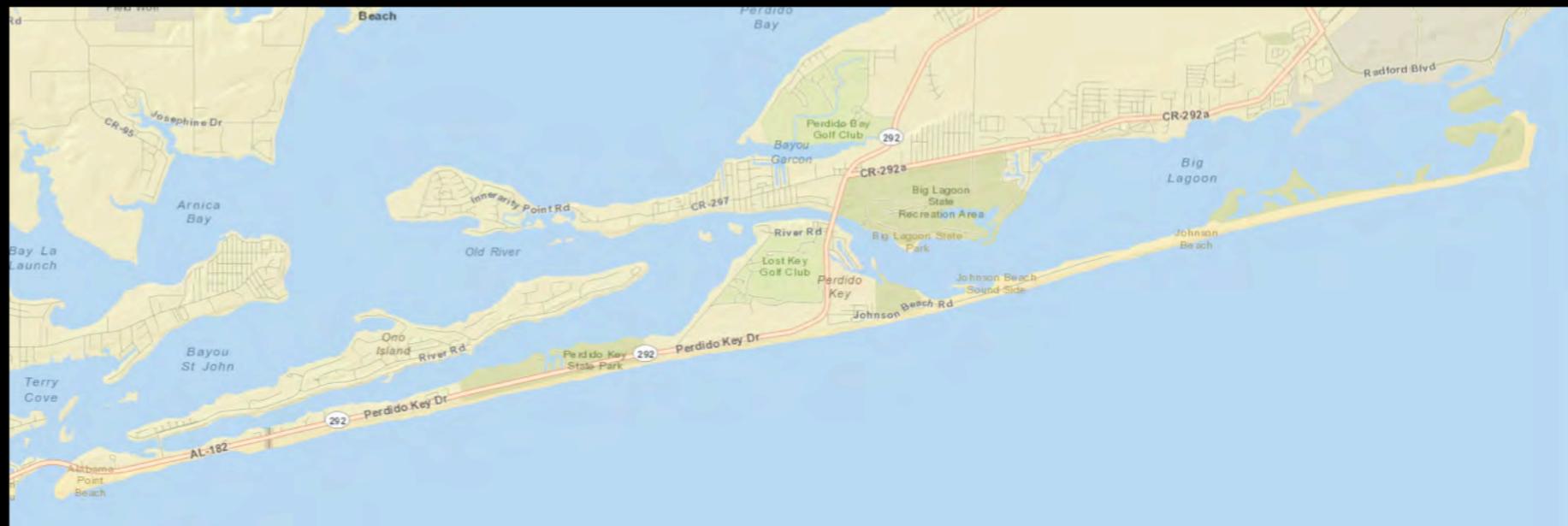
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PHOTOS: GOOGLE

Commercial development in Perdido Key (offices, retail shops, restaurants) is scattered along Perdido Key Drive, with only a handful of concentrated commercial clusters – primarily

The Village, on the 13700-block of Perdido Key Drive, and at/near Flora-Bama, just east of the Alabama border. The building types used are mostly car-dependent, pedestrian un-friendly.

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BUSINESS INVENTORY

Perdido Key's business inventory is dominated by real estate, rental, and leasing firms (which comprise 35 percent of its business entities) and by accommodation and food services businesses (which account for 20 percent of its business entities). Together, these two industry groups employ more than 600 people, roughly 66 percent of all the Census

Tract's jobs. Only 8 percent of Perdido Key's business entities are retail businesses. Together, they account for approximately 13 percent of all gross sales revenues. Twelve of Perdido Key's business entities (roughly 8 percent of all business entities) are home-based businesses.

NAICS	Description	%	Est. staff	Est. sales
11	Agriculture, forestry, fishing, hunting	-	-	-
22	Utilities	-	-	-
23	Construction	4%	29	\$ 7,333,000
31-33	Manufacturing	1%	24	18,884,000
42	Wholesale trade	2%	8	6,582,000
44-45	Retail trade	8%	54	16,929,000
48-49	Transportation and warehousing	1%	8	1,864,000
51	Information	1%	7	1,358,000
52	Finance and insurance	3%	23	1,404,000
53	Real estate, rental, and leasing	35%	267	43,598,000
54	Professional, scientific, technical services	5%	18	3,330,000
55	Management of companies and enterprises	-	-	-
56	Admin + support; waste mgmt. + remediation	3%	9	1,060,000
61	Educational services	-	-	-
62	Health care and social assistance	-	-	-
71	Arts, entertainment, and recreation	3%	56	6,304,000
72	Accommodation and food services	20%	359	17,961,000
81	Other services (except public admin.)	10%	55	660,000
92	Public administration	1%	5	n/a
99	Unclassified establishments	2%	9	n/a
			931	\$ 128,167,000

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DEMOGRAPHIC CHARACTERISTICS

The demographic characteristics of Perdido Key residents – residents of Census Tract 26.02 – differ substantially from those of Escambia County, the State of Florida, and the nation in a number of ways that could affect the area’s business mix and opportunities for commercial development.

Median age: With a median age more than 15 years above the national average, Perdido Key’s residents are more likely to spend money on leisure activities, dining out, and health care than other regional residents. They are less likely to buy furniture and appliances – but are more likely to invest in home decorative items and in upgrading existing furnishings.

	Census Tract 26.02	4 Census tracts	Escambia County	Florida	US
Median age	52.4	47.2	37.6	40.7	37.2

Household characteristics: Only slightly more than half of Perdido Key’s 547 full-time resident households (52.9 percent) are family households consisting of more than one related by marriage, birth, or adoption. This is

a significantly lower percentage than in surrounding Census Tracts or in the county, state, or nation. Its remaining households consist of people living alone or living with one or more unrelated individuals.

Household type	Census Tract 26.02	4 Census Tracts	Escambia County	Florida	US
Total households	547	7,021	113,313	7,152,844	114,567,419
Family households	52.9%	66.8%	63.7%	65.2%	66.4%
Nonfamily households	47.1%	33.2%	36.3%	34.8%	33.6%
Hslds with individuals under 18	62.6%	72.2%	64.9%	67.4%	65.1%
Hslds with individuals 65+	37.4%	27.8%	35.1%	32.6%	34.9%

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Household relationship: Perdido Key’s households are much more likely to consist of a single householder, or of a married couple without children at home, than households within the region, state, or nation. Its average household size is 1.93 people – versus 2.41 people per household in Escambia County, 2.48 people per household in Florida, or or 2.63 people per household in the US. Smaller households spend money differently than larger households, and households without children spend money in substantially different ways. For Perdido Key, this suggests that

market opportunities might be stronger for restaurants, entertainment, and arts, for example, than in a community with larger households.

Household relationship	Census Tract 26.02	4 Census Tracts	Escambia County	Florida	US
Population in households	1,109	16,626	279,660	18,379,601	301,362,366
Householder	51.8%	42.7%	41.6%	40.4%	38.0%
Spouse	24.7%	23.9%	17.7%	18.8%	18.5%
Child	11.2%	23.9%	27.4%	26.6%	30.6%
Other relatives	2.0%	3.7%	7.0%	7.4%	7.2%
Nonrelatives	10.3%	5.8%	6.4%	6.8%	5.8%
Unmarried partner	2.4%	2.1%	2.7%	3.0%	2.3%

Household or family size	Census Tract 26.02	4 Census Tracts	Escambia County	Florida	US
Average household size	1.93	2.24	2.41	2.48	2.63
Average family size	2.38	2.69	2.96	3.01	3.23

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Household income: Perdido Key's resident households are substantially more affluent than those of the region, state, and nation. For example, 21 percent of its households earn \$200,000 or more annually – versus eight percent for households in the four-Census-Tract region, two percent for Escambia County households, and four percent of households in Florida and the US. And, the per capita income of Perdido Key residents is more than twice that of the state and more than five times that of the nation. And, while roughly four percent of the County's residents live

below the poverty line, this is significantly less than the 14 percent of US residents who live in poverty. Wealthier households not only have more money available to spend on retail goods and services, but they also spend more money, but they also buy many things at higher price points, spend more money on entertainment, and buy a wider range of personal and professional services than less affluent households – characteristics that have potential implications for Perdido Key's future business mix.

Household income	Census Tract 26.02	4 Census Tracts	Escambia County	Florida	US
Total households	547	7,021	113,313	7,152,844	114,567,419
Less than \$10,000	2.7%	4.2%	8.7%	7.3%	7.6%
\$10,000 - \$14,999	0.0%	1.9%	6.3%	5.6%	5.8%
\$15,000 - \$24,999	2.6%	8.5%	13.1%	11.8%	11.5%
\$25,000 - \$34,999	7.1%	9.2%	12.2%	11.8%	10.8%
\$35,000 - \$49,999	10.8%	11.7%	16.0%	15.6%	14.2%
\$50,000 – \$74,999	7.1%	17.7%	18.5%	18.9%	18.3%
\$75,000 - \$99,999	18.3%	18.7%	11.4%	11.5%	11.8%
\$100,000 - \$149,999	15.5%	14.3%	8.6%	10.5%	11.8%
\$150,000 - \$199,999	14.4%	5.6%	2.6%	3.4%	4.2%
\$200,000 or more	21.4%	8.1%	2.5%	3.6%	3.9%
Median household income	\$ 103,839	76,368	43,573	47,661	50,046
Per capita income	137,370	100,512	58,387	66,323	26,059

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DEMOGRAPHIC CHARACTERISTICS

Occupation and industry: Almost two-thirds (60 percent) of Perdido Key’s full-time residents have white-collar jobs, working in management, business, science, or the arts. By contrast, only 35 percent of US residents have jobs in these occupation groups. Given that the average Perdido Key resident spends 25.5 minutes commuting to work each day, it

is likely that many of its employed residents work outside Perdido Key – elsewhere in Pensacola or in nearby communities. And 95 percent of its commuters travel to work by car, either driving alone (82 percent) or carpooling (13 percent), providing ample opportunities for them to shop near their their work places, rather than closer to home.

Occupation	Census Tract 26.02	4 Census Tracts	Escambia County	Florida	US
Civilian employed pop. 16+	547	7,021	113,313	7,152,844	114,567,419
Mgmt., business, science, arts	60.2%	43.4%	31.6%	32.8%	35.3%
Service occupations	2.0%	16.4%	20.1%	19.0%	17.1%
Sales and office occupations	26.7%	25.4%	28.4%	28.3%	25.4%
Nat'l resources, construc., maint.	8.6%	8.5%	10.6%	10.7%	9.8%
Production, trans., moving	2.6%	6.3%	9.3%	9.2%	12.4%
<u>Industry</u>					
Ag., forestry, fishing, mining	2.8%	2.0%	0.5%	1.1%	1.9%
Construction	6.2%	6.0%	8.0%	8.6%	7.1%
Manufacturing	5.0%	4.9%	5.1%	5.8%	11.0%
Wholesale trade	1.2%	2.6%	2.8%	3.2%	3.1%
Retail trade	14.7%	12.7%	13.2%	13.1%	11.5%
Trans., warehousing, utilities	0.0%	4.4%	5.4%	5.2%	5.1%
Information	4.2%	2.1%	2.1%	2.3%	2.4%
Finance, insurance, real estate	17.5%	8.2%	6.1%	8.2%	7.0%
Prof., scientific, admin., waste mgt.	19.1%	11.7%	10.7%	11.8%	10.4%
Educ. svcs., healthcare, social asst	14.5%	20.6%	23.9%	19.9%	22.1%
Arts, ent., rec., accom., food svcs	7.8%	15.0%	10.6%	10.9%	8.9%
Public administration	0.0%	5.0%	5.4%	5.3%	4.9%

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RETAIL SALES DEMAND

Resident retail sales demand: Based on their household income characteristics, Perdido Key’s full-time residents spend approximately \$13.7 million a year on retail goods and services. Much of this is most likely spent elsewhere, however – in Pensacola and from online stores, in particular. It is likely that businesses in Perdido Key are capturing only a small fraction of their purchases – mostly food/beverages consumed in restaurants, personal care, and, to an extent, groceries and sundries (although, with several grocery stores just north of the Old River Bridge, most

Perdido Key residents buy groceries there, just outside Census Tract 26.02 and Perdido Key proper). Combined with the retail demand generated by residents of the three neighboring Census Tracts, however, Perdido Key has a much larger potential retail market to tap. Downtown Pensacola and the region’s shopping centers are still likely to capture the lion’s share of purchases made by residents of the four combined Census Tracts – but, with a focused commercial development strategy, it is likely that Perdido Key could support a small cluster of new retail businesses and offices.

Product/service	Census Tract 26.02	4 Census Tracts
Food and alcoholic beverages consumed at home	\$ 2,047,000	\$ 23,417,000
Food and alcoholic beverages in restaurants	1,374,000	14,532,000
Housekeeping supplies	326,000	3,547,000
Furniture and home furnishings	713,000	7,501,000
Apparel and footwear	807,000	8,941,000
Transportation	4,188,000	44,115,000
Health care	1,744,000	19,716,000
Entertainment	1,378,000	14,684,000
Personal care	297,000	3,202,000
Reading	48,000	540,000
Education	359,000	3,966,000
Tobacco products/smoking supplies	12,000	130,000
Miscellaneous (legal fees, bank fees, etc.)	1,297,000	13,708,000
	\$ 13,756,000	\$ 149,249,000

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RETAIL SALES DEMAND

Visitor retail sales demand: In addition to Perdido Key's full-time residents, of course, the community also attracts visitors. According to the Perdido Key Chamber of Commerce, more than 218,000 people visited Perdido Key in 2008. Limited data exists on visitors' demographic characteristics – but, assuming that their household income characteristics parallel those of the nation as a whole, Perdido Key's visitors represent almost

\$1.6 billion in buying power for retail goods and services. Of course, much of this is for goods and services that visitors are not likely to purchase while on vacation – health care, legal services, or cars, for example. But, with solid marketing and merchandising strategies, and with an overall retail development plan for the community, Perdido Key businesses could almost certainly tap a larger share of visitors' retail buying power.

Product/service	Visitors' retail buying power *
Food and alcoholic beverages consumed at home	\$ 256,637,000
Food and alcoholic beverages in restaurants	151,227,000
Housekeeping supplies	38,227,000
Furniture and home furnishings	78,609,000
Apparel and footwear	96,342,000
Transportation	455,128,000
Health care	211,339,000
Entertainment	154,593,000
Personal care	34,067,000
Reading	5,800,000
Education	46,540,000
Tobacco products/smoking supplies	1,326,000
Miscellaneous (legal fees, bank fees, etc.)	140,763,000
	\$ 1,580,920,000

* Estimates of visitors' retail buying power is based on the assumptions that Perdido Key attracts 218,000 visitors annually; that the average household size of these visitors is the same as that of the nation (2.63 people per household); and that the household income characteristics of visitors' households are the same as those of the overall nation.

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Housing occupancy: Perdido Key’s housing market is dominated by housing units used seasonally by visitors and part-time residents. More than 83 percent of its housing units were considered “vacant” as of the 2010 Census of Population – and, of these, 80 percent were seasonal-use units. This is a substantially higher percentage than in any of the three neighboring Census Tracts or in the county, state, or nation.

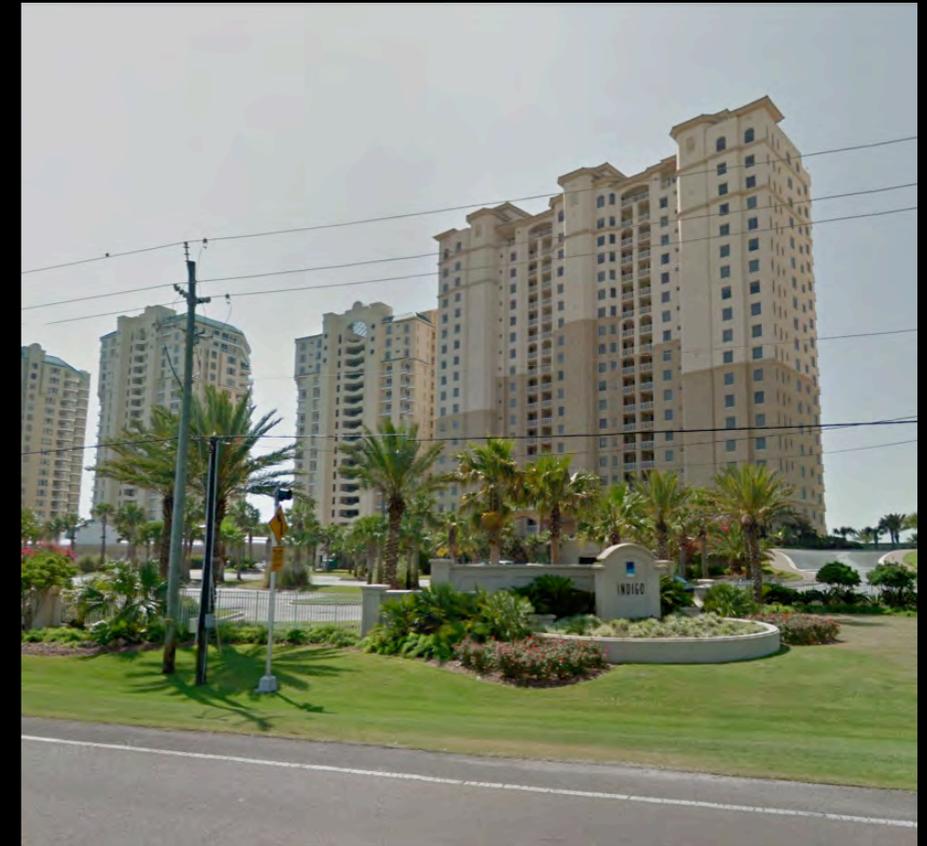


PHOTO: GOOGLE

Housing occupancy	Census Tract 26.02	4 Census Tracts	Escambia County	Florida	US
Total housing units	3,461	16,886	136,703	8,989,580	131,704,730
Occupied housing units	16.6%	42.0%	85.0%	82.5%	88.6%
Vacant housing units	83.4%	58.0%	15.0%	17.5%	11.4%
For rent	14.5%	22.6%	39.0%	23.7%	27.6%
Rented, not occupied	0.2%	0.4%	1.1%	1.0%	1.4%
For sale only	3.5%	6.4%	11.3%	12.6%	12.7%
Sold, not occupied	0.3%	0.5%	2.4%	2.0%	2.8%
Seasonal or recreational use	80.2%	68.2%	23.3%	41.9%	31.0%
For migratory workers	0.0%	0.0%	0.1%	0.1%	0.2%
All other vacant units	1.2%	1.9%	22.8%	18.7%	24.4%
Homeowner vacancy rate	2.6%	4.3%	2.2%	4.0%	2.4%
Rental vacancy rate	81.3%	48.4%	9.7%	11.4%	7.8%

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HOUSING CHARACTERISTICS

Housing units: Most of Perdido Key’s housing units are in multi-unit buildings; almost three-quarters are in buildings with 20 or more units. Roughly two-thirds of Perdido Key’s housing units are three-bedroom units, and roughly 95 percent are two- or three-bedroom units

(versus, for example, only 72 percent in Florida and 67 percent in the nation overall).

	Census Tract	4 Census Tracts	Escambia County	Florida	US
<u>Housing units</u>	<u>26.02</u>	<u></u>	<u></u>	<u></u>	<u></u>
Total housing units	3,461	16,886	136,703	8,989,580	131,704,730
1 unit, detached	4.7%	39.4%	43.5%	66.1%	54.1%
1 unit, attached	3.4%	0.7%	2.6%	3.4%	6.1%
2 units	0.0%	0.6%	0.7%	3.3%	2.3%
3 or 4 units	3.7%	0.4%	2.3%	4.4%	3.9%
5 to 9 units	4.9%	1.7%	3.0%	4.6%	5.1%
10 to 19 units	8.6%	2.5%	3.7%	3.3%	6.0%
20 or more units	74.3%	51.1%	40.1%	7.0%	12.7%
Mobile home	0.4%	3.7%	3.9%	7.7%	9.8%
Boat, RV, van, etc.	0.0%	0.0%	0.3%	0.2%	0.1%

	Census Tract	4 Census Tracts	Escambia County	Florida	US
<u>Bedrooms</u>	<u>26.02</u>	<u></u>	<u></u>	<u></u>	<u></u>
Total housing units	3,461	16,886	136,703	8,989,580	131,704,730
No bedroom	0.0%	0.2%	0.8%	1.4%	1.8%
1 bedroom	2.4%	4.7%	6.5%	11.0%	11.3%
2 bedrooms	28.8%	22.8%	24.9%	34.2%	27.2%
3 bedrooms	66.3%	57.5%	51.9%	38.3%	39.8%
4 bedrooms	2.5%	13.2%	14.0%	12.8%	15.8%
5 or more bedrooms	0.0%	1.8%	1.7%	2.3%	4.0%

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HOUSING CHARACTERISTICS

Housing costs: The percentage of owner-occupied housing units in Perdido Key with a mortgage is roughly on par with that of the nation, but median selected monthly owner costs for both mortgaged and mortgage-free homes are nearly twice as high as the state and national norm (these costs include mortgage payments, home equity loans, real

estate taxes, utilities, property insurance, and condominium fees). Virtually all Perdido Bay housing units that are leased on a full-time basis (versus used by seasonal visitors or vacationers) rent for more than \$750 per month, and almost 30 percent rent for \$1,500 or more.

Mortgage status	Census Tract 26.02	4 Census Tracts	Escambia County	Florida	US
Owner-occ. housing units	425	5,407	76,351	4,986,629	76,089,650
Housing units with mortgage	71.1%	66.7%	63.7%	65.4%	67.9%
Housing units w/o mortgage	2.8.9%	33.3%	36.3%	34.6%	32.1%

Mortgage status	Median selected monthly owner costs (SMOC)				
	Census Tract 26.02	4 Census Tracts	Escambia County	Florida	US
Housing units with mortgage	\$ 2,929	2,099	1,257	1,586	1,524
Housing units w/o mortgage	970	662	381	472	431

Gross rent	Census Tract 26.02	4 Census Tracts	Escambia County	Florida	US
Occupied units paying rent	122	1,491	34,689	2,056,562	35,969,315
Less than \$200	0.0%	0.0%	2.3%	1.6%	2.3%
\$200 - \$299	0.0%	0.0%	2.8%	2.0%	3.4%
\$300 - \$499	0.0%	3.0%	7.4%	4.8%	9.8%
\$500 - \$749	0.0%	15.2%	28.9%	17.5%	24.9%
\$750 - \$999	54.9%	22.2%	32.3%	29.0%	24.4%
\$1,000 - \$1,499	16.4%	45.8%	20.3%	32.6%	23.5%
\$1,500 or more	28.7%	13.8%	6.1%	12.5%	11.7%
No rent paid	0.0%	8.2%	6.6%	5.3%	6.1%

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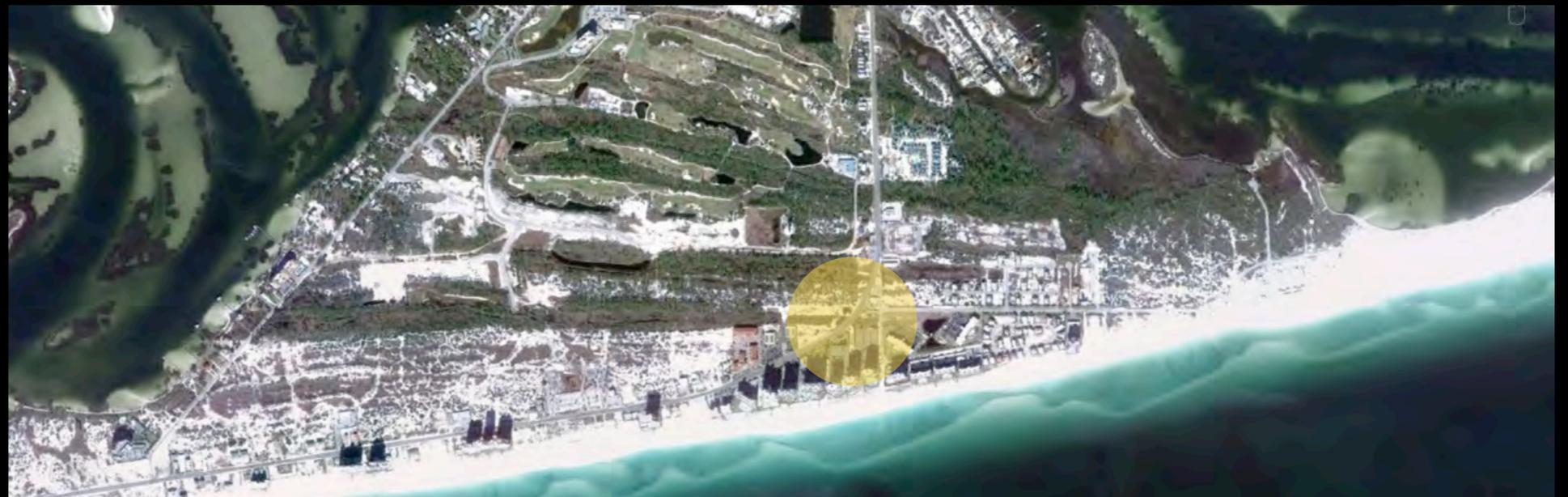
COMMERCIAL DEVELOPMENT

Perdido Key currently offers a very narrow range of retail products and services. Even though its full-time residents are relatively affluent and have considerable retail buying power, their buying power is insufficient to realistically support more than \$1 million of additional gross sales (most of which might be better provided by existing businesses than by developing or attracting one or more new businesses).

Seasonal residents and visitors bring with them an enormous amount of retail buying power. By offering a wider variety of distribution channels (such as online sales, local deliveries, and store-in-store sales with compatible businesses) and by developing ongoing commercial relationships with seasonal residents and tourists, Perdido Key could support perhaps \$12 - 15 million in new gross sales, or approximately 35,000 - 50,000 square feet of new commercial space

including retail stores, restaurants, personal services, and professional services. According to a 2011 survey of full-time and seasonal Perdido Key property owners conducted by the Perdido Key Association, community sentiment appears to lean strongly towards maintaining the current cap on residential development (7,150 residential units, plus 1,000 lodging units), which makes it unlikely that significant new demand for commercial goods and services will come from population growth.

The intersection of Perdido Key Drive and Johnson Beach Road offers several key advantages for redevelopment as a mixed-use town center with a concentration of commercial uses: relatively high levels of vehicular traffic, proximity to the community's largest concentration of residential units (albeit primarily seasonal), and a cluster of parking lots that could potentially be redeveloped.



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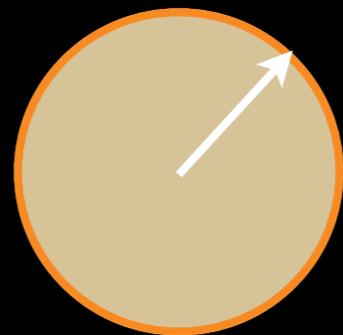
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Pedestrian sheds for potential town center locations



5-minute pedestrian shed



10-minute pedestrian shed

Pedestrian Shed: Distance which may be covered by a 5 or 10 minute walk at an easy pace from the outer limit of the neighborhood proper to the edge of the neighborhood or town center. This is the distance most people would walk rather than drive, provided the environment is pedestrian friendly.

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DWELLING UNITS (DU)

● Total Dwelling Units Available	7,150
● Minus Existing Units	3,835
● Minus Dwelling Units with Development Rights	443
● Minus Units with Development Agreements or Development Orders	687
● Minus WCI Availability	1,691
● Total Dwelling Units Left Available	494

LODGING UNITS (LU)

● Total Lodging Units Available	1,000
● Minus Lodging Units - Existing and Available	104
● Minus Lodging Units with Development Agreements	0
● Total Lodging Units Left Available	896

SOURCE: Development Monitoring web page of Escambia County website, November 2012. (www.myescambia.com/business/development-monitoring)

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Properties with Development Agreements

These are the properties for which permits had been already extended, or were applied for and are in process of review.

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Properties with Development Agreement Extensions

Properties colored in blue represent those for which the original Development Agreement expired, but later received an extension.

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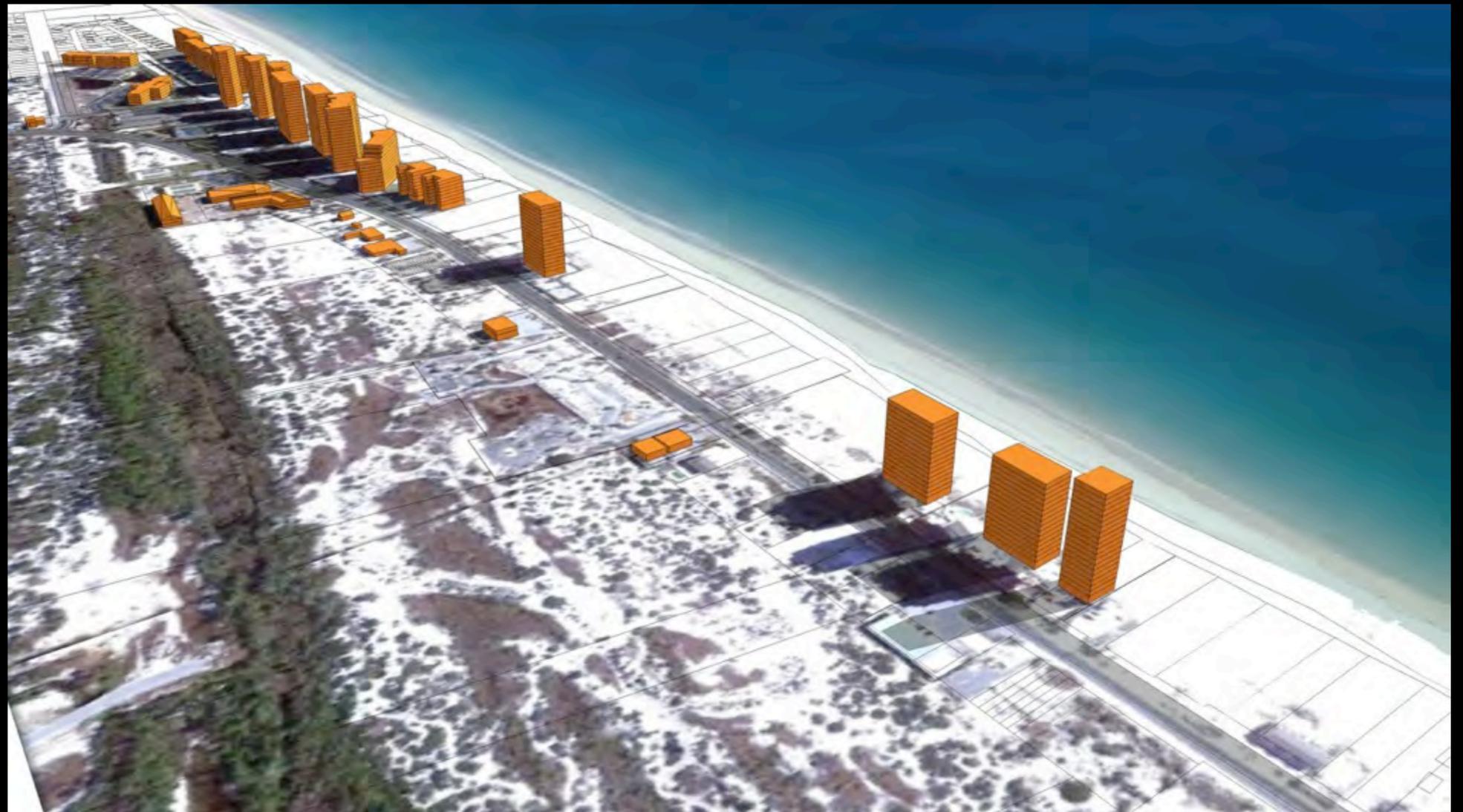
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Existing Development

The development boom of the past two decades saw the construction of several condominium towers on the South (beachfront) side of Perdido Key Drive. Most of them concentrated on the properties by the

intersection of Johnson Beach Road and Perdido Key Drive, where the latter bends and continues North, since that is where deeper lots allowed for enough surface parking to service the condominium units.

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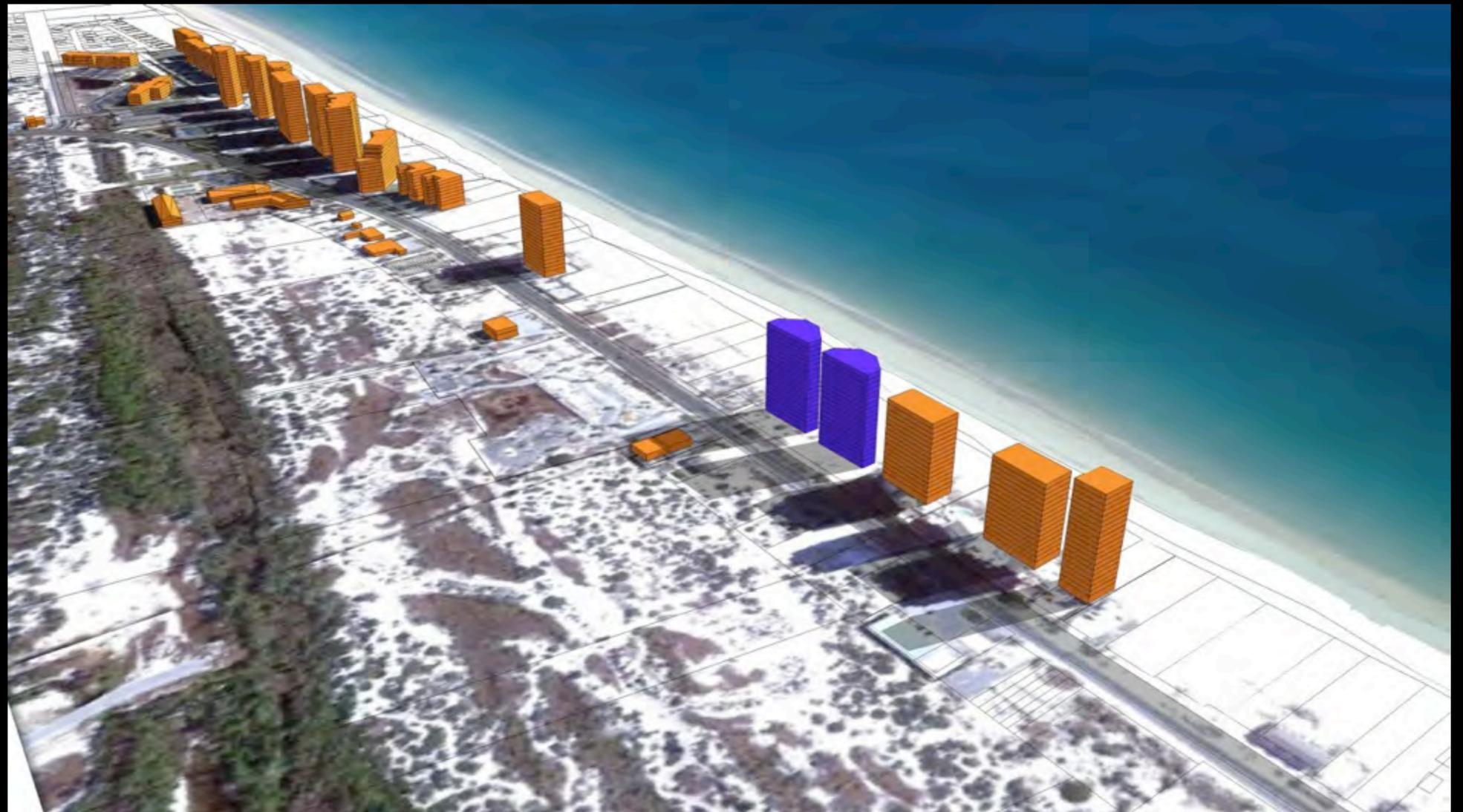
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Existing + Proposed Development

Existing approved development agreements already foresee the erection of additional condominium towers. The high cost of Perdido Key Beach Mouse mitigation and

smaller size of beachfront lots, combined with the current zoning ordinance, yield high-rises as the only viable proposition.

Existing Development

Approved Development

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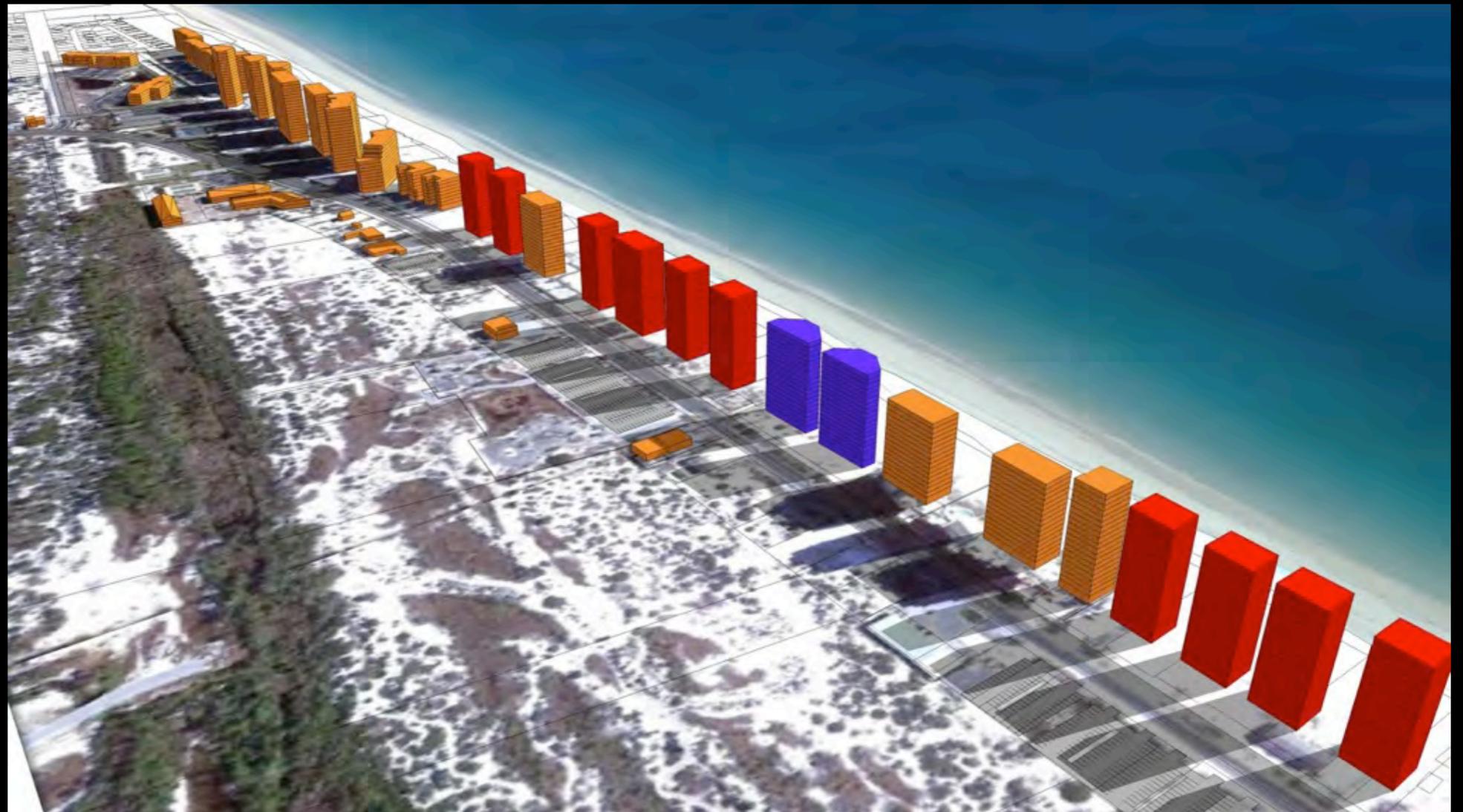
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Potential Development (500 - 1,000 Dwelling Units)

If no coherent Master Plan is in place, the next real estate boom will guarantee that most beachfront properties are occupied with new high-rises, most of which will be condominium towers. Parking would have to occupy northern parcels to provide for the

necessary number of parking spaces, most of the beach would be privatized, and property value for properties on the North side of Perdido Key Drive would significantly reduce in the long term.

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Approved Development

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Perdido Key Neighborhood Plan (PKNP)	
Status of Objectives	
Objective & Description	Status
OBJECTIVES CONTAINED IN THE 1997 PERDIDO KEY NEIGHBORHOOD PLAN	
A. LAND USE Adopt revised zoning provisions for Perdido Key in the Land Development Code to include: height limitations, stricter site design standards, and density distribution.	Completed prior to the 2002 Update.
B. HURRICANE EVACUATION Provide a mechanism for the safe evacuation of all PK residents in the event of a hurricane, ensure new residential development be permitted only if impact from that development will not cause adopted evacuation times to be exceeded, and identify appropriate shelter locations for Perdido Key evacuees.	Currently being implemented.
C. TRANSPORTATION - PERDIDO KEY DRIVE & BRIDGE Update of the 1988 Preliminary Design and Environmental Study (PD&E) of Perdido Key Dr (and bridge) to include 4 lanes in the context of a pedestrian and bicycle friendly community.	PD&E in progress.
D. TRANSPORTATION - LIGHTED CORRIDOR Provide safe, lighted pedestrian and bicycle corridor along Perdido Key Dr.(that minimally impact turtle nesting), and encourage non-motorized transportation, and provide increased recreational opportunities to PK residents.	PD&E in progress.
E. SIGNAGE Evaluation of the sign provisions as they relate to Perdido Key.	No revisions pertaining to architectural and design standard specifically for PK have been made to the LDC. Article 8 has provisions for signage for PK.
F. COMMUNITY CENTER Construct/lease a community center to meet the needs of PK residents; using private & public fund	Incomplete. Fire Station/Community Center is in design stage & awaiting
G. PUBLIC WATERFRONT ACCESS AREAS (Priority #3) Improve the five County-owned public areas to include recreational amenities.	Ongoing. Restrooms at beach access areas #2 & #3 completed Spring 2007. River Road Park completed 2009.
H. GATEWAY CONCEPT County was to hire a consultant (architect) to prepare concept designs for Gateway signs to be placed. Create a unique logo for PK.	Unique logo completed. Theo Baars Bride gateway completed Spring 2004. PD&E in progress.

A status summary, by topic, of the 2002 Perdido Key Neighborhood Plan Update.

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OBJECTIVES RECOMMENDED BY BCC ON 6/20/02 & BY STAFF	
Objective & Description	Status
I. NATURAL RESOURCES PROTECTION Protect, enhance, and preserve natural resources.	Habitat Conservation Plan (HCP) application submitted Jan 2010 & in permit review process.
J. FIRE RESCUE & EMERGENCY MEDICAL SERVICES Include Public Safety considerations in community planning process.	Ongoing. Restrooms at beach access areas #2 & #3 completed Spring 2007. River Road Park completed 2009.
K. POTABLE WATER SERVICE Paint the Water Tower. (Priority #1) Provide adequate supply of potable water that meets LOS standards.	Water tower painted 2004. Currently being implemented.
L. SANITARY SEWER Provide adequate wastewater collection and treatment system capacity for PK; increase capacity & reliability of lift stations; increase capacity of system of transmission mains; eliminate septic tanks; and eliminate grease from the wastewater system.	Currently being implemented. Projects are/will be funded through the ECUA CIP budget.
M. DRAINAGE Ensure drainage LOS standards are met & a Stormwater Management Plan is included in every DRC application	Currently being implemented.
N. DRAINAGE - STORMWATER MASTER PLAN Utilize the information developed in the Stormwater Master Plan to identify drainage infrastructure needs and methods and corrective actions necessary to minimize (or eliminate) facility deficiencies & examine the need for Capital Improvements.	Currently being implemented.
O. ECONOMIC DEVELOPMENT (Priority #5) Maintain and improve quality of life by creating a strong local economy bases on tourism and an attractive visual environment.	Solin Report prepared in 2005.
P. TRANSPORTATION - PEDESTRIAN & BICYCLE CORRIDOR (Priority # 2) Provide save pedestrian and bicycle corridor along all County roadways on Perdido Key.	Ongoing. Multi-use path on Johnson's Beach Road completed in 2004. Bike path on River Road and in the Siquenza Cove neighborhood completed 2009.
Q. TRANSPORTATION - EVENTS Large events scheduled on Perdido Key will be requested to coordinate with the engineering Dept to develop Maintenance of Traffic Plan (MOT). The MOT plan will be in accordance with federal & state standards, will help reduce the amount of congestion	Staff is notified of events on PK.
R. TRANSPORTATION - NEIGHBORHOOD IMPROVEMENTS Promote a harmonious environment in residential areas between motorists, pedestrians, and bicycles. Install traffic calming devices. Evaluate & inventory all roadways under County jurisdiction for the need for pavement markings, reflective street name signs, and reflective traffic	PD&E in progress. Projects are/will be funded through the CIP budget.

A status summary, by topic, of the 2002 Perdido Key Neighborhood Plan Update.

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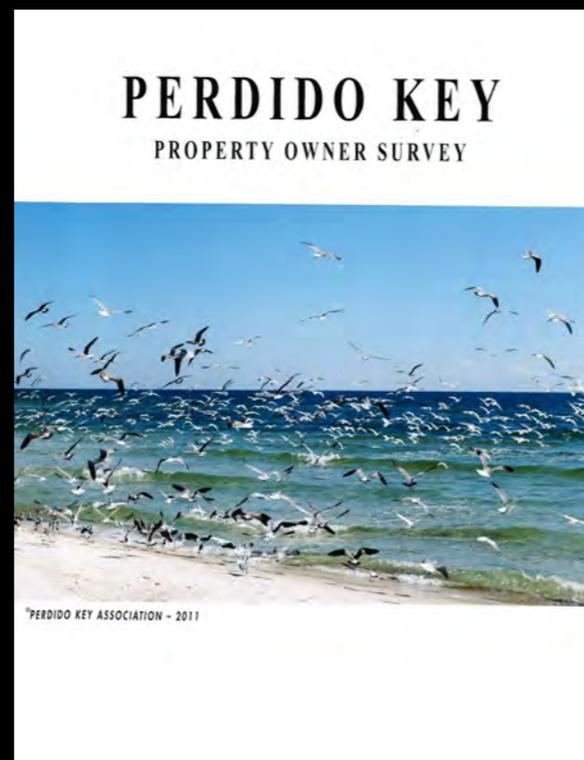
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PROPERTY OWNER SURVEY
2011 PERDIDO KEY NEIGHBORHOOD PLAN

INSTRUCTIONS

This survey is being used to help Perdido Key property owners to submit their opinions on a variety of issues. The survey is completely anonymous. Please take a moment to answer the following questions. Fill out and mail to the stamp and the return address are on the outside. Your participation will provide important information for updating the Perdido Key Neighborhood Plan. Please return the survey by February 7, 2011. We need your help!

- The property I own on Perdido Key is primarily used as:
 - Full-Time Residence Second Home Rental Property Business
- I have owned property on Perdido Key for:
 - < 1 Year 1-2 Years 3-5 Years 6-10 Years > 10 Years
- The number of people in my household (write numbers in each blank):
 - Adults (18 and over) ___ 1-5 years old ___ 6-12 years old ___ 13-16 years old
- If you are a non-resident property owner, how far is your home from Perdido Key?
 - < 25 miles 26-50 miles 51-100 miles 101-250 miles > 250 miles
- If you are a non-resident property owner, how many total days do you spend on Perdido Key each year?
 - 14 days or less 15-30 days 31-60 days 61-90 days > 91 days
- If you are a non-resident property owner, do you rent when your property when you are not using it?
 - Yes No
- Other communities in Escambia County have dwelling caps. Perdido Beach has a cap of 4,500 dwellings. I support capping development on Perdido Key at the current level of 7,150 residences and 1,000 hotel/motel lodging units.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe compatible zoning is important to maintaining and to insuring the orderly growth in the Perdido Key area.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- Please rate the following as to their importance to you and your family:
 - Beaches:**
 - Very Unimportant Unimportant Neutral Important Very Important
 - Low Population Density:**
 - Very Unimportant Unimportant Neutral Important Very Important
 - Coastal Lifestyle:**
 - Very Unimportant Unimportant Neutral Important Very Important
 - Restaurants:**
 - Very Unimportant Unimportant Neutral Important Very Important
 - Bars:**
 - Very Unimportant Unimportant Neutral Important Very Important
 - Public Boat Ramps:**
 - Very Unimportant Unimportant Neutral Important Very Important
 - Gambling Establishments (Slot Machines, Casinos):**
 - Very Unimportant Unimportant Neutral Important Very Important
- I believe a professionally developed master plan outlining future growth for Perdido Key would enhance the quality of life on the Key.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe future planning for Perdido Key should focus more on residential development and less on commercial development.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe hurricane preparedness is an important issue for Perdido Key residents and visitors.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- Evacuating Perdido Key prior to, or during a storm, has been a problem for my family due to Perdido Key Drive being a 2-lane road.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I am concerned about reentry issues (i.e., having the ability to access my property) following a storm.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe Perdido Key Drive should be more pedestrian friendly.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe Perdido Key needs a separate, off road, pedestrian/bike path.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe Perdido Key needs a separate golf cart path.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I favor keeping Perdido Key Drive as a two-lane road and adding turn lanes where needed.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe the speed limit on Perdido Key Drive should be:
 - Decreased Increased Remain at the current 45 mph
- I believe a trolley system on Perdido Key connecting residences, businesses, and beaches would enhance the quality of life on the Key.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe Perdido Key needs more hotels/motels.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe Perdido Key needs more public parking.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe the environment, including endangered species, should be protected in the growth of the Perdido Key area.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I support the enforcement of the county's signage ordinance to regulate the size, height, location, lighting, etc., of signs located along Perdido Key Drive.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I am satisfied with the level of protection provided by Perdido Key's Fire and Rescue Department.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe the annual fire assessment fees of \$75.00 per property owner is reasonable.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I am satisfied with the level of protection provided by Perdido Key's law enforcement agencies.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe a law enforcement substation should be established on Perdido Key.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe neighborhoods should have a voice and be considered regarding the construction of the public buildings near their homes.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I would prefer renovating the existing Perdido Key Fire Station rather than building a new \$6 million Fire Station and Hallport, Visitors' Center, Chamber of Commerce Office, and Community Center on the existing Fire Station site.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe Perdido Key should have gateway signs located at both east and west entrances to the Key.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe underground utilities along Perdido Key Drive would improve the appearance of the Key.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe storm water drainage should be considered as an important factor in the growth and development of Perdido Key.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I support the construction of binge and adult arcades on Perdido Key.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I would be willing to donate to a community fund to insure that Perdido Key is developed as a planned community.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe the Perdido Key Chamber of Commerce is an important asset to the Key.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe governmental leadership in the county, specifically related to Perdido Key, addresses the needs and concerns of Perdido Key property owners.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe county leaders do a good job in soliciting comments and advice from Perdido Key property owners prior to making decisions affecting the Key.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe Perdido Key needs a curbside recycling program for condominiums and commercial establishments.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I support dredging offshore sand to widen (renourish) Perdido Key Beaches.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe the expense of renourishing the beaches should be paid by those who own the affected beaches, and not by all county property residents.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I am willing to donate part of my golf front property to the county (i.e., give a government easement through my property) in order to maintain the beaches.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I would like to see a public fishing pier on Perdido Key.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I support the placement of energy platforms (drilling rigs, energy pipelines, etc.) in the waters off Perdido Key.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe Perdido Key needs more beach access locations for the general public.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I believe the property taxes for my Perdido Key property are fair.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- Perdido Key property owners generate approximately 30% of the county's property tax revenue. I believe Perdido Key property owners should receive a proportionate share of public services in return for these tax dollars.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I am satisfied with the leadership the Key is receiving from its elected officials.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I am interested in volunteering to make Perdido Key a better place.
 - Strongly Disagree Disagree Neutral Agree Strongly Agree
- I receive most of my news about Perdido Key from:
 - Friends Web Sites Facebook E-Mail Newspapers



The opinion results of a survey included 72 questions asking property owners to assess the quality of life of Perdido Key.

3,285 surveys were mailed out, 1008 were returned, giving a meaningful response rate of over 30%.

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Key Summary Results of Survey

Planning & Zoning:

- Use planning and zoning tools to help enhance and define character of Perdido Key.
- Perdido Key is appropriately zoned Mixed-Use District - ensure compatibility of uses for insuring orderly growth.
- Vast majority (78%) supports maintaining the development cap at 7,150 residences and 1,000 lodging units.
- 60% prefer Perdido Key to focus on being more residential, less commercial.
- 83% in favor of a master plan to protect and enhance Perdido Key.
- Residents see value in traditional neighborhoods, low population density and residential character.

Hurricane Evacuation, Fire & Emergency Services:

- Access to emergency services rated a high consideration with residents generally satisfied with level of services provided in PK.

Transportation:

- Perdido Key Drive is a designated Scenic Highway, not a designated Hurricane Evacuation Route.
- 68% favored keeping Perdido Key Drive as a two-lane road and adding turn lanes as needed.
- Perdido Key Drive must be made more bicycle and pedestrian friendly, with off-road safety a priority.
- 81% favored Perdido Key Drive remaining at 45mph speed limit.

Signage:

- 91% is strongly in favor of appropriate signage and its enforcement.

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Public Waterfront:

- 90% indicated the beach is important to their families.
- 78% believe Perdido Key does not need additional parking or beach access locations.
- Support for a public fishing pier or public boat ramps was weak (35%). Most were neutral on the issue.
- Only 13% were willing to donate a Gulf-front easement to the county to maintain their beach. More people were neutral (37%) with 45% disagreeing.
- The majority is satisfied with status quo of Perdido Key’s waterfront, and is not interested in changes to public waterfront offerings.

Natural Resource Protection:

- The most common answer why people live in Perdido Key is the environment – the beaches, the beautiful clear water and sky
- 76% believe parks to be important to their families and 64% reported the environment, including endangered species, should be protected.

Utilities & Public Infrastructure:

- 87% favor burying electrical and communications lines.
- 69% favor renovating the existing fire station rather than building a new one.
- Respondents expressed interest in and supporting proper storm water drainage to protect local waterways.

Economic Development:

- In trying to quantify the types of desired development: 82% deemed restaurants very important, but support for bars was split between desired neutral or undesired; only 9% support bingo and adult arcades; 72% support leisure and fitness opportunities.
- Property owners want to see Perdido Key develop in a family-friendly manner.
- Property owners opposed to gambling and adult arcades were emphatic.

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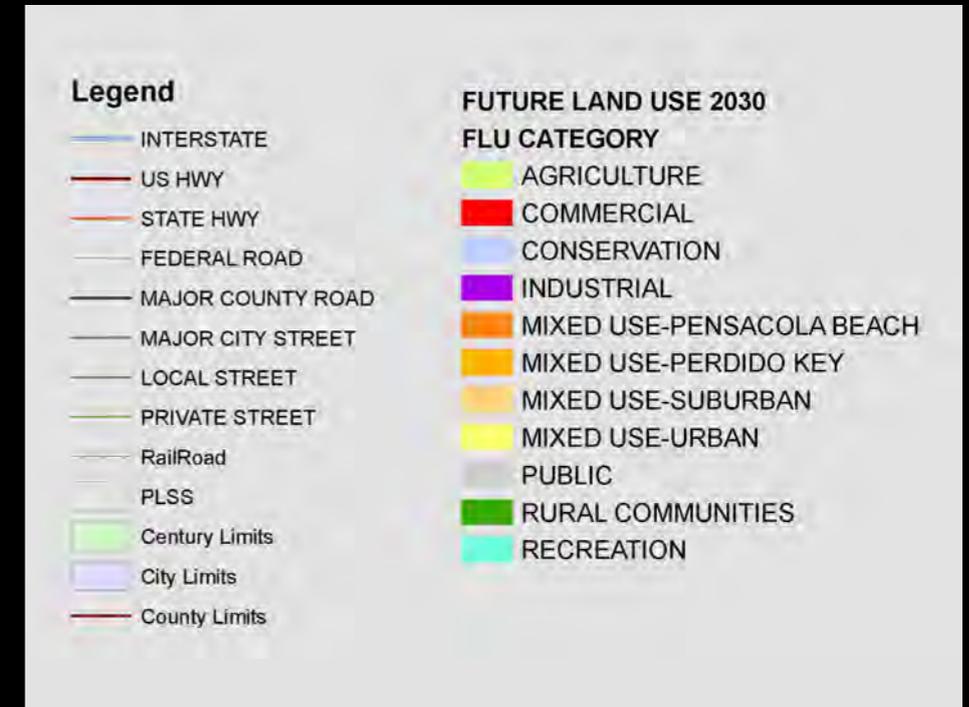
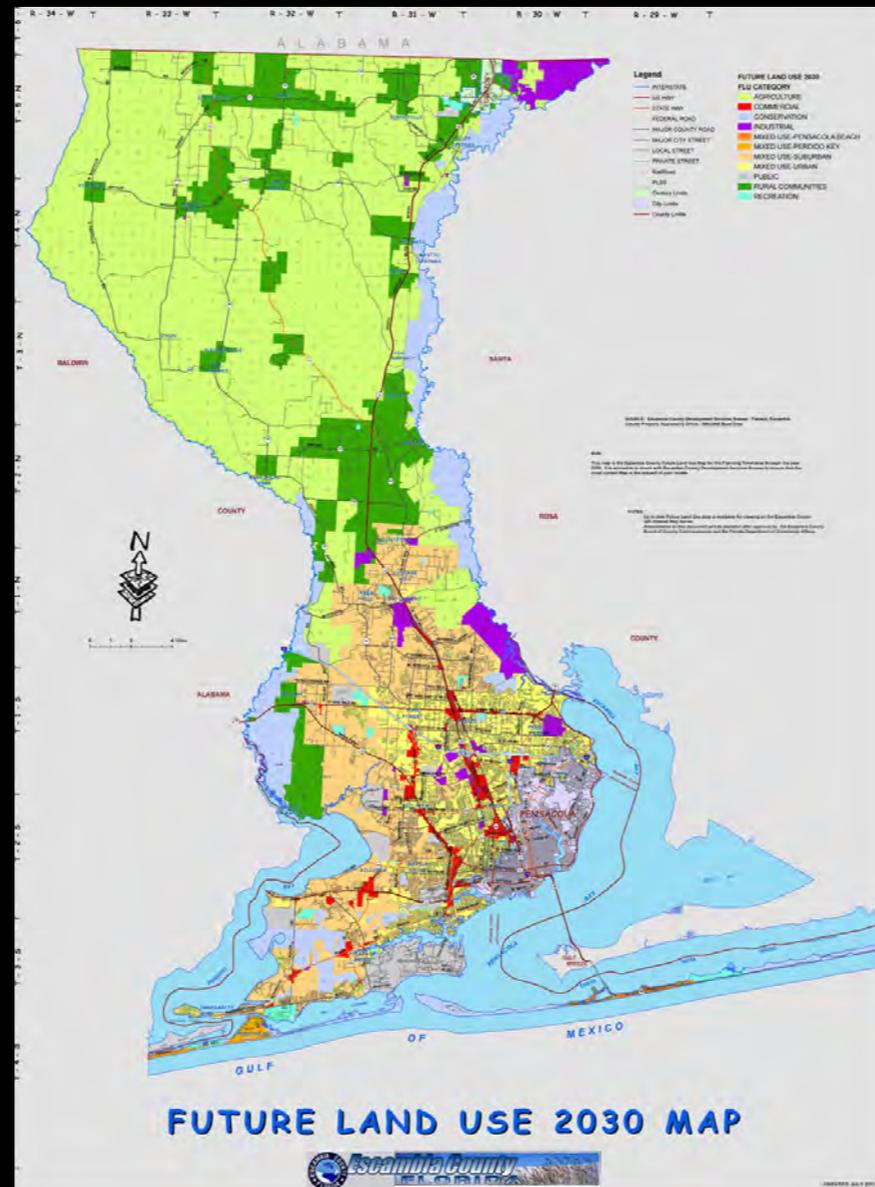
Escambia County FLUM

3 Land Use Categories:

Mixed-Use Perdido Key

Recreation

Conservation



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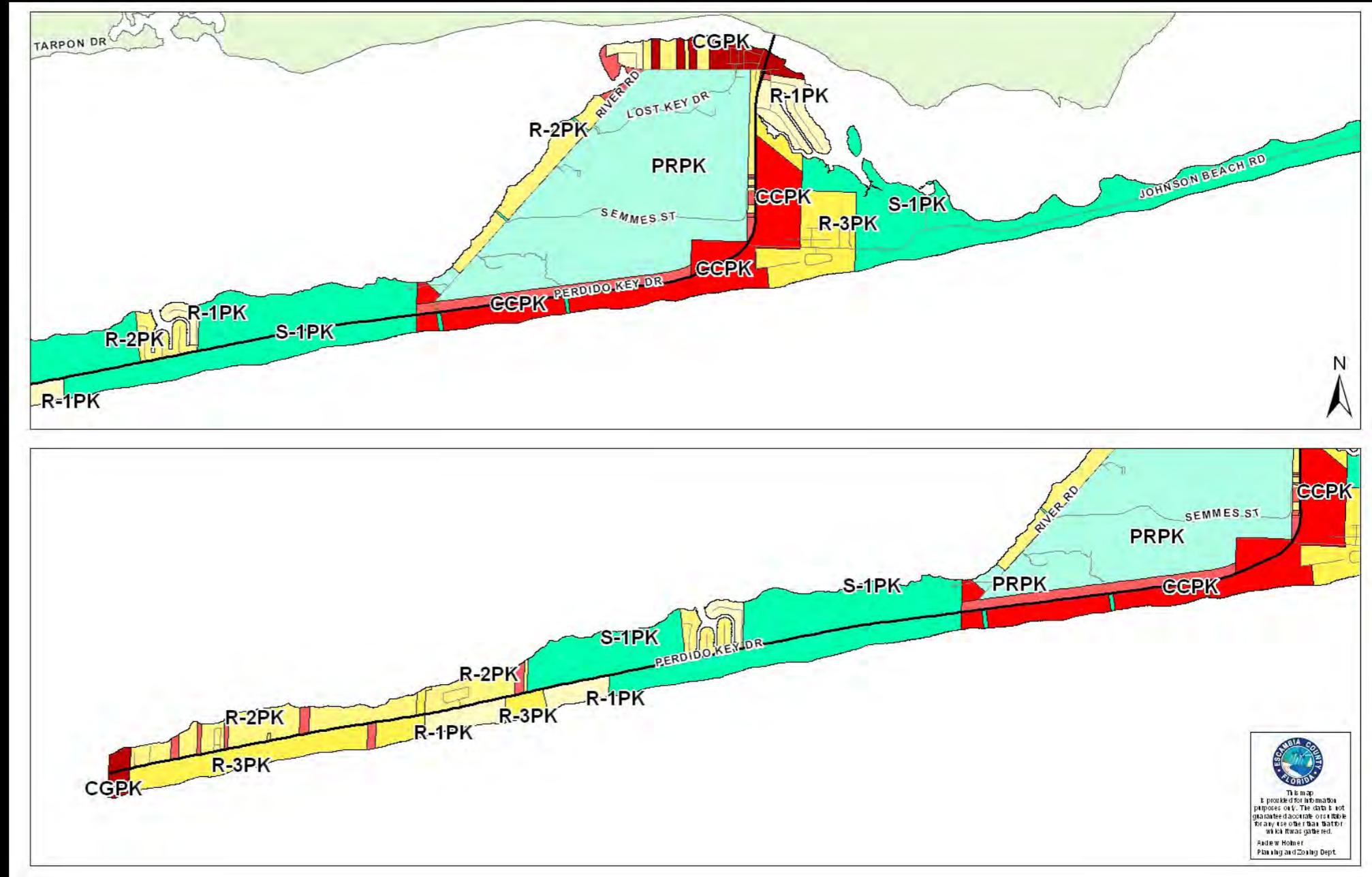
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This Map includes zoning district designation for properties north of the bridge.

Yellow	R-1PK
Light Yellow	R-2PK
Yellow-Green	R-3PK
Green	S-1
Red	C-1PK
Dark Red	CCPK
Red-Orange	CGPK
Cyan	PRPK
Light Green	REC



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The Perdido Key State Park, seen towards the left, is the main area of undisturbed Perdido Key Beach Mouse habitat, and out of bounds for development purposes. With the exception of a few scattered properties owned by

Escambia County, the bulk of the parcels in the study area are in private hands. Those parcels west of the State Park, and therefore not included in this partial map, reflect the same pattern of property ownership.

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SUMMARY CHART: PERDIDO KEY'S ZONING DISTRICTS								
ZONING INFO.	R-1PK	R-2PK	R-3PK	C-1PK	CCPK	CGPK	PRPK	S-1PK
INTENT								
Intent of Zoning District	Low population density area	Medium population density residential area that recognizes the desirability of maintaining open space	High density residential area. Low intensity office use and service facilities also permitted.	Commercial: Provide for retailing of commodities and furnishing of selected services.	Mixed-use development encouraged; primarily for high-density residential development and retailing of resort-related services.	Resort-related Commercial uses: use gateways, providing an identity for Perdido Key as a visually attractive, family style, resort community.	Large-scale planned resort district - allowing for destination-type mixed uses, with resort amenities and extensive open space. Min. 10-acre parcel.	Preserve and maintain lands for outdoor recreations uses and open space.
BUILDING DISPOSITION								
Lot Width (min.)	SF: 40' @ front bldg line & ROW line	Same as R-1PK (40' @ front bldg line & ROW line)	Same as R-1PK (40' @ front bldg line & ROW line)	Residential same as R-1PK; MF & Comm. no min.	Residential same as R-1PK; MF & Comm. no min.	Residential same as R-1PK; MF & Comm. no min.	Residential same as R-1PK; MF & Comm. no min.	80' @ front bldg line
Lot Coverage	70% max.	Same as R-1PK (70% max.)	70% max.	75% max.	70% max. for Residential & 80% max. MF & Comm.	85% max	Same as R-1PK for Residential & 40% max. MF & Comm.	20% max
Open Space (min.)	35%	35%	35%	25% pervious	20% pervious	15% pervious	30% + 50% min. front yard	None.
Density (du/acre)	2 max.	4.5 max.	12 max.	3 max.	13 max.	12.5 max.	5 max.	None.
SETBACKS								
Front (min)	25'	Same as R-1PK (25')	20'	Same as R-3PK, except MF & Comm. 15' min.	Same as R-3PK (20' min.)	Same as R-3PK (20' min.)	Same as R-3PK (20' min.)	None.
Side (min)	10% lot width or 15' each side max. & 5' min. each side	Same as R-1PK (10% lot width or 15' each side max. & 5' min. each side)	Same as R-1PK (10% lot width or 15' each side max. & 5' min. each side)	5' each side, and 10' min for transition from Residential & Comm.	Same as R-3PK (5' each side and 10' min for transition from Residential & Comm.)	5' each side, and 10' min for transition from Residential & Comm.	10' min. + 50' min. from public ROW	None.
Rear (min)	10% lot depth or 25' max.	10% lot depth or 25' max.	10% lot depth or 25' max.	15' min.	Same as C-1PK (15' min.)	Same as C-1PK (15' min.)	Same as C-1PK (15' min.)	None.
BUILDING HEIGHT								
Building Height	35' max. aff.	4-stories max. or 2 stories less than +4 adj.	8-stories max. or 2 stories less than +8 adj.	4-stories max.	18-stories max. + 2 stories for parking / storage	10-stories max.	10 stories max. + add'l restrictions (see notes)	
BUILDING FUNCTION								
Residential	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Prohibited
Lodging	Prohibited	Prohibited	Prohibited	Permitted (B&B only)	Permitted (25 u/ac max.)	Permitted (25 u/ac max.)	Permitted (25 u/ac max.)	Prohibited
Office	Prohibited	Prohibited	Permitted (Prof. Office)	Permitted	Permitted	Permitted	Permitted	Prohibited
Retail	Prohibited	Prohibited	Prohibited	Permitted	Permitted	Permitted	Permitted	Prohibited
Civic	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Prohibited (ex. country club)
NOTES								
Notes	1. Lot width for DF = 80' at building face/50' at ROW. Lot width for MF = 100'		1. Townhomes exempt from side setbacks.	1. For existing lots, footprint shall not exceed 25% lot coverage. 2. See additional footprint regulations.	1. For existing lots, footprint shall not exceed 25% lot coverage. 2. Arcades, amusement centers and bongo facilities permitted. 3. See additional footprint regulations for existing bldgs or improved lots (19% - 25% lot coverage range).	1. Additional height restrictions w/in 4 miles of Pensacola Naval Air Station. 2. For existing or improved lots, footprints shall not exceed 25% lot coverage. 3. See additional footprint regulations for existing bldgs or improved lots (19% - 25% lot coverage range).	1. For structures + 35', for every 2', there shall be an additional 1' setback. 2. Min. distance b/w structures = 15', exclud. Zero-lot development. 3. MF & hotels to be located 100' min. from SF dwellings.	

Current Zoning Districts Analysis by DPZ

As part of the analysis of existing conditions, the current zoning districts are hereby summarized in a cohesive manner. For each one of them, the parameters regulating development have been laid, with emphasis on the uses allowed and their adjacencies,

permitted density, and how they regulate building footprint, height and setbacks. This is an essential step to discern patterns of development, and gauge how the existing zoning ordinance intent corresponds with the actual buildings it has allowed to erect.

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ZONING ORDINANCE DISCREPANCIES

Much of what is built in Perdido Key does not necessarily reflect current zoning regulations. Examples of inconsistencies and stark

differences between the and what is actually built are highlighted on this and the following pages.



PROBLEM #1:

Zoning R1-PK allows for single-family, duplex and multi-family housing, HOWEVER, area mostly single-family homes.

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PROBLEM #2:

What is on the ground does not reflect what the property is zoned. Zoning R3-PK allows up to 8-story buildings, HOWEVER area is built with mostly single-family homes.

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PROBLEM #3:

Zoning CGPK only allows 13 du/acre, HOWEVER density on the ground is much higher, in some cases, twice as much.

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PROBLEM #4:

Zoning CGPK & CCPK only allows 80% lot coverage for new buildings, HOWEVER the footprint of existing and proposed buildings cannot exceed 25% max.

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PROBLEM #5:

Zoning CGPK mixed in with R2-PK, which allows for 10-story commercial buildings between single-family and small residential buildings.

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PROBLEM #6:

Zoning PRPK allows 5 du/acre max. but allows 10-story multi-family buildings, HOWEVER this discourages good urbanism.

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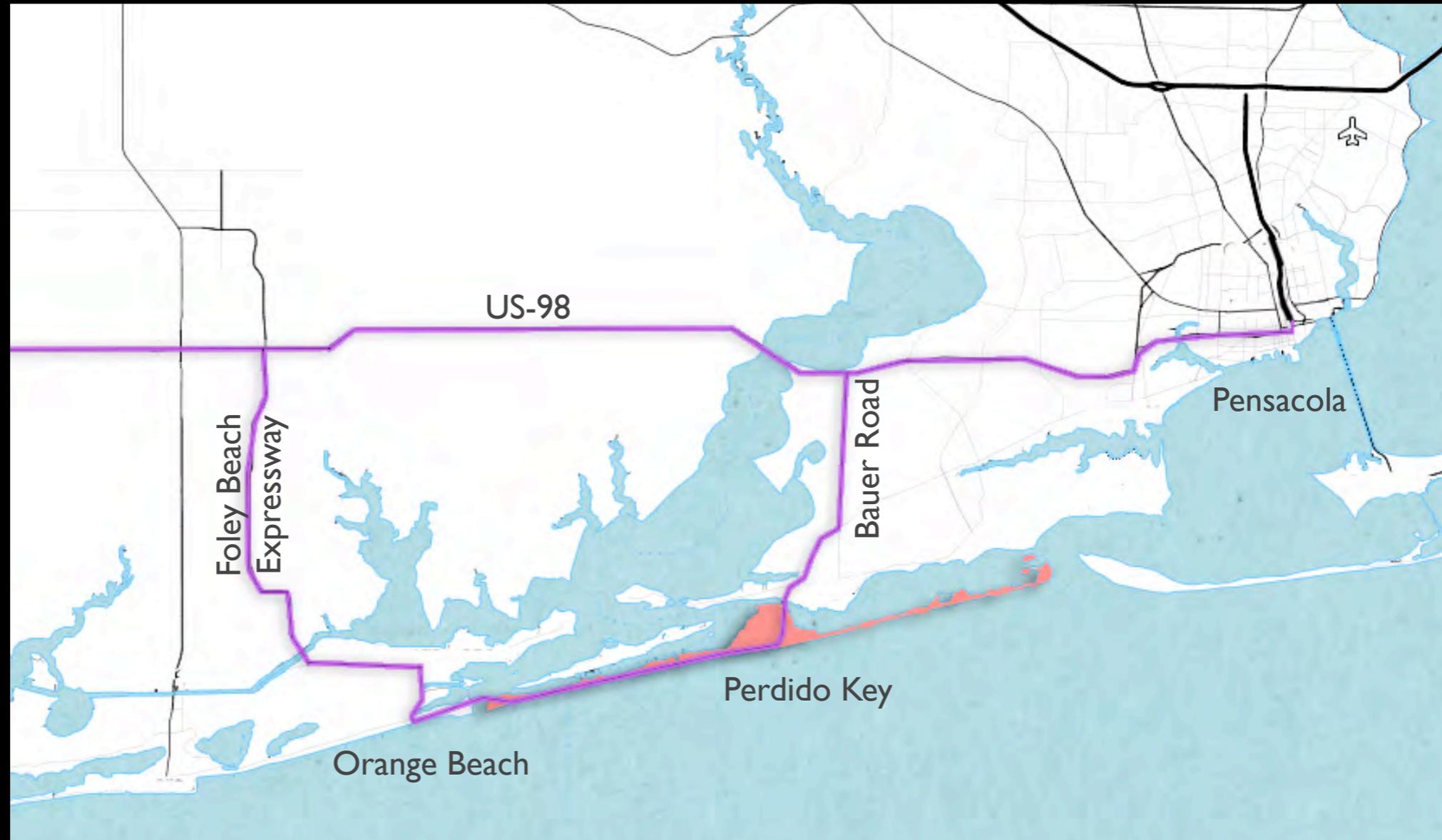
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Regional Transportation Context

Route US-98 runs roughly in parallel to Perdido Key Drive, from East to West, but is far too North of Perdido Key to be a realistic option for quick travel, at least between the

southern portion of Escambia County and neighboring Alabama. As a result, that drives much of the current traffic volume and occasional congestion on Perdido Key Drive.

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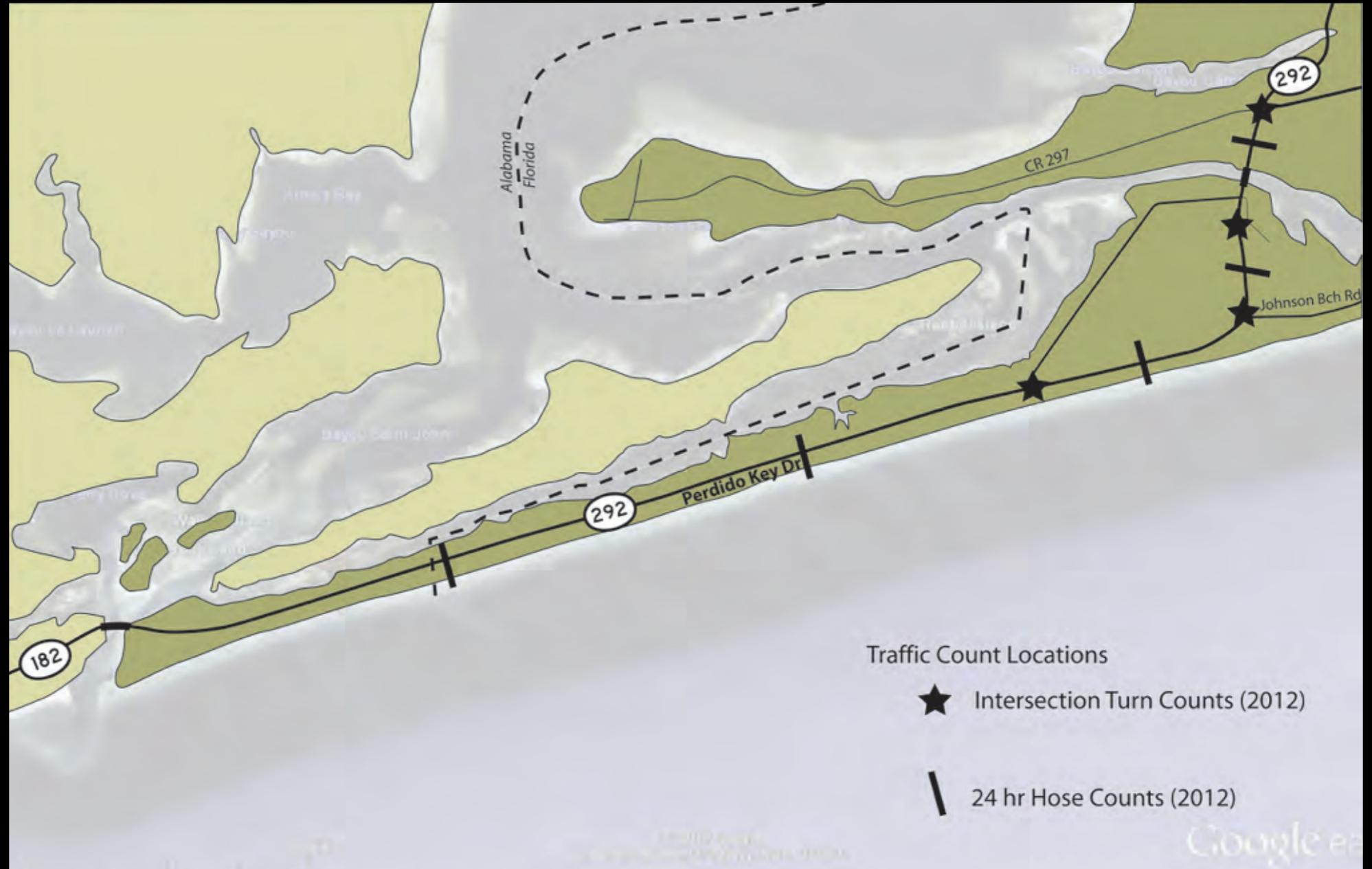
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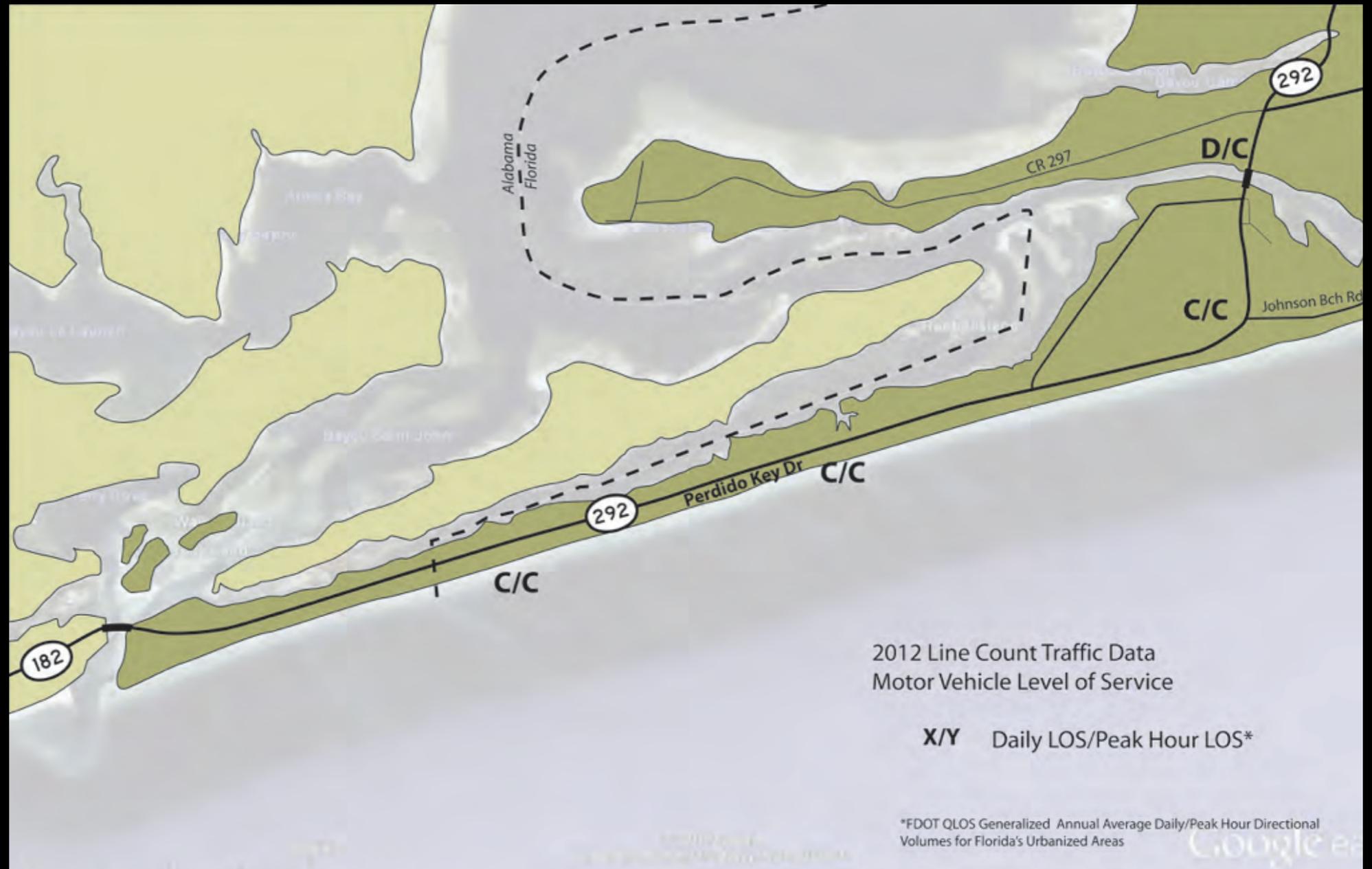
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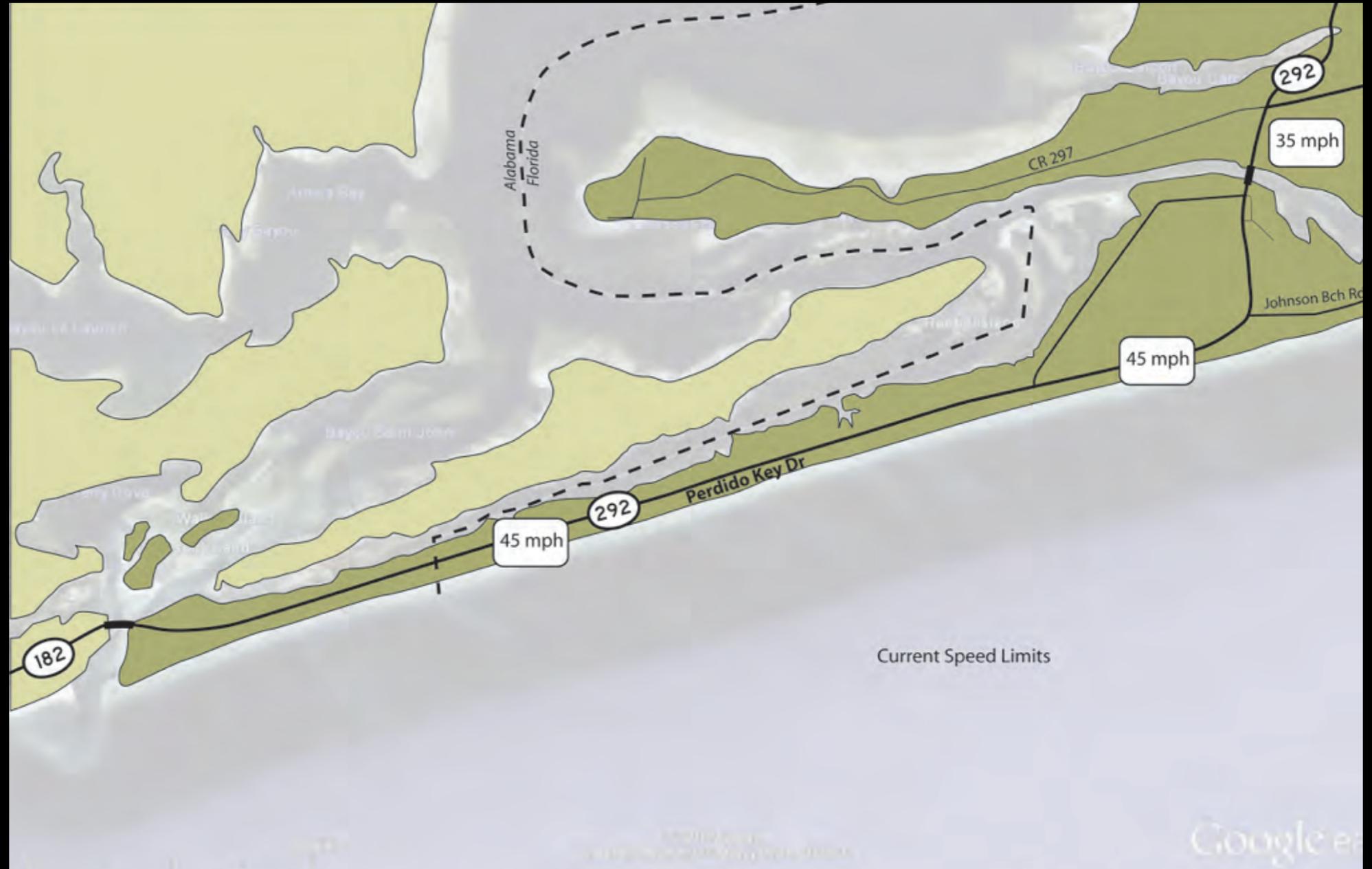
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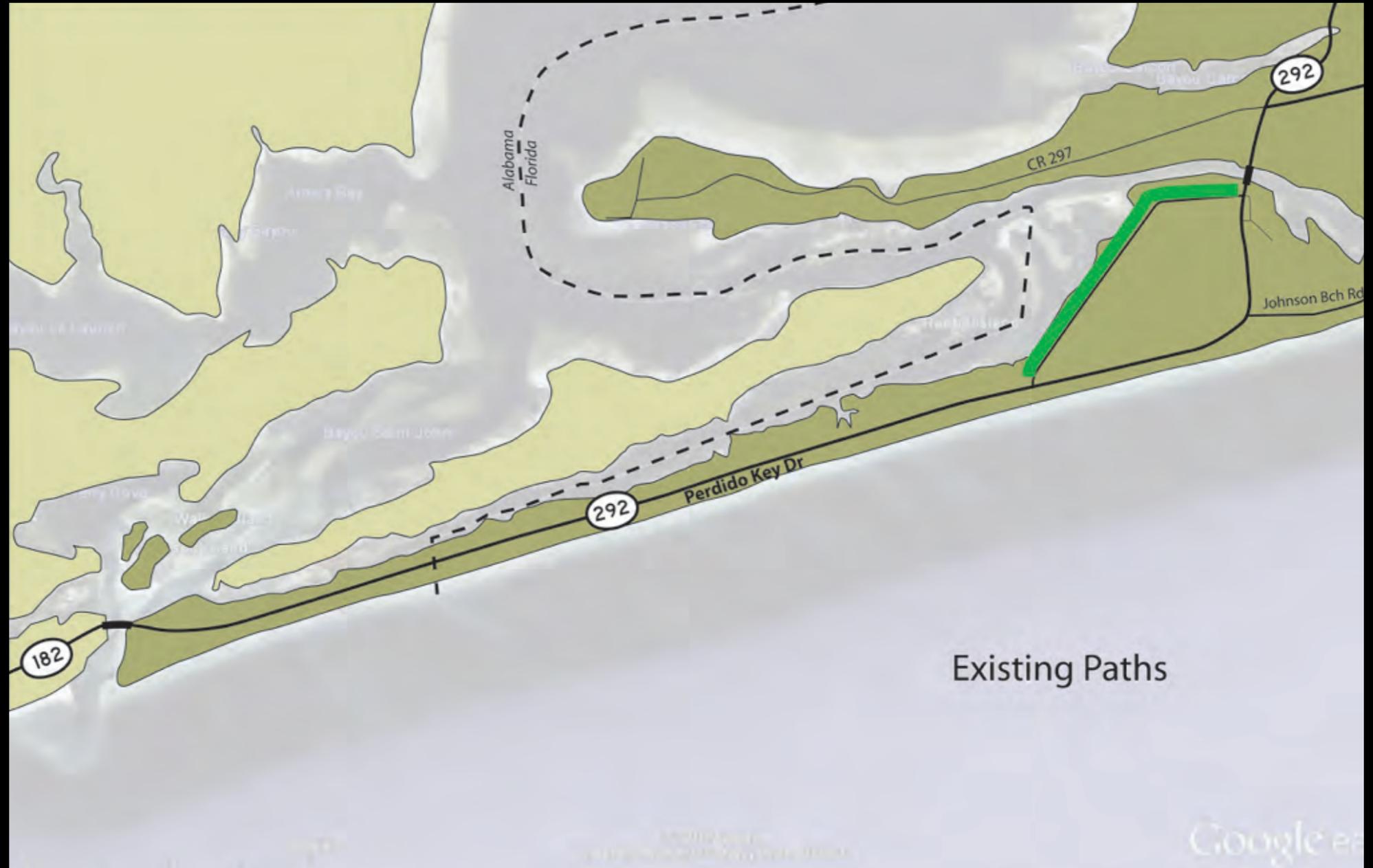
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Potable Water and Wastewater Services:

General

The Emerald Coast Utilities Authority (ECUA) supplies both potable water and wastewater services for the study area. ECUA has 32 public water supply wells distributed throughout its service area that pump water from the Sand and Gravel Aquifer. These wells pump more than 35 million gallons per day on average to more than 90,000 customers. ECUA operates three wastewater treatment plants in the County. The Central

Water Reclamation Facility has a capacity of 22.5 million gallons per day (MGD); the Bayou Marcus Water Reclamation Facility has a capacity of 8.2 MGD; and the Pensacola Beach Wastewater Treatment Plant has a capacity of 2.4 MGD.

Wastewater from Perdido Key and Innerarity is piped through a gravity and force main system to the Bayou Marcus Plant for treatment and dispersal through a natural wetlands system rated at 10.25 MGD. Plans are to increase plant capacity to the wetlands capacity in the future.



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Potable Water System:

Existing Facilities

Perdido Key and Innerarity receive water from the South Zone of ECUA's system, which incorporates fourteen wells with a combined capacity of 26.94 MGD; four elevated storage tanks with a combined capacity of 2.5 MG; and two ground storage tanks with a combined capacity of 8.25 MG. A 4,000 gallon per minute (gpm) booster station and associated 3 M.G. Ground Storage Tank located near the intersection of Sorrento and Bauer Roads maintains the hydraulic grade line (pressure) on the system. Ten- and twelve-inch water transmission lines run from the booster station along Sorrento Road to the intersection with Innerarity Road. A 12-inch and 8-inch loop along Bauer Road and Gulf Beach Highway to the same intersection increase reliability, pressure and flow rates to Innerarity and to Perdido Key. Twenty-four and twelve inch mains go from the Innerarity intersection under the Intercoastal Waterway and onto Perdido Key. The mains branch at River Road with 8- and 6-inch lines going west along River Road and a 12-inch line extending to Semmes Road where it branches to a 12-inch line to the west to the Perdido Key Elevated Storage Tank of 0.5 MG and a 12-inch line to the south along Perdido Key Drive. Water mains are looped or interconnected along River Road and Semmes Road to Perdido Key Drive for reliability, and to enhance pressure and flow rates. The water

main system continues from the intersection of Perdido Key Drive and River Road to the State Line with parallel 8- and 12-inch mains interconnected at intervals to enhance pressure and flow rates. Most of the 8- and 12-inch mains along Perdido Key Drive were constructed in 2005.

A standby 1.0 MG ground storage tank and associated booster station located near the intersection of Innerarity Road and Perdido Key Drive are connected to the water transmission line going to the Key.

Planning

ECUA completed a "20-year Master Plan & Hydraulic Evaluation" of the South Zone Water System in June 2001. The plan included recommendations for infrastructure improvements through year 2020.

A "5-year Potable Water System Master Plan Update" was completed in September 2005. It recommended a new South Zone well at 57th Avenue and Jackson Street, but no improvements in the water transmission and storage facilities on Perdido Key and Innerarity were recommended. The proposed well was not constructed. Another update of the Potable Water System Master Plan is in progress and is expected to be completed soon.

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Wastewater System:

Existing Facilities

The wastewater collection and transmission system on Perdido Key consists of a 12-inch PVC force main located on the north and west sides of Perdido Key Drive. This force main traverses the length of the Key from the State line to a 24-inch gravity sewer, thence approximately 500 feet and into the Master Pumping Station #173 at Semmes Road. It serves as the pressure collector for over 60 lift stations that sewer residential and commercial customers along the Key. This relatively old force main is brittle and subject to routine breaks. Most of the lift stations that manifold into the 12-inch main do not have isolation valves, and breaks in the small diameter force mains can result in significant sewage spills.

Lost Key Plantation is served by privately owned and operated gravity and force mains and lift stations that tie into the ECUA 8-inch lines on River Road and into the ECUA Master Pumping Station (LS #173) located near the intersection of Semmes Road and Perdido Key Drive. The Master Station, designed to be expandable to serve Key build out, pumps via a 12-inch force main to the Intercoastal Waterway, thence through a 14-inch polyethylene force main under the Waterway, thence via a 12-inch PVC main along Gulf Beach Highway to Lift Station #381 near the intersection with Bauer Road, thence via a

force main north on Bauer Road, thence along Sorrento Road to Lift Station #379 near the Blue Angel intersection, thence to the Bayou Marcus Wastewater Reclamation Plant.

The Johnson Beach area is served by gravity and force mains and lift stations that tie into the 24-inch gravity sewer that flows into LS #173.

There is a \$2.2 million Capital Improvement Project that is nearing 90 percent completion of construction. It consists of 10- and 12-inch gravity sewers that allow phase-out of several obsolete lift stations and extends laterals to both sides of the road for customers to tie into. The project extends from the curve in Perdido Key Drive to just west of the River Road intersection and involves upgrading two lift stations with new pumps.

There are a few septic tanks remaining on the Key, but most have been eliminated.

Planning

A “Southwest Escambia County and Perdido Key Force Main System Study and Hydraulic Analysis” was completed in October of 2001. It contains two options for system improvements through 2020. Updating of that study is under consideration.

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Solid Waste Management:

Existing Facilities

The Emerald Coast Utilities Authority (ECUA) provides residential collection, and five or six private companies provide collection of solid waste on Perdido Key. ECUA will begin offering commercial collection in 2014.

There are some streets without cul-de-sacs or adequate hammer-heads, which is a problem for collection trucks and residents. Roughly thirty percent of the dumpsters on the Key are roadside, requiring trucks to back into the roads to pick them up. Each problem area should be evaluated to determine the feasibility of

acquisition of additional right-of-way and construction of improvements.

Solid waste from the Key is trucked to the Perdido landfill for disposal. The 424 acre landfill is owned and operated by Escambia County and managed by the Division of Solid Waste Management (DSWM) as an Enterprise Fund. In addition to municipal solid waste, the landfill receives special and household hazardous waste, including conditionally exempt, small quantity generator waste. The DSWM also manages waste recycling, landfill mining for compost and methane gas, and education outreach programs.

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Stormwater Management:

Existing Regulations

Storm water is regulated under the Clean Water Act by the Environmental Protection Agency through the Department of Environmental Protection (DEP). Escambia County is regulated under National Pollution Discharge Elimination System (NPDES) Permit Number FLS000019-003 for Municipal Separate Storm Sewer Systems (MS4s) that requires monitoring and annual reporting of all aspects of storm water runoff, including collection, detention/retention, treatment, and discharge. Storm water is also regulated by the Department of Environmental Protection and the Northwest Florida Water Management District (Environmental Reserve Permitting) under 62-341 and 62-346 of the Florida Administrative Code.

The Escambia County Comprehensive Plan and the Land Development Code specifically address storm water management with respect to public facilities and site development.

The level of service associated with drainage is standardized as either acceptable or not acceptable for new development. The acceptable standard is to meet or exceed the performance measures as specified in Comprehensive Plan (Policy 10.C.2.2). Any

development can meet or exceed the performance measures with properly engineered, on-site retention. Typically, concurrency can be met without the reliance upon off-site provisions not under the control of the developer.

As shown in the Capital Improvements Program, the County is using Local Option Sales Tax revenue to construct or expand “regional” storm water retention ponds in conformance with the 1994 Master Drainage Plan. Relative to work being performed by the County, as a Drainage Capital Improvement involving retrofits to older existing systems, there is no level of service minimum. The County has prioritized concerns related to drainage and is in the process of correcting as many of the concerns as possible with the current level of funding. The design standards are the same as those for the developer, when practical.

The County Land Development Code, “Article 4 Subdivisions and Site Plans” addresses in article “4.04.13 Drainage Storm water Management” requirements and directs compliance with the Performance Standards in article “7.15.00 Storm water Management.”

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In general, a Storm water Management Plan must be prepared by a registered professional engineer certifying that the storm water system to be constructed will collect and treat the run-off from a 25-year, critical duration storm. Detention and retention/detention structures without a positive outfall must be constructed to collect all of the run-off from a 100-year, critical duration storm with zero discharge and percolate all of the run-off within 7 days. The performance standards also address sedimentation control requirements. Discharges to Department of Transportation (D.O.T.) drainage systems require connection permits.

Planning

The County is in the process of conducting storm water basin studies countywide. The Perdido Key Basin study has not been completed, nor is a study scheduled.

Existing Facilities

Storm water management is generally handled on a project by project basis, is typically handled on the site of the project, and typically does not affect adjacent landowners. Because of the sandy soils throughout most of the Key, exfiltration via swales and shallow basins is most commonly used. Roadside and drive swales are common and, where

land is a premium, underground and under pavement exfiltration lines are used.

In some locations, such as Lost Key Plantation, wet storm water retention/detention is used. Driveway and roadway culverts are common

Future Considerations

There are several areas that experience temporary flooding during very wet weather. The most significant and frequent flooding occurs along River Road near the Holiday Harbor entrance, due to overflow of the nearby wet detention pond on Lost Key Plantation.

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Introduction:

Edmisten & Associates, an ecological consulting firm headquartered in Pensacola, Florida, is the Master Plan team member tasked with identifying and addressing environmental regulatory limitations to development on Perdido Key. The identified limitations and considerations are presented here for consideration by the team as a whole for development of the Master Plan and for communication to the Stakeholders and the public at large during the charrette process. Numerous regulatory and scientific documents have been evaluated in the conduct of this task.

“Environmental” regulations have become numerous and represent significant limitation to the process of land development. Government at all levels has promulgated regulations that impact the possibility, scale, timing, orientation, and scope of all types of land utilization. The gate-keeper for environmental regulatory compliance is often (and specifically on Perdido Key) the county

government’s land development code which requires applicants to coordinate with other local, state, and federal agencies before receiving development rights.

There are four primary resources protected by environmental regulations at the planning and development stage:

Biological (specific plants and animals);

Ecological (wetlands, dunes);

Physical (wastewater and storm water); and

Cultural (archeological sites and historic structures). Any proposal to improve a property located on Perdido Key will be required to assess the potential presence of these resources. If resources are determined to be associated with the proposed development, the applicant will be required to obtain additional permits or document exemptions prior to commencement.

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Biological:

- The Endangered Species Act (ESA) is the primary federal legislation that protects certain plants and animals and their habitat. This very-well established law is enacted through complex regulations implemented by the US 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.

- Florida Statutes, analogous to the Endangered Species Act, legislated 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.

- Escambia County's Land Development Code 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.



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Ecological:

- In addition to individual plants and animals, the ESA extends legal protection to certain endangered species' habitat. 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.

- The Clean Water Act is the primary federal legislation that extends protections to aquatic, marine, and estuarine ecosystems as well as wetlands. This law is implemented through regulations governed by the Environmental Protection Agency (EPA) and the US 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 Corps. Similarly, impacts to marine ecosystems associated with the construction of docks, piers, revetments, etc. require authorization from the Corps.

- Florida Statutes include several laws protecting ecosystems that are reflected in numerous regulations implemented by both the Florida Department of Environmental Protection (FDEP) and the five 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 Corps permit likely also requires a permit from the FDEP or WMD permit is necessary when no Corps permit is required.

- Escambia County's Land Development Code includes ecosystem protections to certain ecosystems that go beyond that required by either the federal or State regulations. These include, for example, upland buffers around wetlands and setbacks from marine, estuarine, and riverine ecosystems.



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Physical:

- There are two primary federal programs that result in specific protections to the physical environment. The Clean Water Act (CWA) and the National Pollutant Discharge Elimination System (NPDES). The CWA not only protects ecosystems, as discussed, but also water quality. The water quality regulations provided by federal regulators are most frequently realized by land development proposals in the form of storm water treatment during construction.

- The FDEP and the WMD regulate discharges from sites of both storm water and wastewater.

- Escambia County provides a color consistency standard for any material brought into the island, to protect the integrity of the white sand beaches.

Cultural:

- The federal Historic Preservation Act 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 and impact to cultural resources is regulated by the State Historic Preservation Office.



PHOTO: ESCAMBIA COUNTY

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Environmental Permitting:

If it is determined that a protected resource occupies a property proposed for development, authorizations must be obtained from the governing regulatory authorities before the development can begin. In Escambia County, the identification process is typically a “Site Specific Survey” required by Escambia County’s Comprehensive Plan (CON 1.1.2). This survey, a requirement for all development permits, seeks to identify the various protected resources and is conducted by an environmental consultant. Even if a Site Specific Survey isn't conducted, county staff, through the use of GIS and significant local experience, may identify the possible presence of a protected resource and require an applicant to engage the various resource agencies (Corps, FDEP, etc.) to obtain clearance letters or other authorizations. If a proposed development will result in an impact to a protected resource, permits must be obtained from each federal, state, and local agency before the proposed development can proceed. Most environmental permits follow a review process referred to as mitigation.



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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 off-set. This documentary process is referred to as mitigation and includes avoidance, minimization, and compensation. This process is most easily understood by example:

Consider a single-family residence is proposed on a lot-of record on Perdido Key. Half of the lot is wetland within the jurisdiction of the Corps 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 to 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 to the wetland can be minimized by eliminating the sod and replacing the circular drive with a strait 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 upland in the rear of the lot. This proposal cannot be denied. However, there remains a net loss of 0.10-acre of wetland as a result of driveway construction. The wetland function provided by the 0.10-acre wetland loss must be replaced through compensatory mitigation. Such may include purchase of credits from a mitigation bank, or a specific ecological restoration proposal.

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

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Perdido Key Standards:

There are numerous identified protected resources on Perdido Key that can readily be anticipated and considered during the development of the Master Plan.

The Perdido Key Beach Mouse (PKBM) - The most significantly limiting factor for development on Perdido Key is the PKBM. In addition to the animal itself (individuals and populations) protections under the Endangered Species Act extend to registered "Critical Habitat". The critical habitat subject to regulation has been mapped (Exhibit A). Approximately 274-acres of PKBM habitat has been identified on private and county owned land. Any disturbance of the critical habitat must be authorized by the Service

through the mitigation process. Presently, the permitting time horizon for authorization of impacts to PKBM critical habitat is 2-3 years with significant associated consulting and compensatory mitigation costs. These facts have effectively halted development on Perdido Key.

Permitting impacts to resources protected under the Endangered Species Act (ESA) are referred to as a "Take." There are two primary means of obtaining take authorization under the ESA which are referred to by the paragraph within the legislation in which they occur: Section 7 permitting and Section 10 permitting.



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This page and the next reflect the main concerns that impeded development in Perdido Key



Perdido Key Beach Mouse Habitat

Most endangered species require to have their natural habitat identified for protection, which normally is a lengthy and contentious process. Perdido Key is beyond that point, at least as

far as the Perdido Key Beach Mouse is concerned, whose habitat has been clearly mapped.

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Designated Wetlands

A wetland is a land area that is saturated with water, either permanently or seasonally, such that it takes on the characteristics of a distinct ecosystem. Primarily, the factor that distinguishes wetlands from other land forms or water bodies is the characteristic vegetation that is adapted to its unique soil conditions: Wetlands consist primarily of hydric soil, which

supports aquatic plants. Wetlands play a number of important roles in the environment; namely water purification, flood control and shoreline stability, while also having great biodiversity. For all of these reasons, they are clearly mapped and protected, so development stays clear from them, leaving the necessary setbacks required by law.

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Section-10 Permit:

A Section 10 permit is authorization granted directly from the US Department of Interior to an entity considering the mitigation process presented by the applicant. The process of obtaining a Section-10 permit is very lengthy, complicated, and expensive and includes publishing a public notice of the proposed project in the Federal Register. Any land owner on Perdido Key who wishes to impact PKBM habitat has the option to pursue a Section 10 permit for his property.

Escambia County is several years into the process of obtaining a Section 10 permit for the take of PKBM habitat incidental to development on private and county owned property. If granted, the permit will allow, over a period of up to 30, the take of up to 66-acres of PKBM habitat. The County, governed by the conditions of the Section 10 permit, will have the authority to authorize individual development proposals on private property. Notwithstanding the potentially forthcoming county Section 10 permit, any landowner can still pursue an individual Section 10 permit.

Section-7 Permit:

A Section-7 permit is an ESA take authorization granted not directly from the Department of the Interior, but through a regulatory instrument granted by another federal agency. The other federal agency must “consult” with the Service to satisfy the mitigation process and to develop the conditions that will be appended to the consulting agency’s permit instrument. An example of a Section-7 permit is the proposed widening of Perdido Key Drive. The PKBM impacts associated with projects that are not addressed in the county’s Section-10 permit, but will be authorized through a Section consultation between the Federal Highway Administration and the Service.

A Section-7 permit (which is easier and much quicker than a Section-10 permit) is available to individual land owners if their development proposal includes other federal authorizations. For example, if a single-family home is proposed on a lot that includes impacts to both wetlands and PKBM habitat, the PKBM impacts can be authorized as conditions appended to the Corps wetland permit. Improvements to the Perdido Key Fire station included impacts to both wetlands and PKMB habitat and were authorized (relatively quickly) by a Section-7 consultation and a Corps wetland permit.

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66 acres of habitat mitigation for 20 years

The HCP mitigation process allows for a total of 66 acres of development over 20 years, to be locally approved and granted by Escambia County. The red square has an equivalent area

for reference purposes. Notice these are 66 acres of actual building footprint. To put that amount in perspective: it is roughly 3 times the total footprint of the royal palace of Versailles.

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66 ac = 60 ft. deep commercial buildings for 9 miles

Again, for reference purposes, if those 66 acres were to be built out using only 60 foot deep commercial buildings, they could amount up to a continuous commercial row all

along the South edge of Perdido Key Drive between Flora-Bama and the bridge, and a similar along the North side between River Road and the bridge.

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66 ac = 40 ft. deep residential buildings for 13.6 miles

In order to further convey the scale of those 66 acres of footprint, they could allow for 3,000 SF, two story houses to be built fairly close to each other, with a minimum sideyard

of 10 Ft on each side, and still run for a stretch of 13.6 miles on both sides of Perdido Key Drive, from Flora-Bama to Il Vilagio, and still loop around along one side of River Road.

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Other Protected Species: The PKBM is the only species that occurs on Perdido Key whose habitat is protected. However, there are numerous other organisms subject to protection under the ESA. These include, for example, gulf sturgeon, nesting sea turtles, populations of nesting shore birds, and a couple of dune plants. In addition to the ESA there are other federal regulations that protect certain species (Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act). Protections emanating from these laws are typically appended to other federal permits like a Corps wetland permit. The primary impacts of these other species on development are realized on proposals that directly front the marine environment (e.g. dune walk-overs, shoreline re-nourishment, condo towers). Unlike PKBM permitting that can dramatically affect the footprint of a development, "take" of these other species can be avoided by inclusion of certain design standards (e.g. lighting requirements), or project construction timelines (e.g. don't build a boardwalk during nesting season). Accordingly, inclusion of protections for these other species is relatively predictable. In most cases, the development standards are already incorporated into the land development code and will be addressed by the engineering diagnostics report.

Wetlands: They represent another significant impediment to development on Perdido Key. Wetlands are those areas which exhibit water-saturation in the upper layers of the soil surface sufficient to allow development of certain 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. In the absence of a specific survey, however, the wetlands on Perdido Key are quite apparent on aerial imagery. Perdido Key exhibits a geography that was shaped by historic wave action resulting in parallel ancient dune lines. The space between these ancient dunes is referred to as swales, and often contains wetlands. Thus, uplands on the key are long and narrow dune lines separated by similarly shaped wetlands. Any development proposal that includes impact to wetlands requires a permit from the Corps and the FDEP or WMD. Further, any impact to uplands within 30-feet of wetlands requires authorization from the FDEP or WMD and Escambia County. The wetland permitting process usually takes 1-2 years but is frequently longer. The mitigation process, including compensatory mitigation, must be followed. The mitigation process is sufficiently predictable that the outcome of certain development proposals can be known in advance (e.g. there are certain things we know you will not get a permit for).

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Marine, Estuarine, and Riverine Setback (MERS):

The Escambia County land development code restricts construction of certain structures within 30-feet of shorelines. On Perdido Key, this setback will apply to the entire northern shore which fronts Old River, the Intra-Coastal Waterway, or estuarine marshes.

Stormwater is a special category of pollutant regulated by the NPDES and Florida Statutes. Any precipitation that falls on a construction site or on impervious surfaces of a developed site has the potential to pick up contaminants which 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 one-acre in area. This regulation primarily affects the activity, but not the extent of development. It is the source of the requirement for the installation of silt-fence, for example. Operating stormwater, however, requires 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. Storm

water permits must be obtained from the FDEP or WMD for all development beyond construction of a single family residence.

Sand is a unique feature of Escambia County beaches. Accordingly, the land development code has color concurrency standards for all material brought onto Perdido Key. Consideration of compliant construction material sourcing and transportation should be considered in the development of the Master Plan.

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Cultural Resources:

They are protected by about 20 historic preservation laws. The gatekeeper of these protections is usually the State Historic Preservation Office 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 for 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, review of available data shows no presently known significant resource that should be considered during development of the Master Plan.

Conclusion

There are numerous environmental regulations that exert a determinative effect on the size, shape, timing, and even possibility of development on Perdido Key. While all of the probable regulatory hurdles have been addressed, the primary environmental consideration for the Master Plan team is avoidance and minimization of infrastructure placement in PKMB habitat and wetlands. Any future land use that includes proposals to develop within these two primary environmentally sensitive areas will experience significant regulatory resistance, prolonged regulatory processing time, and possible denial.

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The 6.5 mile Perdido Key Beach Restoration Project consists of placing ~1.25 million cubic yards of sand along three shoreline segments (referenced to DEP Reference Monuments):

- R-1 to R-12.5 - dune restoration from the Florida/Alabama line to the Perdido Key State Park.
- R-12.5 to R-19 - beach berm construction within the Perdido Key State Park.
- R-19 to R-34 - beach nourishment and dune restoration from the Perdido Key State Park into the western end of the Gulf Islands National Seashore.

The quality and quantity of public beach access along the Perdido Key Beach Restoration Project limits will have a direct effect on the amount of state matching funds Escambia County can receive through the Florida Beach Erosion Control Program administered through DEP. A summary of public accessible shorelines and needs for the three project segments are as follows to maximize state funds:

(1) The Department will cost share up to 50% of the non-federal share of projects subject to adjustment for the level of public accessibility calculated using the following criteria:

(a) Primary beach access sites shall be granted eligibility for one-half mile in each shore-parallel direction from the access site plus the shoreline length of the access site.

(b) Public lodging establishments shall be granted eligibility based upon the percentage of units available to the public, rounded to the nearest 10%, times the property's beachfront footage.

(c) Secondary beach access sites shall be granted eligibility for the shoreline length of the access site. Additional eligibility shall be granted for up to one-quarter mile in each shore parallel direction at a rate of 52.8 linear feet per parking space, provided:

- 1. Parking is located within ¼ mile of the secondary beach access site; and,*
- 2. Parking is clearly signed or otherwise clearly designated as parking for the general public on an equal basis.*

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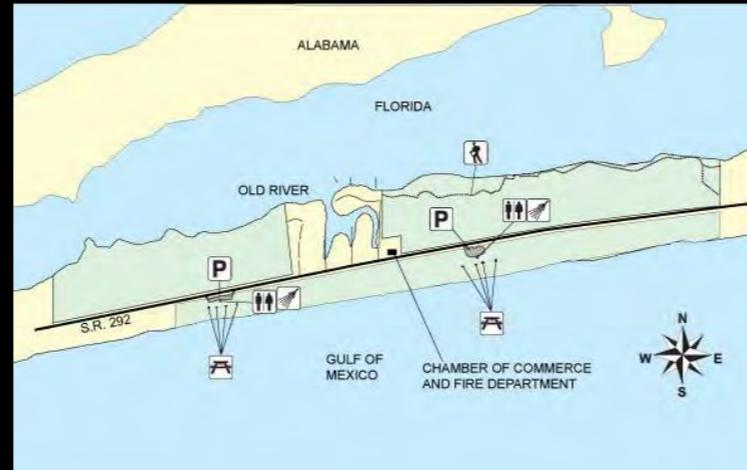
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<http://www.perdidokeyassociation.org>

Based on the “Perdido Key, FL Beach Restoration Project, R-1 to R-31, Escambia County, FDEP FY 2012 - 2013 Local Government Funding Request (LGFR)” dated July 18, 2011, public beach access within the project limits consists of “Primary”, “Secondary”, “Commercial” and “Commercial/Residential” (Public Lodging). A Summary of public accessible shorelines and needs for the three project segments are as follows:

- R-1 to R-12.5 (Western Beach) - Beach access along this segments consists only of "Commercial" and "Residential" with no public beach accesses. Public "Primary", "Secondary" and/or alternative beach access sites along this beach segment should be investigated.
- R-12.5 to R-19 - 100% accessible within the Perdido Key State Park.
- R-19 to R-34 - a full state cost-share will be achieved with adding 44-parking spaces between State Park and R-26, and 22-spaces between R-28 and R-32.

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- Water Quality in Pensacola Pass, Big Lagoon, Old River and Perdido Pass has historically been good and has met both Alabama and Florida state water quality standards.
- Typical parameters tested include nutrient loading, Dissolved Oxygen, heavy metals, petroleum byproducts, and harmful bacteria (total and fecal coliforms).
- The monitoring program to document potential water quality impacts from the Deep Water Horizon Oil Spill indicate existing conditions meet Environmental Protection Agency (EPA) and the Florida Department of Environmental Protection (FDEP) standards.
- Additionally, MRD Associates has conducted several hydrodynamic and flushing studies within the Old River and Big Lagoon along the north side of Perdido Key.
- Tidal current speeds were measured between 0.1 and 0.4 feet per second.
- These current speeds are adequate for meeting the State of Florida flushing criteria and maintain good water quality standards.
- Historic aerials provide further evidence that substantial tidal flows exist within Old River capable of flushing and dispersing potential pollutants.
- This investigation did not locate any water quality data or reports for isolated water bodies such as the canal systems in Perdido Key Cove and Siguenza Cove.

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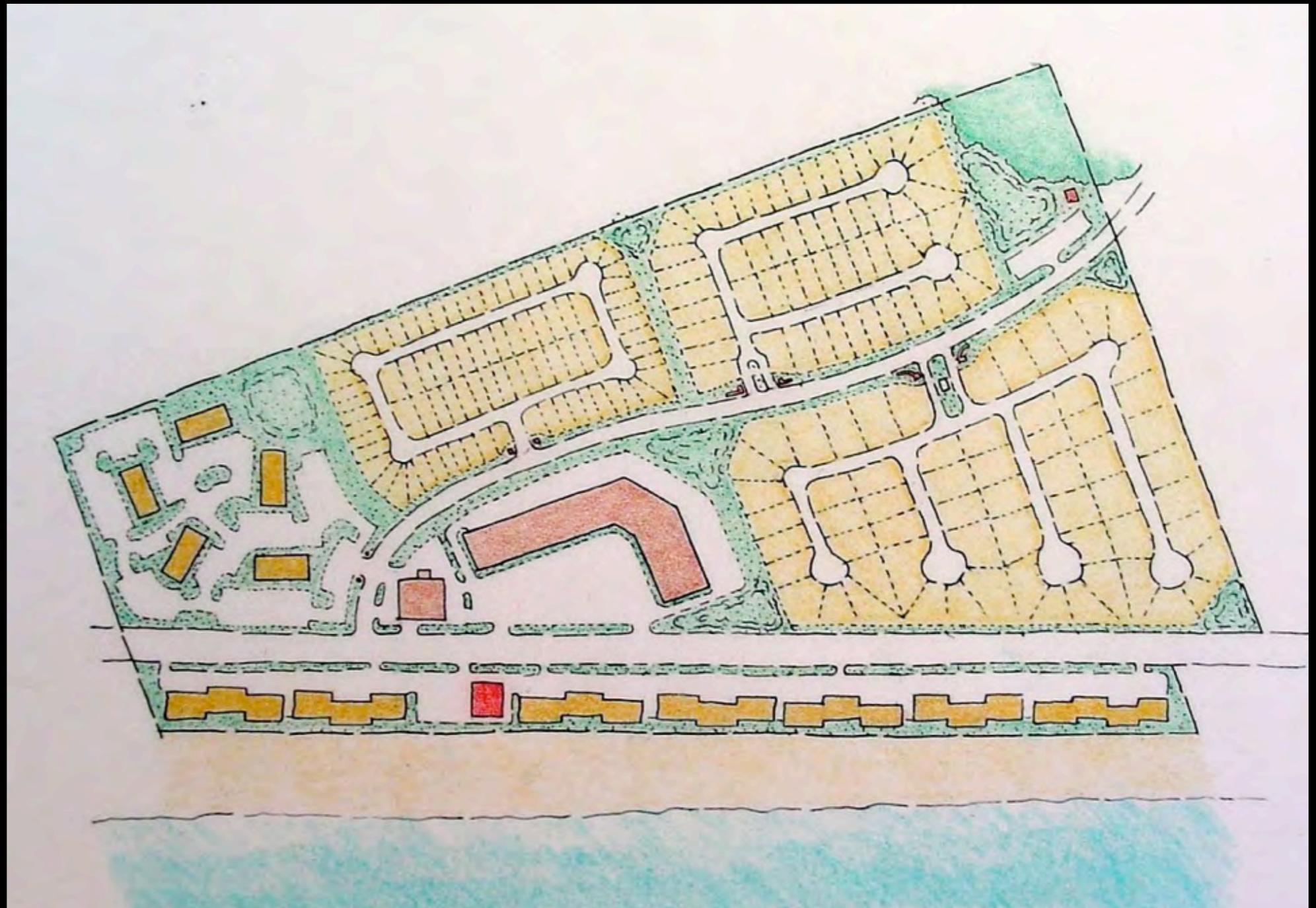
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Example of Conventional Suburbia

Conventional Suburban Development (CDS) is not organized in a neighborhood structure. Commercial, residential and civic uses are separated from each other, with little to none walkability, so all daily needs are only accessible by car. Roads are arranged in a

discontinuous pattern with reduced choice for connection and prone to congestion. Separate pods contain singular building types, sizes and dispositions, leading to a limited range of environments, experiences, functions, uses, prices and populations.

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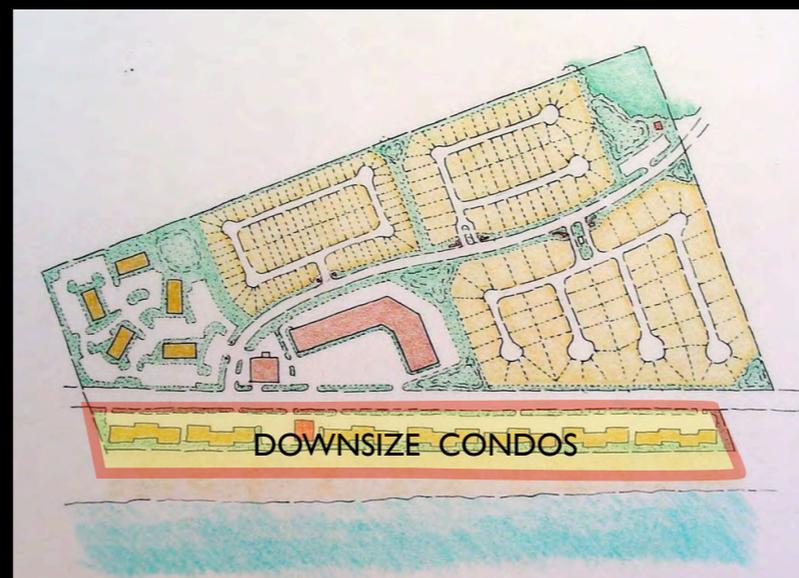
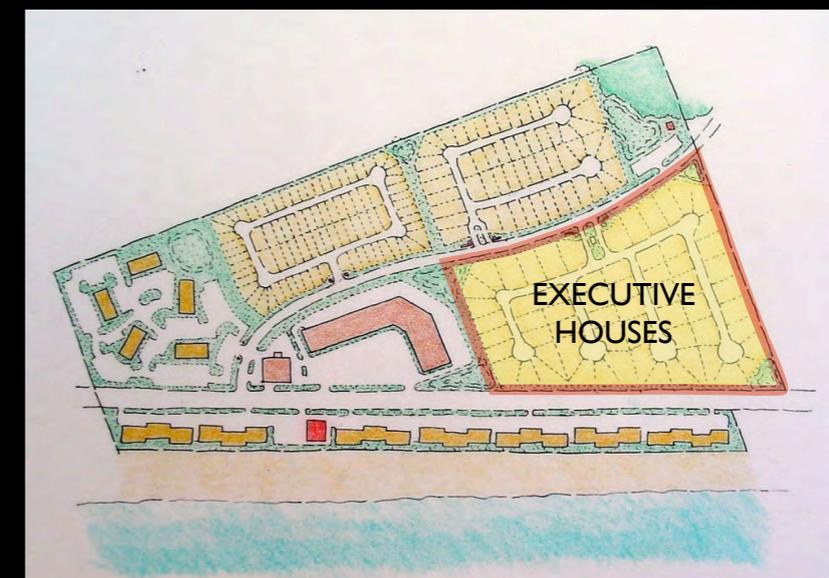
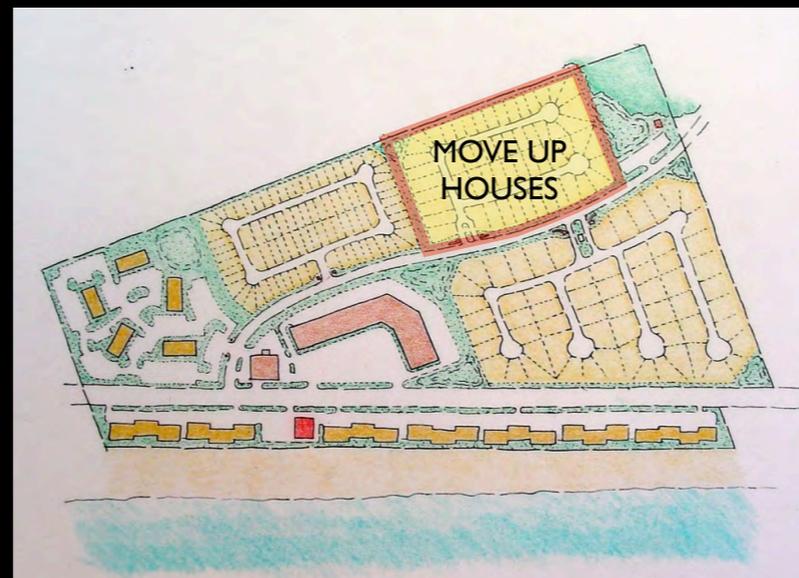
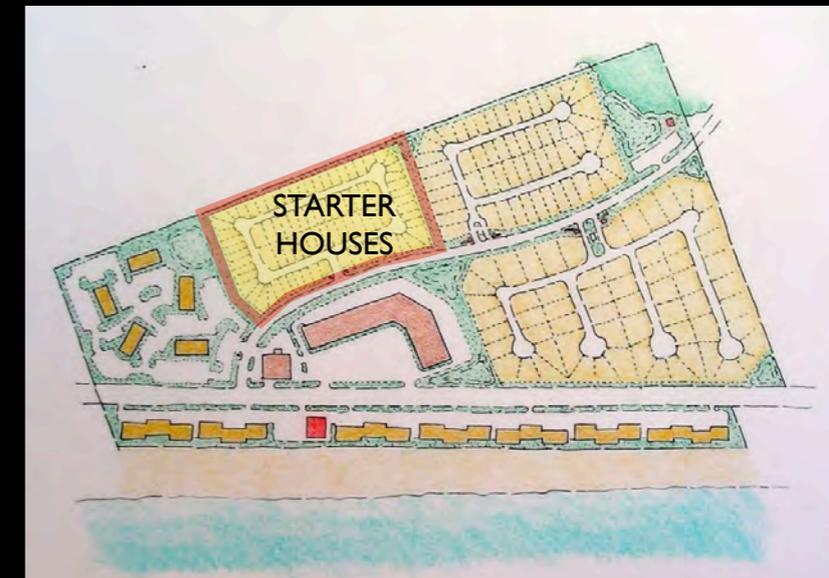
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CONVENTIONAL VERSUS TRADITIONAL PLANNING



Disaggregated Components of the Town

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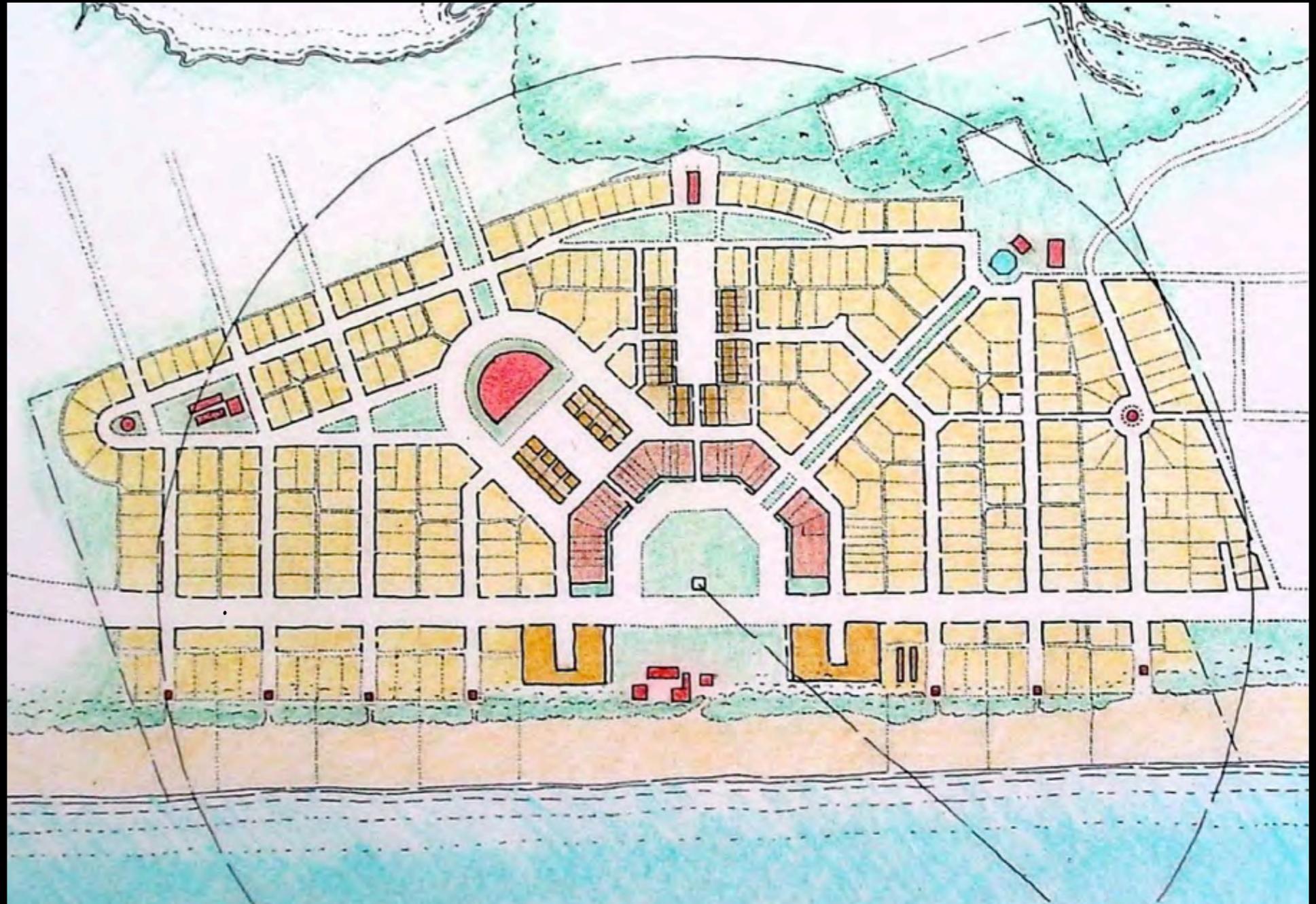
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Example of Traditional Neighborhood Development

Traditional Neighborhood Development (TND) achieves complete neighborhoods whose physical size is defined by a five minute walk from its geographical center to its edge, where the basic needs of life are available in close proximity, offering not just residences, but employment, shopping, civic and leisure activities, and transit when feasible. Streets

form a connected network with alternative routes that disperse traffic and are equitable for vehicles, pedestrians, and bicyclists. Diversity in the type, size and disposition of buildings and public spaces create many options in environments, experiences, functions, uses, prices and populations.

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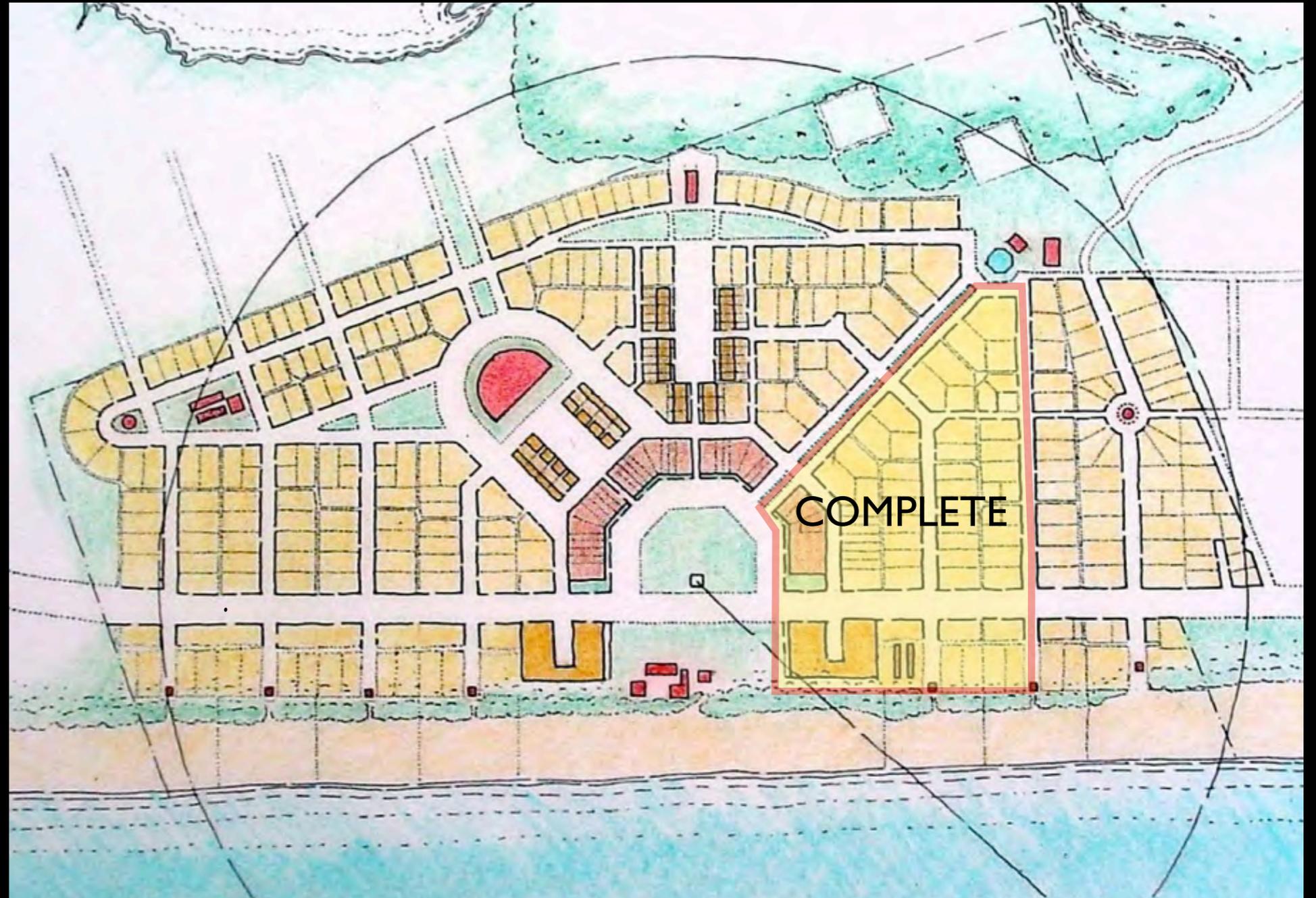
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All of the components of the town get developed concurrently. Options of housing for different size household and price points are made available for all segments of the market, together with job creating businesses and civic places. This permits development to take place in subsequent phases, where portions of the town get built completely, keeping residents from living in a permanent

construction site. It also allows for easier adaptability for the very old and the very young, offering mobility options other than the car from the start _at least to places where to satisfy most essential needs_; thus creating an early indicator of success and wealth generation _as the town rises in predictable patterns set by its code_, and fostering a local culture of building in a few years.

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	Home Sales 1/4 mile North of Gulf <i>\$ Price/ Sq. Foot</i>	All Home Sales <i>\$ Price/ Sq. Foot</i>
Seaside	\$ 495	\$ 650
Rosemary Beach	\$ 364	\$ 619
Alys Beach	\$ 558	\$ 563
Watercolor	\$ 390	\$ 359
Seacrest Beach	\$ 195	\$ 235
Seagrove Beach	\$ 219	\$ 212

Traditionally planned communities maintain higher home sales than conventional planning.

It is common knowledge that amenities are often the decisive factor driving the price of real estate. In conventional development, none trumps a beach in your backyard _at least in Florida, though golf courses and lakes are not too far behind. Therefore it is only logical that in places like Seagrove Beach and Seacrest Beach property values sharply decrease as

close as 1/4 mile inland. However, in traditional towns like Seaside non-beachfront properties have access to a particular amenity of their own: urbanism; for people are still attracted the most to other people. That, and the relatively short supply of the kind of lifestyle a traditional town can support, reflect quite precisely in steady appreciation.

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Seaside Town Center Square Footprint laid over Perdido Key Drive

A quick comparative scale study allows us to realize the untapped potential for a vibrant town center to come to life in Perdido Key. If we take Seaside's main square, with all of its commercial and mixed use buildings, and lay it over any specific point on Perdido Key Drive, it becomes very easy to see how little land it needs to cover; and yet how much wealth such a relatively reduced piece of property can generate at the hand of good urbanism. And that is precisely the determinant factor _other than management and the many details that make up a successful place_, for most other variables are very similar, including the possibility of public access to the beach, and a low speed portion of road running through it.



Seaside Town Center

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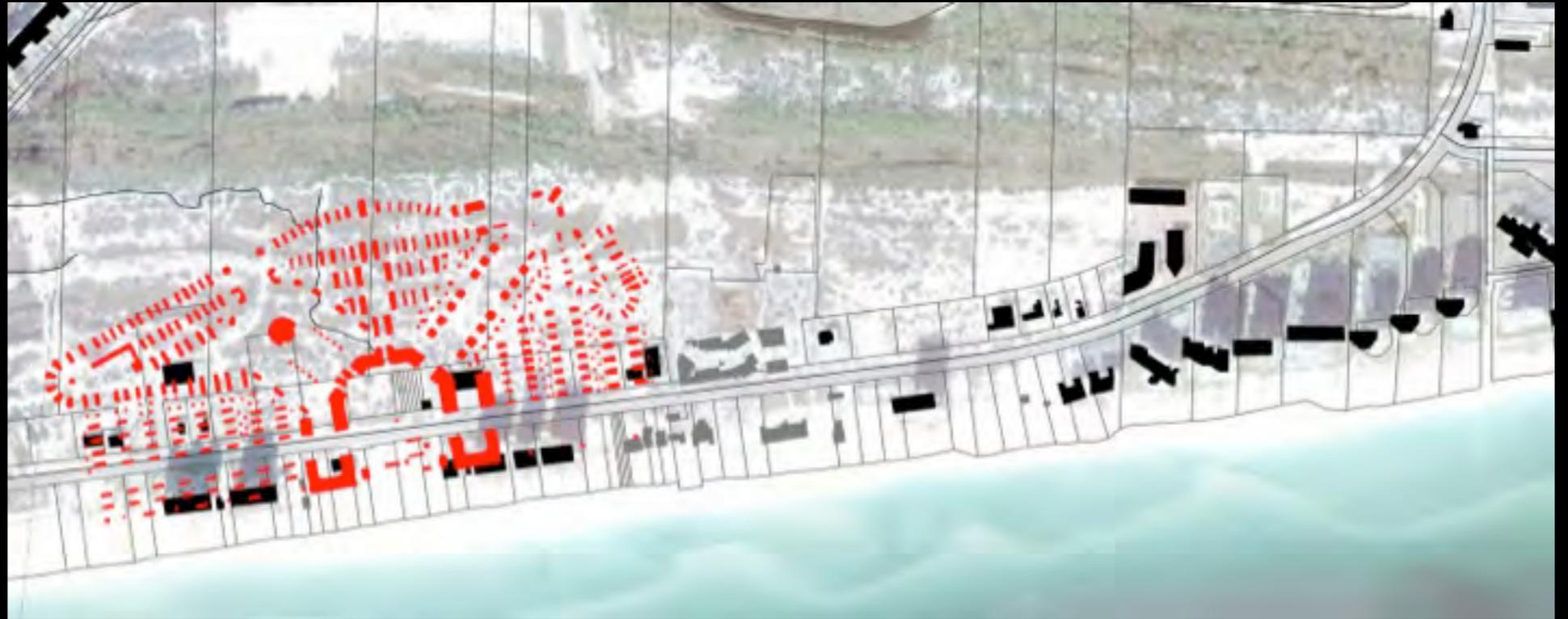
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The whole town of Seaside occupies the equivalent of a small portion of Perdido Key



Seaside, a TND

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Footprint of Rosemary Beach's town center square rotated and laid over Perdido Key Drive



Rosemary Beach Town Center

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Illustrative Special Area Master Plan

- ① MIXED-USE TOWN CENTER
- ② MIXED-USE NEIGH. CENTER & POTENTIAL TOWN HALL
- ③ MIXED-USE NEIGH. CENTER
- ④ PUBLIC AMPHITHEATER
- ⑤ HOTEL W/ PUBLIC BEACH ACCESS
- ⑥ PUBLIC BEACH ACCESS
- ⑦ PUBLIC BEACH CLUB
- ⑧ WCI MULTIFAMILY DEVELOPMENT

The proposed Master Plan for Perdido Key is meant to provide a framework for growth in Escambia County, to be used by its public officials and Planning Department as they promote a coherent vision where Perdido Key matures as a viable, prosperous place with high quality of life. It is imperative that the current car-dependent patterns of growth from the 1970s be replaced with holistic, walkable ones that enable rising real estate values and position Perdido Key as a town with a future in

a very competitive XXI century. Towards that end, the Master Plan allocates the available dwelling units, already with or without development agreements, permitted by the DEO cap in a comprehensive and predictable manner, and sets protocols to efficiently administer Perdido Key Beach Mouse and wetlands mitigation, as a means to encourage and reward developers who follow the Master Plan; creating synergy between public and private efforts at implementation.

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Special Area Plan

The Special Area Plan within the overall Master Plan for Perdido Key allows a concentration of efforts in the area roughly bounded by Perdido Key Drive, River Road, and Semmes Street. It acknowledges the fact that most of the land north of Semmes Street has already been allocated for growth and is

at rather advanced stages of implementation, after lengthy approval periods. Furthermore, it identifies the properties within itself as some among those with the highest development potential, since most of the more promising town center and neighborhood locations fall within it.

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Special Area Plan Property Lines

It may be somewhat unrealistic to assume that every property owner intent on developing, within the Special Area Plan, might be willing to strictly follow the Master Plan for his or her property _though in the face of success otherwise seemingly impossible unanimous agreement may happen sooner than expected. Nevertheless, a happy compromise may be stricken where already approved separate projects can continue as planned, provided they plug in and allow the necessary new thoroughfares to be built and connected

as intended in the Master Plan. Later on, sheer business sense and enticing mechanisms implemented by the Escambia County authorities can go a long way to promote the rest of the Master Plan. In any event, all property owners shall see their rights to private property respected, yet at the same time a shared vision and civic responsibility towards the community shall also guide the interaction between government and private players, as the citizenry and the public leaders of Perdido Key agree on the path to follow.

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WCI Property

As the largest landholder in Perdido Key, WCI has an incredible opportunity to play a leading role in the early implementation of the Master Plan. It has gone a long way in its environmental mitigation efforts, is already connecting Perdido Key Drive and Semmes Street, and through its efforts to bring in a hotel on one of the beachfront properties it controls it would be decisive in the success not just of the immediate neighborhood center that would spring up around the hotel, as illustrated in the town center options in this

report, but also of the community at large. Unlike high-rise condominiums _which privatize beach access and keep non-owners away from the enjoyment of their amenities by their own nature_, hotels make their beach access public, open up their restaurants, shops and ballrooms to the community for use, and have historically had a lot to do with the good lot of wonderful places like Nice and Miami Beach, which offer the kind of sophisticated beach tourism that Perdido Key should strive to accomplish, in a not too distant future.

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Necessary Thoroughfares

In order for the Master Plan to be successful, one of the most important issues is to provide a connected network of thoroughfares that are responsive to their context along the Transect, as explained elsewhere in this report. That allows not only for the right setting for walkability, as the appropriate detailing, increased options and shorter distances favor pedestrian activity, but also reduces vehicular traffic congestion. Higher street connectivity puts less of a strain on

local police departments too, as it takes less time and fuel for officers to patrol along continuous thoroughfares, rather than having to drive in and out of every single cul-de-sac in conventional suburbia.

Those streets shown in red are the new ones that must be provided to complete the pre-existing network, tying all portions of the town into a cohesive place.

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Special Area Plan Area Perdido Key Beach Mouse Habitat

The area around the Perdido Key Drive bend shows a rather small amount of Perdido Key Beach Mouse habitat to be intruded upon.

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Special Area Plan Area Designated Wetlands

Wetlands are preserved and connected as long green corridors woven within the Master Plan. That favors not only easier management and preservation of drainage patterns, but

also a continuous ecosystem where local flora and fauna can thrive with minimum intromission.

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21 acres mitigation (from 66 HCP)
28 acres independent mitigation (WCI)

Special Area Plan Development Impact

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Illustrative Special Area Master Plan (Alternative Option)

This alternative design parti for the Special Area Plan within the Master Plan illustrates how there is enough flexibility built in that it can absorb changes _as evidenced by how the original developments have been modified,

how the platting altered, and the number of town or neighborhood centers developed in this scenario is slightly different_, and yet be completely coherent with its spirit and vision. Deviations are within a limited range.

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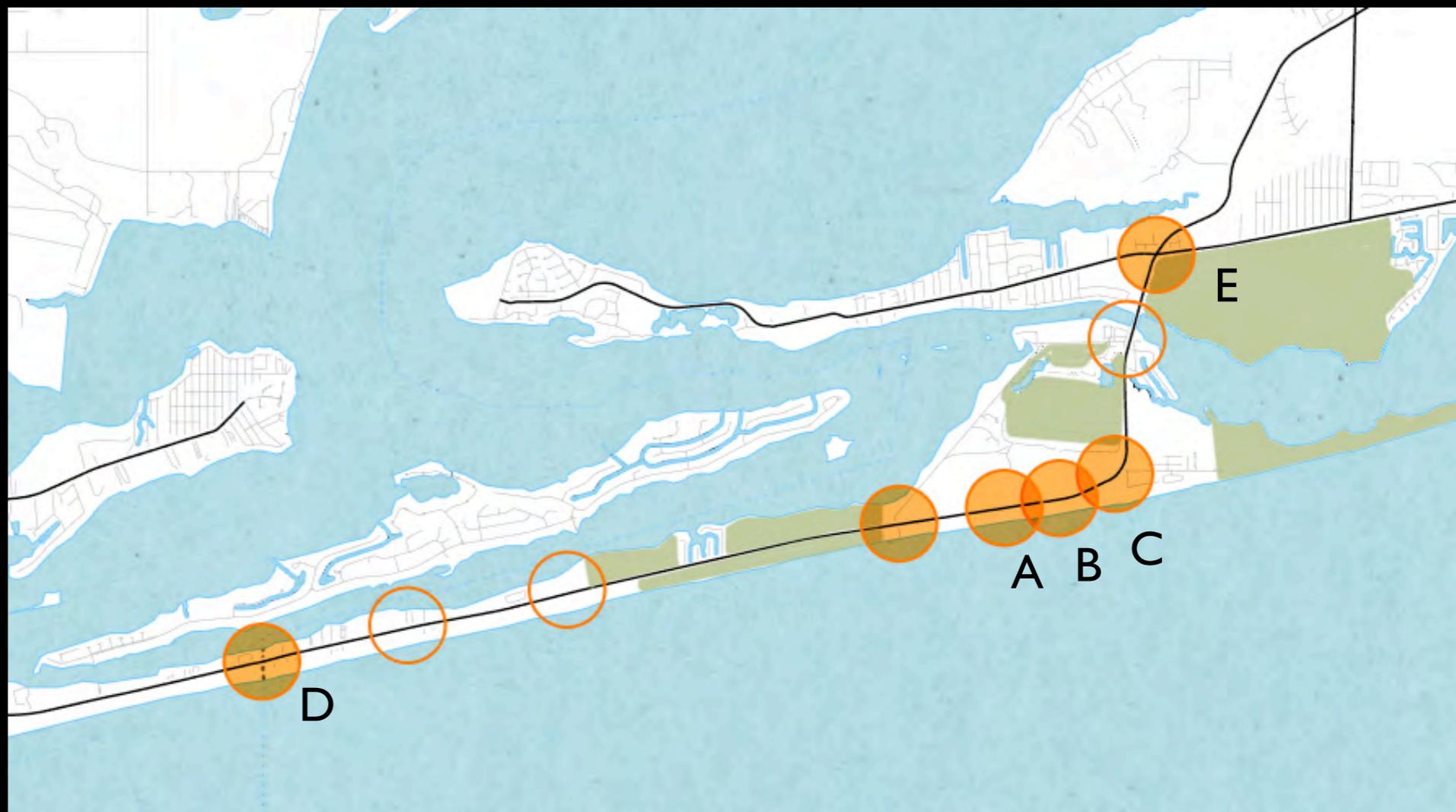
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One of the first diagrams to be produced as part of the Charrette is identifying the most visible locations for a town and/or neighborhood center. Once the relevant information is available, it is rather easy to read what the place is telling. As if a veil had been removed, it is suddenly evident that the right intersection of certain kind of roads, proximity to previously settled areas with higher densities of dwelling, a high elevation and vantage point, absence or minimal presence of environmental constraints, and myriad other factors all converge and point to a few locations where it is common sense to locate

them. Obviously, not all town and neighborhood center preliminary sites are created equal, and some are clearly better than others, but a normal process of selection is necessary, where all the pros and cons are analyzed. Perdido Key offered quite a few, out of which options A, B, C, D and E were the most promising. The solid circles denote the pedestrian sheds physically defining the area for each of the “finalist” locations, whereas the “rings” identify those few that were initially considered, yet put aside in favor of others with more potential. Options C, D and E were ultimately picked as the most viable ones.

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The Master Plan provides for a coherent network of open spaces, rather than a haphazard accumulation of vestigial patches of green. This is particularly evident in the newly minted squares and other urban public spaces, which are sized so that they are usable and maintainable. Spaces that are too big or spatially ill-defined generally see less pedestrian activity, are less safe and cost more to keep.

Green corridors are created along the existing wetlands, conserving the natural drainage patterns of the land, and reducing the need for mitigation to a minimum.

The green color in the diagram shows all those public spaces other than streets and other thoroughfares. They are the exact opposite of the private realm, and provide the setting for lively social interaction, leisure, retail and commerce, as well as civic engagement.

The light blue color identifies those open lower-lying spaces that also double as detention ponds, working within a coordinated strategy to build very efficient storm water and natural drainage infrastructure known as “light imprint” urbanism; compatible with the overarching principles of the New Urbanism, and meant to reduce construction costs.

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After due consideration of all the many issues involved, it is clear that the area around the Perdido Key Drive bend is the most optimal to develop the town center. It is centrally located in Perdido Key, the closest to higher existing residential density, land parcels are large enough to accommodate sufficient parking, it

needs a reduced amount of both Perdido Key Beach Mouse habitat and wetland mitigation, it is a good location for transit and quick hurricane evacuation, has proximity to the beach through feasible public accesses, and may absorb and improve the existing volume of retail at the Villagio, among other reasons.

Perdido Key Town Center

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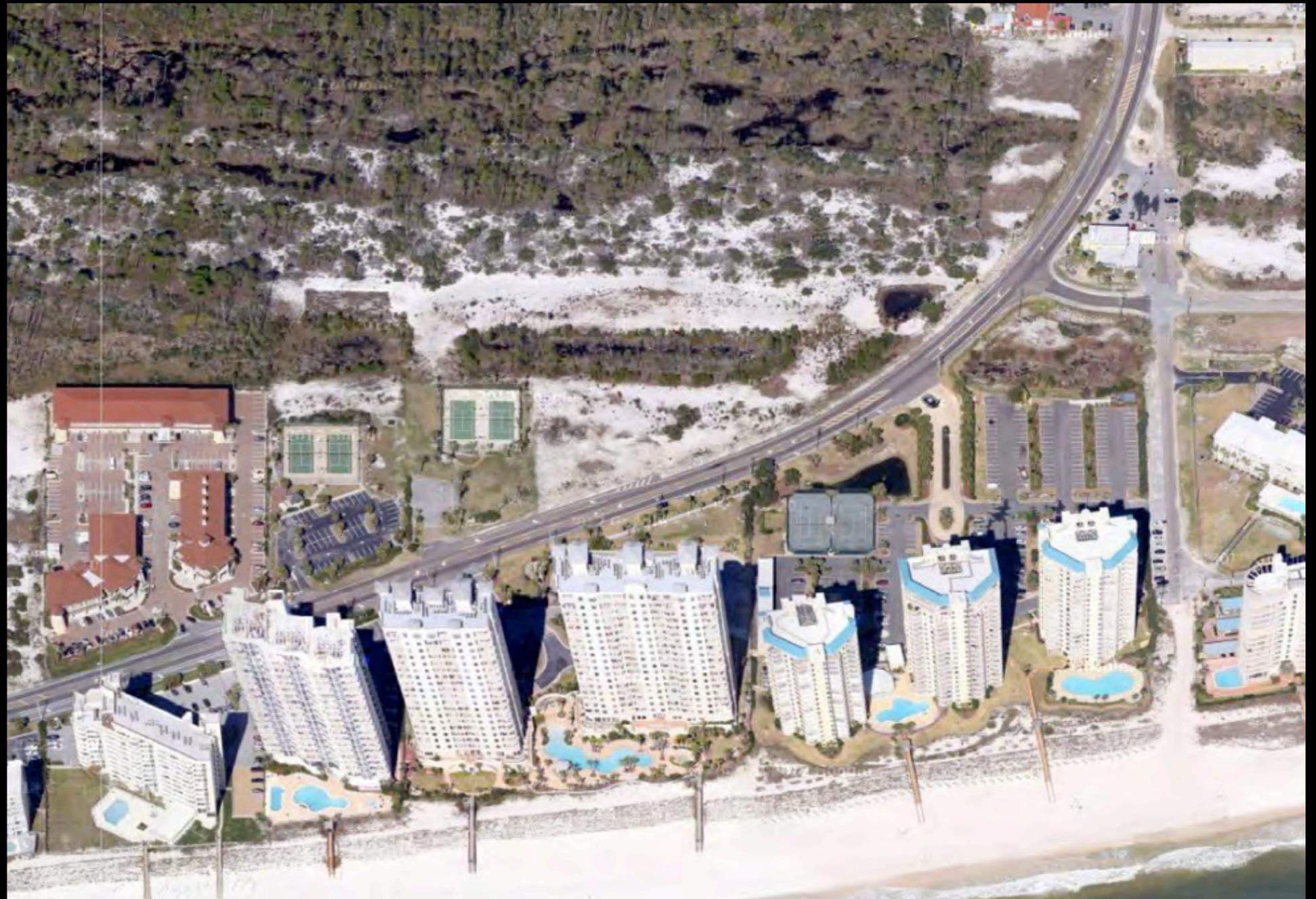
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The beachfront condominium towers just south of the proposed town center location would have a symbiotic relationship with it, as their many residents would help support the new businesses in it and get to enjoy the public amenities, while getting first necessities

served within walking distance. The condominium Home Owner Association(s) could also be creative and partake, to some extent, with retail liner buildings that would occupy little, currently sub utilized land, define the new Civic Green and produce income.

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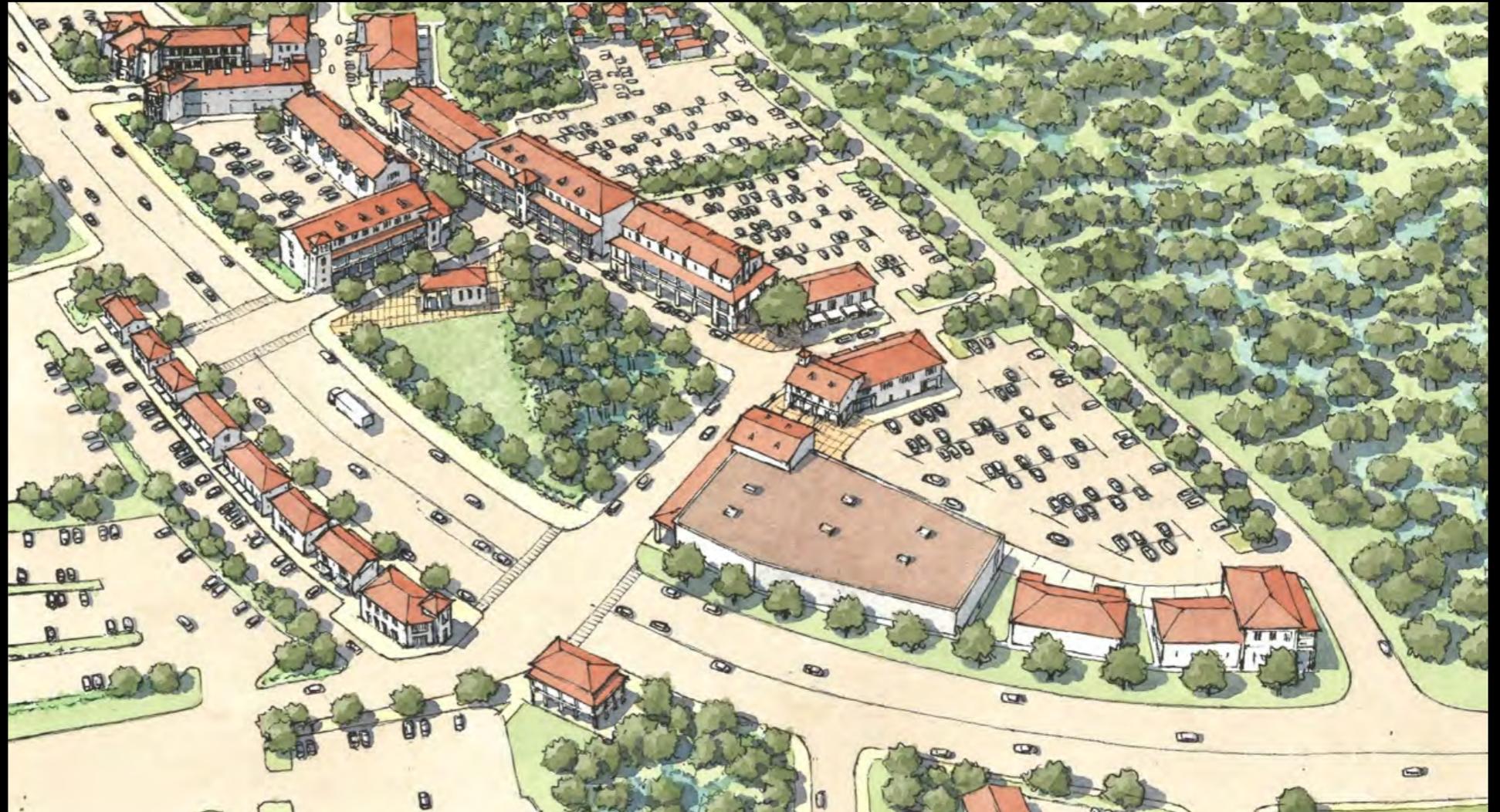
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If Perdido Key Drive is to become a four lane road as foreseen, the character of a faster, wider thoroughfare is not compatible with that of a street crossing through an urban center with intense pedestrian life. That is not an insurmountable difficulty, but it entails that the new town center must “disengage” Perdido Key Drive if it is to succeed. That can be done very gracefully. As the renderings show, a new Civic Green is created with that purpose where Perdido Key Drive meets Johnson Beach Road _resolving a few traffic and drainage problems in the process_, from which a new Main Street with plenty of mixed

uses encompassing retail, offices, different price-point residential units, civic buildings, et al peels off, incorporates the Villagio, and continues to a series of new public spaces _and ultimately the potential public beach club and new beach access_, unleashing a great amount of development in a controlled, predictable environment. One that might benefit from the increased exposure the wider Perdido Key Drive corridor would grant, yet also need to keep such faster and noisier road, with no parallel parking, at an arms’ length from the most vital parts of town, not to downgrade the quality of the urban realm.

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ANNOTATED DETAIL OF FULLY DEVELOPED TOWN CENTER



- | | | | |
|---------------|------------------------------|-----------------------------|---------------------------|
| 1 TOWN HALL | 5 PUBLIC BEACH CLUB | 9 RETAIL | 13 POTENTIAL BEACH ACCESS |
| 2 CIVIC GREEN | 6 OPTIONAL RETAIL / 6-PLEXES | 10 CIVIC GREEN AND BUILDING | 14 EXISTING BEACH ACCESS |
| 3 SKATE PARK | 7 PARKING | 11 GROCERY STORE | |
| 4 HOTEL | 8 SINGLE FAMILY RESIDENCES | 12 OPTIONAL RETAIL LINER | |

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Since very early in the Charrette the request to take a closer look at the intersection of Perdido Key Drive and Innerarity Road kept coming and going as a recurring call for attention. Though quickly recognized as a viable spot for a neighborhood center, it was initially put aside due to the most pressing issues of transportation and environmental mitigation. At the same time, it also became evident that the area around the Perdido Key Drive bend had more “critical mass” of developable land and was more centrally located; thus suggesting it was a more appropriate location for the Perdido Key town center, as it was decided in the end.

Nevertheless, that intersection was soon confirmed as a great spot to redevelop, and in most cases use quite a few of the existing buildings. For one thing, it is a place where the sustained volume of traffic goes a long way to assure likely success for businesses on it. The fact Publix and CVS have already established a presence there is no coincidence. Furthermore, it is the only access to the Innerarity Heights and Innerarity Road subdivisions to the west, which have a pent up demand for additional services within walking distance, as well as more options for leisure and civic life, without having to drive all the way to downtown Pensacola.

This location is also the first impression upon all people approaching Perdido Key from the North, and as such deserves a dignified treatment.



Innerarity Heights Neighborhood Center

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The place where Perdido Key Drive transforms into Sorrento Road _after crossing the bridge and meeting Innerarity Road_, is probably the one with the highest retail potential in all of the study area. Regardless of its peculiar geometry, it is a full four corner intersection,

and there is already a great deal of suburban business pads making a living and providing some essential services, among them a supermarket and a pharmacy, as well as a few third places trying to survive in a rather rudimentary, yet very promising setting.

Innerarity Heights Neighborhood Center

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The new square-about with a civic building at the center of the intersection keeps the flow of traffic unimpeded, as the 4 lanes of Perdido Key Drive are kept to distribute drivers around to Sorrento Road, Innerarity Road and Gulf Beach Highway, yet it divides those lanes into two faster and two slow ones; the latter running next to parallel parking along the wide sidewalks of cafes and restaurants. The

continuous galleries at the buildings surrounding the square provide shelter for outdoor seating and window shopping, while conveying distinct character. Most of the old suburban retail boxes are kept and reutilized, with liner spaces added to harmonize their architecture and dignify the space, creating a pleasant destination to walk or drive to. Parking is allocated behind the buildings.

Innerarity Heights Neighborhood Center

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Designated wetlands cover a sizable portion of the recreation area to the SE of the intersection, and are also present along the Bayou Garçon,

but leave most of the properties free to redevelop a neighborhood center without excessive environmental constraints.

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Existing commercial buildings to preserve

INNERARITY HEIGHTS NEIGHBORHOOD CENTER



Existing property lines, buildings, and early preliminary proposal for Innerarity Heights neighborhood center. The final version got to

shape a more successful urban place while keeping most of the buildings that had originally been singled out for demolition.

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Illustrated preliminary design for Innerarity Height neighborhood center, as proposed during the Charrette. Notice how a first attempt

at a civilized urban place and retail hub is made, defining a square with small, in some cases temporary buildings with parking behind.

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ANNOTATED DETAIL OF INNERARITY HEIGHTS NEIGHBORHOOD CENTER



- 1 RESTAURANT (REPOSITIONED)
- 2 MIXED USE BUILDING
- 3 CIVIC SQUARE AND BUILDING
- 4 EXISTING COMMERCIAL BLDG. W/ NEW ARCADE
- 5 PARKING
- 6 EXISTING CVS PHARMACY BLDG. W/ NEW ARCADE
- 7 EXISTING COMM. BLDG. W/ ARCADE AND EXTENSION
- 8 HEAD-IN PARKING
- 9 MULTI-FAMILY BLDG.
- 10 COMM. BLDG. ARCADE
- 11 SINGLE FAMILY LOTS
- 12 PARKING
- 13 LARGE SINGLE FAMILY LOTS
- 14 PUBLIC BUILDING AND ACCESS

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TOWN CENTER OPTIONS



Town Center A



Town Center B



Town Center C

Town planning, if it is to be good, must consider not just the physical characteristics of the place, and the specific problems any given community is facing at the time of the Charrette or any other similar planning exercise. Beyond the settlement typologies to implement, the analysis of the merits and demerits of the different design options available, for all the issues to deal with, it must propose viable scenarios matching or preventing the very many growth and urban-related outcomes that come up with time. This is particularly relevant in the case of regional planning, but also comes to mind when there are other issues of seemingly smaller scale, yet also of profound community impact. As far as Perdido Key is concerned, that would be the proposed widening of Perdido Key Drive.

That is a project that has received a lot of commitment, and which has gone so far down the process of studies and approvals to believe it will become a reality, sooner than later. Nevertheless, the vagaries of protracted permitting processes and dynamic political changes, at federal and state levels, as well as many other reasons, are enough justification for a totally hypothetical and superseded Master Plan scenario where one or more town center options are implemented along a context sensitive two-lane version of Perdido Key Drive; so that the two most important projects for the community, while closely intertwined, do not wind up totally dependent on each other, and can find parallel paths to success. That is what town center options A, B, and C are left to endeavor.

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Undeveloped Beachfront Lots

Town Center A

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Town Center A as a possible location for a beachfront Hotel and public beach access amenities

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Beach access undeveloped lots and proximity to “The Villagio”

Town Center B

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Town Center B with Beach Club and new condominium towers on the inland side of Perdido Key Drive

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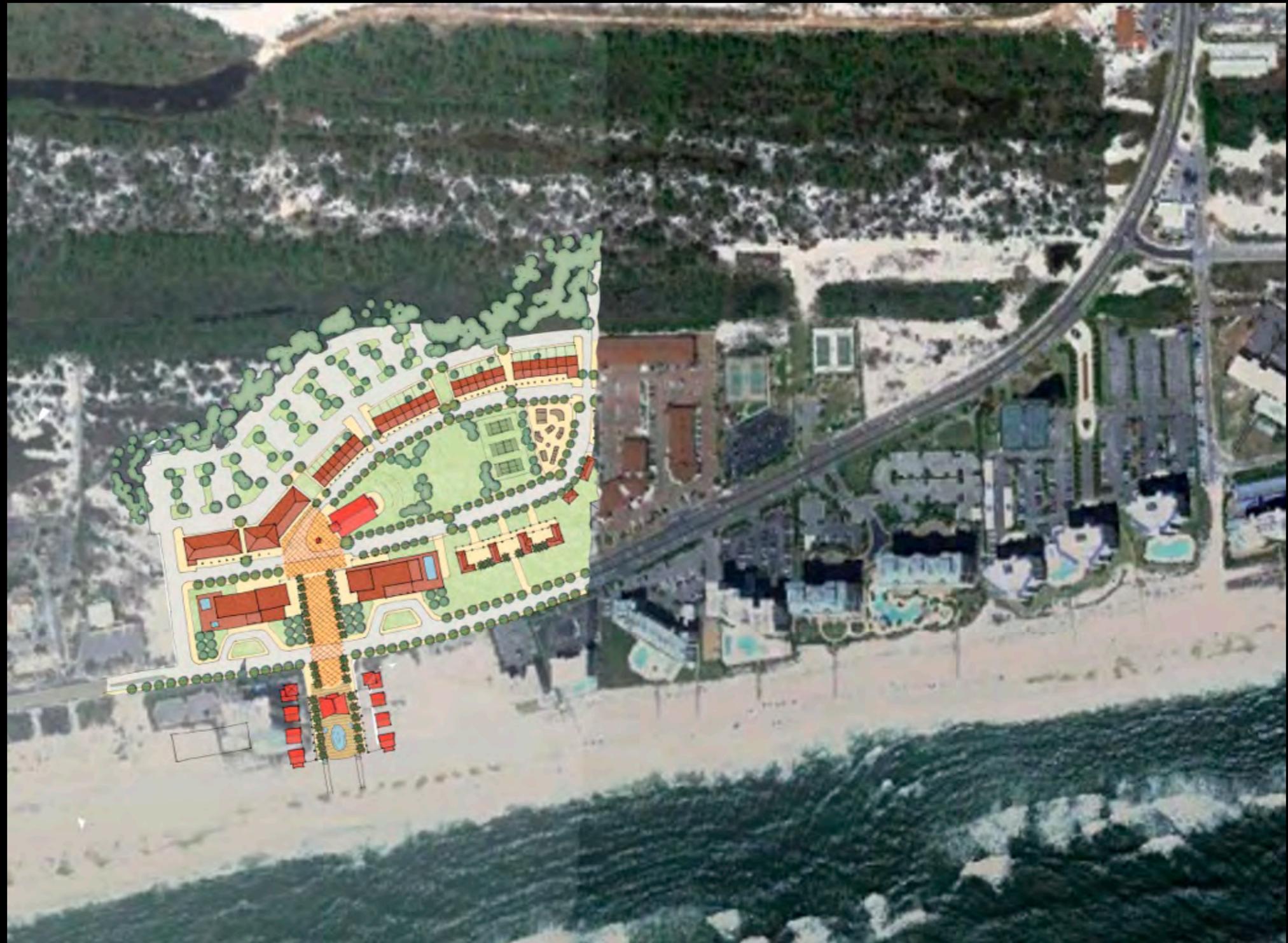
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Illustrative Town Center B - Phase I

Transferring density to the north side of Perdido Key Drive allows for public beach

access and amenities on the south side, which benefit the community as a whole.

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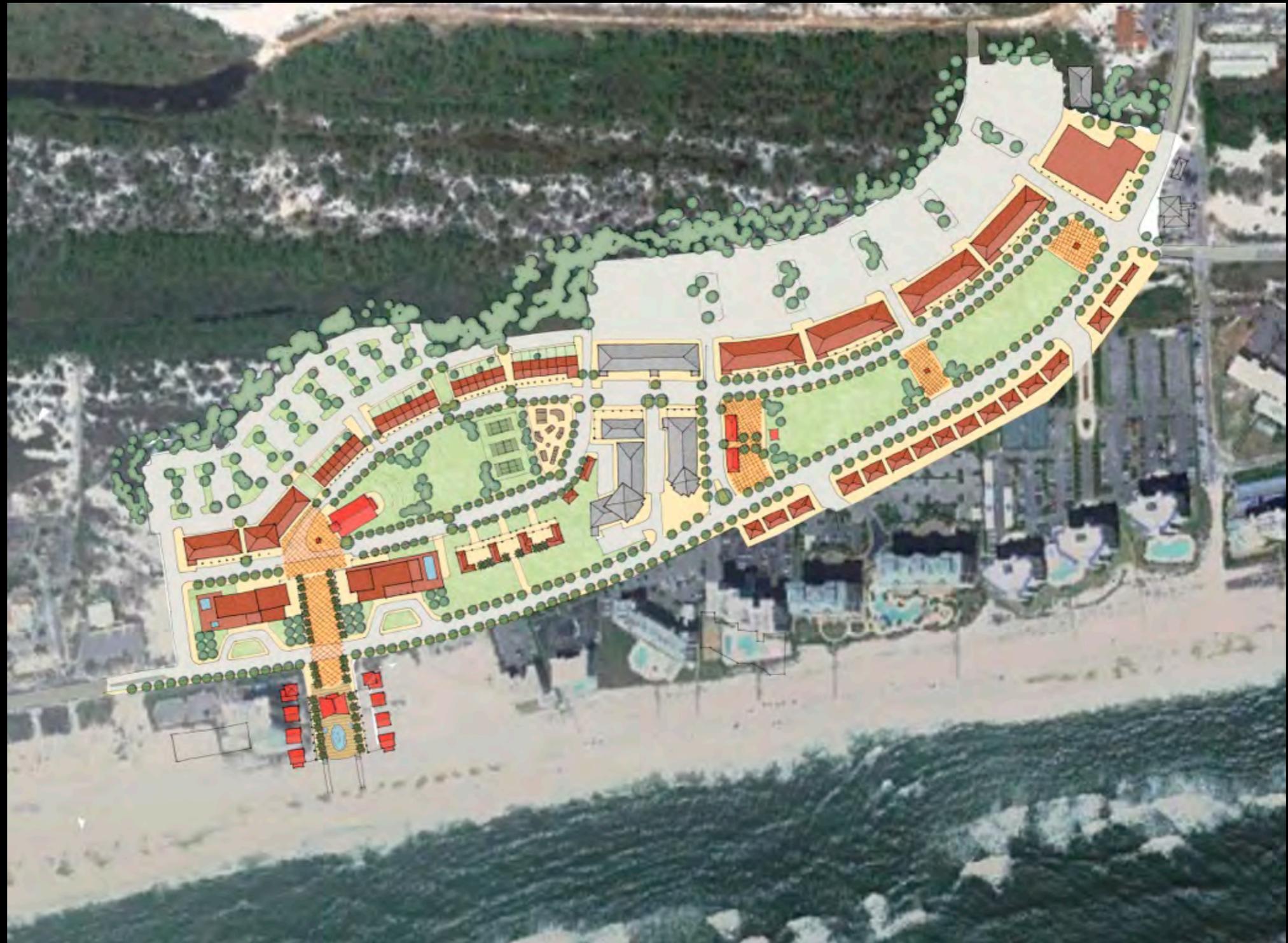
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Illustrative Town Center B - Phase II

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- | | | | |
|---------------|------------------------------|----------------------------|---------------------------|
| 1 TOWN HALL | 4 MIXED USE | 7 6-PLEX APARTMENTS | 10 EXISTING BEACH ACCESS |
| 2 SUPERMARKET | 5 OPTIONAL RETAIL / 6-PLEXES | 8 SINGLE FAMILY RESIDENCES | 11 POTENTIAL BEACH ACCESS |
| 3 HOTEL | 6 RETAIL LINERS | 9 PUBLIC BEACH CLUB | 12 SKATE PARK |

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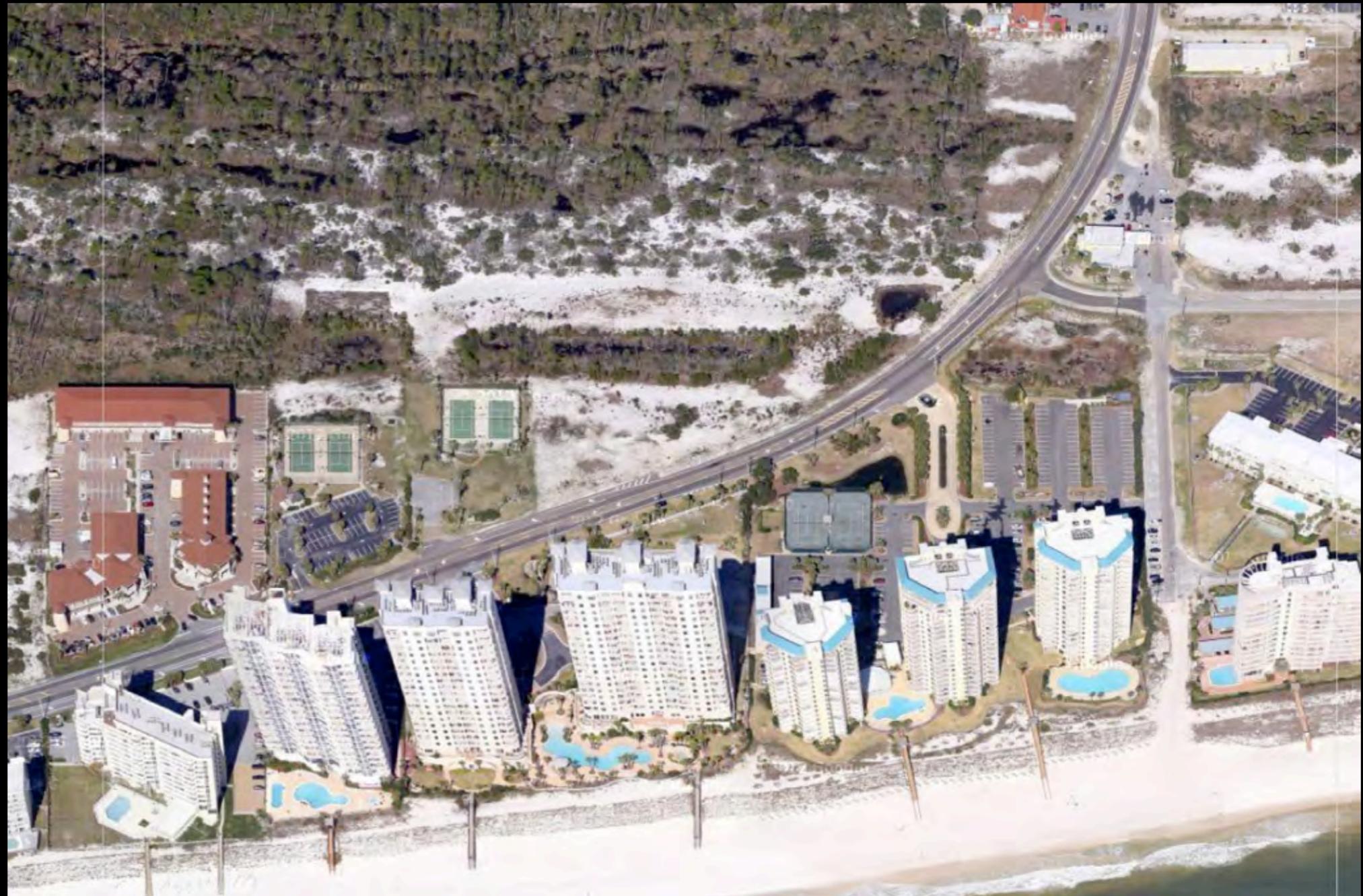
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Existing Beachfront Condominium Towers

Town Center C

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Town Center C with Green and improved intersection with Johnson Beach Road

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Flora-Bama Town Center D Property and Buildings

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Detail Area Perdido Key Beach Mouse Habitat around Flora-Bama

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Detail Area Designated Wetlands Habitat around Flora-Bama

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Development Potential along the Old River

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TOWN CENTER OPTIONS



- 1 FLORA-BAMA
- 2 CHURCH/PARTY GREEN
- 3 PARKING PLAZA
- 4 PLAZA (TRAFFIC CALM.)
- 5 MIXED USE
- 6 MOTEL (OPTION1)
- 7 MOTEL (OPTION 2)
- 8 6-PLEXES
- 9 RESTAURANT
- 10 PROPOSED CONDO
- 11 BOARDWALK
- 12 FLORA-BAMA PADDLE BOAT
- 13 PUBLIC ACCESS
- 14 EXISTING RESTAURANT

Illustrative Flora-Bama Town Center D

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PERDIDO KEY DRIVE MODIFICATION COSTS

Project Name:	SR 292 Perdido Key Drive
Project Location:	From Florida/Alabama State Line to Johnson Beach Road
County:	Escambia
FPID:	421011-1-28-01

	Segment 1 - Typ 1	Segment 1 - Typ 2	Segment 2 - Typ 3	Segment 2 - Typ 4	Segment 2 - Typ 3	Segment 3 - Typ 2	Segment 4 - Typ 3
Begin Station	10+00.00	17+75.00	123+00.00	153+50.00	155+50.00	156+00.00	177+00.00
End Station	17+75.00	123+00.00	153+50.00	155+50.00	156+00.00	177+00.00	199+90.00
Theo Baars Bridge Length (LF)							
Segment Length (LF)	775.00	10,525.00	3,050.00	200.00	50.00	2,100.00	2,290.00
Segment Length (MI)	0.1468	1.9934	0.5777	0.0379	0.0095	0.3977	0.4337
Typical Section Number	1	2	3	4	3	3	3
Per Mile or Per Square Foot Costs	\$7,122,870.29	\$5,132,279.58	\$5,000,000.00	\$140 psf	\$5,000,000.00	\$5,132,279.58	\$5,000,000.00
Number of Travel Lanes	4	4	4	4	4	4	4
Segment Costs	\$1,045,497.06	\$10,230,538.37	\$2,888,257.58	\$1,793,066.00	\$47,348.48	\$2,041,247.56	\$2,168,560.61
Boardwalk Add On			\$366,000.00	\$24,000.00	\$6,000.00		\$274,800.00
Bridge Approach Add On				\$100,000.00			
Box Culverts							
Total Costs Per Segment	\$1,045,497.06	\$10,230,538.37	\$3,254,257.58	\$1,917,066.00	\$53,348.48	\$2,041,247.56	\$2,443,360.61

Subject to Change

Prepared by: Gregory Allen, P.E., Atkins

Date: 1-15-2013

Segment 4 - Typ 4	Segment 4 - Typ 3	Segment 4 - Typ 4	Segment 4 - Typ 3	Segment 5 - Typ 2	Segment 6 - Typ 1	Segment 6 - Typ 5	Segment 6 - Typ 1
199+90.00	201+90.00	218+00.00	220+00.00	226+00.00	293+00.00	348+50.00	370+20.00
201+90.00	218+00.00	220+00.00	226+00.00	293+00.00	348+50.00	370+20.00	382+68.94
						2,170.00	
200.00	1,610.00	200.00	600.00	6,700.00	5,550.00	2,170.00	1,248.94
0.0379	0.3049	0.0379	0.1136	1.2689	1.0511	0.4110	0.2365
4	3	4	3	2	1	5	1
\$140 psf	\$5,000,000.00	\$140 psf	\$5,000,000.00	\$5,132,279.58	\$7,122,870.29	160	\$7,122,870.29
4	4	4	4	4	4	2	4
\$1,793,066.00	\$1,524,621.21	\$1,793,066.00	\$568,181.82	\$6,512,551.74	\$7,487,107.98	\$15,103,200.00	\$1,684,855.61
\$24,000.00	\$193,200.00	\$24,000.00	\$72,000.00				
\$200,000.00		\$250,000.00				\$100,000.00	
					\$164,000.00		
\$2,017,066.00	\$1,717,821.21	\$2,067,066.00	\$640,181.82	\$6,512,551.74	\$7,487,107.98	\$15,203,200.00	\$1,684,855.61

\$58,315,166.01

Total with Contingency (5%)

\$61,230,924.31

As part of the ongoing and separate project to widen the paved surface and number of travel lanes of Perdido Key Drive, the third party consultant retained by Escambia County for all the corresponding studies has graciously provided an estimate of the foreseen

expenses to modify the different thoroughfare sections along Perdido Key Drive, as described in the Thoroughfare Standards section of this report. The current estimate for those improvements is around \$61.2 million, including a 5 percent contingency allowance.

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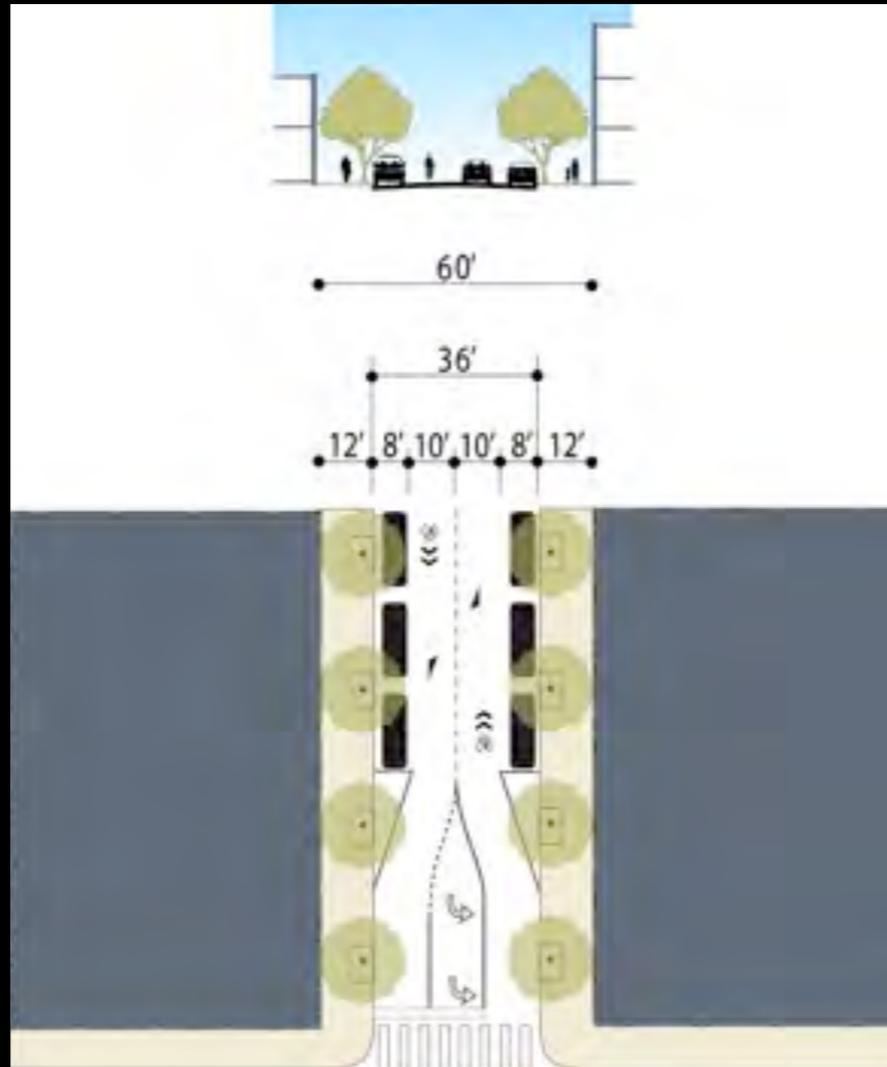
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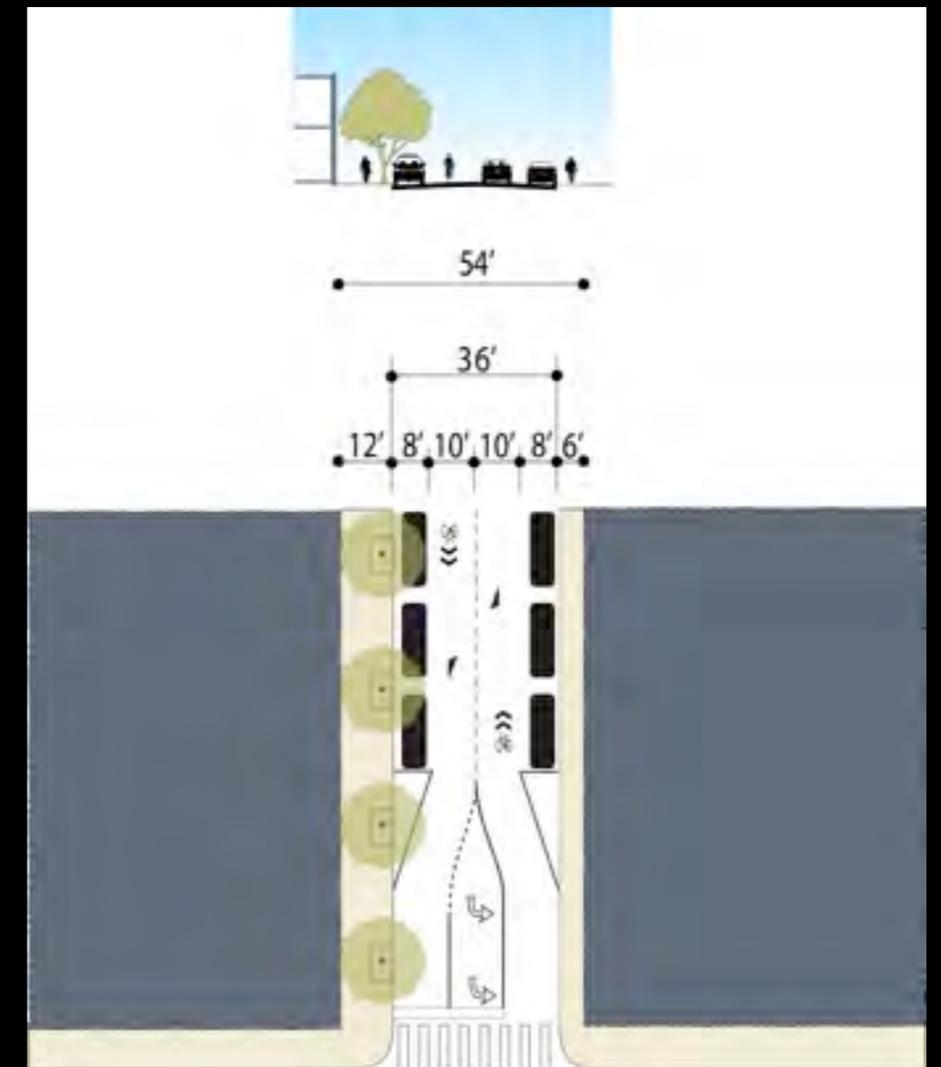
Item	Cost/Unit
Sidewalks	\$6.00/sq ft
Asphalt	\$30/sq yard
Curb and Gutter	\$30/lf
Street Trees (30' o.c)	\$950/ea
Sharrow markings (every 200')	\$200/ea

When estimating thoroughfares other than Perdido Key Drive, the base costs per mile included are from recent (last two years) construction cost estimates. They should be considered to have a ± 40% margin of error for planning purposes.



ST 60-36 8/10/10/8

This is a primary urban thoroughfare designed for use with buildings on each side. The estimated cost per mile is \$1,995,000. For reference, the FDOT District 3 2011 cost estimate for a 2 lane urban street with 12' lanes, bike lanes, curb and gutter, and 5' sidewalks is \$3.5 million.



DR 54-36 8/10/10/8

This is an urban section used in locations where buildings are on one side only; the other side of the street would be open space such as a park, pond, or beach. The estimated cost for this section, using the base assumptions above, is \$1,645,000 per mile

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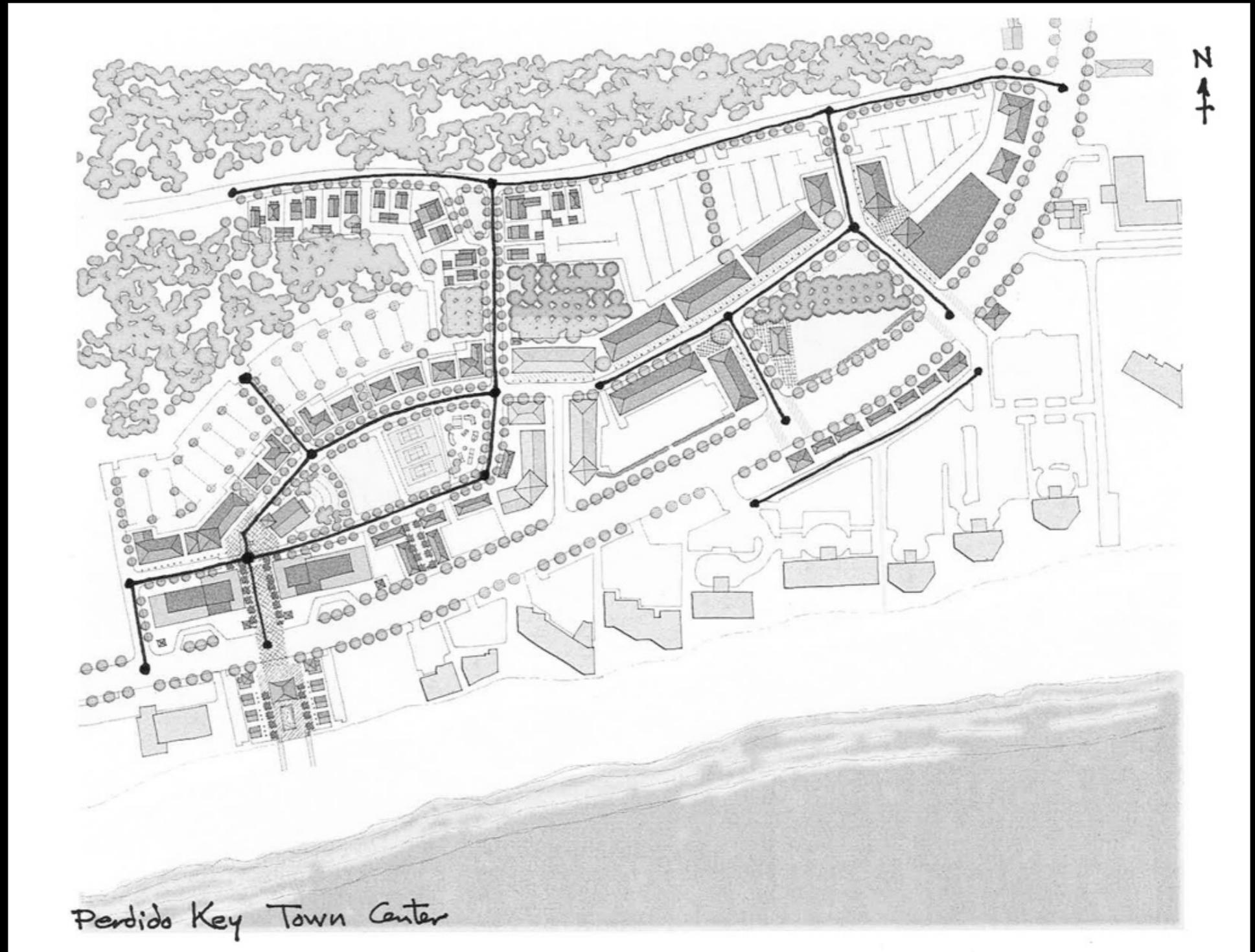
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Project cost estimate:

For the Perdido Key Town Center, using the frontages identified above, as well as the parking lots and alleys shown, the estimated cost for streets and paving is \$4.4 million.

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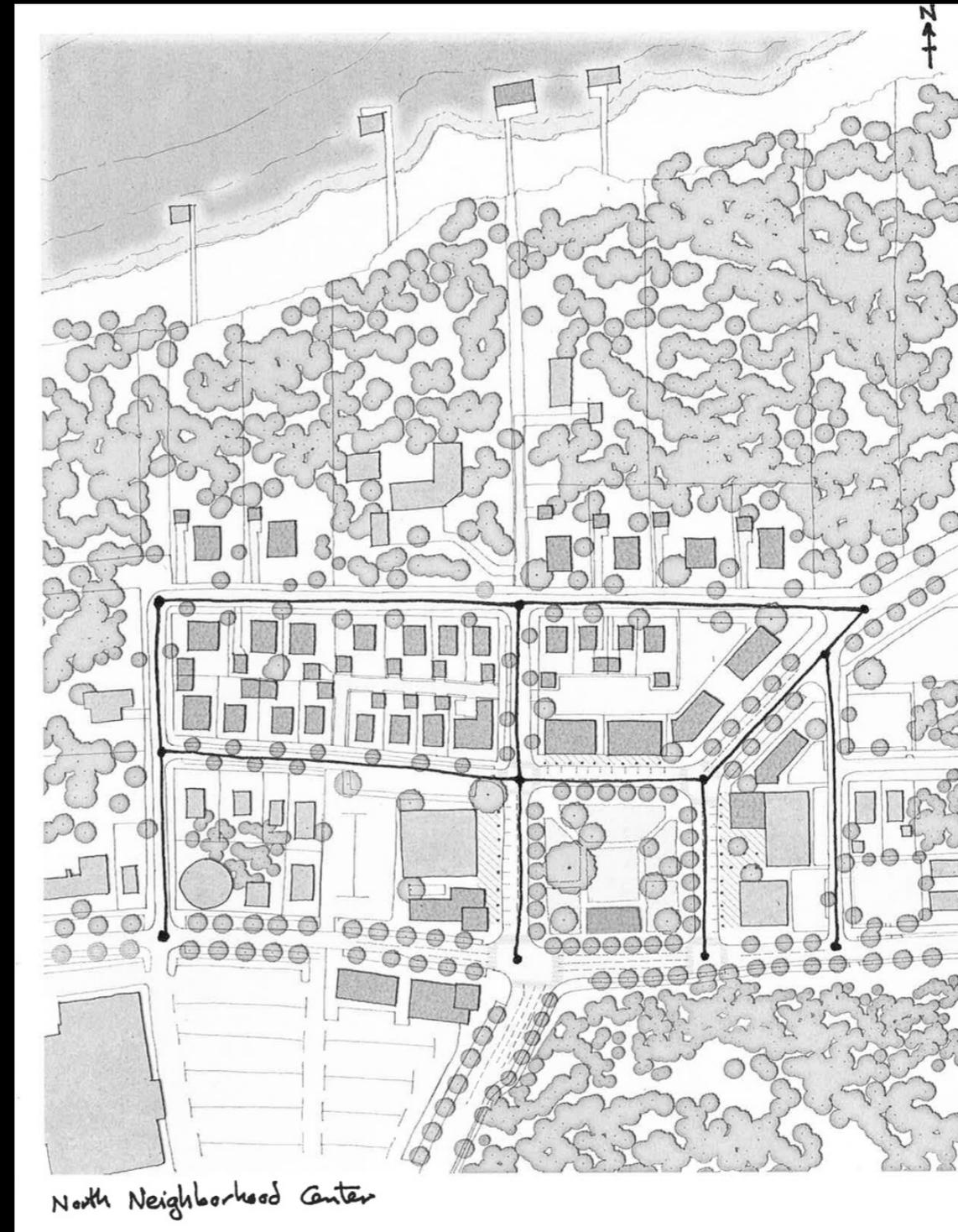
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Project cost estimate:

For the Innerarity Heights neighborhood center, using the frontages above, and the parking lots and alleys shown, the estimated cost for streets and paving is \$2.4 million.

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INFRASTRUCTURE COSTS

ESCAMBIA COUNTY FLORIDA					
PERDIDO KEY MASTER PLAN					
TOWN CENTER AT THE CURVE					
OPINION OF PROBABLE COST					
February 21, 2013					
TOTALS					
NO	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	6" PVC Waterline	LF	8,000	\$15.00	\$120,000.00
2	Fire Hydrants	EA	12	\$2,500.00	\$30,000.00
3	Storm Drains	LF	7,500	\$50.00	\$375,000.00
4	Inlets	EA	42	\$4,000.00	\$168,000.00
5	Gravity Sewer Manholes included	LF	7,100	\$30.00	\$213,000.00
6	Gas	LF	8,000	\$50.00	\$400,000.00
7	Lift Station	EA	1	\$150,000.00	\$150,000.00
8	Stormwater Basins	EA	2	\$100,000.00	\$200,000.00
SUBTOTAL					\$1,656,000.00
20% CONTINGENCY					\$331,200.00
GRAND TOTAL					\$1,987,200.00

ESCAMBIA COUNTY FLORIDA					
PERDIDO KEY MASTER PLAN					
TOWN CENTER NORTH OF INTERCOASTAL					
OPINION OF PROBABLE COST					
February 21, 2013					
TOTALS					
NO	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	6" PVC Waterline	LF	4,700	\$15.00	\$70,500.00
2	Fire Hydrants	EA	10	\$2,500.00	\$25,000.00
3	Storm Drains	LF	5,800	\$50.00	\$290,000.00
4	Inlets	EA	44	\$4,000.00	\$176,000.00
5	Gravity Sewer Manholes included	LF	4,500	\$30.00	\$135,000.00
6	Gas	LF	4,700	\$50.00	\$235,000.00
7	Lift Station	EA	1	\$150,000.00	\$150,000.00
8	Stormwater Basins	EA	1	\$100,000.00	\$100,000.00
SUBTOTAL					\$1,181,500.00
20% CONTINGENCY					\$236,300.00
GRAND TOTAL					\$1,417,800.00

Preliminary infrastructure cost projections for Perdido Key Town Center and Innerarity Heights Neighborhood Center. Asphalt and sidewalk costs are accounted elsewhere as thoroughfare costs

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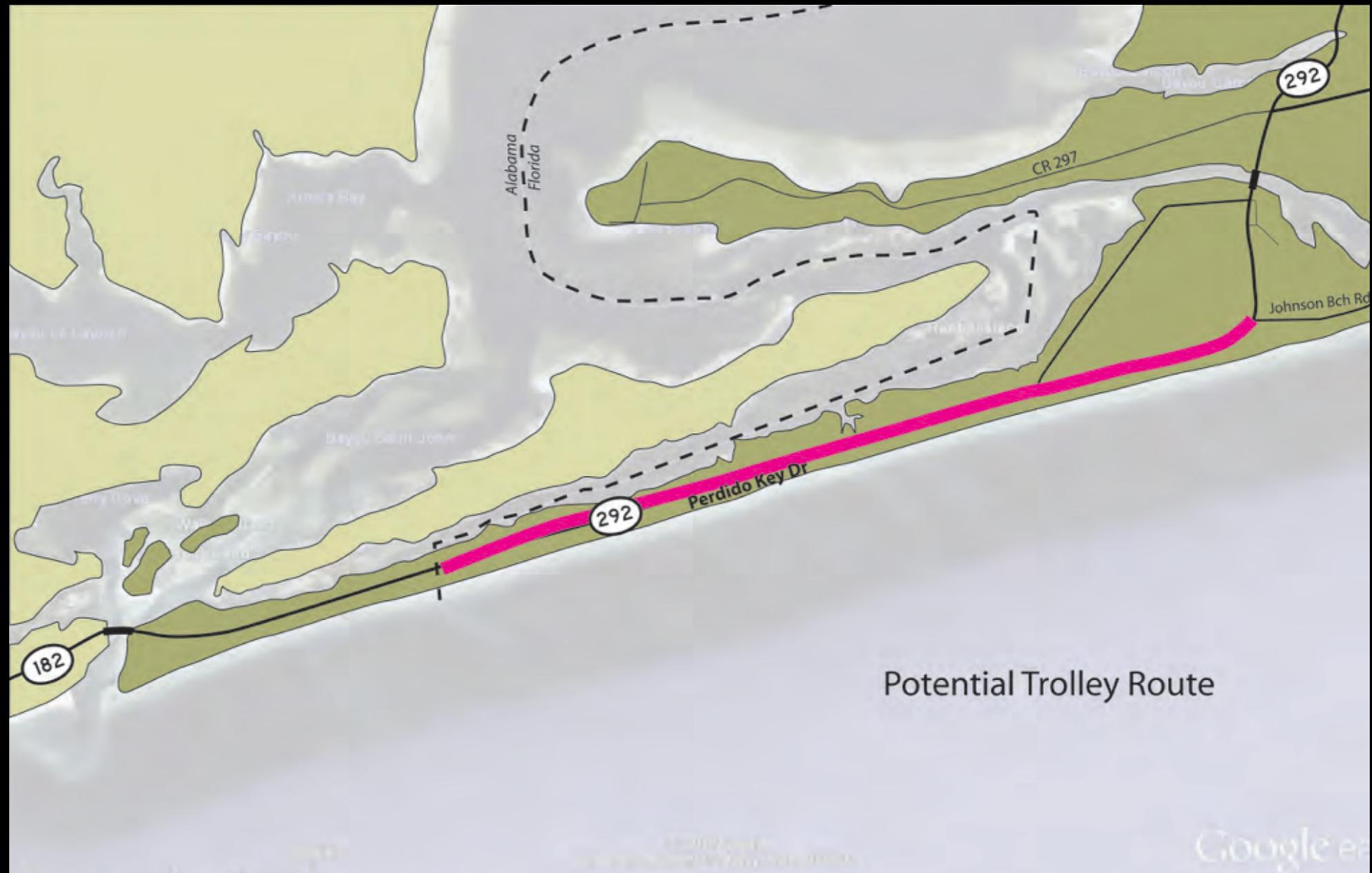
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Specifications and Base Costs:

Regarding transit cost considerations, a rubber-tired medium duty transit vehicle, built to resemble an old-fashioned street car and commonly referred to as a “trolley,” could provide alternative access along Perdido Key Drive to the beaches, hotels, and eating and drinking establishments. The intersection of

Johnson Beach Road and Perdido Key Drive is one logical terminus for such a trolley route; the other terminus is the Flora-Bama, almost exactly 6 miles distant along Perdido Key Drive. A trolley driving along this route would pass hotels, restaurants, residential subdivisions, and public beaches.

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TROLLEY COST/BENEFIT ANALYSIS

Headway for a single trolley would be one hour, to go to from Johnson Beach Road to the Flora-Bama and back, making all stops along the way, which is 30 minutes one way and one hour between trolleys. Hourly operating cost is assumed to be \$70/hr, which is a fully allocated cost to include maintenance, vehicle driver, fuel and oil. More trolleys can be added to reduce headways and wait times. Two trolleys give a 30 minute headway; three trolleys provide twenty minutes; four provide fifteen minutes. The greatest decrease in wait time comes from going from one hour to 30 minutes, so this analysis assumes a two trolley system. Note

that a backup vehicle should always be provided, so a two trolley system requires three vehicles, with two in service at any given time. A single trolley system requires two trolleys; a three trolley system requires four, etc.

The cost for a decorative trolley of this type is likely to be about \$100,000, depending on the specifics of the model. A trolley built on a truck chassis is less expensive but less comfortable and durable; a trolley built on a bus chassis is more expensive but rides better and lasts longer. Assuming \$100,000 per vehicle is a reasonable planning estimate.



PHOTO: SUPREME BUS CORPORATION

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Operating Costs and Service Parameters:

The cost of operating this transit service depends primarily on the service characteristics. Having determined the basic headway and hourly operating cost, the total cost depends on how long the service will operate at a time. To be of any real utility, a fixed route trolley of this kind could begin service at ten a.m. and run until ten p.m. This schedule would provide for shuttling tourists and residents to the beaches and to dinner and home again at night. At twelve hours per day, the daily cost of one trolley would be \$740/day, or \$1,680/day for a two-trolley system (the third trolley does not cost anything unless it is put into service. Proper fleet management will rotate trolley assignment to ensure each vehicle is driven every two days or so.) An entire weekend of service would cost about \$3,360.

The trolley would most likely run in the high season. Assuming a three month season at a monthly cost of \$51,000/month, this amounts to \$153,000/season. The trolleys cannot rest idle for the intervening months, so weekend service, at a minimum, is recommended, at a cost of \$3,360/weekend for perhaps 38 weeks of service (assume no service for at least two weekends) or \$127,680 for "routine" weekend service. All together, the trolleys have an annual cost of about \$300,000/year for operations and maintenance.

Benefits:

Given the narrow width of the Perdido Key Drive corridor and the linear distribution of land uses, a trolley system such as this could provide very good access to most locations. No destination need be more than a few hundred feet from a trolley stop. The attractiveness of the service will depend on whether patrons feel comfortable and safe walking that few hundred feet. With appropriate transit supportive land use design that provides wide sidewalks between the curb and building face, and the building faces at the back of sidewalk, this type of service could be convenient and easy to use.

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Introduction:

The purpose of this investigation is to assess potential public beach access sites along Perdido Key, Escambia County, Florida. The additional, or expanded, beach accesses will be identified to increase public access to the beach and to maximize state cost sharing through the Florida Beach Erosion Control Program for future nourishment project(s) along the Perdido Key gulf front beaches. This document summarizes gulf front parcels that

are for sale (as of November 19, 2012) which could be purchased for additional beach access and parking, the preliminary "Town Centers" presented in the October 22, 2012 "Perdido Key Master Plan - Final Presentation", and the potential increase in "eligible" shoreline. Also presented are potential State of Florida and local funding options for the acquisition of public beach accesses and support facility improvements.

Evaluation of the Public Beach, Access Points and Service:

Based on the "Perdido Key, FL Beach Restoration Project, R-1 to R-31, Escambia County, FDEP FY 2012-2013 Local Government Funding Request (LGFR) ", dated July 18, 2011, public beach access within the project limits consists of "Primary", "Secondary", "Commercial" and "Commercial/Residential" (Public Lodging). A summary of public accessible shorelines and needs for the three project segments are as follows:

- R-1 to R-12.5 (Western Beach) - beach access along this segment consists only of "Commercial" and "Residential" with no public beach accesses. Public "Primary", "Secondary" and/or alternative beach access sites meeting the guidelines of Chapter

62B-36 are sorely needed along this beach segment.

- R-12.5 to R-21.5 - 100% accessible within the Perdido Key State Park.

- R-21.5 to R-34 (Gulf Beach) - a full state cost-share will be achieved with an additional 44-parking spaces between State Park (R-21.5) and R-26, and 22-parking spaces between R-28 and R-32.

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The "Town Centers" are proposed to be open to the general public and provide access to the beach, parking, and restroom facilities. As such, these sites may be demonstrated as being "accessible" in accordance with 62B-36.007,(FAC). In addition, vacant lots could be purchased and beach access facilities constructed to serve the general public. Figure 1 shows the locations of the Town Centers ("A", "B" and "C"), lots sold between 2004 and 2012 (Numbered 1 through 7), and lots for sale as of November 19, 2012 (a and b).

The two (2) lots currently for sale would provide beach access to fill in the gaps in accessible shoreline. According to data reported in the LGFR, dated July 18, 2011 there is sufficient coverage near the location of lot "a", and it would not yield the required 22 parking spaces. Lot "b" would fill in eligible gaps near R-26.6 regardless if any of the town center locations nearby (Perdido Key town center, or options "A" and "B") were constructed. Regardless, these two lots do not appear to be cost-feasible for purchase and development. Lot "a" is located within a gated community, and the asking price for lot "b" is \$3.5 million.

Over the past few years the available gulf front parcels may have provided cost-effective alternatives to meet the beach access demands between R-21.5 and R-26, as well as between R-28 and R-32. One additional option available is to locate and purchase vacant property on the north side of Perdido Key Drive, adjacent to the existing Escambia County Beach Accesses #2 (R-25) and #1 (R-29.5 at Sand Key Drive). If Beach Access #2 can be converted to a "Primary Access" with the addition of 75 parking spaces then all but 91 feet between R-21.5 and R-34 are used to increase the eligible shoreline length to 99.3 percent.

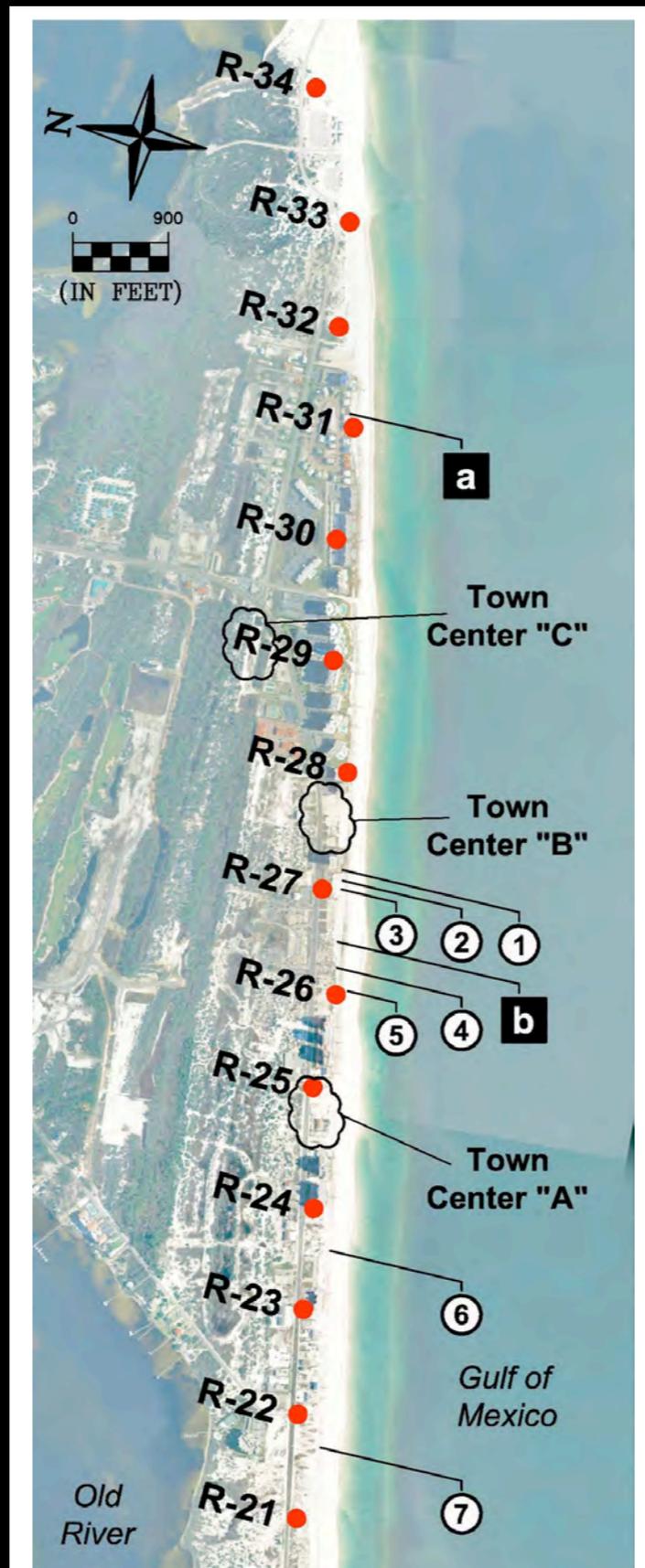


Figure 1. Gulf Beach

Gulf Beach - Sector R-21.5 to R-34

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Table 3.1. Gulf front lots for sale along the Gulf Beach limits

Location	Width (feet)	Potential Parking	Potential Eligible Shoreline (feet) ¹	Improvement Costs ²	Asking Price ³
a	75	18	1,025	\$100,000	\$899,000
b	105	36	2,005	\$200,000	\$3.5M

1. Does not consider overlapping eligible shoreline.
2. Opinion of probable costs (+/-20%) based on conceptual layout for parking, dune walkers, engineering but does not include restroom facilities.
3. As listed on the Multiple Listing Service (MLS).

Table 3.2. Gulf front lots sold between 2004 and 2012 along the Gulf Beach limits

Location	Width (feet)	Potential Parking	Potential Eligible Shoreline (feet) ¹	Improvement Costs ²	Selling Price ³
1	100	38	2,106	\$225,000	\$370,000
2	100	38	2,106	\$225,000	\$370,000
3	100	38	2,106	\$225,000	\$185,100
4	100	15	892	\$100,000	\$3.4M
5	90	32	1,779	\$210,000	\$1.9M
6	96	30	1,680	\$200,000	\$1.2M
7	290	100+	5,570	\$750,000+	\$380,00

1. Does not consider overlapping eligible shoreline.
2. Opinion of probable costs (+/-20%) based on conceptual layout for parking, dune walkers, engineering but does not include restroom facilities, except for beach accesses with 100+ parking space.
3. As reported on the Escambia County Property Appraiser website <http://www.escpa.org/>.

Table 3.1 lists the potential increase in eligible shoreline if these lots were purchased and improved.

Table 3.2 presents vacant property sales since 2004 and the additional eligible shoreline for each of these parcels.

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Town Center "A" is located just west of the Escambia County Beach Access #2 at R-25. This existing public beach access consists of 25 parking spaces and a restroom facility. The Town Center includes a gulf front hotel (adjacent and to the west of the beach access), mixed-use land uses and public parking to the north and across Perdido Key Drive. Among a number of benefits the hotel will bring to the area, typically hotels are also open and welcome the general public to use the on-site bars,

restaurants, and access to the beach and parking. With the addition of 75+ public parking spaces within ¼ mile walking distance of the beach access, #2 can then be designated as a "Primary Access". As a Primary Access, the remaining 385-foot gap along the Gulf Beach section to the west between R-23.4 and R-23.9 would be captured and the eligible shoreline of Town Center "B" to the vacant parcel at the site of the former Lillian's (R-27.8) would be overlapped to the east.

Beach access for town center A (R-24.9)

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Town Center "B" would include and encourage access to the beach for the general public, and provide a focal point for activity. The Town Center on the north side of Perdido Key Drive would connect to the Gulf of Mexico by a gulf front public promenade consisting of restroom facilities, water features, dune walkovers and viewing areas. Public parking will be located on the north-side of Perdido Key Drive and the Town Center and within ¼ mile walking distance of the beach access.

If more than 50 public parking spaces were provided and as a "Secondary Access" the gap in accessibility between Blue Surf (R-26.3) to the west and Ocean Breeze (R-27.9) to the east would be filled. Providing 100 parking spaces (along with the public restrooms) then the beach access would be a "Primary Access" although this access would not capture the remaining 385-foot gap along the Gulf Beach section to the west between R-23.4 and R-23.9.

Beach access for town center B (R-27.6)

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The eastern most proposed Town Center "C" is located near the existing secondary Beach Access #1 at Sand Key Drive. This proposed Town Center would provide additional public parking spaces within a ¼ mile walk of the existing Sandy Key Drive beach access. If there is more than 75 spaces within the Town Center dedicated to the general public then Beach Access #1 would be defined as a "Primary Access" and extend eligible shoreline 2,640 feet west to Mirabella near R-27.1

which, in part, would overlap the eligible shoreline from Town Center "B"

Beach access for town center C (R-29.1)

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BEACH ACCESS

The western beach end of Perdido Key consists only of "Commercial" and "Residential" with no public beach accesses. "Primary", "Secondary" and/or alternative beach access sites meeting Chapter 62B-36 are sorely needed along this beach segment. One "Town Center" is proposed but the site plan has not been developed in order to assess the accessibility to the beach. It appears the purchase of vacant lots would provide the best opportunity to provide public beach access. Figure 5 shows the location of Town Center "D", a "Potential County Parcel", lots sold between 2000 and 2012 (Numbered 8 to 14), and lots for sale as of November 19, 2012 (c through i).

Lot "i" (R-3.2) has a potential to have a significant impact on shoreline eligibility within the Perdido Key West section. With the purchase of nearby parcels within a mile walk that can add 16 public parking spaces; which would allow lot "i" to be designated as a "Primary Access" (with restrooms). The accessible shoreline would then extend from R-05 (west) almost at the State line to R-6 (east) at Rivera Dunes, and add a net of 3,914 feet of eligibility.

Separately, adjoining lots "g" and "h" (R-8.8) would each add 100 feet of accessibility. However if both lots were purchased, combined, and developed with 100 parking spaces and restroom the parcel would be designated as a "Primary Access" and then accessibility would extend from R-6.1 Sea-watch (west) to R-10.4, just east of Sea-spray, thus a net result of 4,496 feet of eligibility.

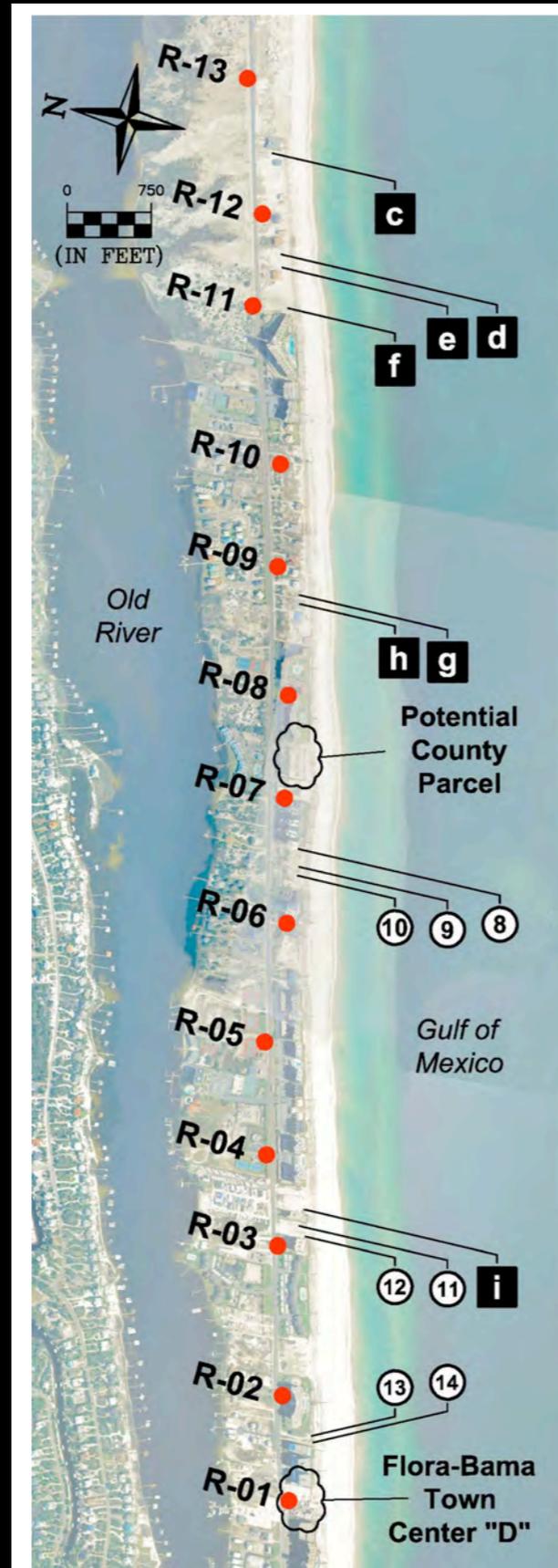


Figure 5. Perdido Key West

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Table 4.1. Gulf front lots for sale along the Perdido Key West limits

Location	Width (feet)	Potential Parking	Potential Eligible Shoreline (feet) ¹	Improvement Costs ²	Asking Price ³
c	45	30	1,629	\$200,000	\$525,000
d	50	16	420	\$150,000	\$300,000
e	100	40	2,212	\$250,000	\$775,000
f	100	46	2,528	\$275,000	\$1.225M
g	100	44	2,423 ⁴	\$275,000	\$5.0M
h	100	44	2,423 ⁴	\$275,000	\$5.0M
i	150	84	2,790	\$550,000	\$2.2M

1. Does not consider overlapping eligible shoreline.
2. Opinion of probable costs (+/-20%) based on conceptual layout for parking, dune walkers, engineering but does not include restroom facilities.
3. As listed on the Multiple Listing Service (MLS).
4. If Lots g and h were combined and developed as a Primary then the net eligible shoreline would be 4,496 feet.
5. If 16 additional parking spaces were provided within 1/4 mile this site could be designated as a Primary then the net shoreline would be 3,914 feet.

Table 4.2. Gulf front lots sold between 2004 and 2012 along the Perdido Key West limits.

Location	Width (feet)	Potential Parking	Potential Eligible Shoreline (feet) ¹	Improvement Costs ²	Selling Price ³
1	100	54	2,740	\$350,000	\$3.3M
2	50	24	1,317	\$175,000	\$4.5M
3	100	56	2,740	\$350,000	\$6.1M
4	100	50	2,740	\$325,000	\$675,000
5	50	26	1,423	\$200,000	\$675,000
6	65	8	487	\$80,000	\$425,000
7	40	12	674	\$100,000+	\$1.0M

1. Does not consider overlapping eligible shoreline.
2. Opinion of probable costs (+/-20%) based on conceptual layout for parking, dune walkers, engineering but does not include restroom facilities, except for beach accesses with 100+ parking space.
3. As reported on the Escambia County Property Appraiser website <http://www.escpa.org/>.

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Town Center "D" is located at the western end of Perdido Key West on the Florida - Alabama state line in the vicinity of R-1. The "Flora-Bama" Town Center site plan has not been fully developed to assess the potential accessibility to the beach by the general public. The opportunity to provide public parking spaces, dune walkovers to the beach and possibly restroom facilities will depend on the collaborative effort of the Flora-Bama Lounge, stakeholders and neighboring property owners. However if

the planned Town Center is developed as a "Primary Access", accessibility will extend 118 feet from the state line (west) and 2,640 feet east to approximately R-3.4 and will add an additional 1,620 feet of eligibility along the 2,758 foot section.

Beach access for town center D

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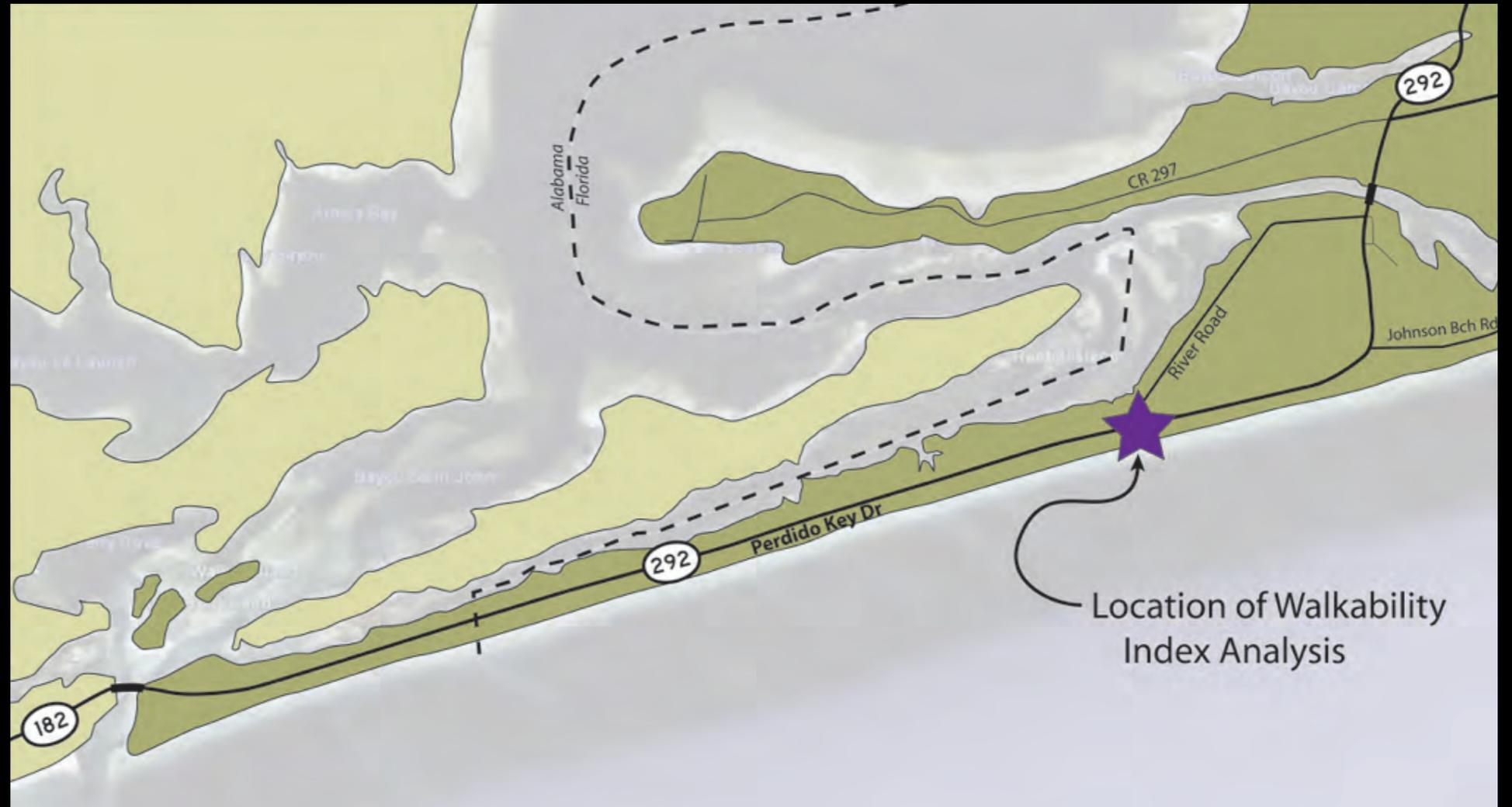
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Walking continues to enjoy a renaissance as a serious mode of urban transportation. Both sides of the Right-of-Way line now receive the designers focus when walkable, livable communities are established policy. This broadening of the considered pedestrian environment is vital to walking comfort, safety and increased activity.

With that in mind, a walkability audit of Perdido Key Drive was performed using on-site measurements and Google Earth imagery for the existing condition, and the Atkins plans for Perdido Key Drive as a four lane roadway. The analysis was conducted at the intersection of

River Road and Perdido Key Drive. HPE measured the “walkability” of the Perdido Key Drive corridor to assess total mobility, using an analysis tool called the Walkability Index. Grading a location’s walking environment is basic to assessing its total mobility. Successfully applied in several cities, HPE’s Walkability Index achieves a block by block, pedestrian level of service score. This score is also closely related to bicycle and transit mobility potential for a given block. The Walkability Index serves as a useful multi-modal counterbalance to the conventional, automobile-oriented level of service (LOS) grading system for thoroughfares.

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HPE's Walkability Index uses the Transect theory to describe context zones, organizing the natural, rural, suburban, and urban landscape into categories of compactness, opportunity, and street structure. An operating principle of the Transect is that elements of a certain type belong in certain environments; i.e., an apartment building belongs in a more urban setting, and a house on a large lot belongs in a more rural setting. Some kinds of thoroughfares are urban (streets), and some are rural (roads). For analysis purposes, the Walkability Index uses Transect zones as described below:

T3 Sub-urban consists of low density residential areas, adjacent to higher zones with some mixed use. Blocks may be large and the irregular roads accommodate natural conditions.

T4 General Urban consists of mixed use but primarily residential urban fabric and may have a wide range of building types: single, sideyard

and rowhouses. Streets with curbs and sidewalks define medium-sized blocks.

T5 Urban Center Zone consists of higher density mixed used buildings that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.

T6 Urban Core Zone has the most density and height, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks, steady street tree planting, and buildings set close to the wide sidewalks. Typically present only in large towns and cities.

Usually, the Walkability Index is applied only to places designated as T3-T6. T1-T2 areas are assumed to be mostly traveled by the automobile, not lending themselves to walkability by their context. Perdido Key Drive is completely suburban, not falling into any zone, but the Index was used with T3 criteria.



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For the index, HPE carefully selected ten walkability criteria related to quality of the walking environment:

- Vehicle Speed - Non-peak hour free flow speed, measured with a speed gun; a minimum of 10 samples; when actual speeds cannot be measured, the practitioner may use the thoroughfare's posted speed as a minimum procedure
- Thoroughfare Width - Street width at each pedestrian crossing, curb face to curb face
- Street Parking - Presence of on-street parking, percent of a block face where on-street parking is provided and in use
- Sidewalk Width - Full width of paved sidewalk, sensitive to context, per Transect Zones
- Pedestrian Connectivity - Distance between street intersections or mid-block crossings, a measure of network density
- Pedestrian Features - Presence and quality of pedestrian features
- Street Enclosure - Ratio of building height to street width
- Land Use Mix - Presence of different, pedestrian attractive land use types; also Transect sensitive
- Façade Design - Number of doors and façade character per block face
- Transit/ Bicycle Features - The presence of bus shelters, stops, bicycle lockers and bicycle racks.

WALKABILITY INDEX DATA SHEET:

Street Name: Pendleton Cross Street: River Road

Date: _____ Street Segment:

Begin Time: _____ A.M. P.M. (Circle One)

Completed by: JK

Representing: HPE

Posted Speed of Street/Road: 45 mph

Transect Zone (Circle One): T3 T4 T5 T6 TA

WALKABILITY MEASURE

Criterion	Value	Score Side A	Score Side B	Total Score
STREET DESIGN (MAXIMUM SCORE 30 POINTS)				
1 Non-peak hour Free Flow Speed (Vehicles not hindered by stop signal or other slowing/stopping vehicles)				
[Note for this measure: if possible, take a minimum of 10 samples; if not possible, take at least 3 samples in 10 minutes]				
≤15 mph	10			0
20 mph	8			0
25 mph	6			0
30 mph	4			0
Over 30 mph	0			0
		Segment Total		0
2 Pavement Width—curb face to curb face—at Pedestrian Crossing				
32' or less	10			0
33' - 42'	6			0
43' to 54'	6			0
55' to 66'	4			0
Over 66'	0			0
		Segment Total		0
3 Presence of On-Street Parking (Parallel or Angle Parking)				
76% - 100% of Block Face	5			0
51% - 75% of Block Face	4			0
26% - 50% of Block Face	3			0
10% - 25% of Block Face	2			0
No on-street parking	0			0
		Segment Total		0
SIDEWALK DESIGN (MAXIMUM SCORE 30 POINTS)				
4 Sidewalk Width: Sidewalk width should be appropriate to the built environment (Score for appropriate transect)				
T3	T4	T5	T6	
>5'	>6'	>12'	>20'	5
>4' to 5'	>5' to 6'	>8' to 12'	>12' to 20'	3
>3' to 4'	>4' to 5'	>5' to 8'	>8' to 12'	2
≤3'	≤4'	≤5'	≤8'	0
		Segment Total		0
5 Pedestrian Connectivity: Distance between intersections or mid-block crossings				
300' or less	5			0
301' to 400'	4			0
401' to 500'	3			0
501' to 600'	2			0
Over 600'	0			0
		Segment Total		0
6 Presence and quality of pedestrian features (good sidewalk condition; lack of obstacles; ADA compliance; shade trees; street furniture)				
High quality	5			0
Moderate quality	3			0
Low quality	2			0
Poor quality or no features	0			0
		Segment Total		0
URBAN DESIGN (MAXIMUM SCORE 30 POINTS)				
7 Street Enclosure: Ratio of building height to street width [building face to building face]*				
<1:1	10			0
1:1 to <1:3	8			0
1:3 to 1:6	6			0
>1:6	0			0
		Segment Total		0
* Blocks with center medians or parks should be scored by subtracting the median or park from the street width. E.g., a street with an 8' parking lane and 12' travel lane on both sides of a 30' median would be calculated as a 40' wide street.				
8 Land Use Mix: Presence of different land use types, e.g. retail, eating and drinking establishments, hotels and residential units (Score for appropriate transect)				
WITHIN 5 MIN WALK		ON BLOCK FACE		
T3-T4R	T4-O	T5	T6	
3+	3+	4+	4+	5
2	2	3	3	3
1	1	2	2	2
N/A	N/A	1	1	0
		Segment Total		0
9 Façade Design: Presence of façade arrangements and designs that are attractive to pedestrians*				
Small units; many doors (15-20 doors/block face); lots of character	5			0
Small units; many doors (10-14 doors/block face); many details	4			0
Mix of large & small units; (6-9 doors/block face); few details	3			0
Large units; little variation (2-5 doors/block face); few or no details	1			0
Large units; few or no doors (0-1 doors/block face); uniform façade	0			0
		Segment Total		0
*Drawn from Close Encounters With Buildings; Jan Gehl, Lotte Johansen Koefor and Solvejg Reigstad				
** Dividing # doors by block length prevents penalizing smaller blocks for having a fewer number of doors.				
TRANSIT/BICYCLE FEATURES (MAXIMUM SCORE 10 POINTS)				
10 Transit and/or Bicycle Features				
Presence of special bus/bicycle features (e.g. bus shelters)	10			0
Presence of bus stops and bicycle racks	8			0
Presence of bus stops or bicycle racks only	6			0
No bus stops or bicycle racks	0			0
		Segment Total		0
Walkability Scoring				
90 - 100 points	High Walkability (*****)			
70 - 89 points	Very Walkable (****)			
50 - 69 points	Moderately Walkable (***)			
30 - 49 points	Basic Walkability (**)			
20 - 29 points	Minimal Walkability (*)			
19 points or less	Uncomfortable/hazardous for Walking (0)			
TOTAL SCORE, THIS STREET SEGMENT				0

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SUMMARY CHART: PERDIDO KEY'S EXISTING & PROPOSED ZONING DISTRICTS

ZONING INFO.	S-1PK	PK-1	R-1PK	PK-3A	PK-3B	R-2PK	PK-4A	C-1PK	PK-4B	PK-5	R-3PK	CGPK
INTENT										RESERVED		PK-6A or T4-B7
Intent of Zoning District	Preserve and maintain lands for outdoor recreations uses and open space.	Preserve and maintain lands for outdoor recreations uses and open space. Lands approximate a wilderness natural condition and are permanently set aside for conservation.	Low population density area	Low-density areas, exclusively composed of single-family housing with relatively deep setbacks.	Low-density areas, primarily composed of single-family housing and duplex housing with relatively deep setbacks.	Medium population density residential area that recognizes the desirability of maintaining open space	Medium-density residential area that recognizes the desirability of maintaining open space	Commercial: Provide for retailing of commodities and furnishing of selected services.	Area consisting of mixed-use to provide neighborhood-type services, but primarily residential urban fabric. Range of building types and shallower setbacks	Area consisting of mixed-use to provide neighborhood-type services, but primarily residential urban fabric. Range of building types and shallower setbacks	High density residential area. Low intensity office use and service facilities also permitted.	Resort-related Commercial uses, use gateways, providing an identity for Perdido Key as a visually attractive, family style, resort community.
BUILDING DISPOSITION												
Lot Width (min.)	80' @ front bldg line	80' @ front bldg. line	SF: 40' @ front bldg line & ROW line	40'	40' for single-family & 80' for duplex at bldg. face	Same as R-1PK (40' @ front bldg line & ROW line)	40' for SF, 80' for DF & 100' for MF at bldg. face	Residential same as R-1PK, MF & Comm. no min	40' for SF, 80' for DF & no min. for MF & Comm.	70% max.	Same as R-1PK (40' @ front bldg line & ROW line)	Residential same as R-1PK, MF & Comm. no min
Lot Coverage	20% max	20% max. or less?	70% max.	65% max.	65% max.	Same as R-1PK (70% max.)	70% max.	75% max.	75% max.	70% max.	70% max. for Resid. & 85% for Comm.	85% max.
Open Space (min.)	None	None	35%	35%	35%	35%	30%	25% pervious	25%	30%	35%	15% pervious
Density (du/acre)	None	None	2 max.	2 max.	2 max.	4.5 max.	4.5 max.	3 max.	4.5 max.	6 max.	12 max.	12.5 max.
SETBACKS												
Front (min)	None	None	25'	25'		Same as R-1PK (25')	25'	Same as R-3PK, except MF & Comm. 15' min.	15' min. for Residential, 0' min. for Commercial	15' min. for Residential, 0' min. for Commercial	20'	Same as R-3PK (20' min.)
Side (min)		None	10% lot width or 15' each side max. & 5' min. each side	10% lot width or 15' each side max. & 5' min. each side.	10% lot width or 15' each side max. & 5' min. each side.	Same as R-1PK (10% of lot width or 15' each side max. & 5' min. each side)	10% lot width or 15' each side max. & 5' min. each side.	5' each side, and 10' min. for transition from Resid. to Comm.	5' min. each side & 10' min. for use transition. 0' min. allowed b/w attached types (see notes).	5' min. each side & 10' min. for use transition. 0' min. allowed b/w attached types (see notes).	10% of lot width or 15' each side max. & 5' min. each side. 0' min. allowed b/w attached types.	5' each side & 10' min. for use transition from Resid. To Comm.
Rear (min)	None	None	10% lot depth or 25' max.	10% lot depth or 25' max.	10% lot depth or 25' max.	10% lot depth or 25' max.	10% lot depth or 25' max.	15' min.	15' min.	15' min.	10% lot depth or 25' max.	Same as C-1PK (15' min.)
BUILDING HEIGHT												
Building Height			35' max. aft.	35' max above finish floor or 4 stories max.	35' max above finish floor or 4 stories max.	4 stories max. or 2 stories less than +4 adj	4 stories max.	4-stories max.	4 stories max.	4 stories max.	8 stories max. or 2 stories less than +8 adj	10-stories max.
BUILDING FUNCTION												
Residential	Prohibited	Prohibited	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Lodging	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Permitted (B&B only)	Permitted	Permitted	Prohibited	Permitted (25 u/ac max.)
Office	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Permitted	Permitted	Permitted	Permitted (Prof. Office)	Permitted
Retail	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Permitted	Permitted	Permitted	Prohibited	Permitted
Educational	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Permitted	Permitted	Permitted	Prohibited	Prohibited
Civic	Prohibited (ex. country club)	Prohibited	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Civil Support	Prohibited	Prohibited	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
NOTES												
Additional Notes			1. Lot width for DF = 80' at building face/50' at ROW Lot width for MF = 100'	1. No duplex or multi-family allowed. 2. Lot coverage reduced to 65% to be in line with the open space min. requirements of 35%.	1. No multi-family allowed. 2. Lot coverage reduced to 65% to be in line with the open space min. requirements of 35%.		1. Building height capped to 4 stories. 2. Cottage courts allowed.	1. For existing lots, footprint shall not exceed 25% lot coverage. 2. See additional footprint regulations.	1. Building height capped to 4 stories. 2. Building types include rowhouses, cottage courts, small apt or commercial buildings and live-works. 3. Attached bldgs. exempt from side setbacks - 0' min. allowed except 10' req'd at end lots. 4. Footprint restrictions same for new and existing buildings.	1. Retail uses required at ground floor.	1. Townhomes exempt from side setbacks - 0' min. allowed except 10' req'd at end lots. 2. For existing improved lots, footprints shall not exceed 25% lot coverage. 3. See additional footprint regulations for existing bldgs or improved lots (19% - 25% lot coverage range)	1. Additional height restrictions w/in 4 miles of Pensacola Naval Air Station 2. For existing improved lots, footprints shall not exceed 25% lot coverage. 3. See additional footprint regulations for existing bldgs or improved lots (19% - 25% lot coverage range)

PK-6A	CCPK	PK-6B	PRPK	SD-3
High density area with a great variety of permitted uses.	Mixed-use development encouraged; primarily for high-density residential development and retailing of resort-related services.	Mixed-use development encouraged primarily for high-density residential development and retailing of resort-related services.	Large-scale planned resort district - allowing for destination-type mixed uses, with resort amenities and extensive open space. Min. 10-acre parcel.	Large-scale planned resort district - allowing for destination-type mixed uses, with resort amenities and extensive open space. Min. 10-acre parcel.
40' for SF, 80' for DF & no min. for MF & Comm. 80% max. for Commercial uses / 70% max for all other uses	Residential same as R-1PK, MF & Comm. no min. 70% max. for Residential & 80% max. MF & Comm.	40' for SF, 80' for DF & no min. for MF & Comm. 80% max. for Commercial uses / 70% max for all other uses	Residential same as R-1PK, MF & Comm. no min. Same as R-1PK for Residential & 40% max. MF & Comm.	40' for SF, 80' for DF & no min. for MF & Comm. 80% max. for Commercial uses / 70% max for all other uses
20% / 30% pervious 24 max	20% pervious 13 max	20% / 30% pervious 36 max.	30% + 50% min. front yard 5 max.	30% + 50% min. front yard 5 max.
15' min. for Residential, 0' min. for Commercial	Same as R-3PK (20' min.)	15' min. for Residential, 0' min. for Commercial	Same as R-3PK (20' min.)	20' min.
5' min. each side & 10' min. for use transition. 0' min. allowed b/w attached types (see notes). 15' min.	Same as R-3PK (5' each side & 10' min. for use transition from Resid. To Comm.) Same as C-1PK (15' min.)	5' min. each side & 10' min. for use transition. 0' min. allowed b/w attached types (see notes). 15' min.	10' min. + 50' min. from public ROW Same as C-1PK (15' min.)	10' min. + 50' min. from public ROW 15' min.
8 or 10 stories max.?	18 stories max. + 2 stories for parking / storage	20 stories max. for Resid. & 30 stories max for Hotel	10 stories max. +add'l restrictions (see notes)	10 stories max. +add'l restrictions (see notes)
Permitted Permitted Permitted Permitted Permitted Permitted	Permitted Permitted (25 u/ac max.) Permitted Permitted Prohibited Permitted Permitted	Permitted Permitted Permitted Permitted Permitted Permitted	Permitted Permitted (25 u/ac max.) Permitted Permitted Prohibited Permitted Permitted	Permitted Permitted (25 u/ac max.) Permitted Permitted Prohibited Permitted Permitted
1. Retail uses allowed in R-3PK areas	1. For existing lots, footprint shall not exceed 25% lot coverage.	1. Increase density from 13 : 36 du/ac (shows existing condition)	1. For structures + 35' for every 2', there shall be an additional 1' setback.	1. For structures + 35' for every 2', there shall be an additional 1' setback.
2. Allow greater density? Shallower setbacks?	2. Arcades, amusement centers and bingo facilities permitted.	2. Attached bldgs. exempt from side setbacks - 0' min. allowed except 10' req'd at end lots.	2. Min. distance b/w structures = 15', exclud. Zero-lot development.	2. Min. distance b/w structures = 15', exclud. Zero-lot development.
3. Townhomes exempt from side setbacks - 0' min. allowed except 10' req'd at end lots.	3. See additional footprint regulations for existing bldgs or improved lots (19% - 25% lot coverage range).	3. Remove additional footprint restrictions?	3. MF & hotels to be located 100' min. from SF dwellings.	3. MF & hotels to be located 100' min. from SF dwellings.

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ZONING DISTRICT CONVERSION

SUMMARY CHART: PERDIDO KEY'S EXISTING & PROPOSED ZONING DISTRICTS

ZONING INFO.	PK-1	PK-3A	PK-3B	PK-4A	PK-4B	PK-5	PK-6A	PK-6B	SD-3
INTENT	Preserve and maintain lands for outdoor recreations uses and open space. Lands approximate a wilderness natural condition and are permanently set aside for conservation.	Low-density areas, exclusively composed of single-family housing with relatively deep setbacks.	Low-density areas, primarily composed of single-family housing and duplex housing with relatively deep setbacks.	Medium-density residential area that recognizes the desirability of maintaining open space	Area consisting of mixed-use to provide neighborhood-type services, but primarily residential urban fabric. Range of building types and shallower setbacks.	Area consisting of mixed-use to provide neighborhood-type services, but primarily residential urban fabric. Range of building types and shallower setbacks.	High density area with a great variety of permitted uses.	Mixed-use development encouraged; primarily for high-density residential development and retailing of resort-related services.	Large-scale planned resort district - allowing for destination-type mixed uses, with resort amenities and extensive open space. Min. 10-acre parcel.
BUILDING DISPOSITION	80' at front bldg. line 2,000 sf. max.	40' 65% max.	40' for single-family & 80' for duplex at bldg. face 65% max.	40' for SF, 80' for DF & 100' for MF at bldg. face 70% max	40' for SF, 80' for DF & no min. for MF & Comm. 75% max	70% max.	40' for SF, 80' for DF & no min. for MF & Comm. 80% max. for Commercial uses / 70% max for all other uses.	40' for SF, 80' for DF & no min. for MF & Comm. 80% max. for Commercial uses / 70% max for all other uses.	40' for SF, 80' for DF & no min. for MF & Comm. 80% max. for Commercial uses / 70% max for all other uses.
	None None	35% 6 max.	35% 6 max.	30% 12 max.	25% 12 max.	30% 24 max.	20% / 30% pervious 36 max.	20% / 30% pervious 36 max.	30% + 50% min. front yard 36 max.
SETBACKS	None	25'		25'	15' min. for Residential, 0' min. for Commercial	0' min. for Commercial	15' min. for Residential, 0' min. for Commercial	15' min. for Residential, 0' min. for Commercial	20' min.
	None	10% lot width or 15' each side max. & 5' min. each side.	10% lot width or 15' each side max. & 5' min. each side.	10% lot width or 15' each side max. & 5' min. each side.	5' min. each side & 10' min. for use transition. 0' min. allowed b/tw attached types (see notes).	5' min. each side & 10' min. for use transition. 0' min. allowed b/tw attached types (see notes).	5' min. each side & 10' min. for use transition. 0' min. allowed b/tw attached types (see notes).	5' min. each side & 10' min. for use transition. 0' min. allowed b/tw attached types (see notes).	10' min.+ 50' min. from public ROW
	None	10% lot depth or 25' max.	10% lot depth or 25' max.	10% lot depth or 25' max.	15' min.	15' min.	15' min.	15' min.	15' min.
BUILDING HEIGHT		35' max above finish floor or 4 stories max.	35' max above finish floor or 4 stories max.	4 stories max.	4 stories max.	5 stories max.	10 stories max.	20 stories max. for Resid. & 30 stories max for Hotel	10 stories max.
BUILDING FUNCTION	Prohibited Prohibited Prohibited Prohibited Prohibited Prohibited	Permitted Prohibited Prohibited Prohibited Permitted Permitted	Permitted Prohibited Prohibited Prohibited Permitted Permitted	Permitted Prohibited Prohibited Permitted Permitted Permitted	Permitted Permitted Permitted Permitted Permitted Permitted	Permitted Permitted Permitted Permitted Permitted Permitted	Permitted Permitted Permitted Permitted Permitted Permitted	Permitted Permitted (72 u/ac max.) Permitted Permitted Prohibited Permitted	Permitted Permitted (72 u/ac max.) Permitted Permitted Permitted (day care) Permitted Permitted
NOTES		1. No duplex or multi-family allowed. 2. Lot coverage reduced to 65% to be in line with the open space min. requirements of 35%. 3. Density increase from 2 to 6 du/acre.	1. No multi-family allowed. 2. Lot coverage reduced to 65% to be in line with the open space min. requirements of 35%. 3. Density increase from 2 to 6 du/acre.	1. Building height capped to 4 stories. 2. Density increase from 4.5 to 12 du/acre. 3. Cottage courts allowed.	1. Building height capped to 4 stories. 2. Density increase from 4.5 to 12 du/acre. 3. Building types include rowhouses, cottage courts, small apt.or commercial buildings and live-works. 4. Attached bldgs. exempt from side setbacks - 0' min. allowed except 10' req'd at end lots. 5. Footprint restrictions same for new and existing buildings.	1. Retail uses required at ground floor.	1. Retail uses allowed in R-3PK areas. 2. Density increase from 12.5 to 36 du/acre. 3. Townhomes exempt from side setbacks - 0' min. allowed except 10' req'd at end lots. 4. Remove additional footprint restrictions	1. Increase density from 13 - 36 du/ac (shows existing condition). 2. Attached bldgs. exempt from side setbacks - 0' min. allowed except 10' req'd at end lots. 3. Remove additional footprint restrictions	1. Density increase from 5 to 36 du/acre. 2. Min. distance b/tw structures = 15', exclud. Zero-lot development. 3. MF & hotels to be located 100' min. from SF dwellings.

New Zoning Districts for Perdido Key

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1.1 AUTHORITY

1.1.1 The action of Escambia County, Florida in the adoption of this Perdido Key Code (Code) is authorized under the F. S. ch. 163, pt II.

1.1.2 This Code was adopted as one of the instruments of implementation of the public purposes and objectives of the adopted Escambia County Comprehensive Plan. This Code is declared to be in accord with the Escambia County Comprehensive Plan, as required by the Local Government Comprehensive Planning and the Land Development Code

1.1.3 This Code was adopted to promote the health, safety and general welfare of Perdido Key and its citizens, including protection of the environment, conservation of land, energy and natural resources, reduction in vehicular traffic congestion, more efficient use of public funds, health benefits of a pedestrian environment, historic preservation, education and recreation, reduction in sprawl development, and improvement of the built environment.

1.1.4 This Code was adopted and may be amended by vote of the Board of County Commissioners of Escambia County.

1.2 APPLICABILITY

1.2.1 Provisions of this Code are activated by "shall" when required; "should" when recommended; and "may" when optional.

1.2.2 For matters related to urban design only, the provisions of this Code, when in conflict, shall take precedence over those of other codes, ordinances, regulations and standards except the Local Health and Safety Codes, Environmental Codes and FHA/ADA Codes.

1.2.3 The existing Escambia County Land Development Code (LDC), Florida (the "Existing Local Codes") shall continue to be applicable to issues not covered by this Code except where the Existing Local Codes would be in conflict with Section 1.3 Intent.

1.2.4 Article 5 contains regulatory language that is integral to this Code. Those terms not defined in Article 6 shall be accorded their commonly accepted meanings. In the event of conflicts between these definitions and those of the existing LDC, the Planning Director will make an interpretation.

1.2.5 The metrics of Article 5 Standards and Tables are an integral part of this Code. However, the diagrams and illustrations that accompany them should be considered guidelines, with the exception of those on Tables 9A-9H Form-Based Code Graphics, which are also legally binding.

1.2.6 Where in conflict, numerical metrics shall take precedence over graphic metrics.

1.3 INTENT

The intent and purpose of this Code is to enable, encourage and qualify the implementation of the following policies:

1.3.1 THE COMMUNITY

a. That neighborhoods should be compact, pedestrian-oriented and Mixed Use.

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- b. That neighborhoods should be the preferred pattern of development and that Districts specializing in a single use should be the exception.
- c. That ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.
- d. That interconnected networks of thoroughfares should be designed to disperse traffic and reduce the length of automobile trips.
- e. That within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes.
- f. That appropriate building densities and land uses should be provided within walking distance of transit stops.
- g. That civic, institutional, and commercial activity should be embedded in downtowns, not isolated in remote single-use complexes.
- h. That schools should be sized and located to enable children to walk or bicycle to them.
- i. That a range of open space including parks, squares, and playgrounds should be distributed within neighborhoods and downtowns.

1.3.2 THE BLOCK AND BUILDING

- a. That buildings and landscaping should contribute to the physical definition of Thoroughfares as Civic places.
- b. That development should adequately accommodate automobiles while respecting the pedestrian and the spatial form of public areas.
- c. That the design of streets and buildings should reinforce safe environments, but not at the expense of accessibility.
- d. That architecture and landscape design should grow from local climate, topography, history, and building practice.
- e. That buildings should provide their inhabitants with a clear sense of geography and climate through energy efficient methods.
- f. That Civic Buildings and public gathering places should be provided as locations that reinforce community identity and support self-government.
- g. That Civic Buildings should be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.
- h. That the preservation and renewal of historic buildings should be facilitated, to affirm the continuity and evolution of society.
- i. That the harmonious and orderly evolution of urban areas should be secured through form-based codes.

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1.4 PROCESS

1.4.1 Escambia County's Development Review Committee ("DRC") will continue to process administratively applications and plans for proposed projects.

1.4.2 The standards for the Zones shall be determined as set forth in Article 4 through a process of public consultation with approval by the Board of County Commissioners of Escambia County. Once these determinations have been incorporated into this Code and its associated plans, then projects that require no Variances or Administrative Variances, or only Administrative Variances, shall be processed administratively.

1.4.3 An owner may appeal a decision of the DRC to the Board of Adjustment and may appeal a decision of the Board of Adjustment to the Circuit Court.

1.4.4 Should a violation of an approved Regulating Plan occur during construction, or should any construction, site work, or development be commenced without an approved Regulating Plan or Building Scale Plan, the County has the right to require the owner to stop, remove, and/or mitigate the violation.

1.5 ADMINISTRATIVE VARIANCES AND VARIANCES

1.5.1 There shall be two types of deviation from the requirements of this Code: Administrative Variances and Variances. Whether a deviation requires a Administrative Variance or Variance shall be determined by the DRC.

1.5.2 An Administrative Variance is a ruling that would permit a practice that is not consistent with a specific provision of this Code but is justified by the provisions of Section 1.3 Intent. A request for an Administrative Variance shall be pursuant to regulations established by the LDC.

1.5.3 A Variance is any ruling on a deviation other than an Administrative Variance. Variances shall be granted only in accordance with the Land Development Code.

1.5.4 The request for an Administrative Variance or Variance shall not subject the entire application to public hearing, but only that portion necessary to rule on the specific issue requiring the relief.

1.6 SUCCESSION

1.6.1 Perdido Key's growth and evolution over time will inevitably require changes to the boundaries of certain zones. All changes shall maintain the goals of this Code.

1.6.2 Escambia County shall conduct a comprehensive review of the Zoning Map to evaluate the development direction of Perdido Key and determine if successional zoning of any zones is appropriate, concurrent with the Evaluation and Appraisal Report.

1.6.3 Amendments to the text of the Code (including tables and diagrams) may be made only through procedures contained in the LDC, Article 2, and may be considered at any time during the year.

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ARTICLE 4: BUILDING SCALE PLANS**4.1 INTENT**

4.1.1 These Building Standards shall regulate the development and modification of buildings and other elements of the built environment within the private lot, based on the following premise:

- a. That building regulations should equitably balance the rights of the individual and the interests of the community as a whole.
- b. That building form individually and collectively defines and supports the public realm.
- c. That building configuration should support walkability, safe streets, and safe public spaces, creating pedestrian-friendly neighborhoods.
- d. That building scale should define streets and public spaces as rooms, and should vary by context and intensity in coordination with neighboring properties.

4.2 ESTABLISHMENT OF PERDIDO KEY ZONES

4.2.1. For the purpose of this Article, Perdido Key is divided into the following zones that are sequential in their intensity:

- a. PK-1: a natural zone that preserves and maintains lands for outdoor recreations uses and open space. Lands approximate a wilderness natural condition and are permanently set aside for conservation.
- b. PK-2: a rural zone consisting of sparsely settled lands in open or cultivated state. (RESERVED).
- c. PK-3: a residential zone of low intensity. PK-3 is further divided into the following sub-zones:
 - i. PK-3A: a residential zone of exclusively single-family homes.
 - ii. PK-3B: a residential zone of single-family and duplex homes.
- d. PK-4: a mixed-use zone of low intensity. PK-4 is further divided into the following sub-zones:
 - i. PK-4A: a mixed-use zone of primarily residential uses that recognizes the desirability of maintaining open space
 - ii. PK-4B: a mixed-use zone providing neighborhood-type services, but primarily residential urban fabric.
- e. PK-5: a mixed-use zone of medium intensity, requiring commercial uses at grade.
- f. PK-6: a mixed-use zone of high intensity residential development and retailing of resort-related services.
- g. SD1, SD2 & SD-3: Special Planned Resort Districts (Special District) that by their intrinsic function, disposition and configuration do not conform to one or more of the normative zones. Specific regulations are established for each Special District.

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4.2.2 The sub-zones and boundaries are as shown on the Zoning Map. Unless otherwise noted, sub-zone boundaries are mapped along property lines.

4.2.3 Regulations of this Article pertaining to PK-6 apply to all sub-zones of PK-6, those pertaining to PK-4 apply to all sub-zones of PK-4 and those pertaining to PK-3, apply to all sub-zones of PK-3.

4.3 INSTRUCTIONS

4.3.1 This Article sets forth the standards applicable to the development and modification of buildings and other elements of the built environment within private lots, and by their zoning designation.

4.3.2 Plans required by this Section are subject to administrative approval by the Planning and Zoning Department and shall be consistent with Escambia County's existing procedures for permitting.

4.3.3 All other statutes, rules, regulations, ordinances or other governmentally adopted regulations pertaining to properties in Perdido Key shall apply. In the advent of conflict between any requirement in this Article, and any other part of this Code, the requirements of this Article shall govern for matters related to urban design.

4.3.4 Building and site plans submitted for approval shall demonstrate compliance with relevant provisions in this Code and other applicable performance standards in the LDC.

4.4 PRE-EXISTING CONDITIONS

4.4.1 Existing buildings and elements that do not conform to the provisions of this Code may continue in use as they are until a Substantial Modification is requested, at which time the DRC shall determine the provisions of this section that shall apply.

4.4.2 Where buildings exist on adjacent lots, the DRC may require that a proposed building match one or the other of the adjacent Setbacks and heights rather than the provisions of this Code.

4.4.3 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing nor (b) on-site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Tables 5 and 6.

4.5 LOT STANDARDS

4.5.1 For the purposes of this section, each lot is divided into three regulatory lot layers as follows and as illustrated in Table 10:

a. The first lot layer is located along principal frontages and secondary frontages, extending to the depth of the maximum front setback and maximum secondary front setback.

b. The second lot layer extends from the first lot layer along principal frontages for 20 feet towards the rear of the lot.

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- c. The remaining lot area outside of the first lot layer and second lot layer is the third lot layer.
- 4.5.2 The portion of a lot abutting a right-of-way is assigned a principal frontage of secondary frontage as follows:
 - a. The portion of a lot enfronting a thoroughfare or a passage shall be designated its principal frontage.
 - b. Corner lots shall have a designated principal frontage along the thoroughfare or passage of higher pedestrian importance and a secondary frontage along the remaining frontage. Lots, other than corner lots, enfronting more than one thoroughfare or passage shall have their frontage determined by Administrative Variance and may be subject to more than one principal frontage.
- 4.5.3 Elements of the built environment within the first lot layer are subject to the requirements of Section 4.10.
- 4.5.4. Newly platted lots, subdivision of existing lots and newly assembled lots shall not exceed the lot widths listed in Tables 9A-9H as measured along their principal frontage.
- 4.5.5 Lots may be assembled according to the following:
 - a. Where multiple lots to be assembled into a single lot are within one zone and collectively meet the lot requirements, the assembly may be approved administratively.
 - b. Where multiple lots to be assembled into a single lot are within more than one zone the assembly may require a regulating plan amendment.
 - c. Lots assembled into one ownership than encompass more than one zone shall be developed according to the corresponding zone regulations for each lot. In such cases, there shall be no transfer of density or use between zoning categories. Exceptions include Special Area Plans (See Section 4.15 for Special Area Plans).
 - d. Where lots are assembled into one ownership, the side or rear setbacks between assembled lots may be eliminated.
- 4.5.6. An existing lot, as of the effective date of this Section, that exceeds the maximum lot size as set forth in Tables 9A-9H may be developed as one lot. Substantial modifications to structures or built elements on the lot do not require lot subdivision.
- 4.6 BUILDING PLACEMENT STANDARDS**
- 4.6.1 Lot coverage by buildings shall not exceed the maximum percentages of net lot area according to Tables 9A-9H.
- 4.6.2 The number of buildings permitted on one lot shall not exceed the maximum buildings per lot according to Tables 9A-9H. Where multiple buildings are on one lot a principal building must be designated.
- 4.6.3 Buildings shall be generally disposed by zones according to Tables 9A-9H.

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- 4.6.4 The façade of the principal building shall be built parallel to the rectilinear principal frontage line or to the tangent of a curved principal frontage line. Exceptions due to environmental constraints may be granted by the Planning Official or designee.
- 4.6.5 The façade of the principal building shall occupy a minimum percentage of the principal frontage width within the front setback, as specified in Tables 9A–9H as frontage buildout. Exceptions due to environmental constraints may be granted by the Planning Official or designee.
- 4.6.6 The principal entrance in PK-5 and PK-6 shall be on a frontage line. Forecourts and recessed stoops that recess the principal entrance from the frontage line are permitted.
- 4.6.7 Buildings shall be setback from the boundaries of their lots by zone according to Tables 9A–9H and to the following:
- Front setbacks may be modified by Administrative Variance to accommodate designated wetlands, Perdido Key Beach Mouse habitat and/or other acceptable conditions.
 - In the case of an infill lot, setbacks may match existing established adjacent setbacks. Setbacks may otherwise be adjusted by Administrative Variance.
 - The rear setback for outbuildings shall be a minimum of 15 feet measured from the centerline of an alley. In the absence of an alley, the rear setback shall be as shown in Tables 9A–9H.
- 4.7 BUILDING USE STANDARDS**
- 4.7.1 Building use is limited by zone according to Tables 4A and 4B.
- 4.7.2 Buildings in each zone shall conform to the uses in Tables 4. Uses that do not conform shall require approval by Variance as specified in Tables 4A and 4B.
- 4.7.3 Certain building uses are considered civic and may be exempt from the standards of this section in accordance with Tables 4A and 4B.
- 4.8 BUILDING HEIGHT STANDARDS**
- 4.8.1 Building height is measured in stories for each above-ground level according to the following:
- Stories are measured from finished floor to finished ceiling.
 - Stories above the ground floor are limited to 14 feet. Stories combined to exceed 14 feet are counted as multiple stories.
 - For residential uses, ground floor height exceeding 18 feet is counted as multiple stories.
 - For non-residential uses, ground floors shall have a minimum story height of 14 feet and a maximum of 25 feet. Any height exceeding 25 feet is counted as multiple stories.
 - Unfinished attics are not included in building height measurement.
 - Height limits for antennae, masts, belfries, clock towers, chimney flues,

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- water tanks, or elevator bulkheads shall be determined by Administrative Variance.
- g. For free-standing parking structures, building height shall be measured in feet.
- 4.8.2 Building height is limited according to Tables 9A–9H.
- 4.8.3 For parking structures attached to a building(s) for at least 50% of their perimeter, the building height may exceed the limit provided they not exceed the eave height of the attached building(s).
- 4.9.4 Ground floor residential and lodging uses in all zones and lodging functions in PK-3 and PK-4 should be raised a minimum of 18 inches from average sidewalk grade at the principal frontage. Residential and lodging ground floor uses in all other zones shall be raised no more than 48 inches from average sidewalk grade at the principal frontage, unless required otherwise by FEMA regulations.

4.9 FRONTAGE STANDARDS

- 4.9.1 Private frontage standards shall comply with the following general requirements:
- a. The first lot layer contains the private frontage. Form, encroachments, and elements of the built environment within the private frontage are regulated by frontage types according to Table 2.
- b. Frontage types are restricted by building use and zone according to Tables 9A–9H. Prescriptions for the first lot layer pertain to all frontages. Prescriptions for the second and third lot layers pertain only to the principal frontage.
- c. A frontage type shall be selected for each private frontage. Where buildings have multiple private frontages similar frontage types should be selected for all frontages.
- d. In the absence of a building facade along any part of a frontage in PK-5 or PK-6, a streetscreen between 3.5 and 8 feet in height is required. Openings in the streetscreen for vehicular access shall not be wider than 30 feet.
- e. Loading docks and service areas shall be permitted on frontages only by Administrative Variance. Loading docks and service areas may be permitted at secondary frontages towards the rear of the lot. Loading docks and service areas may be permitted at primary frontages where lots have only a primary frontage and the lot width exceeds 120 feet. Loading docks and service areas are limited to a combined width of 30 feet along frontages.
- 4.9.2 Ground floor commercial uses shall comply with the following requirements:
- a. Ground floor commercial uses require a shopfront frontage. A shopfront frontage may be combined with other frontages according to Table 2. Awning and canopies may be permitted according to Section 4.10.j.
- b. Ground floor commercial uses may utilize the public frontage for seating, serving, displays of merchandise and other business related activities provided a minimum six foot contiguous clear pedestrian path be maintained

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- within the public frontage, private frontage, or a combination of both.
- c. Ground floor commercial uses must provide a zero-step entry along the primary frontage.
 - d. Entries to ground floor commercial uses must be illuminated.
- 4.9.3 Specific frontage shall comply with the following requirements:
- a. Common Yard and Porch and Fence frontages:
 - i. Fences and hedges may be located along frontage lines at porch and fence frontages. Fences and hedges at frontages shall be limited to a maximum height of four feet.
 - ii. Porches may encroach into the first lot layer up to 50% of its depth in PK-3 and 100% of its depth in PK-4.
 - iii. Porches shall be no less than eight feet deep in PK-3 and six feet in PK-4.
 - b. Terrace and Lightwell frontages:
 - i. Terraces and lightwell frontages may encroach into the first lot layer up to 100% of its depth.
 - ii. Terraces should be raised a minimum of 18 inches from the average sidewalk grade at the frontage.
 - c. Forecourt frontages:
 - i. Forecourts shall be combined with terrace, lightwell, stoop, shopfront, gallery or arcade frontages.
 - ii. Forecourts may recess from the frontage line a maximum of 15 feet for pedestrian forecourts or a maximum of 30 feet for vehicular forecourts. Exceptions may be approved by Administrative Variance.
 - iii. Driveways in forecourts shall be limited to 18 feet in width. Portions of the driveway in the public frontage shall be limited to 12 feet where possible, and may be paved in stone, brick, cobble or to match the public frontage.
 - d. Stoop and terrace frontages:
 - i. Stoops and terraces may encroach into the first lot layer up to 100% of its depth.
 - ii. Stoops may be recessed into the building façade where the front setback is less than four feet.
 - e. Gallery frontages:
 - i. Gallery frontages may encroach into the public right-of-way to within two feet of the curb.
 - ii. Columns supporting gallery decks shall be configured as follows:
 1. Columns shall be centered on the spandrel beam.
 2. Columns shall have a base, shaft and capital.
 3. Columns shall be round and have a diameter of four inches minimum to six inches maximum. Exceptions due to architectural merit may be granted by the Planning Official or designee.

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4. Columns shall be located a minimum of seven feet from the building façade.
5. Columns shall be wrought iron or metal posts.
- iii. Second story railings shall be painted metal.
- iv. Second story columns shall align with columns below.
- v. Gallery decks shall maintain a minimum 10-foot clearance above average sidewalk grade and be located above the top of the transom.
- vi. Gallery decks should be exposed, and be no more than nine inches thick, including all structures and surface.
- f. Arcade frontages:
 - i. Arcades may encroach into the public right-of-way to within two feet of the curb.
 - ii. Arcades shall be vertically proportioned.
 - iii. Arcades shall have a minimum depth of 10 feet (measured from the face of the building to the inside column face) and a minimum underside clearance of 10 feet.
- g. Shopfront frontages:
 - i. Shopfronts may be freestanding or combined with gallery or arcade frontages.
 - ii. Shopfronts shall be glazed with clear glass of no less than 70% of the ground floor at the principal and secondary frontages. Exceptions for large-scale retailers or architectural merit may be granted by the Planning Official or designee.
 - iii. Opaque and dark-reflective glass on storefront windows shall be prohibited. Exceptions due to architectural merit may be granted by the Planning Official or designee.
 - iv. Materials for storefronts shall be durable and consist of stone, masonry metal, glass and/or wood.
- h. Balconies and bay windows may encroach into the first lot layer up to 50% of its depth in PK-3 and up to 25% of its depth in all other zones.
- i. Awnings and canopies shall comply with the following:
 - i. Awnings and canopies are not permitted at gallery frontages.
 - ii. Awnings shall be durable fabric, resistant to fade and may be fixed or moveable.
 - iii. Canopies shall be fixed and constructed metal or wood.
 - iv. Awnings and canopies may encroach into the public right-of-way. They shall extend from the façade a minimum of five feet and must be set back from the curb a minimum of two feet. They shall provide at least eight feet of clearance above the sidewalk.
 - v. Awnings and canopies shall be mounted above display window, but below the cornice line or second story window sills.
 - vi. Awnings on secondary frontages may span less than six feet.
 - vii. Backlit awnings shall be prohibited.

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viii. Awnings should span a minimum of 80% of the frontage without gaps for each separate use.

ix: Structural supports for awnings should be finished and painted to match or complement the awning fabric.

4.10 PARKING STANDARDS

4.10.1 Required parking is determined by building use and zones according to Tables 5 and 6 with the following requirements and exceptions:

- a. Where a single building or multiple buildings exist on one lot and include multiple uses, requirements for each use must be calculated independently. Shared parking should be used to reduce required parking according to Section 4.11.f.
- b. Liner buildings no more than two stories are exempt from required parking, provided they are developed concurrent with the principal structure.
- c. Accessory units are exempt from required parking if they are less than 400 sq. ft.
- d. On-street parking spaces in parking lanes corresponding to the lot frontages may be counted towards required parking.
- e. In all zones except PK-3, required parking may be provided off-site by purchase or leases from a civic parking reserve or private parking lot or structure within 800 feet of the lot.
- f. Required parking may be adjusted downwards according to the shared parking table in Table 5. Shared parking may be applied as follows:
 - i. The shared parking table is available for two or more uses within a single lot or within one block provided a shared parking facility is as designated in 4.11.1.g.
 - ii. The adjusted shared parking resulting from the completed shared parking table is the highest shared parking requirement resulting from the completed shared parking table.
- g. Required parking may be provided off-site by purchase or lease from a private parking lot or structure..

4.10.2 Parking access:

- a. Parking shall be accessed by alleys where available. Parking should be accessed from the secondary frontage where alleys are not available. Where lots have only principal frontages, parking may be accessed from the principal frontages.
- b. Where alleys and secondary frontages are not available, parking should be accessed by driveways at the principal frontage provided the following lot width restrictions:
 - i. PK-4: 40 feet minimum.
 - ii. PK-5: 55 feet minimum.
 - iii. PK-6: 70 feet minimum.

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- c. Driveways are further limited by the following:
 - i. In PK-3, driveways shall be limited to 25 feet in width within the first lot layer.
 - ii. In PK-4 and PK-5, driveways shall be limited to 12 feet in width within the first lot layer. Shared driveways widths combining ingress and egress shall be a maximum width of 20 feet. Two separate driveways on one lot shall have a minimum separation of 20 feet.
 - iii. In PK-5 and PK-6, the vehicular entrance of a parking lot or garage on a frontage shall be limited to 25 feet wide and the minimum distance between vehicular entrances shall be 60 feet, unless approved by Administrative Variance.

4.10.3 Parking location:

- a. Garages in PK-3 shall only be provided in the second or third lot layers.
- b. Parking lots and structures shall be prohibited in PK-3A.
- c. Parking lots and structures over 20 spaces shall be prohibited in PK-4.
- d. In PK-4 and higher, garages, surface parking lots and parking structures shall be located in the third lot layer. If screened as indicated in Section 4.11.3.f., parking lots may be provided in the first or second lot layer.
- e. In PK-4 and higher, garages, surface parking lots and /or parking structures entered from secondary frontages may be located within the second lot layer.
- f. Screening shall be required for parking lots along principal frontages, consisting of one or more of the following options:
 - i. Liner buildings may be used to shield parking lots.
 - ii. Temporary vendor stalls and food trucks may be used to screen parking lots.
 - iii. A hedge combined with a metal fence or masonry wall may be used to screen parking lots. Chain link fencing is prohibited. Hedges must be a minimum of five feet in height; walls and fences must be a minimum of four feet in height.
 - iv. Parking lots surfaced in crushed stone, brick, rolled concrete pavers or porous pavers may be screened by trees spaced a maximum of 30 feet on center. Crushed stone may not abut sidewalks except at driveways and must meet the provisions of the white sand Ordinance.
- f. Screening shall be required for parking structures along principal frontages, consisting of one or more of the following options:
 - i. Liner buildings are required to screen parking structures for a minimum of 70% along principal frontages and a minimum of 50% along secondary frontages. Liner buildings may be single-story (and shall not count towards overall density?).

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- ii. In lieu of liner buildings along the primary frontages, screening may be achieved by art, metal, masonry or glazed treatments, and shall require approval by the Planning Official or designee. Metal fences or masonry walls shall be a minimum of five feet high.
 - iii. Screening may be achieved by art, metal, masonry, glazed or landscaping treatments along secondary frontages, and shall require approval by the Planning Official or designee. Hedges shall be a minimum of six feet tall behind a metal fence or a masonry wall a minimum of five feet high.
 - g. Curbing should not be installed in parking lots with fewer than 200 spaces. Wheel stops must be provided where parking spaces abut frontages.
 - h. Driveways, drop-offs and unpaved parking areas may be located in the first lot layer.
- 4.10.4 Bicycle Parking:
- a. Bicycle parking must be provided within the public or private frontage in the following amounts according to the number of vehicular parking spaces provided:
 - 2. Less than 100 spaces: 1 bicycle parking space for every 10 vehicular parking spaces.
 - ii. 100 spaces or greater: 1 bicycle parking space for every 25 vehicular parking spaces.

4.11 LANDSCAPE STANDARDS

4.11.1 General Standards:

- a. Impervious surface shall be confined to the ratio of lot coverage specified in Tables 9A-9H.
- b. Open space shall be as specified in Tables 7 and 9A-9H.
- c. Lot areas retained as part of the Perdido Key Beach Mouse Habitat shall count towards the open space requirements.
- d. Site designs should address rainwater runoff through conventional and intrinsically green engineering infrastructure and innovative infiltration practices where possible.
- e. The spacing and placements of plants shall be adequate and appropriate for the typical size, shape and habit of the plant species at maturity.
- f. Proposed trees and understory trees shall be centered horizontally and minimally as per the following:
 - i. Two feet from walkways, curbing and other impervious pavement when planted in a tree well or continuous planter.
 - ii. Three feet from walkways, curbing and other impervious pavement when planted in a continuous swale.
 - iii. Five feet from street lights, underground utilities, utility meters, fences, walls, and other ground level obstructions.

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- iv. Six feet from porch eaves, awnings and similar overhead obstructions associated with the ground level of buildings.
 - v. Eight feet from balconies, verandas, building eaves and cornices and similar overhead obstructions associated with the upper stories of buildings.
 - g. Proposed trees shall be a minimum height of nine (9) feet.
 - h. Proposed understory trees shall be a minimum of eight feet in height.
 - i. Proposed shrubs shall be minimum 12-36 inches clear from any sidewalk or pavement edge at lot lines.
 - j. Ground vegetation or shrubs with spines, thorns or needles that may present hazards to pedestrians, bicyclists or vehicles are prohibited in the first two feet of the first lot layer.
 - k. Bare and exposed ground on the site and/or in landscaped areas shall be covered with live plant materials and/or mulch, with the following exceptions:
 - i. Naturally occurring dunes, creek bed or similar landscape features typically lacking in vegetation.
 - ii. Hiking trails and/or traces.
 - iii. Surfaces associated with recreational fields and facilities.
 - l. Preservation of on-site existing trees and vegetation is encouraged and may be used to fulfill the open space requirements.
 - m. Landscape materials should privilege native and adapted species where possible, avoiding invasive species. Plant species should support animal habitat where appropriate.
- 4.11.2 Landscape in Residential Uses:
- a. In PK-3, the first lot layer shall not be paved, with the exception of the driveway as specified in Section 5.10.
 - b. Walkways providing access to the entrances are limited to one per frontage, no wider than six feet each.
 - c. Where front setbacks exceed 10 feet, one tree shall be planted within the first lot later for each 30 feet of principal frontage and 50 feet of secondary frontage.
 - d. In PK-3, the landscape installed should consist primarily of native species requiring minimal irrigation, fertilization and maintenance.
- 4.11.3 Landscape in Non-residential Uses & Mixed-Uses:
- a. Principal frontages and secondary frontages may be paved up to 100% of their area. Paving should match sidewalk paving or consist of masonry or concrete.
 - b. Portions of frontages that are not paved should be raised and consist of plant material tolerant to high pedestrian activity, including edible landscape.
 - c. In PK-5 and PK-6, trees, if planted, should match the species of adjacent street trees on the public frontage.

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- d. In PK-4, PK-5 and PK-6, the landscape installed should consist primarily of durable species tolerant of soil compaction.

4.11.4 Landscape in Parking Lots:

- a. One tree shall be planted for every 15 spaces for parking lots over 40 spaces.
- b. Landscape areas should be placed lower than paving, not mounded up.
- c. Porous paving materials should be used in order to increase storm water infiltration on site.
- d. If used, landscape islands should be used as a component of a stormwater management plan to facilitate water harvesting.
- e. Rain gardens and bioswales should be installed to infiltrate water runoff from parking lots.

4.12 SIGNAGE STANDARDS

4.12.1 General requirements:

- a. Signage shall be as specified in the LDC and as specified in this Section. In cases of conflict, this Code shall take precedence.
- b. Signage shall be painted wood, metal or metal composite material.
- c. In PK-4, one blade sign for each business may be permanently installed perpendicular to the facade. Such a sign shall not exceed a total of four square feet each side and shall be a minimum of eight feet above the sidewalk.
- d. In PK-4, PK-5 and PK-6, if illuminated, signage shall be externally illuminated; except for signage within a shopfront glazing may be neon lit.
- e. In PK-5 and PK-6:
 - i. Blade signs, not to exceed 10 square feet for each separate business entrance, may be attached to and should be perpendicular to the facade, and shall clear eight feet above the sidewalk.
 - ii. A permanent sign band may be applied to the facade of each building, providing that such sign not exceed two feet in height by any length.
 - iii. Stenciled wall signs may be applied to the secondary facade of corner buildings when more than 70% of the secondary facade is blank wall without windows or doors.

4.13 USE OF THE PUBLIC RIGHT-OF-WAY STANDARDS

4.13.1 Structures and uses within PK-5 and PK-6 lots are permitted to encroach into the public right-of-way in accordance with this Section. The owner must execute an agreement (in a form acceptable to the county attorney) that provides for the following:

- a. Indemnification of the county from all claims in connection with proposal.
- b. Forfeiture of rights to compensation for removal necessitated by government action.

4.13.2 Lots within PK-3 and PK-4 may not encroach into the public right-of-way.

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- 4.13.3 Encroachments may not reduce the pedestrian way below five feet in width, including supporting members.
- 4.13.4 Awnings, balconies and canopies cantilevered, hung or supported by brackets may encroach over the right-of-way to within two feet of the curb, with the following conditions:
- A minimum clearance of eight feet over the sidewalk must be maintained, including all supporting structures.
 - Balconies shall have a minimum depth of five feet, with the exception of Juliet balconies that may be shallower.
- 4.13.5 Canopies and galleries supported by columns may encroach over the right-of-way to within two feet of the curb, subject to the following restrictions:
- A minimum clearance of eight feet over the sidewalk must be maintained, including all supporting structures.
 - Supported canopies and galleries shall have a minimum depth of seven feet.
 - Structural supports are limited to a maximum diameter of six inches for round columns and a maximum width of six inches for square columns.
 - Wood supporting members are prohibited in PK-6.
- 4.13.6 All signage permitted to encroach in Section 4.10 may encroach into the right-of-way.
- 4.13.7 Lot owners in PK-5 and PK-6 may install bicycle racks within the right-of-way adjacent to their frontage subject to the following restrictions:
- Installed bicycle racks must meet the County's specifications.
 - Bicycle racks may not be located within the following areas:
 - Within five feet of fire hydrants, loading zones and bus stop markers.
 - Within two feet of driveways, manholes, utility poles and tree boxes.
 - Bicycle rack placement may not reduce the pedestrian sidewalk path to less than five feet.
 - Bicycle racks should be spaced a minimum of 48 inches where installed parallel to the curb and 30 inches when installed perpendicular to the curb.

4.14 CIVIC ZONES

- 4.14.1 Civic Zones are designated on the Zoning Map as civic spaces (PK-CS)
- 4.14.2 Development in Civic Zones shall be consistent with the standards of this Article.
- 4.14.3 Parking provisions for Civic Zones shall be determined by Administrative Variance.
- 4.14.4 Development in a Civic Zone shall have a minimum of 50% of its perimeter fronting a thoroughfare. Civic spaces shall be entered directly from a thoroughfare.
- 4.14.5 One or more buildings may be built in each civic space. Building footprints shall not exceed 2,000 sq. ft. and shall support the principal use of the civic space, unless approved otherwise by the Planning Director.

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4.15 SPECIAL AREA PLANS

4.15.1 The purpose of a Special Area Plan (SAP) is to encourage the assembly and master planning of parcels greater than 10 abutting acres in size, in order to provide greater integration of public and private improvements and Infrastructure; to enable thoroughfare connectivity; to encourage a variety of building heights, massing and streetscape design, and to provide high quality design elements, all in order to further the intent of this Code expressed in Article 1.

4.15.2 General:

- a. The single or multiple owners(s) of abutting properties in excess of 10 acres may apply for a rezoning to a SAP.
- b. A SAP shall be approved by the process of rezoning with or without zoning changes.
- c. A SAP shall assign thoroughfares, zones and civic space types with appropriate transitions to abutting areas. Guidelines for thoroughfares and public frontages may be adjusted to the particular circumstances of the SAP.
- d. A SAP shall include a map of the thoroughfares and zones, as well as the standards that deviate from the requirements of this Article.
- e. A SAP shall assign at least five percent (5%) of its aggregated lot area to a civic space type or contribute towards the County's designated civic spaces.
- f. Development with a SAP shall be pursuant to a recorded development agreement that will establish the allocation of thoroughfares, civic spaces and building areas.

4.15.3 Once a SAP is determined, standards shall be applied as follows:

- a. A differentiation of the thoroughfares as a primary-grid (A-Grid) and a secondary-grid (B-Grid). Buildings along the A-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-Grid may be more readily considered for automobile-oriented standards allowing surface parking lots, unlined parking decks, and drive-throughs. The frontages assigned to the B-Grid shall not exceed thirty percent (30%) of the total length within a Special Area Plan. For frontages on the B-Grid, parking areas may be allowed in the first or second lot layer.
- b. A mandatory or recommended retail frontage designation requiring or advising that a building provide a shopfront at sidewalk level along the entire length of its private frontage.
- c. A mandatory or recommended gallery frontage designation requires or advises that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns (as generally illustrated in Table 2). A gallery frontage may be combined with a retail frontage and may apply towards open space requirements.

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- d. A mandatory or recommended arcade frontage designation requires or advises that a building overlap the sidewalk such that the first floor facade is a colonnade (as generally illustrated in Table 2). The arcade frontage may be combined with a retail frontage and may apply towards open space requirements.
 - e. Coordinated frontage designation requiring that public frontages and private frontages be coordinated as a single, coherent landscape and paving design.
 - f. Build-to-lines that differ from zone setback requirements.
 - g. A mandatory or recommended terminated vista designation requiring or advising that the building be provided with architectural articulation of a type and character that responds visually to its axial location, as approved by the DRC.
 - h. A cross block passage designation requires that a minimum 8-foot-wide pedestrian access be reserved between buildings.
 - i. Area design guidelines.
 - j. A parking management program that enables shared parking among public and private uses.
- 4.15.4 Flexible allocation of development capacity and height, excluding density on individual sites within the Special Area Plan shall be allowed so long as the capacity or height distribution does not result in development that is out of scale or character with the surrounding area, and provides for appropriate transitions.

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- Table 2. Private Frontages
- Table 3. Building Disposition
- Table 4a. Building Function and Intensity
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- Table 5. Parking Calculations
- Table 6. Shared Parking
- Table 7. Civic Space
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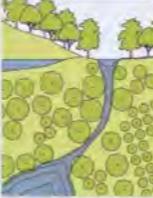
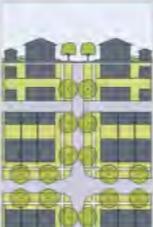
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TABLE 1. ZONE DESCRIPTION					
Zones	Description	Building Placement	Frontage types	Typical Building Height	Type of Civic Space
PK-1					
	Preserve and maintain lands for outdoor recreations uses and open space. Lands approximate a wilderness natural condition and are permanently set aside for conservation.	Not applicable	Not applicable	Not applicable	State and Regional Parks
PK-2 (Reserved)					
	A rural zone consisting of sparsely settled lands in open or cultivated state. Natural landscape with the possibility for some agricultural use and scattered building. (RESERVED).	Variable Set-backs	Not applicable	1 to 3 Stories	Parks, Greenways
PK-3A					
	Low-density areas, exclusively composed of single-family housing with relatively deep setbacks. Neighborhood parks scattered with some pedestrian activity.	Variable and deepest front, side and rear yard setbacks	Garden, fences and walls, naturalistic tree planting	1 to 3 Stories	Parks, Greens and Greenways
PK-3B					
	Low-density areas, primarily composed of single-family housing and duplex housing with relatively deep setbacks. Neighborhood parks scattered with some pedestrian activity.	Variable and deepest front, side and rear yard setbacks	Garden, fences and walls, naturalistic tree planting	1 to 3 Stories	Parks, Greens and Greenways
PK-4A					
	Medium-density residential area that recognizes the desirability of maintaining open space. The greatest mix of attached and detached building types with houses, townhouses & small multi-family buildings, scattered commercial activity is concentrated at specific locations.	Shallow to medium front, side and rear yard setbacks	Garden, fences, forecourt, terraces, more regular tree planting	2 to 4 Stories	Squares, Greens

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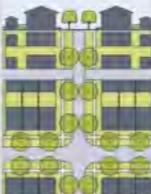
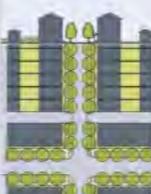
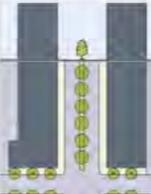
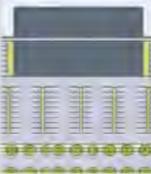
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TABLE 1. ZONE DESCRIPTION (CONTINUED)

Zones	Description	General Character	Building Placement	Frontage types	Typical Building Height	Type of Civic space
PK-4B	 A low to medium density area consisting of great mixed-use, attached and detached building types (such as houses, townhouses & small multi-family buildings). Scattered commercial activity is concentrated at specific locations to provide neighborhood-type services. The range of building types have shallower setbacks.		Shallow to medium front, side and rear yard setbacks	Garden, fences, forecourt, terraces, more regular tree planting	2 to 4 Stories	Squares, Greens
PK-5	 A mixed-use zone of medium intensity, requiring commercial uses at grade. Intended for town center locations.		Shallow setbacks or none; buildings oriented to street, defining a street wall	Stoops, forecourts, shop-fronts, galleries, and arcades; regular tree planting and in tree grates	5 Stories max	Parks, Plazas and Squares
PK-6A	 Medium to high density area, including mixed use buildings; entertainment, civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and public transport activity.		Shallowest setbacks or none; buildings oriented to street, defining a street wall	Stoops, terraces, forecourts, shop-fronts, galleries, and arcades; trees in grates only.	10 Stories max	Parks, Plazas and Squares
PK-6B	 A mixed-use zone of high intensity residential development and retailing of resort-related services. Medium to high-density with mixed use buildings, entertainment, civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and public transport activity.		Shallowest setbacks or none; buildings oriented to street, defining a street wall	Stoops, terraces, forecourts, shop-fronts, galleries, and arcades; trees in grates only.	20 Stories max. residential 30 Stories max Hotel	Parks, Plazas and Squares
SD-3	 Large-scale planned resort district - allowing for destination-type mixed uses, with resort amenities and extensive open space. Min. 10-acre parcel.	Varied	Varied	Varied	2 to 10 Stories	Varied

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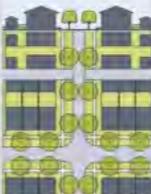
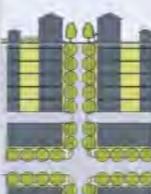
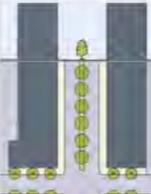
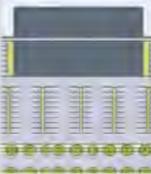
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TABLE 1. ZONE DESCRIPTION (CONTINUED)

Zones	Description	General Character	Building Placement	Frontage types	Typical Building Height	Type of Civic space
PK-4B	 A low to medium density area consisting of great mixed-use, attached and detached building types (such as houses, townhouses & small multi-family buildings). Scattered commercial activity is concentrated at specific locations to provide neighborhood-type services. The range of building types have shallower setbacks.		Shallow to medium front, side and rear yard setbacks	Garden, fences, forecourt, terraces, more regular tree planting	2 to 4 Stories	Squares, Greens
PK-5	 A mixed-use zone of medium intensity, requiring commercial uses at grade. Intended for town center locations.		Shallow setbacks or none; buildings oriented to street, defining a street wall	Stoops, forecourts, shop-fronts, galleries, and arcades; regular tree planting and in tree grates	5 Stories max	Parks, Plazas and Squares
PK-6A	 Medium to high density area, including mixed use buildings; entertainment, civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and public transport activity.		Shallowest setbacks or none; buildings oriented to street, defining a street wall	Stoops, terraces, forecourts, shop-fronts, galleries, and arcades; trees in grates only.	10 Stories max	Parks, Plazas and Squares
PK-6B	 A mixed-use zone of high intensity residential development and retailing of resort-related services. Medium to high-density with mixed use buildings, entertainment, civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and public transport activity.		Shallowest setbacks or none; buildings oriented to street, defining a street wall	Stoops, terraces, forecourts, shop-fronts, galleries, and arcades; trees in grates only.	20 Stories max. residential 30 Stories max Hotel	Parks, Plazas and Squares
SD-3	 Large-scale planned resort district - allowing for destination-type mixed uses, with resort amenities and extensive open space. Min. 10-acre parcel.	Varied	Varied	Varied	2 to 10 Stories	Varied

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TABLE 2. PRIVATE FRONTAGES

	SECTION		PLAN	
	PRIVATE FRONTAGE	PUBLIC FRONTAGE	PRIVATE FRONTAGE	PUBLIC FRONTAGE
<p>a. Common Yard: A planted frontage wherein the facade is set back substantially from the frontage line. The front yard created remains unfenced and may be visually continuous with adjacent yards, supporting a common landscape.</p> <p>Zones: PK-3A, PK-3B,</p>				
<p>b. Porch & Fence: A planted frontage wherein the facade is set back from the frontage line with an attached porch permitted to encroach. A fence at the frontage line maintains street spatial definition.</p> <p>Zones: PK-3A, PK-3B,</p>				
<p>c. Terrace or Lightwell: A frontage wherein the facade is set back from the frontage line by an elevated terrace or a sunken lightwell. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment.</p> <p>Zones: PK-3A, PK-3B, PK-4A</p>				
<p>d. Stoop: A frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing but may be recessed into the volume of the building where setbacks are shallow.</p> <p>Zones: PK-4A, PK-4B, PK-6A, PK-6B</p>				
<p>e. Shopfront: A frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that may overlap the sidewalk.</p> <p>Zones: PK-4B, PK-5, PK-6A, PK-6B</p>				
<p>f. Gallery: A frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk.</p> <p>Zones: PK-4B, PK-5, PK-6A, PK-6B</p>				
<p>g. Forecourt: A frontage wherein a portion of the facade is close to the frontage line and the central portion is set back.</p> <p>Zones: PK-4B, PK-5, PK-6A, PK-6B</p>				
<p>h. Vehicular Forecourt: A frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The vehicular forecourt created is suitable for vehicular drop-offs.</p> <p>Zones: PK-4B, PK-6A, PK-6B</p>				
<p>i. Common Entry: A frontage wherein the facade is aligned to the frontage line with a common entry for multiple units. Maybe in the form of an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk.</p> <p>Zones: PK-4B, PK-5, PK-6A, PK-6B</p>				

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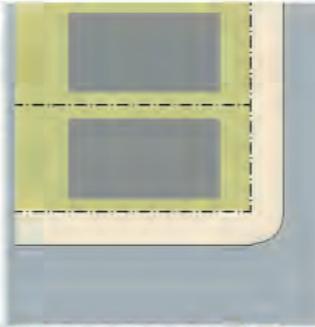
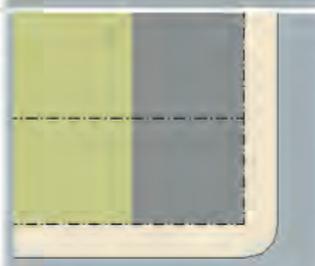
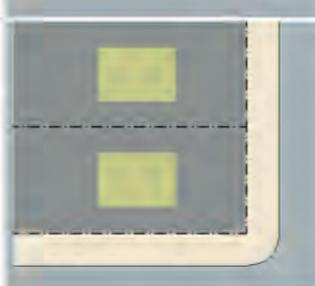
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TABLE 3. BUILDING DISPOSITION

	a. Edgeyard: A disposition where the building occupies the center of its lot with setbacks on all sides. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed backbuilding and outbuilding.	
PK4A	Building Types: Single-family detached, multi-family detached	
PK4B		
PK5		
PK6A		
PK6B		
PK4A	b. Sideyard: A disposition where the building occupies one side of the lot with the setback to the other side. If the adjacent building is similar with a blank side wall, the yard is quite private.	
PK4B	Building Types: Single-family detached, single-family semi-detached, multi-family detached, mixed-use building.	
PK5		
PK6A		
PK6B		
PK4A	c. Rearyard: A disposition where the building occupies the full frontage, leaving the rear of the lot as the main yard.	
PK4B	Building Types: Single-family attached, multi-family attached, mixed-use building.	
PK5		
PK6A		
PK6B		
PK4A	d. Courtyard: A disposition where the building occupies the boundaries of its lot while internally defining one or more private spaces.	
PK4B	Building Types: Single-family attached, multi-family attached, mixed-use building.	
PK5		
PK6A		
PK6B		

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TABLE 4A. BUILDING FUNCTION & INTENSITY			
	PK-3	PK-4	PK-5 & PK-6
	RESTRICTED	LIMITED	OPEN
a. RESIDENTIAL	<ul style="list-style-type: none"> The number of dwellings on each lot is restricted to one within a principal building and one within an accessory building, with 2.0 parking places for the principal building and 1.0 for the accessory unit. Both dwellings shall be under single ownership. The habitable area of the accessory unit shall not exceed 440 square feet excluding the parking area. 	<ul style="list-style-type: none"> The number of dwellings on each lot is limited by the requirement of 1.5 parking places for each dwelling. Residential functions may occupy any building story. 	<ul style="list-style-type: none"> The number of dwellings on each lot is limited by the requirement of 1.0 parking places for each dwelling. Residential functions may occupy any building story, except in PK-5, where it cannot occupy the ground floor. Parking requirements may be reduced according to Table 6: Shared Parking Table.
b. LODGING		<ul style="list-style-type: none"> The number of bedrooms available on each lot for lodging is limited by the requirement of Table 4B. The lodging must be owner occupied. Food service may be provided in the morning. The maximum length of stay shall not exceed two weeks. Lodging functions may occupy any building story. 	<ul style="list-style-type: none"> The number of bedrooms available on each lot for lodging is limited by the requirement of Table 4B. Food service may be provided at all times. The area allocated for food services shall be calculated and provided with parking according to retail function. Lodging functions may occupy any building story, except in PK-5, where it cannot occupy the ground floor. Parking requirements may be reduced according to Table 6: Shared Parking Table.
c. OFFICE		<ul style="list-style-type: none"> The building area available for office function on each lot is limited to the first story of the principal building and accessory building in PK-4A. In PK-4B, the building area available for office function is limited by its parking requirements in Table 5. Office functions may occupy any floor in PK-4B. 	<ul style="list-style-type: none"> The building area available for office function on each lot is limited by its parking requirements listed in Table 5. Office functions may occupy any floor, except in PK-5, where it should not occupy the ground floor. Parking requirements may be reduced according to Table 6: Shared Parking Table. Parking may be provided by ownership or lease offsite within 1,000 feet by process of Administrative Conditional Use, except when site is within 500 feet of PK-3.
d. RETAIL	<ul style="list-style-type: none"> By Conditional Use. The building area available for retail function on each lot is limited to the first story of the principal building at principal corner locations only. 	<ul style="list-style-type: none"> See Table 4B for permitted retail functions. The building area available for retail function on each lot is limited to the first story of the principal building and accessory building in PK-4A. In PK-4B, the building area available for retail function is limited by its parking requirements in Table 5. Food service shall be further limited to seating no more than 40 patrons. 	<ul style="list-style-type: none"> See Table 4B for permitted retail functions. The building area available for retail use is limited by its parking requirements in Table 5. Retail spaces under 1,500 square feet are exempt from parking requirements. Retail functions may occupy any floor but, at a minimum, shall occupy the first floor in PK-5. Parking requirements may be reduced according to Table 6: Shared Parking Table. Parking may be provided by ownership or lease offsite within 1,000 feet by process of Administrative Conditional Use, except when site is within 500 feet of PK-3.
e. EDUCATION	<ul style="list-style-type: none"> See Table 4B for permitted education functions. By Conditional Use. Minimum of 3 parking spaces for every 1,000 square feet of education functions. 	<ul style="list-style-type: none"> See Table 4B for permitted education functions. Minimum of 3 parking spaces for every 1,000 square feet of education functions. Parking requirements may be reduced according to Table 6: Shared Parking Table. 	<ul style="list-style-type: none"> See Table 4B for permitted education functions. Minimum of 3 parking spaces for every 1,000 square feet of education functions. Parking requirements may be reduced according to Table 6: Shared Parking Table. Parking may be provided by ownership or lease offsite within 1,000 feet by process of Administrative Conditional Use, except when site is within 500 feet of PK-3.

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TABLE 4A. BUILDING FUNCTION & INTENSITY (CONTINUED)

	PK-3	PK-4	PK-5 & PK-6
	RESTRICTED	LIMITED	OPEN
f. CIVIC	<ul style="list-style-type: none"> •See Table 4B for permitted civic functions. 	<ul style="list-style-type: none"> •See Table 4B for permitted civic functions. •Minimum of 1 parking space for every 5 seats of assembly use. •Minimum of 1 parking space for every 1,000 square feet of exhibition or recreation area, and parking spaces for other functions as required. •Parking requirements may be reduced according to Table 6: Shared Parking Table. •Parking for civic functions may be provided off-site within a distance of 1,000 feet. 	<ul style="list-style-type: none"> •See Table 4B for permitted civic functions. •Minimum of 1 parking space for every 5 seats of assembly use. •Minimum of 1 parking space for every 1,000 square feet of exhibition or recreation area, and parking spaces for other functions as required. •Parking requirements may be reduced according to Table 6: Shared Parking Table. •Parking for civic functions may be provided off-site within a distance of 1,000 feet.
g. CIVIL SUPPORT	<ul style="list-style-type: none"> •See Table 4B for permitted civil support functions. •By Conditional Use. 	<ul style="list-style-type: none"> •See Table 4B for permitted civil support functions. •Minimum of 1 parking space for every 800 square feet of civil support functions. •Minimum of 1 parking space for every 5 seats of assembly. •Parking requirements may be reduced according to Table 6: Shared Parking Table. 	<ul style="list-style-type: none"> •See Table 4B for permitted education functions. •Minimum of 1 parking space for every 800 square feet of civil support functions. •Minimum of 1 parking space for every 5 seats of assembly. •Parking requirements may be reduced according to Table 6: Shared Parking Table. •Parking may be provided by ownership or lease offsite within 1,000 feet by process of Administrative Conditional Use, except when site is within 500 feet of PK-3.

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TABLE 4B. BUILDING USE										
ZONING SUB-DISTRICT	PK1	PK2	PK3A	PK3B	PK4A	PK4B	PK5	PK6A	PK6B	SD3
RESERVED		R								
a. RESIDENTIAL										
MIXED-USE						■	■	■	■	■
MULTI-FAMILY RESIDENTIAL					■	■	■	■	■	■
DUPLEX FAMILY RESIDENTIAL					■	■	■	■	■	■
SINGLE FAMILY RESIDENTIAL			■	■	■	■	■	■	■	■
SENIOR HOUSING			□	□	□	□	■	■	■	■
ACCESSORY UNIT			■	■	■	■	□			
b. LODGING										
HOTEL (NO ROOM LIMIT)						□	■	■	■	■
INN (UP TO 12 ROOMS)					□	■	■	■	■	■
BED AND BREAKFAST (UP TO 5 ROOMS)					■	■	■	■	■	■
c. OFFICE										
OFFICE BUILDING						■	■	■	■	■
LIVE-WORK UNIT					□	■	■	■	■	■
d. RETAIL										
OPEN-MARKET BUILDING						■	■	■	■	■
RETAIL BUILDING			□	□		■	■	■	■	■
DISPLAY GALLERY						■	■	■	■	■
RESTAURANT						■	■	■	■	■
KIOSK					□	■	■	■	■	■
PUSH CART					□	■	■	■	■	■
e. EDUCATION										
COLLEGE							□	□		
HIGH SCHOOL					□	□	□	□	□	
TRADE SCHOOL						□	□	□	□	
ELEMENTARY SCHOOL					□	□	□	□		□
CHILDCARE CENTER				□	■	■	■	■	■	■
f. CIVIC										
ASSEMBLY HALL						■	■	■	■	■
BUS SHELTER			■	■	■	■	■	■	■	■
FOUNTAIN OR PUBLIC ART			■	■	■	■	■	■	■	■
LIBRARY						□	■	■	■	■
MUSEUM						□	■	■	■	■
OUTDOOR AMPHITHEATRE						■	■	■	■	■
PLAYGROUND	■		■	■	■	■	■	■	■	■
RELIGIOUS ASSEMBLY				□	■	■	■	■	■	■
g. CIVIL SUPPORT										
CEMETERY	□									
FIRE STATION						□	■	■	■	■
POLICE STATION			□	□	□	■	■	■	■	■
FUNERAL HOME				□		■	■	■	■	■
HOSPITAL							□	■	■	■
MEDICAL CLINIC						□	□	■	■	■

■ By Right
□ By Conditional Use

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TABLE 5. PARKING CALCULATIONS

USE	PK2	PK3	PK4	PK5	PK6
RESIDENTIAL	2.0 / dwelling	2.0 / dwelling	1.5 / dwelling	1.0 / dwelling	1.0 / dwelling
LODGING	Conditional Use	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom
OFFICE	Conditional Use		3.0 / 1,000 sq. ft.	2.0 / 1,000 sq. ft.	2.0 / 1,500 sq. ft.
RETAIL	Conditional Use		3.0 / 1,000 sq. ft.	2.0 / 1,000 sq. ft.	2.0 / 1,500 sq. ft.
CIVIC	To be determined by Administrative Conditional Use				
CIVIL SUPPORT	To be determined by Administrative Conditional Use				

TABLE 6. SHARED PARKING TABLE

The shared parking standards table provides the method for calculating shared parking for buildings with more than one use type.

The parking required for any two functions on a lot is calculated by dividing the number of spaces required by the lesser of the two uses by the appropriate factor from this Table and adding the result to the greater use parking requirement.

For instance: for a building with a residential Use requiring 100 spaces and a Commercial Use requiring 20 spaces, the 20 spaces divided by the sharing factor of 1.2 would reduce the total requirement to 100 plus 17 spaces. For uses not indicated in this chart on a mixed use lot a sharing factor of 1.1 shall be allowed. Additional sharing may be allowed by Administrative Conditional Use.

FUNCTION	with		FUNCTION	
Residential			Residential	
Lodging			Lodging	
Office		1	Office	
Commercial	1.1	1.1	Commercial	
	1.4	1		1.4
	1.2	1.7	1.7	1.2
		1.3	1	1.3
			1.2	1.2
				1

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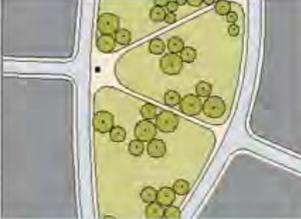
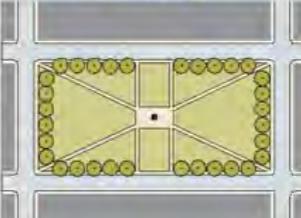
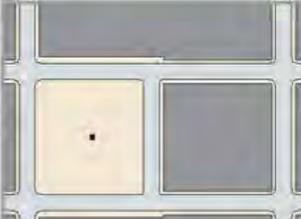
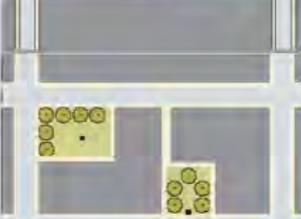
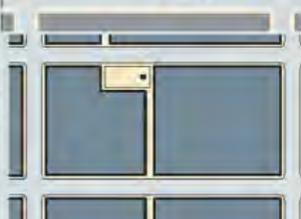
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TABLE 7. CIVIC SPACE

	PK1	PK4	PK5	PK6	DESCRIPTION	ILLUSTRATION
PARK (PK)	■	■			Highly accessible and visible larger park for structured active and passive recreation. Extensive streetfrontage and spatially independent of surrounding building frontages. Park configuration can be lineal, creating or following natural corridors. Landscape treatment can consist of watercourse management provision, playing fields, playgrounds, landform, pedestrian and cycling trails, seating, lighting, community center and infrastructure and parking. Parks may be lineal, following the trajectories of natural corridors and their size may vary.	
GREEN (GR)		■	■	■	A neighborhood-centered local park sized to site conditions and available for unstructured passive and active recreation. Spatially defined by extensive perimeter streetscape rather than building frontages. Its landscape consists of treatment of landform, open ground and plantings, naturalistically arranged with pedestrian circulation, seating, recreation facilities and lighting. Stormwater management provisions may be integrated into landscape treatment, but may not impede the public use of the open space. Greens typically vary in size from 1/4 acre to two acres.	
SQUARE (SQ)			■	■	Prominently sited for unstructured civic use, commercial activity and passive recreation. Squares are spatially defined by substantial, adjacent streetscape and/or building frontages with streets on at least two sides. Its landscape consists of paving, walls, landscape elements and plantings formally arranged. Squares are typically located at the intersection of important thoroughfares. Squares may contain civic buildings. The minimum size shall be 0.5 acres and the maximum shall be 5 acres	
PLAZA (PZ)			■	■	Prominently sited urban open space for unstructured civic use, commercial activity and passive recreation. Spatially defined by substantial, adjacent streetscape and/or building frontages with streets on at least one side. Its landscape consists of paving, walls, landscape elements and plantings formally arranged. They may contain civic buildings. Squares typically vary in size from 0.15 acre to 2 acres.	
PLAYGROUND (PG)	■	■	■	■	A small open space designed for both passive and active recreation. In residential areas, Pocket Parks may include playgrounds attached within a block or detached within the neighborhood. There shall be no minimum or maximum size.	
PEDESTRIAN PASSAGE		■	■	■	Linear open space passage dedicated to pedestrian use only, mid-block connection between streets or destinations. Spatially defined by architecture, streets and/or public space at points of access. Direct visual and physical link to facilitate pedestrian circulation. The minimum width shall be 10 ft.	

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TABLE 7. CIVIC SPACE (CONTINUED)

TYPE

PARK (PK)



GREEN (GR)



SQUARE (SQ)



PLAZA (PZ)



PLAYGROUND (PG)



PEDESTRIAN PASSAGE



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TABLE 8. BUILDING FORM SUMMARY TABLE

	PK-1	PK-3A	PK-3B	PK-4A
LOT OCCUPATION				
Area (min.)	not applicable	not applicable	not applicable	not applicable
Lot Width (min.)	80' @ front bldg. line.	40' sf	40' sf / 80' dpx	40' sf / 80'dpx / 100' mf
Lot Coverage	2,000 sf. max.	65% max.	65% max.	70% max.
Open Space (min.)	none	35%	35%	30%
Density (du/acre)	none	6 max.	6 max.	12 max.
BUILDING DISPOSITION				
Edgeyard	by Conditional Use	permitted	permitted	permitted
Sideyard	not permitted	not permitted	not permitted	permitted
Rearyard	not permitted	not permitted	not permitted	permitted
Courtyard	not permitted	not permitted	not permitted	permitted
BUILDING CONFIGURATION - HEIGHT				
Principal Building	by Conditional Use	35' max above finish floor or 3 stories max.	35' max above finish floor or 3 stories max.	4 stories max.
Outbuilding	by Conditional Use	2 Stories max.	2 Stories max.	2 stories max.
SETBACKS - PRINCIPAL BUILDING				
Front Setback (Principal)	not applicable	25' min	25' min.	25' min.
Side Setback	not applicable	10% lot width or 15' each side max. & 5' min. each side.	10% lot width or 15' each side max. & 5' min. each side.	10% lot width or 15' each side max. & 5' min. each side.
Rear Setback	not applicable	10% lot width / 25' max	10% lot width / 25' max	10% lot width / 25' max
SETBACKS - OUTBUILDING				
Front Setback	not applicable	20 ft. min + bldg. setbk.	20 ft. min + bldg. setbk.	20 ft. min + bldg. setbk.
Side Setback	not applicable	0 ft. or 3 ft. min.	0 ft. or 3 ft. min.	0 ft. or 3 ft. min.
Rear Setback	not applicable	3 ft. min.	3 ft. min.	3 ft. min.
PRIVATE FRONTAGES				
Common Yard	permitted	permitted	permitted	not permitted
Porch and Fence	not permitted	permitted	permitted	permitted
Terrace	not permitted	not permitted	not permitted	permitted
Stoop	not permitted	not permitted	not permitted	permitted
Shopfront	not permitted	not permitted	not permitted	not permitted
Gallery	not permitted	not permitted	not permitted	not permitted
Forecourt	not permitted	not permitted	not permitted	permitted
Vehicular Forecourt	not permitted	not permitted	not permitted	permitted
Common Entry	not permitted	not permitted	permitted	permitted
BUILDING FUNCTION				
Residential	not permitted	permitted	permitted	permitted
Lodging	not permitted	not permitted	not permitted	not permitted
Office	not permitted	not permitted	not permitted	not permitted
Retail	permitted	not permitted	not permitted	not permitted
Educational	permitted	not permitted	not permitted	permitted
Civic	permitted	permitted	permitted	permitted
Civil Support	permitted	permitted	permitted	permitted

Notes:
 sf - Single Family
 dpx - Duplex
 mf - Multi-Family
 c - Commerical
 fy - front yard

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TABLE B. BUILDING FORM SUMMARY TABLE (CONTINUED)

PK-4B	PK-5	PK-6A	PK-6B	SD-3
not applicable 40' sf / 80' dpx / 0' mf c 75% max. 25% 12 max.	not applicable 40' sf / 80' dpx / 0' mf c 80% max. 25% 24 max.	not applicable 40' sf / 80' dpx / 0' mf c 80% c / 70% max. 20% / 30% pervious 36 max.	not applicable 40' sf / 80' dpx / 0' mf c 80% c / 70% max. 20% / 30% pervious 36 max.	10 acres 40' sf / 80' dpx / 0' mf c 80% c / 70% max. 30% + 50% min. fy 36 max.
permitted permitted permitted permitted	permitted permitted permitted permitted	permitted permitted permitted permitted	permitted permitted permitted permitted	permitted permitted permitted permitted
4 stories max. 2 stories max.	5 stories max. 2 stories max.	10 stories max. not applicable	20 stories max. residential / 30 stories hotel not applicable	10 stories max. not applicable
15' min. r / 0' min. c 5' min. / 10' min. detached / 0' min. attached 15' min.	0' min. 5' min. / 10' min. detached / 0' min. attached 15' min.	15' min. r / 0' min. c 5' min. / 10' min. detached / 0' min. attached 15' min.	15' min. r / 0' min. c 5' min. / 10' min. detached / 0' min. attached 15' min.	20' min. 10' min. + 50' min. from r.o.w. 15' min.
20 ft. min + bldg. setbk. 0 ft. or 3 ft. min. 3 ft. min.	not applicable not applicable not applicable	not applicable not applicable not applicable	not applicable not applicable not applicable	40' max from rear 0' min. 3' min.
not permitted not permitted permitted permitted permitted permitted permitted permitted	not permitted not permitted not permitted permitted permitted permitted permitted permitted	not permitted not permitted permitted permitted permitted permitted permitted permitted	not permitted not permitted permitted permitted permitted permitted permitted permitted	permitted permitted permitted permitted permitted permitted permitted permitted
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TABLE 9A.PK-3A - BUILDING FORM

LOT OCCUPATION

Lot Width (min.)	40' sf
Lot Coverage	65% max.
Open Space (min.)	35%
Density (du/acre)	6 max.

BUILDING DISPOSITION

Edgeyard	permitted
Sideyard	not permitted
Rearyard	not permitted
Courtyard	not permitted

BUILDING CONFIGURATION - HEIGHT

Principal Building	35' max above finish floor or 3 stories max.
Outbuilding	2 Stories max

SETBACKS - PRINCIPAL BUILDING

(a) Front Setback (Principal)	25' min
(b & c) Side Setback	10% lot width or 15' each side max. & 5' min. each side.
(d) Rear Setback	10% lot width / 25' max

SETBACKS - OUTBUILDING

(e) Front Setback	20 ft. min + bldg. stbck
(f) Side Setback	0 ft. or 3 ft. min.
(g) Rear Setback	3 ft. min

PRIVATE FRONTAGES

Common Yard	permitted
Porch and Fence	permitted
Terrace	not permitted
Scoop	not permitted
Shopfront	not permitted
Gallery	not permitted
Forecourt	not permitted
Vehicular Forecourt	not permitted
Common Entry	not permitted

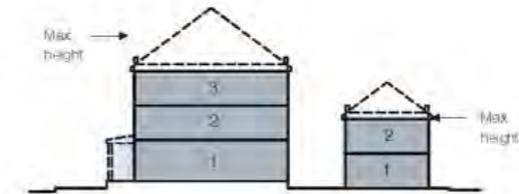
BUILDING FUNCTION

Residential	permitted
Lodging	not permitted
Office	not permitted
Retail	not permitted
Educational	not permitted
Civic	permitted
Civil Support	permitted

NOTES

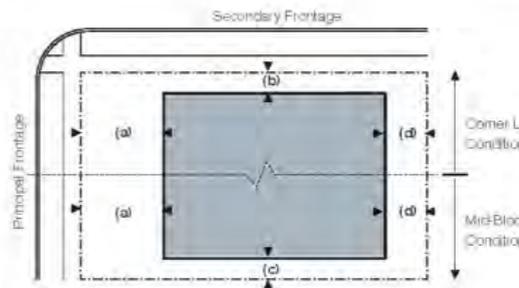
- No duplex or multi-family allowed
 - Lot coverage reduced to 65% to be in line with the open space min. requirements of 35%.
 - Density increase from 2 to 6 du/acre.
- sf - Single Family dpx - Duplex
 mt - Multi-Family c - Commercial
 IY - front yard

- Building Height:**
- Building height shall be measured in number of stories, excluding Attics and raised basements.
 - Stories may not exceed 14 feet in height from finished floor to finished ceiling.
 - Height shall be measured to the eave or roof deck.



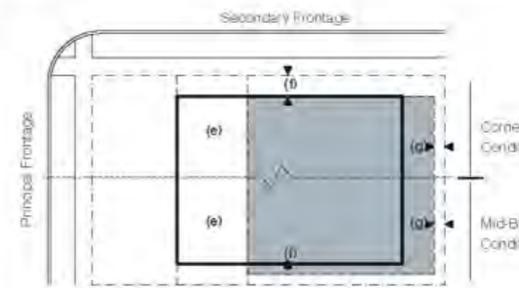
Setbacks - Principal Building:

- The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
- Facades shall be built along the Principal Frontage to the minimum specified width in the table.



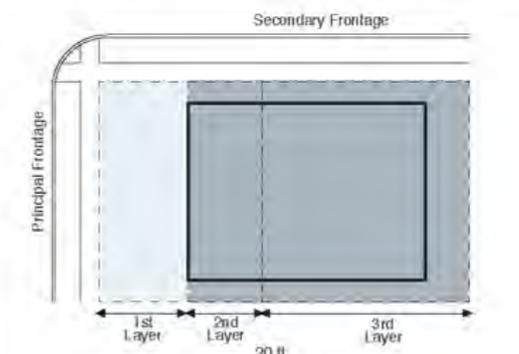
Setback - Outbuilding:

- The Elevation of the Outbuilding shall be distanced from the lot lines as shown.



Parking Placement:

- Uncovered parking spaces may be provided within the second and third layer.
 - Covered parking shall be provided within the third layer. Side or rear-entry garages may be allowed in the first or second Layer by Administrative Conditional Use.
 - Refer to Section 4.11.3 for allowable conditions.
- Allowable, with conditions



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TABLE 9B. PK-3B - BUILDING FORM

LOT OCCUPATION	
Lot Width (min.)	40' sf / 80' dpx
Lot Coverage	65% max.
Open Space (min.)	35%
Density (du/acre)	6 max.

BUILDING DISPOSITION	
Edgeyard	permitted
Sideyard	not permitted
Rearyard	not permitted
Courtyard	not permitted

BUILDING CONFIGURATION - HEIGHT	
Principal Building	35' max above finish floor or 3 stories max.
Outbuilding	2 Stories max

SETBACKS - PRINCIPAL BUILDING	
(a) Front Setback (Principal)	25' min.
(b & c) Side Setback	10% lot width or 15' each side max. & 5' min. each side.
(d) Rear Setback	10% lot width / 25' max

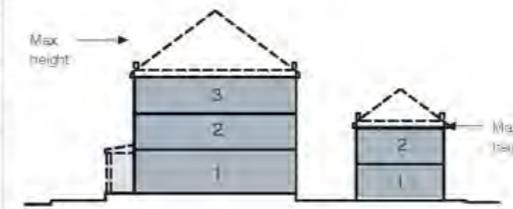
SETBACKS - OUTBUILDING	
(e) Front Setback	20 ft. min + bldg. setbk
(f) Side Setback	0 ft. or 3 ft. min.
(g) Rear Setback	3 ft. min.

PRIVATE FRONTAGES	
Common Yard	permitted
Porch and Fence	permitted
Terrace	not permitted
Stoop	not permitted
Shopfront	not permitted
Gallery	not permitted
Forecourt	not permitted
Vehicular Forecourt	not permitted
Common Entry	permitted

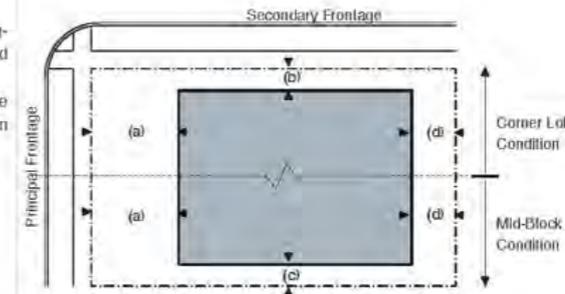
BUILDING FUNCTION	
Residential	permitted
Lodging	not permitted
Office	not permitted
Retail	not permitted
Educational	not permitted
Civic	permitted
Civil Support	permitted

- NOTES**
- No duplex or multi-family allowed.
 - lot coverage reduced to 65% to be in line with the open space min. requirements of 35%.
 - Density increase from 2 to 6 du/acre.
sf - Single Family dpx - Duplex
mf - Multi-Family c - Commercial
ly - front yard

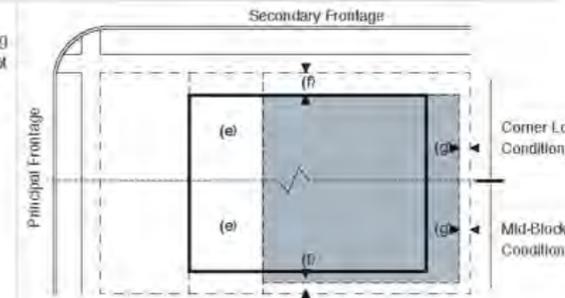
- Building Height:**
- Building height shall be measured in number of stories, excluding Attics and raised basements.
 - Stories may not exceed 14 feet in height from finished floor to finished ceiling.
 - Height shall be measured to the eave or roof deck.



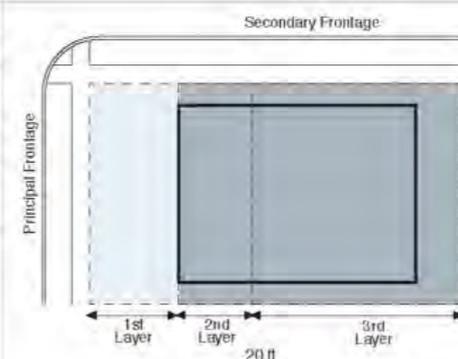
- Setbacks - Principal Building:**
- The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
 - Facades shall be built along the Principal Frontage to the minimum specified width in the table.



- Setback - Outbuilding:**
- The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.



- Parking Placement:**
- Uncovered parking spaces may be provided within the second and third layer.
 - Covered parking shall be provided within the third layer. Side or rear-entry garages may be allowed in the first or second Layer by Administrative Conditional Use.
 - Refer to section 4.11.3 for allowable exceptions.
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TABLE BC, PK-4A - BUILDING FORM

LOT OCCUPATION

Lot Width (min.)	40' sf / 80'dpx / 100' mf
Lot Coverage	70% max.
Open Space (min.)	30%
Density (du/acre)	12 max.

BUILDING DISPOSITION

Edgeyard	permitted
Sideyard	permitted
Rearyard	permitted
Courtyard	permitted

BUILDING CONFIGURATION - HEIGHT

Principal Building	4 stories max.
Outbuilding	2 stories max.

SETBACKS - PRINCIPAL BUILDING

(a) Front Setback (Principal)	25' min
(b & c) Side Setback	10% lot width or 15' each side max. & 5' min. each side.
(d) Rear Setback	10% lot width / 25' max

SETBACKS - OUTBUILDING

(e) Front Setback	20 ft. min + bldg. setbk
(f) Side Setback	0 ft. or 3 ft. min.
(g) Rear Setback	3 ft. min.

PRIVATE FRONTAGES

Common Yard	not permitted
Porch and Fence	permitted
Terrace	permitted
Stoop	permitted
Shopfront	not permitted
Gallery	not permitted
Forecourt	permitted
Vehicular Forecourt	permitted
Common Entry	permitted

BUILDING FUNCTION

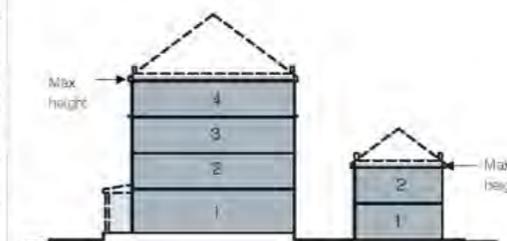
Residential	permitted
Lodging	not permitted
Office	not permitted
Retail	not permitted
Educational	permitted
Civic	permitted
Civil Support	permitted

NOTES

1. Building capped to 4 stories
2. Density Increase from 4.5 to 12 du/acre
- sl - Single Family dpx - Duplex
- mf - Multi-Family o - Commercial
- fy - front yard

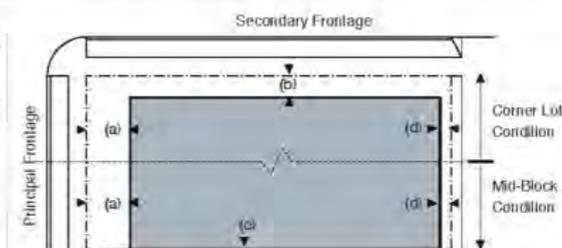
Building Height:

1. Building height shall be measured in number of stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 feet.
3. Height shall be measured to the eave or roof deck



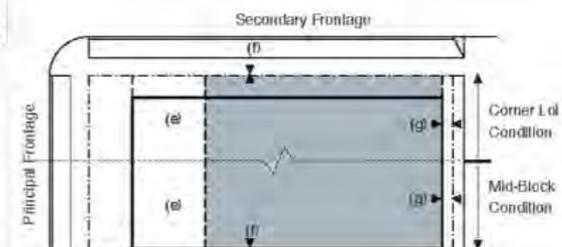
Setbacks - Principal Building:

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



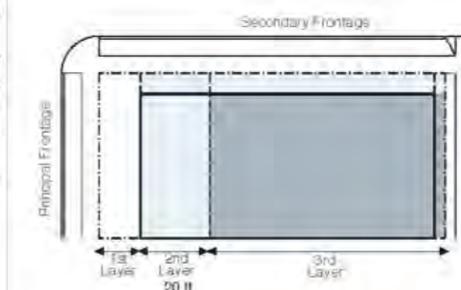
Setback - Outbuilding:

1. The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.



Parking Placement:

1. Uncovered parking spaces may be provided within the second and third layer.
2. Covered parking shall be provided within the third layer. Side or rear-entry garages may be allowed in the first or second layer by Administrative Conditional Use.
3. Refer to section 4.11.3 for allowable exceptions. Allowable, with conditions



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TABLE 9D, PK-4B - BUILDING FORM

LOT OCCUPATION

Lot Width (min.)	40' sf / 80' dp / 0' mf c
Lot Coverage	75% max.
Open Space (min.)	25%
Density (du/acre)	12 max.

BUILDING DISPOSITION

Edgeyard	permitted
Sideyard	permitted
Rearyard	permitted
Courtyard	permitted

BUILDING CONFIGURATION - HEIGHT

Principal Building	4 stories max.
Outbuilding	2 stories max.

SETBACKS - PRINCIPAL BUILDING

(a) Front Setback (Principal)	15' min. res / 0' min. comm.
(b & c) Side Setback	5' min. / 10' min. detached / 0' min. attached
(d) Rear Setback	15' min.

SETBACKS - OUTBUILDING

(e) Front Setback	20 ft. min + bldg. setbk
(f) Side Setback	0 ft. or 3 ft. min.
(g) Rear Setback	3 ft. min.

PRIVATE FRONTAGES

Common Yard	not permitted
Porch and Fence	not permitted
Terrace	permitted
Stoop	permitted
Shopfront	permitted
Gallery	permitted
Forecourt	permitted
Vehicular Forecourt	permitted
Common Entry	permitted

BUILDING FUNCTION

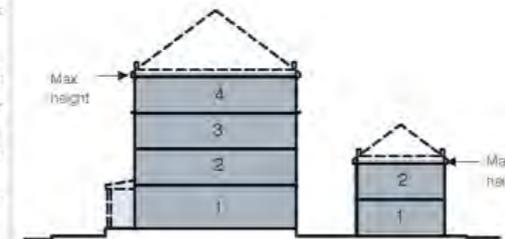
Residential	permitted
Lodging	permitted
Office	permitted
Retail	permitted
Educational	permitted
Civic	permitted
Civil Support	permitted

NOTES

- Building capped to 4 stories.
 - Density increase from 4.5 to 12 du/acre
 - Building types include rowhouses, cottage courts, small apartments, or commercial buildings and live-works.
 - Attached buildings exempt from side setbacks - 0' min. allowed except 10' required at end lots.
 - Footprint restrictions same for new and existing buildings.
- sf - Single Family dpx - Duplex
mf - Multi-Family c - Commercial
fy - front yard

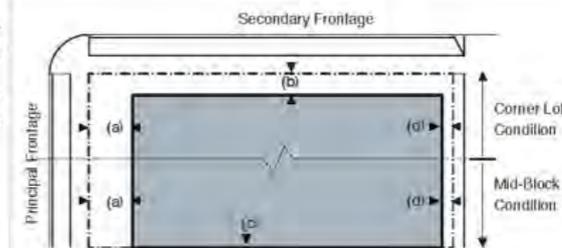
Building Height:

- Building height shall be measured in number of Stories, excluding Attics and raised basements.
- Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 feet.
- Height shall be measured to the eave or roof deck.



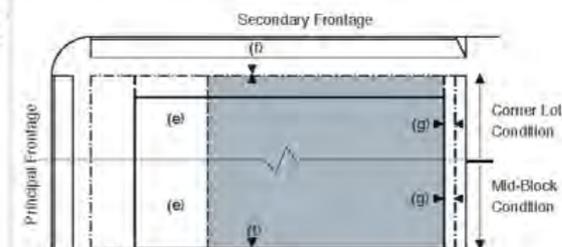
Setbacks - Principal Building:

- The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
- Facades shall be built along the Principal Frontage to the minimum specified width in the table.



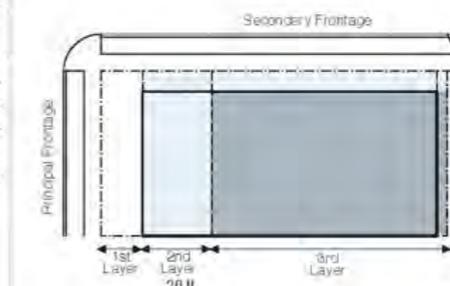
Setback - Outbuilding:

- The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.



Parking Placement:

- Uncovered parking spaces may be provided within the second and third layer.
 - Covered parking shall be provided within the third layer. Side or rear-entry garages may be allowed in the first or second Layer by Administrative Conditional Use.
 - Refer to section 4.11.3 for allowable exceptions.
- Allowable, with conditions



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TABLE 9E.PK-5 - BUILDING FORM

LOT OCCUPATION	
Lot Width (min.)	40' sf / 80' dp / 0' mf c
Lot Coverage	80% max.
Open Space (min.)	25%
Density (du/acre)	24 max.

BUILDING DISPOSITION	
Edgeyard	permitted
Sideyard	permitted
Rearyard	permitted
Courtyard	permitted

BUILDING CONFIGURATION - HEIGHT	
Principal Building	5 stories max.
Outbuilding	2 stories max.

SETBACKS - PRINCIPAL BUILDING	
(a) Front Setback (Principal)	0' min.
(b & c) Side Setback	5' min. / 10' min. detached / 0' min. attached
(d) Rear Setback	15' min.

PRIVATE FRONTAGES	
Common Yard	not permitted
Porch and Fence	not permitted
Terrace	not permitted
Stoop	not permitted
Shopfront	permitted
Gallery	permitted
Forecourt	permitted
Vehicular Forecourt	permitted
Common Entry	permitted

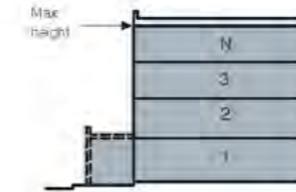
BUILDING FUNCTION	
Residential	permitted
Lodging	permitted
Office	permitted
Retail	permitted
Educational	permitted
Civic	permitted
Civil Support	permitted

NOTES

- Retail uses required at ground floor.
- sf - Single Family dp - Duplex
mf - Multi-Family c - Commercial
fy - front yard

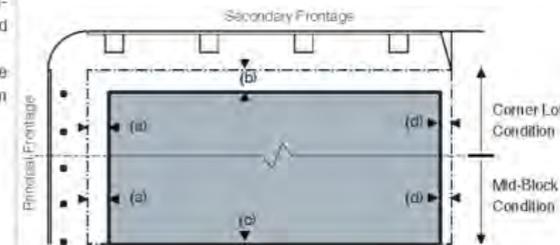
Building Height:

- Building height shall be measured in number of stories, excluding Attics and raised basements.
- Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 feet.
- Height shall be measured to the eave or roof deck.



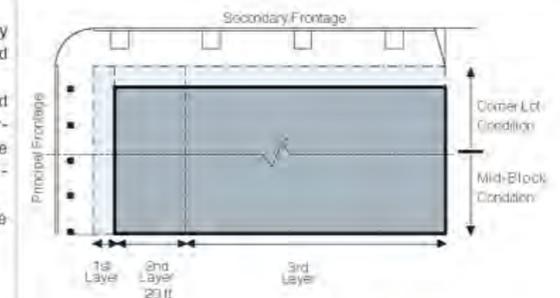
Setbacks - Principal Building:

- The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
- Facades shall be built along the Principal Frontage to the minimum specified width in the table.



Parking Placement:

- Uncovered parking spaces may be provided within the second and third layer.
 - Covered parking shall be provided within the third layer. Side or rear-entry garages may be allowed in the first or second Layer by Administrative Conditional Use.
 - Refer to section 4.11.3 for allowable exceptions.
- Allowable, with conditions



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TABLE 9F. PK-6A - BUILDING FORM

LOT OCCUPATION	
Lot Width (min.)	40' sf / 80' dpx / 0' mf c
Lot Coverage	80% c / 70% max.
Open Space (min.)	20% / 30% pervious
Density (du/acre)	36 max.

BUILDING DISPOSITION	
Edgeyard	permitted
Sideyard	permitted
Rearyard	permitted
Courtyard	permitted

BUILDING CONFIGURATION - HEIGHT	
Principal Building	10 stories max
Outbuilding	not applicable

SETBACKS - PRINCIPAL BUILDING	
(a) Front Setback (Principal)	15' min. res. / 0' min. comm.
(b & c) Side Setback	5' min. / 10' min. detached / 0' min. attached
(d) Rear Setback	15' min.

SETBACKS - OUTBUILDING	
(e) Front Setback	not applicable
(f) Side Setback	not applicable
(g) Rear Setback	not applicable

PRIVATE FRONTAGES	
Common Yard	not permitted
Porch and Fence	not permitted
Terrace	permitted
Stoop	permitted
Shopfront	permitted
Gallery	permitted
Forecourt	permitted
Vehicular Forecourt	permitted
Common Entry	permitted

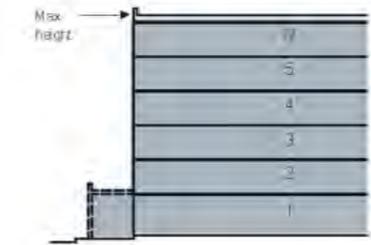
BUILDING FUNCTION	
Residential	permitted
Lodging	permitted
Office	permitted
Retail	permitted
Educational	permitted
Civic	permitted
Civil Support	permitted

NOTES

- Retail uses allowed in H-3PK areas
 - Density increase from 12.5 to 36 du/acre
 - Townhomes exempt from side setbacks - 0 min. allowed except 10' required at end lots.
 - Remove additional footprint restrictions.
- sf - Single Family dpx - Duplex
mf - Multi-Family c - Commercial
ly - front yard

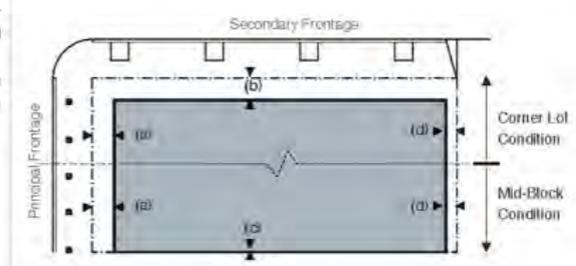
Building Height:

- Building height shall be measured in number of stories, excluding Attics and raised basements.
- Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 feet.
- Height shall be measured to the eave or roof deck.



Setbacks - Principal Building:

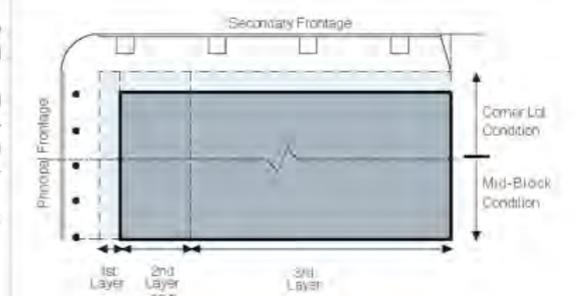
- The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
- Facades shall be built along the Principal Frontage to the minimum specified width in the table.



Parking Placement:

- Uncovered parking spaces may be provided within the second and third layer.
- Covered parking shall be provided within the third layer. Side or rear-entry garages may be allowed in the first or second layer by Administrative Conditional Use.
- Refer to section 4.11.3 for allowable exceptions.

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TABLE 9G. PK-6B - BUILDING FORM

LOT OCCUPATION	
Lot Width (min.)	40' sf / 80' dpx / 0' mf c
Lot Coverage	80% c / 70% max.
Open Space (min.)	20% / 30% pervious
Density (du/acre)	36 max.

BUILDING DISPOSITION	
Edgeyard	permitted
Sideyard	permitted
Rearyard	permitted
Courtyard	permitted

BUILDING CONFIGURATION - HEIGHT	
Principal Building	20 stories max. residential / 30 stories hotel
Outbuilding	not applicable

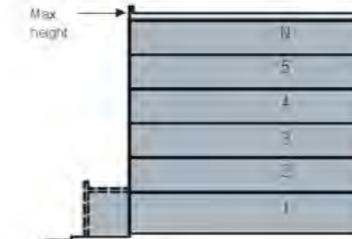
SETBACKS - PRINCIPAL BUILDING	
(a) Front Setback (Principal)	15' min. res. / 0' min. comm.
(b & c) Side Setback	5' min. / 10' min. detached / 0' min. attached
(d) Rear Setback	15' min

PRIVATE FRONTAGES	
Common Yard	not permitted
Porch and Fence	not permitted
Terrace	permitted
Scoop	permitted
Shopfront	permitted
Gallery	permitted
Forecourt	permitted
Vehicular Forecourt	permitted
Common Entry	permitted

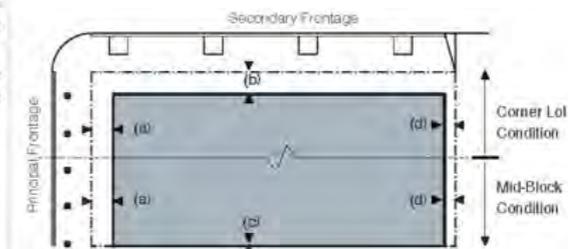
BUILDING FUNCTION	
Residential	permitted
Lodging	permitted- 72u/ac max.
Office	permitted
Retail	permitted
Educational	permitted
Civic	permitted
Civil Support	permitted

- NOTES**
- Increase density from 13 - 36 du/ac (shows existing conditions)
 - Attached buildings exempt from side setbacks - 0' min. allowed except 10' required at end lots.
 - Remove additional footprint restrictions
- sf - Single Family dpx - Duplex
mf - Multi-Family c - Commercial
ly - front yard

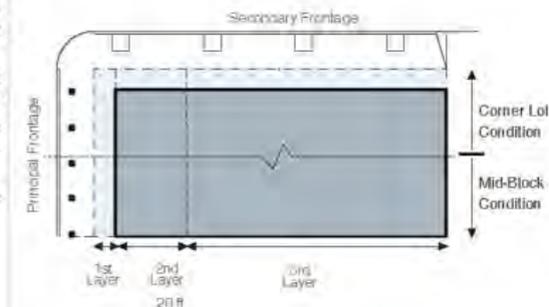
- Building Height:**
- Building height shall be measured in number of stories, excluding Attics and raised basements.
 - Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 feet.
 - Height shall be measured to the eave or roof deck



- Setbacks - Principal Building:**
- The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
 - Facades shall be built along the Principal Frontage to the minimum specified width in the table.



- Parking Placement:**
- Uncovered parking spaces may be provided within the second and third layer.
 - Covered parking shall be provided within the third layer. Side or rear-entry garages may be allowed in the first or second Layer by Administrative Conditional Use.
 - Refer to section 4.11.3 for allowable exceptions.
- Allowable, with conditions



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TABLE 9H. SD-3 - BUILDING FORM

LOT OCCUPATION	
Area (min.)	10 acres
Lot Width (min.)	40' sf / 80' dpx / 0' mf c
Lot Coverage	80% c / 70% max.
Open Space (min.)	30% + 50% min. fy
Density (du/acre)	36 max.

BUILDING DISPOSITION	
Edgeyard	permitted
Sideyard	permitted
Rearyard	permitted
Courtyard	permitted

BUILDING CONFIGURATION - HEIGHT	
Principal Building	10 stories max.
Outbuilding	not applicable

SETBACKS - PRINCIPAL BUILDING	
(a) Front Setback (Principal)	20' min.
(b & c) Side Setback	10' min. + 50' min. from r.o.w.
(d) Rear Setback	15' min.

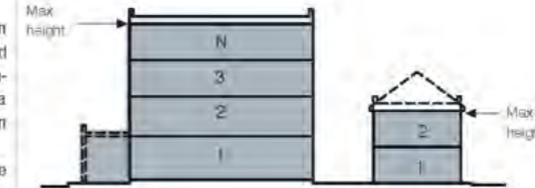
SETBACKS - OUTBUILDING	
(e) Front Setback	40' max from rear
(f) Side Setback	0' min.
(g) Rear Setback	3' min.

PRIVATE FRONTAGES	
Common Yard	permitted
Porch and Fence	permitted
Terrace	permitted
Stoop	permitted
Shopfront	permitted
Gallery	permitted
Forecourt	permitted
Vehicular Forecourt	permitted
Common Entry	permitted

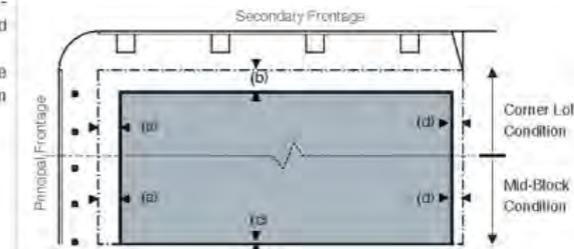
BUILDING FUNCTION	
Residential	permitted
Lodging	permitted-72u/ac max
Office	permitted
Retail	permitted
Educational	permitted
Civic	permitted
Civil Support	permitted

- NOTES**
- Density increase from 5 to 36 du/acre
 - Minimum distance between structures equals 15' excluding zero-lot development.
 - Multi-family and hotels shall be located 100' minimum from single-family dwellings.
- sf - Single Family dpx - Duplex
mf - Multi-Family o - Commercial
fy - front yard

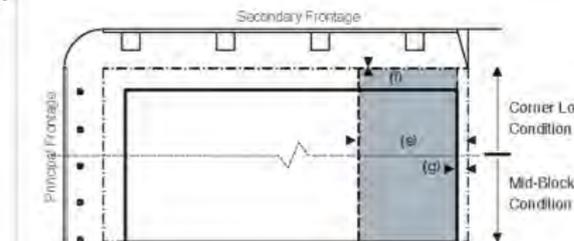
- Building Height:**
- Building height shall be measured in number of Stories, excluding Attics and raised basements.
 - Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 feet.
 - Height shall be measured to the eave or roof deck.



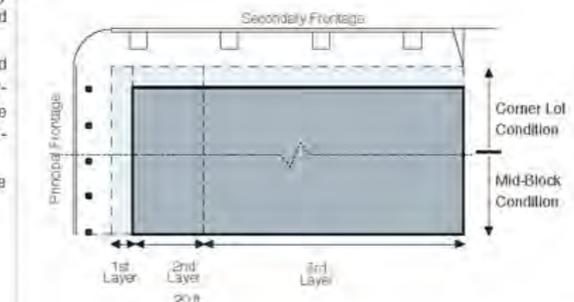
- Setbacks - Principal Building:**
- The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
 - Facades shall be built along the Principal Frontage to the minimum specified width in the table.



- Setback - Outbuilding:**
- The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.



- Parking Placement:**
- Uncovered parking spaces may be provided within the second and third layer.
 - Covered parking shall be provided within the third layer. Side or rear-entry garages may be allowed in the first or second Layer by Administrative Conditional Use.
 - Refer to section 4.11.3 for allowable exceptions.
- Allowable, with conditions



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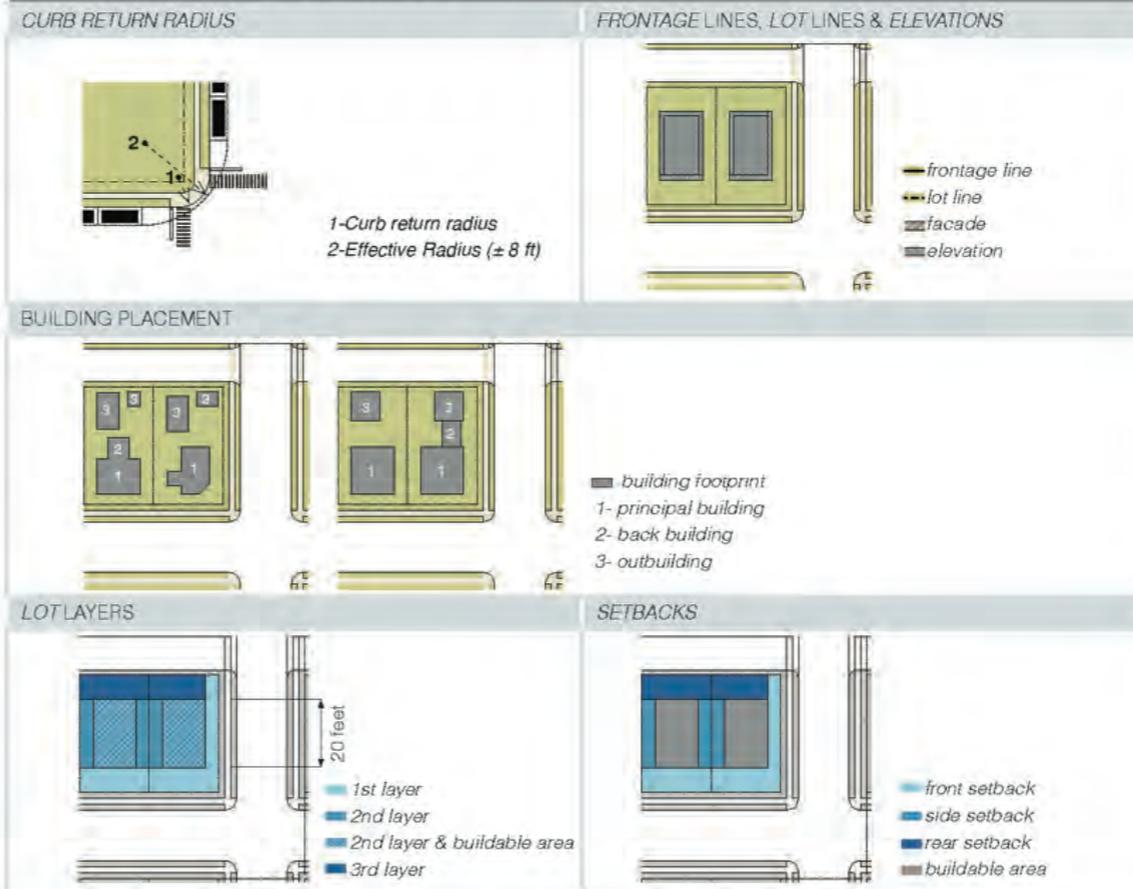
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TABLE 10. DEFINITIONS ILLUSTRATED



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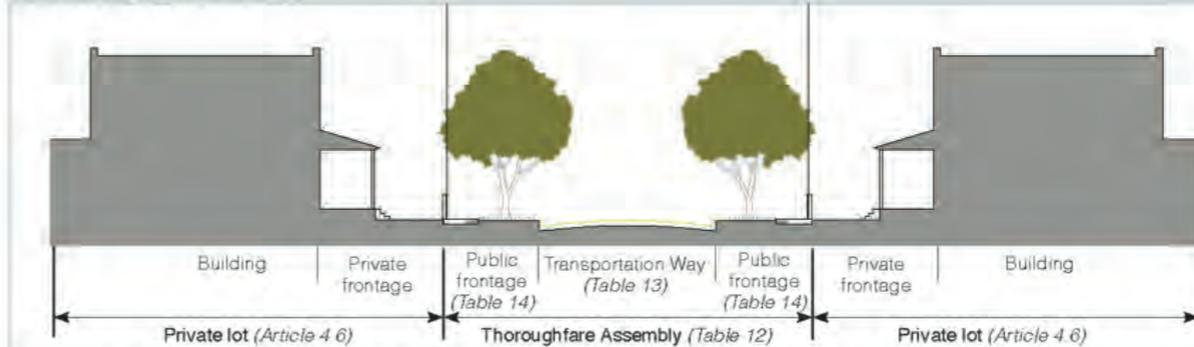
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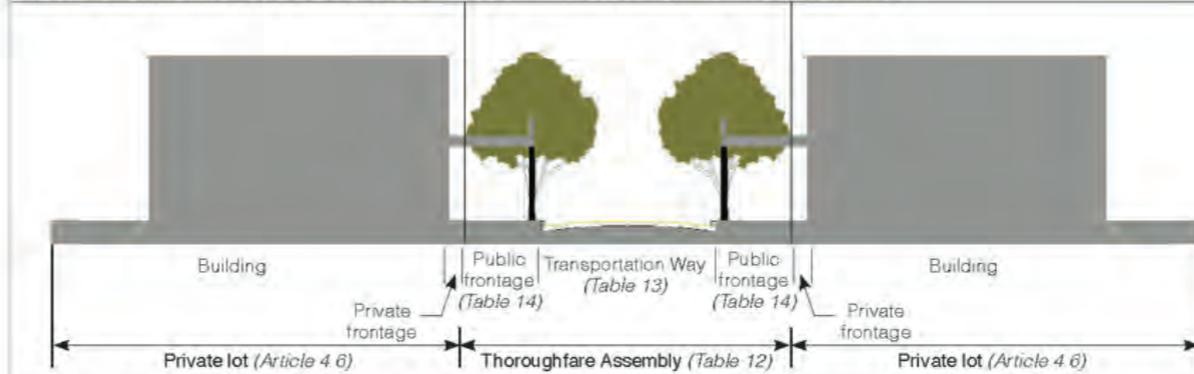
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TABLE 11. THOROUGHFARES AND FRONTAGES

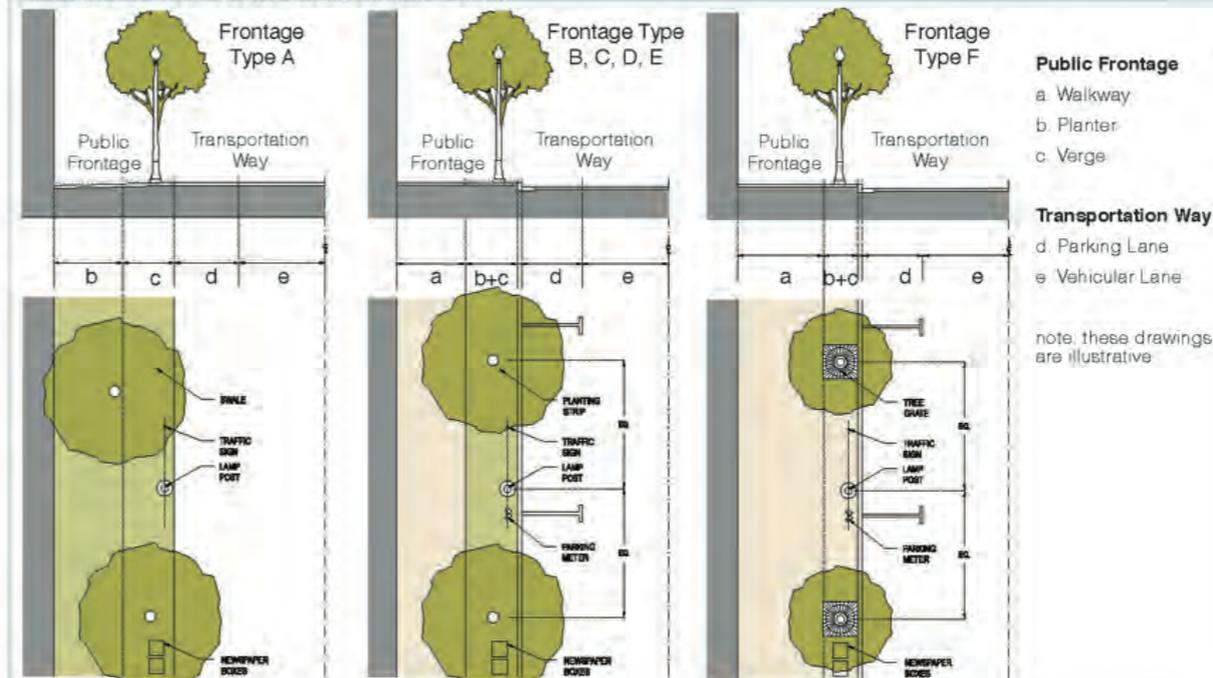
A. TYPICAL SECTION IN PK-3



B. TYPICAL SECTION IN PK-4, PK-5 AND PK-6 WITH GALLERY FRONTAGE ENCROACHMENTS



C. TYPICAL PUBLIC FRONTAGES (FROM TABLE 14)



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TABLE 12. THOROUGHFARE ASSEMBLY TYPES

THOROUGHFARE TYPE	PK1	PK2	PK3	PK4	PK5	PK6	DESCRIPTION
HIGHWAY (HW)	■	■					A long-distance, high-speed, free-movement thoroughfare traversing open countryside. A highway should be relatively free of intersections, driveways, and adjacent buildings.
PARKWAY (PW)	■	■	■	■			A highway designed in conjunction with naturalistic landscaping, including a variable-width median. A parkway should include a wide right-of-way landscaped on both sides of vehicular lanes.
ROAD (RD)	■	■	■				A local, slow-movement thoroughfare suitable for low density environments. Roads tend to be rural in character without curbs or striping.
STREET (ST)			■	■	■	■	A local, slow-movement thoroughfare suitable for general urban areas. Streets are urban in character, and flexible in the types of public frontages they support.
DRIVE (DR)			■	■	■	■	A thoroughfare along the boundary between an urbanized and a natural condition, usually along a waterfront, a park, or a promontory. One side of a drive has the urban character of a street or boulevard, while the other has the qualities of a road or parkway.
AVENUE (AV)			■	■	■	■	A limited distance, free-movement thoroughfare connecting civic locations within an urbanized area. Unlike a boulevard, its length is finite and its axis is terminated. An avenue may be conceived as an elongated square.
COMMERCIAL STREET (CS)				■	■		A local, slow-movement thoroughfare suitable for high-intensity urban areas. Commercial streets are urban in character, supporting parallel or angled parking on both sides and narrow lanes appropriate for a commercial environment.

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TABLE 12. THOROUGHFARE ASSEMBLY TYPES CONTINUED

THOROUGHFARE TYPE	PK1	PK2	PK3	PK4	PK5	PK6	DESCRIPTION
BOULEVARD (BV)				■	■	■	A long-distance, free-movement thoroughfare traversing an urbanized area. A boulevard often includes a wide median and a wide public frontage and therefore a wide right-of-way. Access lanes are often provided to separate public frontages from the higher speed lanes.
REAR LANE			■	■			A vehicular access way located to the rear of a lot providing access to parking and outbuildings as well as easements for utilities. Rear lanes are paved as lightly as possible to driveway standards or with gravel.
ALLEY				■	■	■	A narrow service access to the rear of more urban buildings providing service and parking areas and utility easements. Alleys, as they are used by trucks and must accommodate dumpsters, should be paved from building face to building face, with drainage by inverted crown at the center.

Note on Thoroughfares:
 The Walkable Thoroughfares in the code are designed to create pedestrian and bicyclist friendly thoroughfares. They include a range of thoroughfare types from multi-lane Commercial Streets to two-lane streets and drives to more rural Road sections. Not all of these sections are assigned in the current Thoroughfare Assignment Plan, but they are provided for future use if needed.

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TABLE 13. TRANSPORTATION WAY These dimensions may be used for infill or retrofit thoroughfares

TRAVEL LANE WIDTH										
PUBLIC FRONTAGE (SEE TABLE 2)	MOVEMENT TYPE	TARGET SPEED (MPH)	TRAVEL LANE WIDTH	CONTEXT						
				PK1	PK2	PK3	PK4	PK5	PK6	
A, B, C	YIELD	20 OR LESS	8 FT.	■	■	■	□			
A, B, C, D	SLOW	20 – 25	9 FT.	■	■	■	■			
A, B, C, D, E, F	FREE	25 – 30	10 FT.	■	■	■	■	■	■	■
A, B, C, D, E, F	SPEED	30 – 35	11 – 12 FT.	■	■	■	□	□	□	□
A	RURAL	ABOVE 35	12 FT.	■	■					
PARKING LANE WIDTH										
PUBLIC FRONTAGE	MOVEMENT TYPE	TARGET SPEED (MPH)	PARALLEL	ANGLED	CONTEXT					
					PK1	PK2	PK3	PK4	PK5	PK6
	YIELD	20 OR LESS	6 FT.	N/A						
C, D	SLOW	20 – 25	7 FT.			■	■			
D, E, F	FREE	20 – 30		17 FT.		■		■	■	■
C, D, E, F	SPEED, RURAL	25 – 35	8 FT.			■	■	■	■	■
CURB RADIUS										
PUBLIC FRONTAGE	MOVEMENT TYPE	TARGET SPEED (MPH)	CURB RADIUS (NO BULB- OUT) *	CONTEXT						
				PK1	PK2	PK3	PK4	PK5	PK6	
A, B, C	YIELD	20 OR LESS	5 – 10 FT.			■	■	■		
A, B, C, D	SLOW	20 – 25	10 – 15 FT.	□	■	■	■	■	■	■
A, B, C, D, E, F	FREE	25 – 30	15 – 20 FT.	□	■	■	■	■	■	■
A, B, C, D, E, F	SPEED	30 – 35	20 – 30 FT.		■					

* Dimensions with parking on each leg of intersection. Both tangent sections adjacent to the curb return must be parked, or else curb radii must be evaluated using "design vehicle" and AutoTurn or turning templates. For uncurbed streets add 1' of travel lane width.

- By Right
- By Conditional Use

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TABLE 14. PUBLIC FRONTAGE TYPES

PUBLIC FRONTAGE TYPE	A	B	C	D	E	F
ZONES	PK1 PK2	PK1 PK2 PK3	PK3 PK4	PK3 PK4 PK5	PK4 PK5	PK4 PK5 PK6
I. ASSEMBLY						
The principal variables are the type and dimension of curbs, walkways, planters and landscape.						
Total Width	14-24 feet	12-24 feet	12-18 feet	12-18 feet	14-24 feet	14-24 feet
II. CURBING						
The detailing of the edge of the vehicular way, incorporating drainage.						
Type	Open Swale	Open Swale	Raised Curb	Raised Curb	Raised Curb	Raised Curb
Cuts	Radius @ 10 - 30 feet	Ramp at 1:12 slope	Ramp at 1:12 slope	Ramp at 1:12 slope	Ramp at 1:12 slope	Ramp at 1:12 slope
III. WALKWAY						
The portion of the thoroughfare dedicated exclusively to pedestrian activity						
Type	Path Optional	Path	Sidewalk	Sidewalk	Sidewalk	Sidewalk
Width	n/a	4 - 6 feet	4 - 6 feet	4 - 8 feet	8 - 18 feet	10 - 20 feet
IV. PLANTER						
The portion of the thoroughfare accommodating street trees and other landscape.						
Arrangement	Clustered	Clustered	Regular	Regular	Regular	Opportunistic
Type	Dissimilar	Dissimilar	Dissimilar	Similar	Similar	Similar
Species	Alternating	Alternating	Alternating	Alternating	Alternating	Single
Spacing	n/a	n/a	n/a	Regular	Regular	Regular / Irregular
Planter Type	Continuous Swale	Continuous Swale	Continuous Planter	Continuous Planter	Continuous Planter	Tree Well
Planter Width	14 - 24 feet	8 - 20 feet	8 - 12 feet	8 - 14 feet	6 - 16 feet	4 - 6 feet
Public Planting Type	Columnar, Oval, Rounded, Conical, Spreading, Vase, Pole	Columnar, Oval, Rounded, Conical, Spreading, Vase, Pole	Rounded, Conical, Spreading, Vase, Pole	Columnar, Rounded, Vase, Pole	Columnar, Rounded, Pole	Columnar, Rounded, Pole
V. VERGE						
Provides allowable locations for public infrastructure and public furniture outside of access ways						
Verge Width	3 feet*	3 feet*	4 feet*	4 feet*	5 feet*	5 feet*
Verge Material	match planter	match planter	match planter	match planter	match planter	match sidewalk or pervious pavement
Lighting Type (Table 19)	Pipe, Cobra-head	Pipe, Cobra-head	Post, Pipe, Column	Pipe, Column	Pipe, Column, Bollard	Column, Double Column

* Verge should begin within 2 feet of the curb or edge of pavement.

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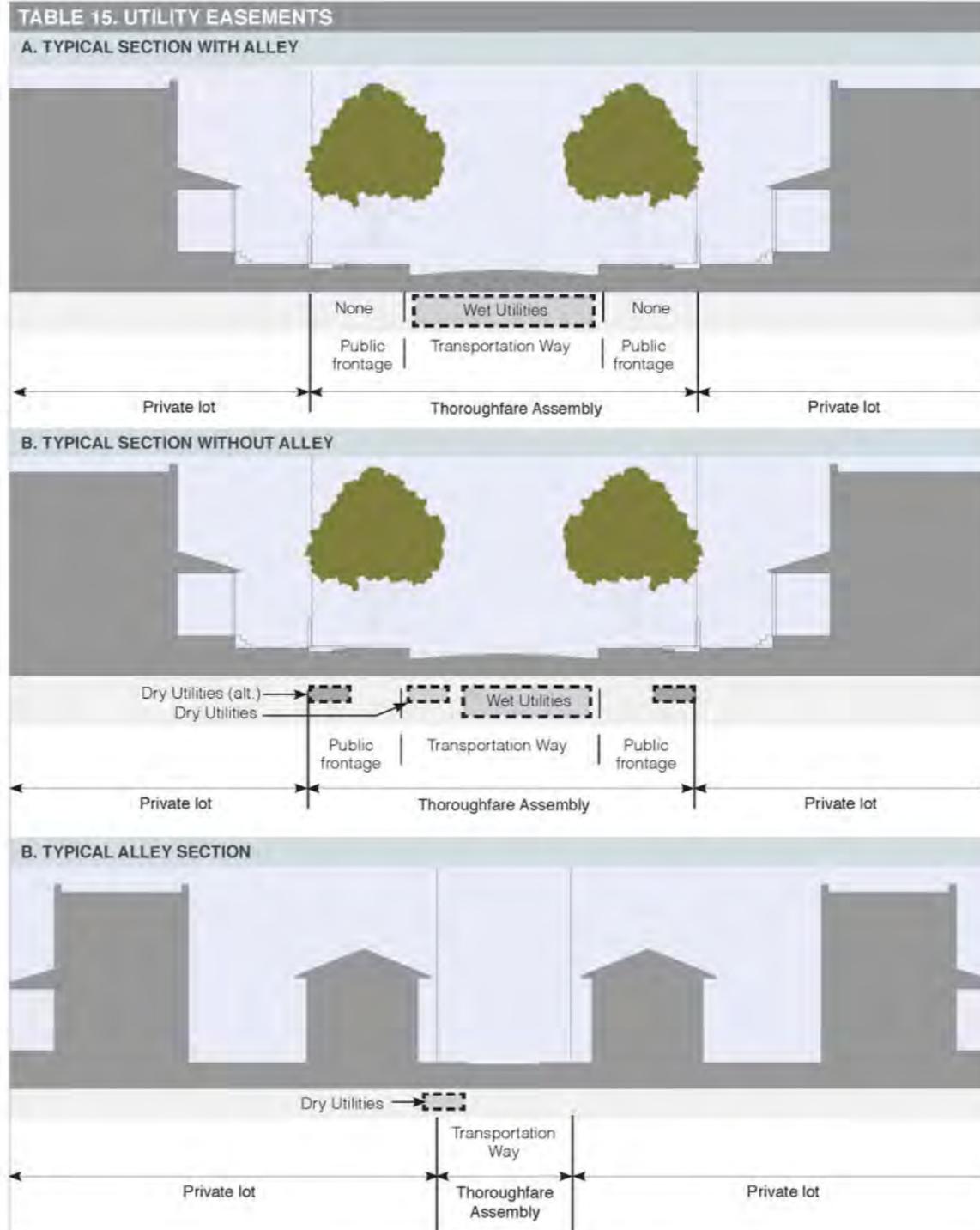
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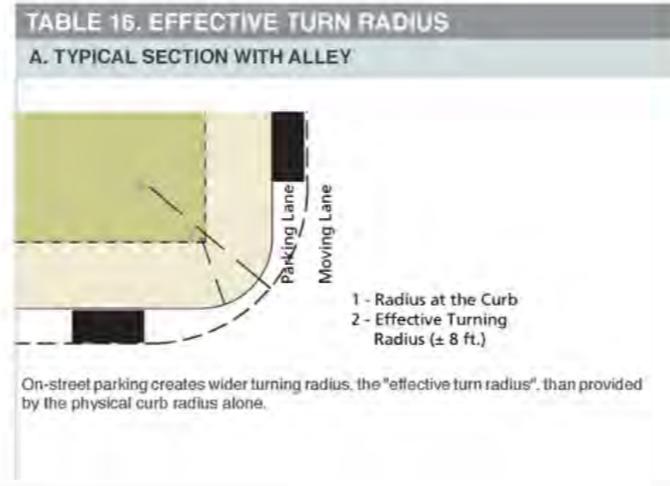
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TABLE 17. PRE-APPROVED THOROUGHFARE ASSEMBLIES

KEY		ST-57-20-SH	
Thoroughfare Type		100'	
Right-of-Way Width		30' 30'	
Pavement Width (face of curb to face of curb)		18' 12' 12' 18'	
Transverse Section		Public Frontage 20' 20'	
THOROUGHFARE TYPES		Public Frontage 20' 20'	
Avenue	AV	Public Frontage 20' 20'	
Boulevard	BV	Public Frontage 20' 20'	
Parkway	PW	Public Frontage 20' 20'	
Commercial Street	CS	Public Frontage 20' 20'	
Drive	DR	Public Frontage 20' 20'	
Street	ST	Public Frontage 20' 20'	
Road/Alley	RA	Public Frontage 20' 20'	
Road Lane	RL	Public Frontage 20' 20'	

Assembly Designation	CS 100-60	CS 100-60
Thoroughfare Type	Commercial Street	Street
Zone	PK5, PK6	PK5, PK6
Right-of-Way Width	100 ft.	100 ft.
Pavement Width	60 ft.	60 ft.
Transportation Way		
Vehicular Lane(s)	Two Lanes: Two way, one lane each way @ 12 ft.	Four Lanes: Two way, two lane each way @ 10 and 11 ft.
Parking Lanes	Two reverse angle @ 18 ft.	Two lanes parallel @ 9 ft.
Movement Type	Slow	Speed
Median Width	NA	n/a
Median Planting	NA	n/a
Median Surface	NA	n/a
Target Speed	25 mph	30 mph
Bicycle Provision	Sharrow	Sharrow
Transit Provision	Bus route	n/a
Public Frontage	F	D
Assembly Width	20 ft.	20 ft.
Public Frontage Type	F	D
Zone	PK5, PK6	PK5, PK6
Curbing	Type	Vertical Curb;
	Curb Cut Radius	Radius 10 ft.
Walkway	Width	20 ft.
	Surface	Concrete
Planter	Type Size	Tree well 4 ft. x 6 ft.
	Arrangement	Regular
	Species	Alternating
	Spacing	30 ft. o.c.
	Surface	Pervious paving
	Street Tree	Large shade
Verge	Width	4 ft.
	Lighting Type	Column
	Lght Spacing	50 ft. o.c.

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TABLE 17. PRE-APPROVED THOROUGHFARE ASSEMBLIES

KEY		ST-57-20-SH		
Thoroughfare Type				
Right-of-Way Width				
Pavement Width				
Transportation				
THOROUGHFARE TYPES				
Avenue	AV			
Boulevard	BV			
Parloway	PW			
Commercial Street	CS			
Drive	DR			
Street	ST			
Rear Alley	RA			
Rear Lane	RL			
Assembly Designation		ST-60-36		DR-54-36
Thoroughfare Type		Street		Drive
Zone		PK4, PK5, PK6		PK4, PK5, PK6
Right-of-Way Width		60 ft.		54ft.
Pavement Width		36 ft.		36 ft.
Transportation Way				
Vehicular Lane(s)		Two Lanes: Two way, one lane each way @ 10 ft.		Two Lanes: Two way, one lane each way @ 10 ft.
Parking Lanes		Two lanes parallel @ 8 ft.		Two lane parallel @ 8 ft.
Movement Type		Free		Free
Median Width		n/a		n/a
Median Planting		n/a		n/a
Median Surface		n/a		n/a
Target Speed		25 mph		25 mph
Bicycle Provision		Sharrow		Sharrow
Transit Provision		Bus route		Bus route
Public Frontage		D, F		F
Assembly Width		12 ft.	12 ft.	12 ft.
Public Frontage Type		D	F	F
Zone		PK4	PK5, PK6	PK4-6
Curbing	Type	Vertical	Vertical	Vertical Curb
	Curb Cut	Radius	Radius	Radius
	Radius	5 ft.	5 ft.	5 ft.
Walkway	Width	12ft.	12ft.	12 ft; 6 ft on natural edge.
	Surface	Concrete	Concrete	Concrete
Planter	Type / Size	Continuous 6 ft.	Tree well 6 ft.	Tree well 4 ft.
	Arrangement	Regular	Regular	Regular
	Species	Alternating	Alternating	Alternating
	Spacing	30 ft. o.c. avg.	30 ft. o.c. avg.	30 ft. o.c. avg.
	Surface	Ground cover or grass	Pervious paving	Pervious paving
Street Tree	Large Shade	Large Shade	Large Shade	Large Shade
	Width	6 ft.	6 ft.	6 ft.
Verge	Lighting Type	Pipe, Column	Column	Column
	Lght Spacing	80 ft. o.c.	60 ft. o.c.	60 ft. o.c.

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TABLE 17. PRE-APPROVED THOROUGHFARE ASSEMBLIES

KEY		ST-57-20-SH	
Thoroughfare Type	1		
Right-of-Way Width	100'		
Pavement Width (face of curb to face of curb)	42'		
Transportation			
THOROUGHFARE TYPES			
Avenue	AV		
Boulevard	BV		
Parkway	PW		
Commercial Street	CS		
Drive	DR		
Street	ST		
Rear Alley	RA		
Rear Lane	RL		

Assembly Designation	RD-100-42P	RD-100-42	
Thoroughfare Type	Road	Road	
Zone	PK1	PK3	
Right-of-Way Width	100 ft.	100 ft.	
Pavement Width	42 ft.	42 ft.	
Transportation Way			
Vehicular Lane(s)	Four Lanes: Two way, two lanes each way @ 11,10 ft.	Four Lanes: Two way, two lanes each way @ 11,10 ft.	
Parking Lanes	None	None	
Movement Type	Rural	Rural	
Median Width	n/a	n/a	
Median Planting	n/a	n/a	
Median Surface	n/a	n/a	
Target Speed	35 mph	35 mph	
Bicycle Provision			
Transit Provision	Bus route	Bus route	
Public Frontage	D, F	C	
Assembly Width	11 ft.	11 ft.	
Public Frontage Type	D	F	
Zone	T4	T5	
Curbing	Type	Vertical	Vertical
	Curb Cut	Radius	Radius
	Radius	20 ft.	20 ft.
Walkway	Width	12 ft beach side	12 ft beach side
	Surface	Concrete	Concrete
Planter	Type / Size	Continuous 10 ft.	Continuous 10 ft.
	Arrangement	Regular	Regular
	Species	Alternating	Alternating
	Spacing	30 ft. o.c.	30 ft. o.c.
	Surface	Ground cover or grass	Ground cover or grass
	Street Tree	Large Shade	Large Shade
Verge	Width	4 ft.	4 ft.
	Lighting Type	Post	Post
	Light Spacing	At intersections	At intersections

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TABLE 17. PRE-APPROVED ASSEMBLIES - OPEN SECTIONS

KEY		ST-57-20-SH	
Thoroughfare Type			
Right-of-Way Width			
Pavement Width (face of curb to face of curb)			
Transportation			
THOROUGHFARE TYPES			
Avenue	AV		
Boulevard	BV		
Parkway	PW		
Commercial Street	CS		
Drive	DR		
Street	ST		
Rear Alley	RA		
Rear Lane	RL		

Assembly Designation	RD-100-33P	RD100-33
Thoroughfare Type	Road	Road
Zone	PK1	PK3
Right-of-Way Width	100 ft.	100 ft.
Pavement Width	33 ft.	33 ft.
Transportation Way		
Vehicular Lane(s)	Three Lanes: Two way, one lane each way @ 11 ft.	Three Lanes: Two way, one lane each way @ 11 ft.
Parking Lanes	n/a	n/a
Movement Type	Speed	Speed
Median Width	n/a	n/a
Median Planting	n/a	n/a
Median Surface	n/a	n/a
Target Speed	30 mph	30 mph
Bicycle Provision	sharrow	sharrow
Transit Provision	bus	bus
Public Frontage	B	B
Assembly Width	33-34 ft.	33-34 ft.
Public Frontage Type	B	B
Zone	PK1	PK2, PK3
Curbing	Type	Curb
	Curb Cut Radius	25 ft.
	Width	12' path beach side
Walkway	Surface	n/a
	Type I Size	Continuous I 16 ft.
Planter	Arrangement	Clustered
	Species	Varied
	Spacing	Irregular
	Surface	n/a
	Street Tree	n/a
Verge	Width	3 ft.
	Lighting Type	Cobra Head, Post
	Light Spacing	At intersections

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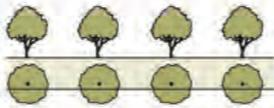
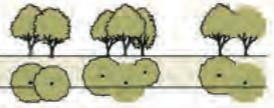
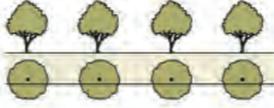
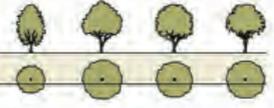
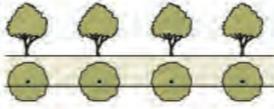
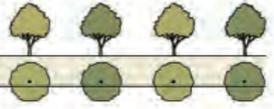
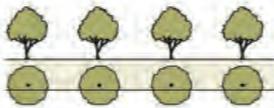
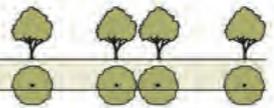
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TABLE 18. TREE PLANTING PATTERN

A. ARRANGEMENT	REGULAR	NATURALISTIC / CLUSTERED
Opportunistic arrangement is not illustrated.		
B. TYPE MIX	SINGLE	VARIED
		
C. SPECIES	SINGLE	ALTERNATING
		
D. SPACING	REGULAR	IRREGULAR
		

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TABLE 19. PUBLIC LIGHTING

TYPE	HEIGHT	SPACING	TYPE	HEIGHT	SPACING
COBRAHEAD			POST		
 PK2			 PK4	12 ft. - 16 ft.	60 ft. on center min.
DOUBLE COLUMN			PIPE		
 PK5	12 ft. - 16 ft.	50 ft. on center min.	 PK8	12 ft. - 16 ft.	90 ft. on center min.
 PK6	12 ft. - 16 ft.	50 ft. on center min.	Note on Lighting: All lighting should be Dark Sky compatible and all lighting plans must consider wildlife habitat (including sea turtles) concerns.		
COLUMN					
 PK5	12 ft. - 16 ft.	50 ft. on center min.			
 PK6	12 ft. - 16 ft.	50 ft. on center min.			

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ARTICLE 6: DEFINITIONS

Allee: a regularly spaced and aligned row of trees usually planted along a Thoroughfare or Path.

Arcade: a Private Frontage conventional for Retail use wherein the Facade is a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at the Frontage Line.

Backbuilding: a single-Story structure connecting a Principal Building to an Outbuilding.

Bicycle Lane (BL): a dedicated lane for cycling within a moderate-speed vehicular Thoroughfare, demarcated by striping.

Bicycle Route (BR): a Thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds.

Bicycle Trail (BT): a bicycle way running independently of a vehicular Thoroughfare.

Blade Sign: A sign type mounted perpendicular to the building's façade. These signs are pedestrian-scaled, and easily read from both sides.

Block: the aggregate of private Lots, Passages, Rear Alleys and Rear Lanes, circumscribed by Thoroughfares.

Block Face: the aggregate of all the building Facades on one side of a Block.

Boulevard (BV): a Thoroughfare designed for high vehicular capacity and moderate speed, traversing an Urbanized area. Boulevards are usually equipped with Slip Roads buffering Sidewalks and buildings.

By Right: characterizing a component of a proposal for a Building Plan that complies with the Code and is permitted and processed administratively, without public hearing.

Civic: the term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

Civic Building: a building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the legislative body.

Civic Parking Reserve: Parking Structure or parking lot within a quarter-mile of the site that it serves.

Civic Space: an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their Enfronting buildings.

Civic Zone: designation for public sites dedicated for Civic Buildings and Civic Space.

Common Destination: An area of focused community activity, usually defining the approximate center of a Pedestrian Shed. It may include without limitation one or more of the following: a Civic Space, a Civic Building, a Commercial center, or a transit station, and may act as the social center of a neighborhood.

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Common Yard: a planted Private Frontage wherein the Facade is set back from the Frontage line. It is visually continuous with adjacent yards. 7.

Conditional Use: any use not otherwise permitted but, because of special requirements or characteristics, may be allowed in a particular zoning district only after a site-specific review by the board of adjustment according to the provisions of article 2.

Configuration: the form of a building, based on its massing, Private Frontage, and height.

Courtyard Building: a building that occupies the boundaries of its Lot while internally defining one or more private patios.

Curb: the edge of the vehicular pavement that may be raised or flush to a Swale. It usually incorporates the drainage system.

Design Speed: is the velocity at which a Thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired Design Speed.

Disposition: the placement of a building on its Lot.

Dooryard: a Private Frontage type with a shallow Setback and front garden or patio, usually with a low wall at the Frontage Line. 7. (Variant: **Lightwell**, light court.)

Drive: a Thoroughfare along the boundary between an Urbanized and a natural condition, usually along a waterfront, Park, or promontory. One side has the urban character of a Thoroughfare, with Sidewalk and building, while the other has the qualities of a Road or parkway, with naturalistic planting and rural details.

Driveway: a vehicular lane within a Lot, often leading to a garage.

Edgeyard Building: a building that occupies the center of its Lot with Setbacks on all sides. 9.

Effective Parking: the amount of parking required for Mixed Use after adjustment by the Shared Parking Factor.

Effective Turning Radius: the measurement of the inside Turning Radius taking parked cars into account.

Elevation of Building: an exterior wall of a building not along a Frontage Line. See: **Facade**.

Encroach: to break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a Setback, into the Public Frontage, or above a height limit.

Encroachment: any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the Public Frontage, or above a height limit.

Enfront: to place an element along a Frontage, as in "porches Enfront the street."

Expression Line: a line prescribed at a certain level of a building for the major part of the

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width of a Facade, expressed by a variation in material or by a limited projection such as a molding or balcony. 8. (Syn: transition line.)

Extension Line: a line prescribed at a certain level of a building for the major part of the width of a Facade, regulating the maximum height for an Encroachment by an Arcade Frontage.

Facade: the exterior wall of a building that is set along a Frontage Line. See **Elevation**.

Forecourt: a Private Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back.

Frontage: the area between a building Facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into **Private Frontage** and **Public Frontage**.

Frontage Line: a Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines.

Function: the use or uses accommodated by a building and its Lot, categorized as *Restricted, Limited, or Open*, according to the intensity of the use.

Gallery: a Private Frontage conventional for Retail use wherein the Facade is aligned close to the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk.

Green: a Civic Space type for unstructured recreation, spatially defined by landscaping rather than building Frontages.

Greenfield: an area that consists of open or wooded land or farmland that has not been previously developed.

Greenway: an Open Space Corridor in largely natural conditions which may include trails for bicycles and pedestrians.

Highway: a rural and suburban Thoroughfare of high vehicular speed and capacity. This type is allocated to the more rural Zones.

Layer: a range of depth of a Lot within which certain elements are permitted.

Lightwell: A Private Frontage type that is a below-grade entrance or recess designed to allow light into basements. (Syn: light court.)

Liner Building: a building specifically designed to mask a parking lot or a Parking Structure from a Frontage.

Live-Work: a Mixed Use unit consisting of a Commercial and Residential Function. The Commercial Function may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the Commercial activity or industry. See **Work-Live**. (Syn.: flexhouse.)

Lodging: premises available for daily and weekly renting of bedrooms.

Long Pedestrian Shed: a Pedestrian Shed that is an average 1/2 mile radius or 2640

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feet, used when a transit stop (bus or rail) is present or proposed as the Common Destination. A Long Pedestrian Shed represents approximately a ten-minute walk at a leisurely pace. See **Pedestrian Shed**.

Lot Line: the boundary that legally and geometrically demarcates a Lot.

Lot Width: the length of the Principal Frontage Line of a Lot.

Main Civic Space: the primary outdoor gathering place for a community. The Main Civic Space is often, but not always, associated with an important Civic Building.

Meeting Hall: a building available for gatherings, including conferences, that accommodates at least one room equivalent to a minimum of 10 square feet per projected dwelling unit within the Pedestrian Shed in which it is located.

Net Site Area: all developable land within a site including Thoroughfares but excluding land allocated as Civic Zones.

Outbuilding: an Accessory Building, usually located toward the rear of the same Lot as a Principal Building, and sometimes connected to the Principal Building by a Backbuilding.

Parking Structure: a building containing one or more Stories of parking above grade.

Passage (PS): a pedestrian connector, open or roofed, that passes between buildings to provide shortcuts through long Blocks and connect rear parking areas to Frontages.

Path (PT): a pedestrian way traversing a Park or rural area, with landscape matching the contiguous Open Space, ideally connecting directly with the urban Sidewalk network.

Pedestrian Shed: An area that is centered on a Common Destination. Its size is related to average walking distances for the applicable Community Unit type. Pedestrian Sheds are applied to structure Communities.

Planter: the element of the Public Frontage which accommodates street trees, whether continuous or individual.

Plaza: a Civic Space type designed for Civic purposes and Commercial activities in the more urban Zones, generally paved and spatially defined by building Frontages.

Principal Building: the main building on a Lot, usually located toward the Frontage.

Principal Entrance: the main point of access for pedestrians into a building.

Principal Frontage: On corner Lots, the Private Frontage designated to bear the address and Principal Entrance to the building, and the measure of minimum Lot width. Prescriptions for the parking Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages of a corner Lot. See *Frontage*.

Private Frontage: the privately held Layer between the Frontage Line and the Principal Building Facade.

Public Frontage: the area between the Curb of the vehicular lanes and the Frontage Line.

Rear Alley (RA): a vehicular way located to the rear of Lots providing access to service

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areas, parking, and Outbuildings and containing utility easements. Rear Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll Curbs at the edges.

Rear Lane (RL): a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Lanes may be paved lightly to Driveway standards. The streetscape consists of gravel or landscaped edges, has no raised Curb, and is drained by percolation.

Rearyard Building: a building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard. (Var: Rowhouse, Townhouse, Apartment House)

Recess Line: a line prescribed for the full width of a Facade, above which there is a Stepback of a minimum distance, such that the height to this line (not the overall building height) effectively defines the enclosure of the Enfronting public space. Var: Extension Line.

Regulating Plan: a Zoning Map or set of maps that shows the Zones, Civic Zones, Special Districts if any, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by the Code.

Retail Frontage: Frontage designated on a Regulating Plan that requires or recommends the provision of a Shopfront, encouraging the ground level to be available for Retail use. See **Special Requirements**.

Road (RD): a local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Zones.

Secondary Frontage: on corner Lots, the Private Frontage that is not the Principal Frontage. As it affects the public realm, its First Layer is regulated.

Shared Parking Factor: an accounting for parking spaces that are available to more than one Function.

Shopfront: a Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade.

Sidewalk: the paved section of the Public Frontage dedicated exclusively to pedestrian activity.

Sideyard Building: a building that occupies one side of the Lot with a Setback on the other side. This type can be a Single or Twin depending on whether it abuts the neighboring house.

Slip Road: an outer vehicular lane or lanes of a Thoroughfare, designed for slow speeds while inner lanes carry higher speed traffic, and separated from them by a planted median. (Syn: access lane, service lane)

Specialized Building: a building that is not subject to Residential, Commercial, or Lodging classification.

Square: a Civic Space type designed for unstructured recreation and Civic purposes,

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spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed.

Standard Pedestrian Shed: a Pedestrian Shed that is an average 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. See Pedestrian Shed.

Stepback: a building Setback of a specified distance that occurs at a prescribed number of Stories above the ground.

Stoop: a Private Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk for privacy, with an exterior stair and landing at the entrance.

Street (ST): A public or private avenue, boulevard, drive, highway, road or other thoroughfare, which must be paved and approved by the county, and which affords a principal means of access to the abutting property.

Streetscreen: a freestanding wall built along the Frontage Line, or coplanar with the Facade. It may mask a parking lot from the Thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm. (Syn: streetwall.)

Substantial Modification: alteration to a building that is valued at more than 50% of the replacement cost of the entire building, if new.

Swale: a low or slightly depressed natural area for drainage.

Terminated Vista: a location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista designated on a Regulating Plan is required or recommended to be designed in response to the axis.

Thoroughfare: a way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage.

Work-Live: a Mixed Use unit consisting of a Commercial and Residential Function. It typically has a substantial Commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as work space with incidental Residential accommodations that meet basic habitability requirements. See Live-Work. (Syn: Live-With.)

Yield: characterizing a Thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation. Also, characterizing parking on such a Thoroughfare.

Zoning Map: the official map or maps that are part of the zoning ordinance and delineate the boundaries of individual zones and districts. See **Regulating Plan**.

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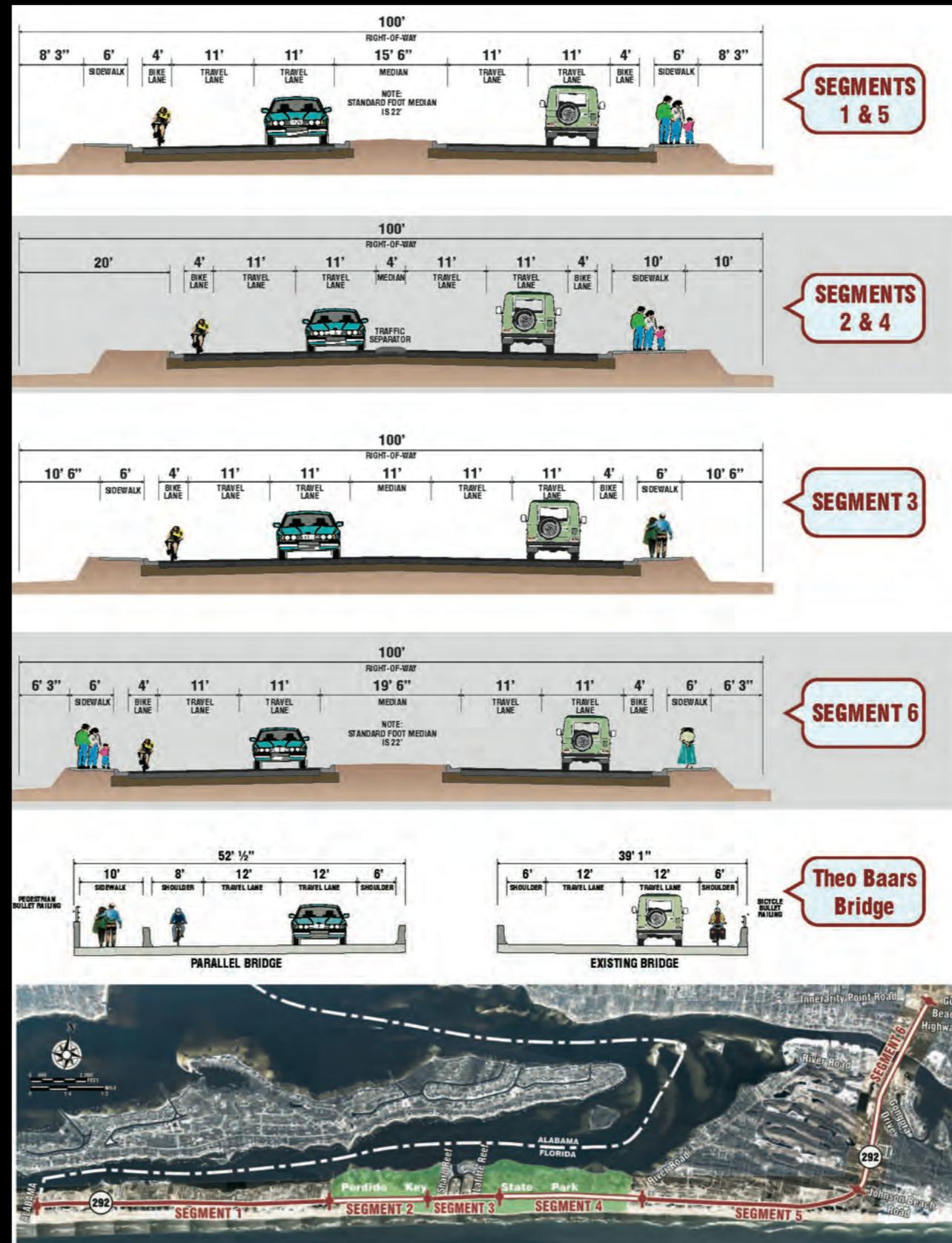
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The Perdido Key Drive cross-sections included are used by permission from Escambia County. They were developed as part of the

purpose and needs statement of the Project Development & Environmental document currently underway, and therefore are not final.

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Thoroughfare Designation

After identifying what are the most logical paths along which to run the new thoroughfares that are to complete the network of an existing community _or otherwise a new one designed from scratch_, it is very important that the new thoroughfares be given an appropriate assignment of sections throughout the Master Plan; as this is the only way to tailor them to their specific

context along the Transect, providing the framework for the next stage of planning, as more detailed civil drawings are prepared, and all issues from intersections to drainage, to triangles of visibility, frontage conditions, accessibility and allocation of utilities, among many others, get to be clearly resolved to the level of accuracy necessary for correct implementation.

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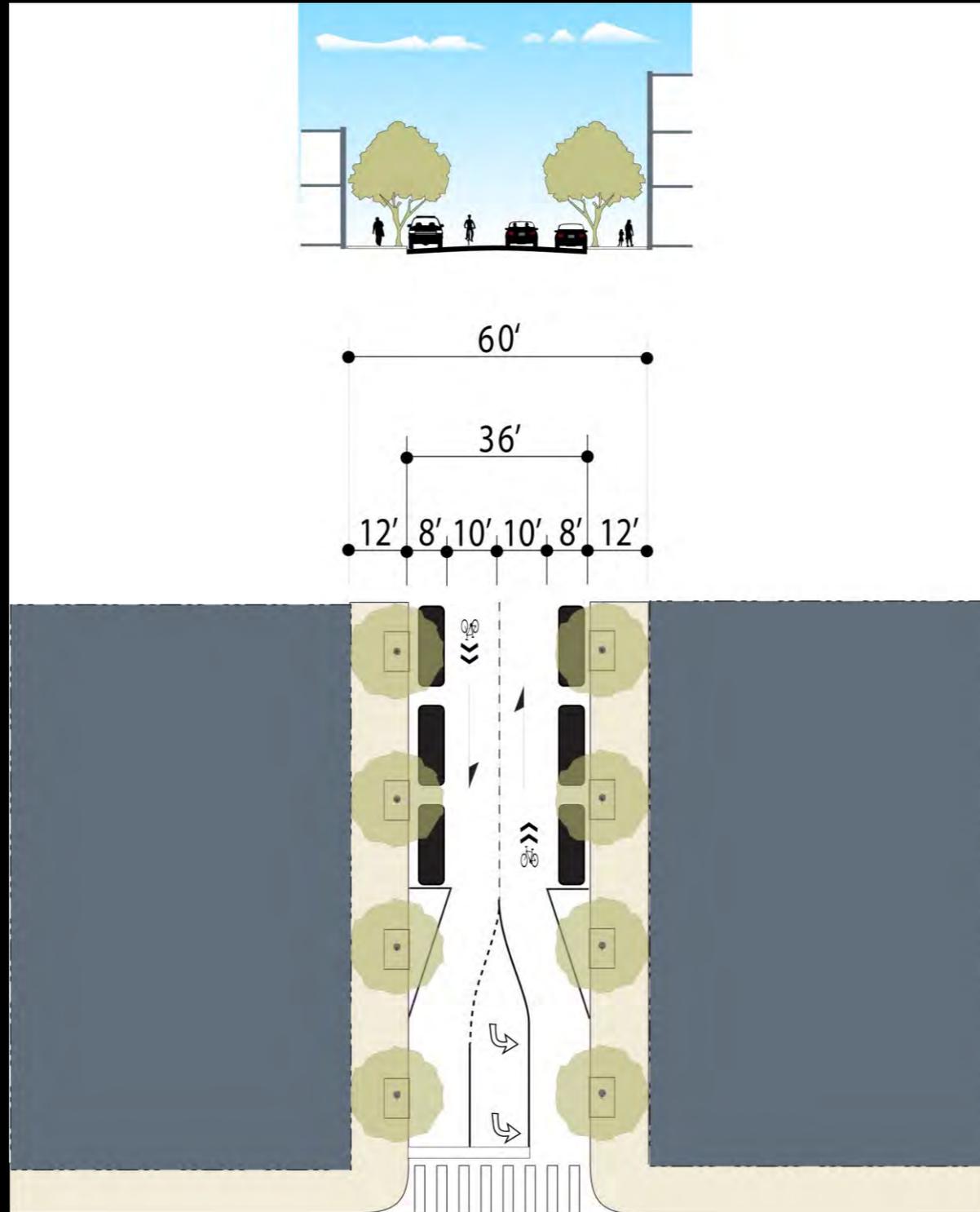
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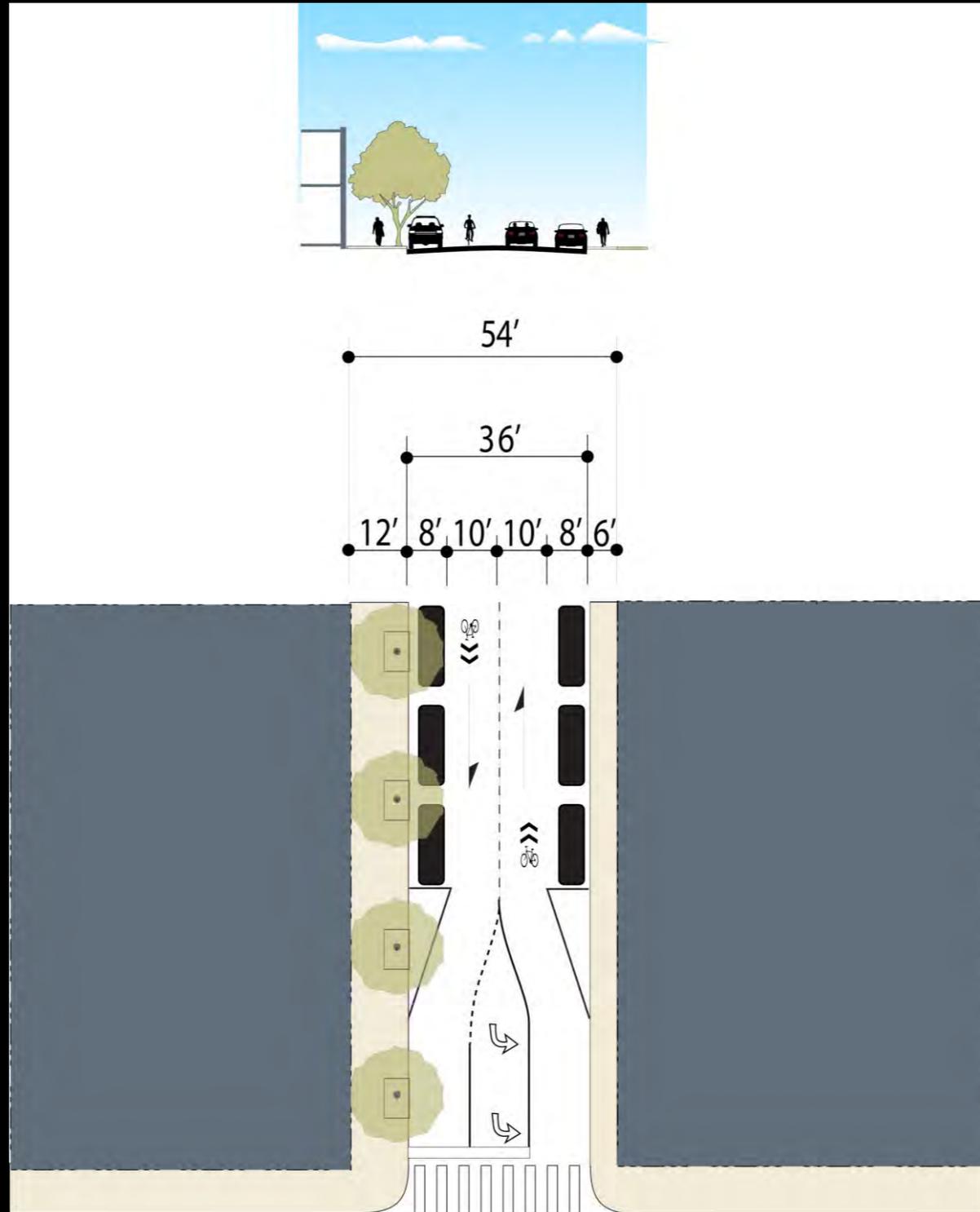
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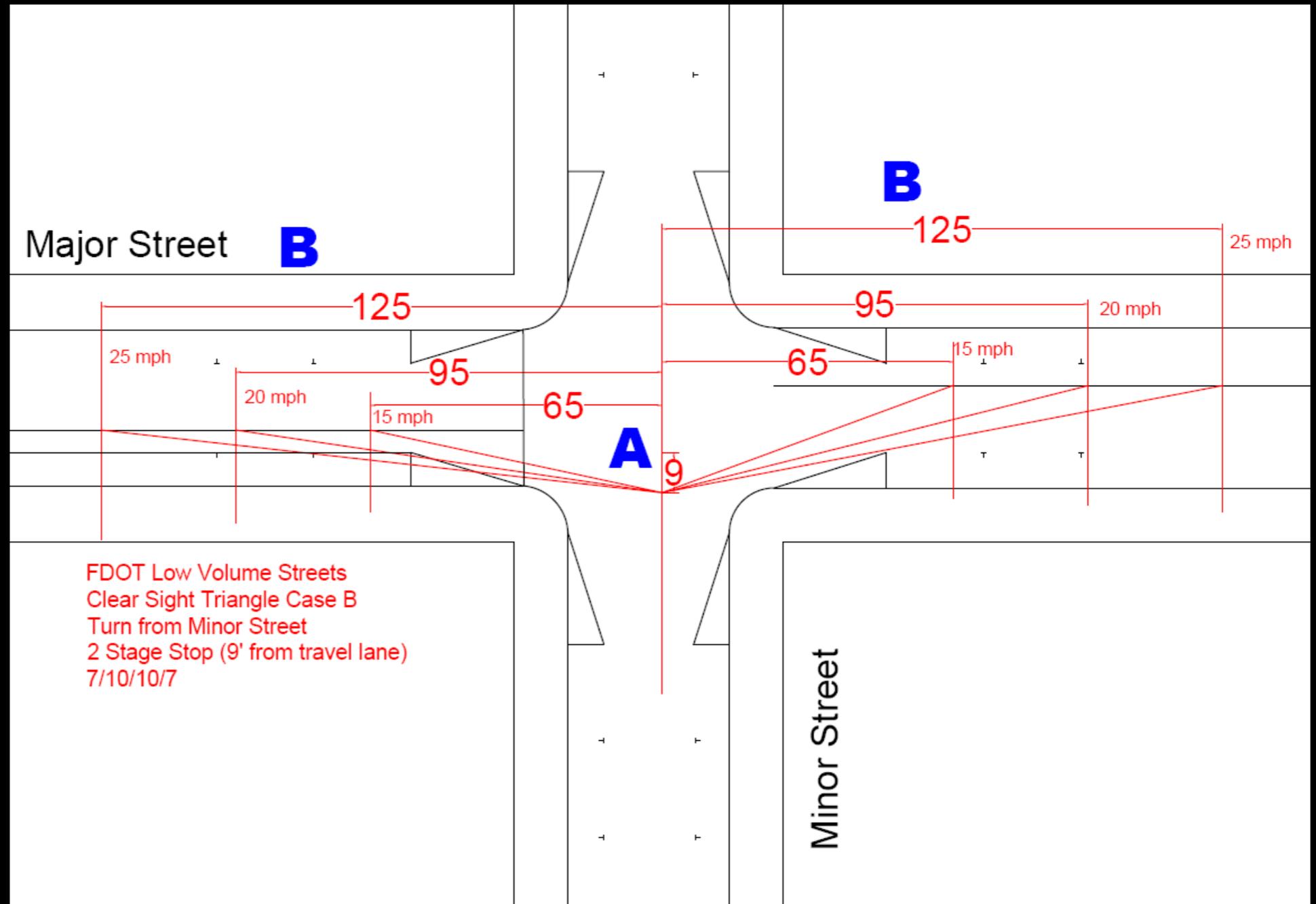
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Clear sight triangle for low volume streets/streets less than 34' wide with parking
(Distances are in Feet)

On thoroughfares in a TND context, with on-street parking, clear sight triangles are achieved by limiting on-street parking based on the design speed of the major street, as shown in Figure 1 above. The corresponding

calculations provide safe operations and avoid unnecessary infringement of clear sight triangles on property beyond public ROW. These procedures are based on AASHTO recommendations.

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Clear sight triangle:

Clear sight triangles are needed where streets intersect and only the minor street has stop control. Drivers on the stopping street are the key decision makers in the operations of concern here. Many TND intersections are of this type. Urban places do not include the uncontrolled intersection approaches from all directions mentioned in the AASHTO “Greenbook” as “Case A”. Also, roundabouts and similar intersections have their own sight distance requirements and are not included in this discussion.

The clear sight triangle provides motorists, cyclists, and pedestrians with adequate views of approaching traffic to determine when a safe crossing can be accomplished. Intersections with full stop control (such as stop signs or signals) do not require clear sight triangles. However, a minimal level of intersection visibility is still desirable for general traffic operations.

The clear sight triangles proposed for TND contexts are based on the AASHTO Policy on Geometric Design of Highways and Streets (AASHTO Greenbook), the AASHTO Guidelines for Geometric Design of Very Low Volume Streets (AASHTO Low Volume Streets), and the Florida Department of Transportation’s Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida

Greenbook for use on non-state thoroughfares).

The sight triangles are to be used on the minor (stopping) street to ensure that clear sight is available along the major street (non-stopping). The speed (posted and design are the same) of the major street determines the appropriate triangle. Figure 1 demonstrates the clear sight triangle diagram, including triangles for 15 mph, 20 mph, and 25 mph streets.

In Figure 1, Distance A is the measurement from driver of the stopped vehicle to the near edge of the major street travel lane. This distance is measured along the centerline of the minor street approach. The width of the major street’s on-street parking lane is included in the distance A, because the travel lane edge is the same as the parking lane edge.

This distance A is set as 9 feet. In compact urban settings, HPE staff observed the “two step” driver behavior at stop signs. This is also described in the Florida Greenbook, Chapter 19, providing guidance for TND thoroughfare design. The Florida Greenbook recognizes that after stopping at the stop bar, when no pedestrians are present, drivers typically stop again with the front of their vehicle “just shy of the travel lane” (p. 19-10).

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The AASHTO Greenbook indicates the distance from the driver to the front of the vehicle in most passenger cars is “nearly always 8 feet or less” (p. 9-36.) The 9 foot distance recognizes the guidance of these two important documents, for use in the urban context – 8 feet from the front of the vehicle plus 1 foot of “shy” distance to the travel lane.

Distance B in Figure 1 is the stopping sight distance of an approaching vehicle. This distance is shown for 3 different design speeds in Table 1, below.

Design Speed (mph)	Stopping Sight Distance (ft)
15	65
20	95
25	125

This distance is measured along the major street’s lane centerlines. It begins at minor street centerline and intersects the middle of the major street lane. One Distance B measure exists for each of the major street approaches.

The Distance B values are from the low volume streets (<400 vpd) guidance, per the AASHTO Low Volume Streets Guide. TND thoroughfares form street networks with short blocks. They generally have low volumes, due to their narrower thoroughfare dimensions and

finer network on which to distribute traffic. Using Exhibit 2 in the AASHTO Low Volume Streets Guide, any street of less than 34’ width (or of 18’ width without parking) essentially has the operational characteristics of a low volume street. This sight triangle would apply to the majority of TND thoroughfares.

Based on our observation of many TND communities, we also recommend application of the low speed street design guidelines mentioned above for TND streets wider than 34 feet and up to 25 mph. Thus the “Low Volume” triangles would also apply to wider streets up to 56 feet, and higher volume streets in a TND, such as collector or arterial roads that pass through the TND. Designers should revert to standard AASHTO sight triangle design guidance at the suburban edge condition of the TND where the development pattern is no longer highly walkable.

The clear sight triangle is constructed by adding a hypotenuse connecting the distal end of the Distance A vertex to the distal end of the Distance B vertex. The area enclosed within the clear sight triangle must be free of any obstructions higher than 3.5’ (the height of the driver’s eye per AASHTO). General urban design already tends to limit parking within two car lengths (35-40 feet) of an intersection, and for a TND, this practice will work well to preserve the clear sight triangle.

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Figure 1 shows that for streets of 20 mph or less, the clear sight triangle is likely to avoid any parked cars, if parking is not allowed within 20' of the crosswalks per the Manual on Uniform Traffic Control Devices. For streets posted 25 mph or greater, parking spaces may be lost. The FDOT Greenbook recommends studying similarly-configured streets in existing areas to determine current parking limitations. If parking is found closer to the intersection on streets of similar design and context, the FDOT Greenbook recommends permitting those same standards to be applied in the TND. Clear sight triangles can also be affected by thoroughfare and intersection alignment. Skewed or curved intersections and thoroughfare segments can create deeper clear sight triangles that include more of the curb face. For site plans with this type of geometry, use of the Figure 1 Clear Sight Triangles is even more important, and this should be considered when designing the site.

Clear sight of pedestrian crossings

Curb extensions or “bulb outs” are sometimes used properly to reduce the crossing distance on wide suburban or urban arterial streets. Walkable TND thoroughfares, however, generally don't require bulb outs and, in fact, bulb outs often degrade the walkability of these “pre-shrunk” streets. As shown in Figure

2, compared to a conventional short radius, bulbouts only shorten the crossing distance if the crossing is placed well back from the intersection, where the bulbout is widest. This is shown as points A and B in Figure 2. Using a right-turning vehicle as an example, position A may provide greater visibility for the pedestrian, but position B actually provides reduced visibility by putting the pedestrian closer to the edge of the motorist's peripheral vision. The conventional crossing location, shown as position C, puts the pedestrian near the center of vision. For this reason, thoroughfare design practice (as described in the AASHTO Guide to for the Planning, Design, and Operation of Pedestrian Facilities) recommends putting the pedestrian crossing as close to the intersection as possible. Note that position C provides is essentially the same crossing distance regardless of whether the bulbout is used or not, and has the pedestrian as close to the intersection as possible.

Given the already-short crossing distance of TND thoroughfares (36' is a wide TND thoroughfare) bulbouts create difficulties for turning vehicles such as emergency service and delivery vehicles. They also increase the expense of thoroughfare design, construction, and maintenance. Therefore, HPE generally recommends against the use of bulbouts in a well-design TND plan. One exception is where angle or reverse angle parking are used, in which case bulbouts may be needed to provide positive guidance to turning vehicles.

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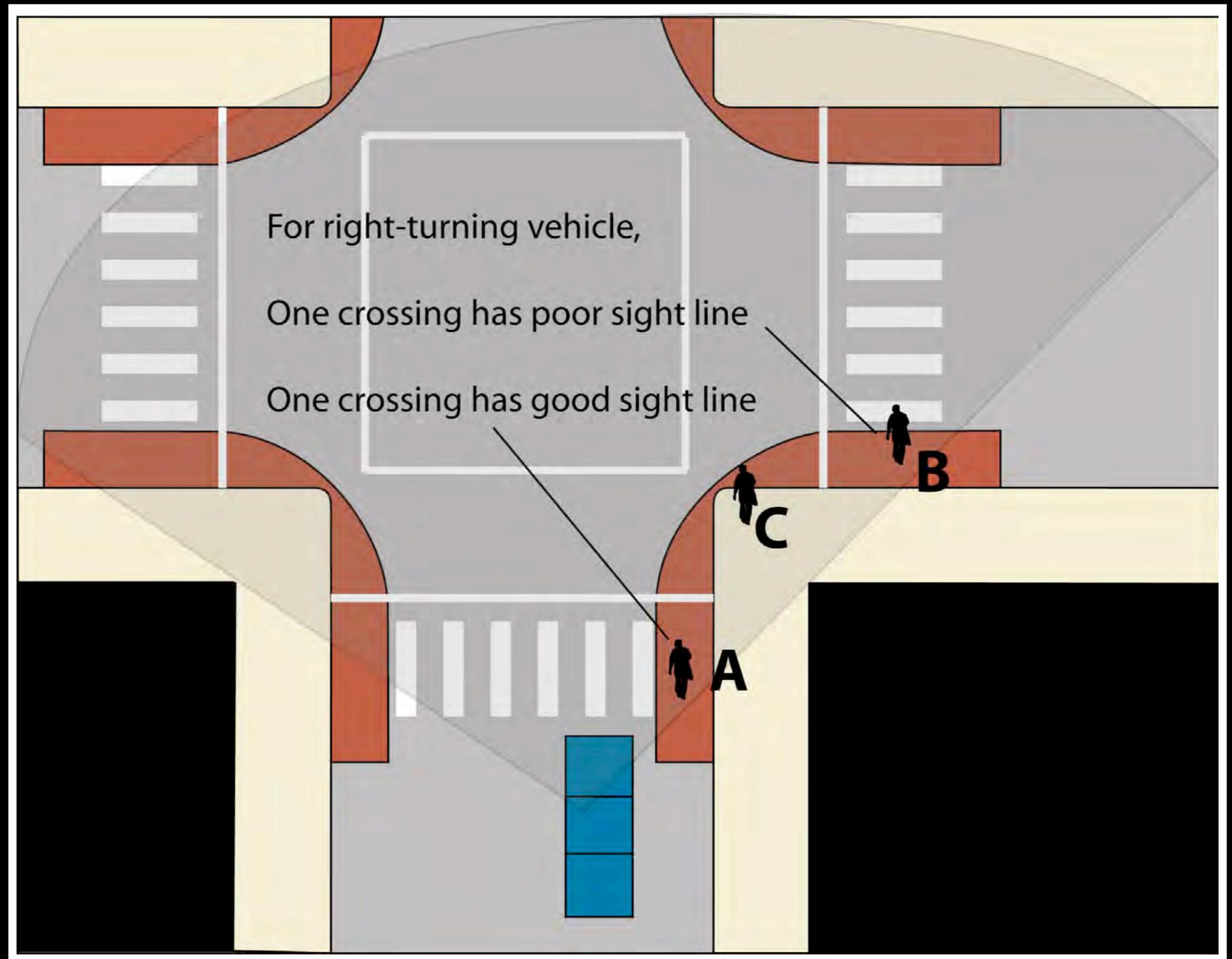


Figure 2: Sight diagram for pedestrian crossing with and without bulbouts

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- Perdido Key Area Chamber of Commerce and Escambia County Planning/Zoning Division should form a joint task force to focus on business development and business development capital.
- Task force could evolve into a BID (or BID be created from the start) to fund a staffed position for business development functions - physically housed in the Perdido Key town center - with a Board consisting of property owners, plus ex officials from the Chamber, Planning/Zoning, and business owners. Business development will not happen without someone coordinating it and driving it, so someone needs to be given this responsibility.
- Approval of the Master Plan and complementing SmartCode are essential to create a frame for growth and a coherent vision of the future of the community.
- It is essential to devise a streamlined permit approval mechanism that deals effectively with environmental mitigation issues, as an incentive for Master Plan implementation; thus creating predictability and reducing red tape to a reasonable minimum.

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Land readjustment: Land readjustment provides a mechanism for property owners and local governments to voluntarily realign land boundaries and to make land available for shared development goals on a voluntary basis, through a shared plan. As such, it provides a solid alternative to the two most commonly used tools for land assembly in the US: eminent domain and private acquisition. It might therefore be used to help with property assembly for Perdido Key's town center.

In essence, land readjustment involves several steps:

- A development plan is adopted.
- The value of land parcels in areas needing new boundaries, roads, public space, or contiguous development space is carefully appraised.
- Parcel configuration is adjusted.
- The pre-adjustment value is then assigned to the newly configured parcels. Property owners receive a new assignment of land equal in value to their previous parcel, plus pro rata shares as owners in common.

Property owners therefore retain the original value of their property, and the area benefits by making land available for roads, public

space, contiguous development parcels, or other priority needs for the new development project. Land readjustment has been used in several other nations (Germany, Japan, Korea, Australia, France, India, and Sweden, for example) for more than a century but has rarely been used in the US since the advent of urban renewal in the 1960s.

[For more information, see *Analyzing Land Readjustment*, by Yu-Hung Hong and Barrie Needham, published by the Lincoln Institute of Land Policy, April 2007.]

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Supportable space: We estimate that Perdido Key can absorb approximately \$12-15 million in additional retail sales annually, translating to approximately 30,400-49,700 square feet of new retail space, with moderate to aggressive marketing:

	<u>Moderate</u>	<u>Aggressive</u>
Perdido Key full-time residents:	3,300 SF	5,000 SF
Residents of adjacent Census Tracts:	10,100 SF	16,100 SF
Part-time residents:	30,400 SF	2,100 SF
Visitors/tourists:		22,600 SF
Unbuilt units with development orders:		<u>3,900 SF</u>
		49,700 SF

We recommend that the bulk of this be allocated to the Perdido Key town center (19,400-34,700 square feet), with 5,000-7,000 square feet allocated to the Flora-Bama neighborhood center and 6,000-8,000 allocated to the North Perdido Key neighborhood center.

Please note that these retail development targets are based on the assumption that businesses will perform at a high level of efficiency and effectiveness. Business success relies on many factors, including the management and marketing skills of the business operator, the availability of adequate start-up capital and cash flow, the quality of marketing programs, the effectiveness of merchandise mix, the caliber of customer service provided, business placement and visibility, store hours, and many other factors. These development targets cannot and do not guarantee business success and should be used as one of many tools for making decisions about business development.

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RETAIL DEVELOPMENT: STRATEGY AND DESIGN/PLACEMENT CONSIDERATIONS

Retail development strategy: Developing a mixed-use town center with a concentration of pedestrian-oriented ground-floor retail businesses (versus free-standing, single-purpose retail businesses scattered along Perdido Key Drive) will be essential to providing a healthy business mix and a focal point for community gatherings for Perdido Key residents and visitors. A small cluster of new businesses near Flora-Bama will provide a secondary focus for retail activity, and mixed-use infill development in North Perdido Key will help improve the appearance and performance of the business district there.

Storefront design and business placement considerations:

- Retail businesses should be located in ground floor spaces (not in upper floor spaces), adjacent to other retail businesses. Non-retail businesses should be discouraged from locating in ground-floor spaces.
- Retail storefronts should be developed in tight, cohesive rows, with identical setback.
- To the extent possible, retail businesses should face onto major roads, providing maximum visibility to people passing by on foot, bicycle, or by car.

- Storefront windows should be large, with well-designed window displays. Display windows should not be covered, enclosed, or obscured (e.g., by roll-down security doors or interior blinds)
- Illuminating storefront windows in the evening provides ambient lighting for pedestrians, encourages window-shopping, and makes the town center feel safe.
- Signs should be designed primarily for pedestrians.

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RETAIL DEVELOPMENT: TARGETED BUSINESSES

Retail demand exists for the following types of businesses:

- Restaurants - particularly sit-down family dining and fine dining restaurants. The Perdido Key town center could support two additional establishments, offering sit-down, carry-out, and local delivery service.
- Groceries and specialty foods and beverages - particularly foods and beverages not typically available at full-service chain grocery stores. The Perdido Key town center could support approximately 6,000 square feet of specialty grocery space.
- Demand for concierge services - (including condominium cleaning services, handyman-type repair and maintenance services, and kitchen supply restocking), to help condominium owners prepare their units for both rentals and also for their own visits, will grow steadily as the number of vacation rental units grows. Each 1,000 new week-long will generate roughly \$120,000 in new market demand.
- Home furnishings - such as furniture, floor and window coverings, bath and table linens, kitchenware, household decorative items, antiques, etc. The Perdido Key town center could support a small cluster of 3-5 home furnishings businesses, offering a mix of

furnishings for Perdido Key's homes and condominiums.

- Personal care services - such as daycare, massage, and hair/nail/skin care.
- Entertainment-related services - such as personalized tours, private catered dinners, private parties and celebrations, and customized sports experiences. Approximately \$1 million in unmet market demand exists for entertainment-related services.

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RETAIL DEVELOPMENT: DISTRIBUTION CHANNELS

Distribution channels: Given the seasonal nature of tourism in Perdido Key, it is crucial that the town center's businesses reach customers in multiple ways – not just relying on in-store traffic to make sales goals, but using additional distribution channels like online sales, local deliveries, and cross-merchandising with compatible regional businesses. This is particularly important for businesses that offer products and services that people do not typically buy on a daily or weekly basis (like clothing or home furnishings).

The enormous number of tourists who come to Perdido Key offers the community's businesses a significant opportunity to establish ongoing business relationships with visitors. With aggressive marketing, occasional visitors could become lifelong customers of Perdido Key town center businesses.

Some ideas and examples:

- The owner of a shoe store in a small town in Iowa maintains a list of almost 1,000 one-time visitors to his store, with notes on their shoe sizes and preferences. Through phone and email contact, he has cultivated long-term sales relationships with many of these one-time visitors, who now account for the majority of his sales.

- Redbox, the company that offers DVD movie rentals through vending machines, has recently launched a refrigerated vending machine that sells grocery staples 24/7. A similar vending machine, operated by a locally based specialty grocery store, might similarly offer grocery basics to customers during hours when the store is closed. The store might also place vending machines in other locations throughout Perdido Key, making it easy for residents and visitors to buy groceries.
- Osborne Drugs, in downtown Miami, Oklahoma, offers free deliveries of prescription and non-prescription items to customers throughout the community.

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RETAIL DEVELOPMENT: START-UP CAPITAL FOR PRIORITY BUSINESSES

Business development capital: If capital is needed for commercial development in Perdido Key, we believe it is needed primarily for business development, rather than for commercial property development. Retail businesses typically budget between 6-10 percent of their gross sales for rent – so property development costs, retail sales, and rents are integrally interlinked. For example, if commercial rents are \$20/SF per year, a business's minimum gross retail sales should therefore be \$200/SF (\$20/SF, divided by 10 percent) to \$330/SF (\$20/SF, divided by 6 percent).

Small business development capital might come from traditional small business lending sources and from owner's equity – but, for businesses that are high priorities for Perdido Key residents, community members might consider being more actively involved in business capitalization. Options might include:

- Small (6-15 member) investment groups: On average, Perdido Key's households are significantly more affluent than those of Pensacola, Escambia County, and most nearby communities, and many of them earn income from investments. Some of this capital could potentially be tapped for investment in new and expanded businesses in Perdido Key, via small, private investment groups.

Example: A group of private investors in Effingham, Illinois pooled some money and launched Firefly Grill, an upscale restaurant. They hired a talented young chef and a skilled manager, offering them the option of buying out the investors over a period of years.

- Community capital: The Jumpstart Our Business Startups (JOBS) Act, which was signed into law by President Obama in April 2012, will make it possible for individuals to buy equity shares of small, locally owned businesses. Businesses will be able to attract up to \$1 million in equity investments, with each investor limited to a relatively small investment (generally the maximum of \$2,000 or five percent of his or her net worth within a given 12-month period). Regulations for the JOBS Act will not be finalized until 2014, but Perdido Key could begin preparing to seek equity investments for new businesses (including expansions or spin-offs of existing businesses) by identifying entrepreneurs, developing business plans for the desired businesses, and developing financial statements complying with JOBS Act guidelines.

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- Crowdfunding: A rapidly growing number of small businesses have raised start-up and expansion capital from community members via crowdfunding websites like www.indiegogo.com and www.kickstarter.com. In 2011, small businesses in the US raised approximately \$1.5 billion through crowdfunding; in 2012, the amount grew to \$3 billion; and, in 2013, crowdfunding is expected to raise almost \$6 billion for small businesses.

Example: SweetBar, a bakery in Oakland, California, raised \$23,000 within several weeks via Kickstarter.com to buy start-up equipment. Supporters/investors bought items such as the naming rights to menu items and equipment, private parties at the bakery, and delivery of fresh baked goods to their offices.

- Deferred loan repayment program: We recommend creating a deferred loan repayment program for businesses with capital-intensive start-up costs (such as restaurants, which have large initial outlays for furnishings and kitchen equipment). By deferring loan repayment for several years, the program may make it possible for capital-intensive start-ups to build clientele and make marketing and merchandise adjustments without the immediate pressure of loan repayment.

Example: Winston-Salem, North Carolina used \$1.6 million of its Community Development Block Grant allocation to defer loan repayment for two years for eight new restaurants recruited for a single downtown block. The two-year deferment removed the burden of hefty loan repayment during the time needed to establish a new restaurant and develop clientele. Participating restaurateurs were able to borrow up to 70 percent of start-up costs from one of several local banks participating in the program.

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- Forgivable loan program: Several communities (including Mobile) have created forgivable loan programs for high-priority start-up businesses. Typically capitalized by tax increment finance or business improvement district revenues, forgivable loan programs make loans of up to \$50,000 to help businesses identified through retail market analyses as priorities for the district. Loans are typically forgiven after 3-5 years, assuming the borrowing businesses continue to meet program benchmarks.

Example: The City of Waterville, Maine offers a forgivable loan program to encourage development and expansion of high-priority businesses in downtown Waterville. The program provides loans of up to \$50,000. Businesses borrowing money from the program make interest-only payments for 5-7 years, with principal forgiven each year on a declining basis. Loan funds must be matched by owner's equity on a 1:1 basis. Funds support both development of new businesses and expansion of existing ones. The program gives priority to businesses that locate in designated places. The program, which was created in partnership with the Kennebec Valley Council of Governments, is capitalized by

pay-as-you-go tax increment finance revenues.

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RETAIL DEVELOPMENT: REGULATORY ENVIRONMENT

The process of starting a new business in Escambia County appears to be on par with most other Florida communities. Businesses must obtain a “business tax receipt” from the Escambia County Tax Collector, must comply with health and safety regulations (particularly food and construction industry businesses), and must comply with routinely state and federal regulations (such as obtaining a federal Employee Identification Number, registering “doing business as” business names, and paying applicable state and federal taxes).

The University of West Florida Small Business Development Center, in Pensacola, offers a variety of services to help entrepreneurs develop and expand businesses, including help in identifying and complying with applicable regulations.

The joint task force that we recommend be created by the Perdido Key Area Chamber of Commerce and Escambia County Planning/Zoning Division could partner with the Small Business Development Center to make tailored assistance available to new and expanding businesses in Perdido Key on regulatory compliance, marketing, merchandising, capitalization, accounting, management, and other essential business topics, helping boost the chances of business success. And making the SBDC aware of Perdido Key’s business

development goals may result in new business leads for the community.

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Acceptance and Adoption of the Master Plan and Environmental Constraints:

The environmental diagnostics report identified significant impediments to future development on Perdido Key associated with the regulatory constraints of the Endangered Species Act and the Clean Water Act. These present as specific protections of wetlands and Perdido Key Beach Mouse (PKBM) habitat. The protections require proposed developments to demonstrate sufficient avoidance and minimization of impacts to protected resources in their site plans. Where impacts are demonstrably unavoidable, compensatory mitigation is required. These demonstrations are undertaken within a permitting process which is time consuming and expensive.

While much development on Perdido Key will not have to undertake wetland permitting, nearly all new development must engage in PKBM permitting which can take years to complete. Escambia County has, for several years, been engaged in a process (development of a Habitat Conservation Plan or HCP) to facilitate PKBM permitting at the local level. The HCP constitutes a set of conditions whereby the federal authority grants authorization to the local government to review and approve individual development proposals and authorize impacts to PKBM habitat. Once issued (expected in the first quarter of 2013) Escambia County will be able to offer select

ENVIRONMENTAL MITIGATION RECOMMENDATIONS

applicants an opportunity to bypass the federal endangered species permitting process in favor of local permitting. Whereas federal permitting may take years to complete, local permitting may be accomplished in as little as 30-days. This opportunity represents an extremely significant advantage to those who choose the local option.

Once Escambia County's HCP is authorized, the county will have the option (by adoption of policies by the Board of County Commissioners) to preferentially offer local PKBM permitting to projects which comply with the objectives of the Master Plan.

THE ABILITY TO PROVIDE THIS PERMITTING OPTION REPRESENTS THE SINGLE MOST SIGNIFICANT INCENTIVE TO LAND OWNERS TO DEVELOP IN ACCORDANCE WITH THE MASTER PLAN.

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BEACH ACCESS IMPROVEMENT AND EXPANSION: RECOMMENDATIONS

There are a number of different scenarios available to add or expand beach access sites to increase public access to the beach:

- The approval of the Town Centers outlined in the preliminary Master Plan may provide a cost effective method to increase public access to the beach. The County and developers of these sites should work together to encourage public access, parking and restroom facilities.

- The purchase and development of gulf front properties (lots) does not appear to be cost-effective along the "Gulf Beach" section (R-21.5 to R-34) to provide beach access.

- The development of Town Centers "A", "B" and "C" as "Primary" Accesses would fully maximize the eligibility along the "Gulf Beach" section between R-21.5 and R-34.

- An additional 75 parking spaces on the north-side of Perdido Key Drive near Escambia County Beach Access #3 (R-22) could designate this site as a "Primary" and would also maximize eligibility if the development of Town Center "A" was delayed.

- Along the Perdido Key West beach segment, the purchase and development of individual gulf front parcels may provide a feasible method to provide beach access.

- The potential County Beach Access (R-7.4) would add a significant length of eligible

shoreline - an increase of 18.4% eligibility along the Perdido Key West shoreline. A "Primary Access" could be created but impacts to beach mouse habitat would occur unless additional non-habitat parking located within 1/4 mile can be developed.

- Including public beach access, parking and restrooms within the Town Center "D" at the "Flora-Bama" should be further investigated and develop to determine if it is feasible to designate this site as a "Primary Access". This beach section is lacking public access and parking, and the development of a "Primary Access" in the vicinity of R-1 and would further expand the eligibility for State cost sharing.

- The vehicular access points to the beach from the parking areas at Escambia County Beach Accesses #1, #2 and #3 should be restored. A dune in the gap (vehicular access) may be enhanced to increase storm protection. The vehicular access would be preserved by stabilizing the driving surface within the dune with a sand-filled geotextile web and vegetated with native dune planting.

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BEACH IMPROVEMENTS and FUNDING OPTIONS

IMPROVEMENTS

- Upgrade beach access sites - signage, improve parking surface, organize parking, dune enhancement
- Comprehensive beach cleaning. Currently beach cleaning is done by individual property
- Additional beach accesses - west end
- Beach restoration

FEDERAL FUNDING OPTIONS

STATE OF FLORIDA FUNDING OPTIONS

State of Florida Beach Erosion Control Assistance Program

Only for beach restoration and re-nourishment not beach access improvements ...

State of Florida Recreational Development Assistance Program (FRDAP)

FRDAP is a competitive program which provides grants for acquisition or development of land for public outdoor recreation use or to construct or renovate recreational trails. These project include acquisition of property, primary facilities (beach access improvements), and support facilities (parking lots, restrooms, landscaping, lighting, fencing, signs, handicapped ramps). Florida's Department of Environmental Protection (DEP) administers the program according to Chapter 375.075 Florida Statute (FS) and 62D-5.053 Florida Administrative Code (FAC). The Office of Information and Recreation Services in DEP's Division of Recreation and Parks has direct responsibility for FRDAP. Municipal and county governments or other legally constituted entities with the legal responsibility to provide public outdoor recreation may apply for FRDAP Funds. The project shall be identified in the local governments approved Capital Improvement Program during the current or next three (3) year fiscal years.

Applicants must submit a completed FRDAP Grant Application during an announced submission period (typically due by September). Applicants may submit up to two applications during the submission period. Applications must involve only one project site except for acquisition or development of sandy beach access.

The maximum grant amount is \$200,000.

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The local match requirement depends on the total project cost:

Total Project, Cost	FRDAP Grant	Local Match
\$50,000 or less	100%	0%
\$50,001 - 150,000	75%	25%
Over \$150,000	50%	50%

Each application is reviewed to determine eligibility. The Office of Information and Recreation Services evaluates each eligible application according to Florida Administrative Code and assigns a final score. Based on the scores, DEP prepares and submits a recommended priority list to the Florida Legislature for funding consideration.

Federal Land and Water Conservation Fund Program (LWCF)

LWCF is a competitive program which provides grants for acquisition or development of land for public outdoor recreation use. These projects include acquisition of property, primary facilities (beach access improvements), and support facilities (parking lots, restrooms, landscaping, lighting, fencing, signs, handicapped ramps). The Florida Department of Environmental Protection (DEP), Division of Recreation and Parks, Bureau of Design and Recreation Services, administers the program on behalf of the U.S. Department of the Interior, National Park Service through the Federal Land and Water Conservation Fund Act of 1965 (Public Law 88-578, 78 Statute 897). The Program is governed according to Chapter 258.007 Florida Statutes (FS), Chapter 62D-5.068 Florida Administrative Code (FAC) and the LWCF Grants Manual. All local governmental entities with the legal responsibility for the provision of outdoor recreational sites and facilities for the use and benefit of the public are eligible to apply.

Applicants must submit a completed LWCF grant application during an announced submission period. Applicants may submit only one application during the submission period. Applications must involve only one project site except for acquisition or development of sandy beach access.

The maximum grant amount will be announced prior to the submission period. The matching ratio is one applicant dollar to one federal dollar for all LWCF grant awards (50% / 50%).

LWCF Funds shall be used for:

- **Development:** Outdoor recreation areas and facilities such as beaches, picnic areas, trails, ball fields, tennis and basketball courts and playgrounds along with associated support facilities such as lighting, parking, restrooms and landscaping. Enclosed buildings and structures (except restrooms, restroom/concession buildings and bathhouses) are ineligible.
- **Acquisition:** Land for outdoor recreation purposes.

For development projects, the applicant must own the project site or lease it from a public agency by the closing date of the application submission period. Land owned or leased by the applicant must be dedicated in perpetuity as a public outdoor recreation area.

Each application is reviewed to determine eligibility. The Bureau of Design and Recreation Services evaluates each eligible application according to the Florida Administrative Code and the LWCF Manual, and assigns a final score. Based on the scores, the Bureau prepares and submits a

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recommended priority list to the Secretary of the DEP for approval. State approved projects are then submitted to the U.S. Department of the Interior, National Park Service for final review and award.

LOCAL FUNDING OPTIONS

Tourist Development Tax

The Florida Statutes (F.S. 125.0104 and 212.03) authorizes a County to collect a tourist development tax commonly referred to as a "bed tax" and is collected as a percent of rental fees paid for a hotel/motel room or similar rental property typically used by tourists. The tax is remitted to the County. The Escambia County Tourist Development Tax (TDT) is a 4% tax on the total payment received for the rental or lease of living quarters and accommodations in a hotel, motel, rooming house, mobile home park, recreational vehicle park, condominium, apartment, multiple-unit structure, mobile home, trailer, single-family home, or any other sleeping accommodations that are rented for a period of six months or less.

The TDT is levied by the Escambia County Board of County Commissioners and is administered by the Escambia County Clerk of Court's Finance Office. Under the guidelines of Chapter 125.0104(5)a.1., FS, the revenue is to be used for the acquisition and operation of convention centers, sports stadiums and arenas, auditoriums and museums, promotion and/or advertisement of tourism and funding of tourist and convention bureaus and tourist information centers. In addition, according to Chapter 125.0104(5)a.4., a TDT may be used to "finance beach park facilities or beach improvement, maintenance, renourishment, restoration, and erosion control, including shoreline protection, enhancement, cleanup, or restoration of inland lakes and rivers to which there is public access as those uses relate to the physical preservation of the beach, shoreline, or inland lake or river".

Beach Preservation District

Florida Statute 161.31 authorizes County governments to establish beach and shore preservation districts. Districts may be established by resolution of the Board of County Commissioners. Statute 161.31(4) prescribes that: "A uniform ad valorem tax not to exceed 1 mill per year on all nonexempt taxable property within the district may be levied for a period of not more than 2 years to defray organizational and administrative costs of said district." A district must perform an economic analysis to identify the dollar value of benefits expected under the preservation program. A district may then levy a tax "upon each taxable property in proportion to benefits said property will receive as determined by the most recent economic analysis of the program". This method of generating revenue is well founded by State law and allows for property owners and public entities to pay project costs in proportion to benefits received.

The Board of County Commissioners of any of the counties is authorized to use any available county funds to meet necessary expenses of its beach and shore preservation program. This may include, among other things, costs of studies, surveys, planning, engineering, coordination, negotiation, acquisition of lands, construction of works and facilities, operation and maintenance, and other activities incidental to acquisition and construction to the extent considered proper and desirable by

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Special Assessment – Municipal Services Benefit Unit

Property owners in the project area have the ability to petition the County Commission to create a Municipal Service Benefit Unit (MSBU) to meet special local needs and create a long-term revenue stream. Under this program, the property owners are assessed the costs of the desired services. MSBUs have historically been established to fund the construction of more conventional improvements such as street lighting and roadways but also may fund the construction of beach access, beach access improvements and beach restoration projects. The bonds or debt would then be retired over time using the generated revenue.

Pursuant to Florida Statute Chapter 125.01(1)(q), a County is authorized to:

Establish, and subsequently merge or abolish those created hereunder, municipal service taxing or benefit units for any part or all of the unincorporated area of the county, within which may be provided fire protection; law enforcement; beach erosion control; recreation service and facilities ... and other essential facilities and municipal services from funds derived from service charges, special assessments, or taxes within such unit only. [Emphasis added].

Subsection (r) of the statute provides, in part, that a County may:

"Levy and collect taxes, both for county purposes and for the providing of municipal services within any municipal service taxing unit, and special assessments . . . which power shall be exercised in such manner, and subject to such limitations, as may be provided by general law."

There are four general characteristics important to an MSBU:

- 1) An MSBU is created and managed by the Board of County Commissioners. A public referendum can be used to create an MSBU, but such an approach is not required;
- 2) The boundaries of a municipal service benefit unit may include all or part of the boundaries of a county or municipality;
- 3) The special assessment made within the MSBU boundary need not be uniform but must be reasonably and fairly related to the benefit that accrues to the property from the project constructed or the service provided; and,
- 4) The County has broad discretion in identifying the special benefits of a project and in developing a methodology to apportion the benefits (and thus the costs) among the properties in the MSBU.

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Potable water system:

While ECUA anticipates that water supply capacity will not be a limitation on build-out of the Key, should environmental issues be resolved to allow proceeding with the proposed four-laning of Perdido Key Drive, approximately 80 percent of the 12- and 8-inch water transmission and distribution system will need to be reconstructed. An educated guesstimate of the reconstruction cost is \$3.0 million.

Wastewater system:

Should environmental issues be resolved to allow proceeding with the proposed four-laning of Perdido Key Drive and a new Inter-coastal Bridge, approximately 80 percent of the 12-inch force main system on Perdido Key will need to be reconstructed. An educated guesstimate of the reconstruction cost is \$6.0 million. Wastewater treatment capacity should not be an insurmountable issue at Key build out. Should capacity at the Bayou Marcus Plant be approached in the future, eliminating of bottle necks and other improvements in the transmission system between Bayou Marcus and the old Main Street Plant (replaced by a regional pumping station) may be possible or other measures taken to move wastewater to the Central Plant.

Solid waste management:

The build out of the landfill was 74 acres as of the June 2010 Comprehensive Annual Report and had a remaining life of 70 years. Escambia County continues to maintain its solid waste level of service commitments under the comprehensive plan. The level of service is to provide adequate municipal solid waste disposal capacity of 6 pounds per capita per day. The County meets that obligation by setting disposal fees and allocating funds from solid waste revenues for future landfill operations and cell construction based on the anticipated population growth for the County, presently expected to be approximately one percent per year. Build out of Perdido Key is not expected to be limited due to solid waste issues.

Stormwater management:

There are several areas that experience temporary flooding during very wet weather. The most significant and frequent flooding occurs along River Road near the Holiday Harbor entrance, due to overflow of the nearby wet detention pond on Lost Key Plantation.

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Business development task force: We recommend that the Perdido Key Chamber and the County Planning and Zoning Division jointly establish a task force to guide business development in the Perdido Key town center and in the Flora-Bama and North Perdido Key neighborhood centers, working in tandem with property owners and realtors to identify entrepreneurs, working with entrepreneurs to cultivate new business ideas, and providing incentives and access to capital, as needed, to support new business development and expansion of existing businesses.

Business development capital and incentives: We recommend that the Planning and Zoning Division adopt one or more of the small business capitalization and business incentive concepts outlined earlier.

Business improvement District: We recommend that Escambia County create a Perdido Key Business Improvement District, generating revenue for dedicated business development staff for the joint Chamber – Planning/Zoning task force, for small business development and expansion incentives, and for high-priority (but relatively low cost) public amenities.

Pop-up shops: We recommend working with owners of retail property in Perdido Key

(particularly at Villagio, which is at the heart of the proposed Perdido Key town center) to make two retail spaces available for free, for three months, to winners of a pop-up business competition administered jointly by the Perdido Key Chamber of Commerce and the Escambia County Planning and Zoning Division. Prospective pop-up businesses would be invited to submit business plans for retail businesses, with winners chosen whose plans best demonstrate sound business management and marketing skills and innovative marketing and merchandising strategies. The competition should take place annually, and successful pop-ups should be encouraged to (and assisted in) becoming permanent Perdido Key town center businesses.

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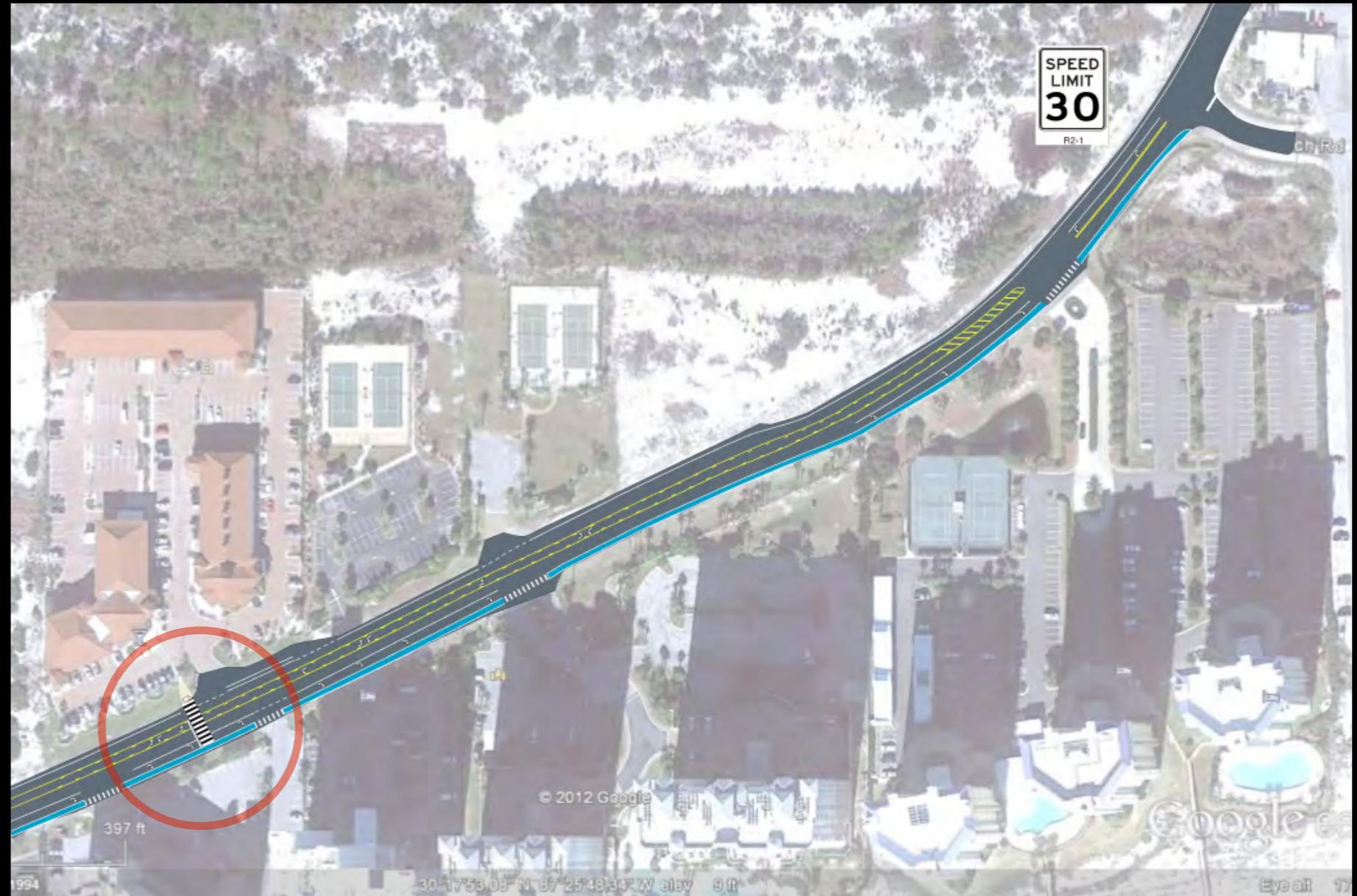
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— New Sidewalk

Interim sidewalk and crosswalk addition linking beachfront condominiums and the “Villagio”

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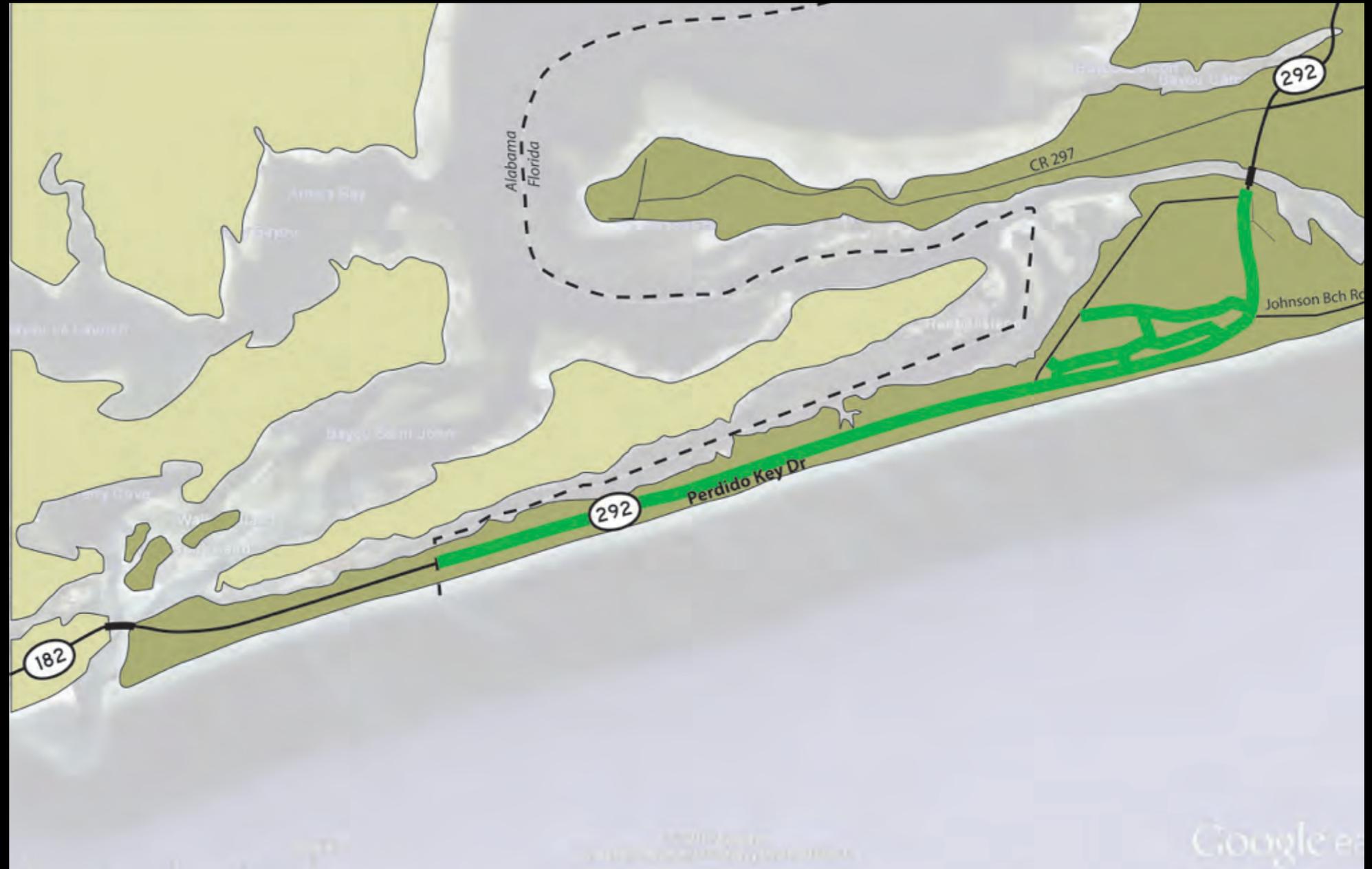
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The recommend the County to implement a comprehensive sidewalk and path network. The graphic above indicates the future bicycle and pedestrian circulation network. As shown in the thoroughfare sections elsewhere in this

report, the internal streets will have sidewalks and will feature sharable lanes. Perdido Key Drive itself, under the Atkins plans, will have bike lanes and sidewalks. It is important that those elements be kept consistently.

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A PATTERN BOOK FOR THE ARCHITECTURE OF NORTON COMMONS



Illustration used courtesy of Duany Plater-Zyberk & Company

Pattern Books are a useful tool to provide a set of easily controllable architectural patterns for Planning & Zoning to enforce, resulting in a minimum of building quality that could quickly evolve into a local vernacular, and grow in

refinement with time. It is recommended that Escambia County consider the usefulness of having a Perdido Key architectural pattern book put together as a wide scope guideline to orient development, critical in the first stage



Board of County Commissioners • Escambia County, Florida

Charles R. "Randy" Oliver
County Administrator

August 1, 2012

Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Perdido Key Drive (SR 292) and U.S. Fish and Wildlife Service (USFWS),
Escambia County, Florida

Dear ~~Secretary~~ LaHood, *Ray*

In November 2006 the Florida Department of Transportation (FDOT) and Escambia County entered into a partnership to improve State Road 292 (Perdido Key Drive). At present, we have invested \$1.7 million in resolving the critical habitat issue. The improvements required to ensure a "safe and efficient" roadway system have been determined by a "Purpose and Need Evaluation." The determination included a five-year evaluation of crash data, ADT, and AADT, along with Traffic Concurrency Modeling. The data indicates an average crash frequency of one crash every 13 days and a declining level of service. This includes a pedestrian fatality and one vehicle fatality each year. A poor level of service has severe secondary impacts on hurricane evacuation, tourism and economic development.

As we are all aware, the "Moving Ahead for Progress in the 21st Century (MAP-21)" bill was signed into law on July 6, 2012, under **Sec. 1316: Categorical Exclusions for Projects within the Right-of-Way**. We see an opportunity to file for a "Categorical Exclusions" determination for State Road 292 (Perdido Key Drive) through your office. This roadway connects the State of Florida and Alabama at its most southern point. The Alabama roadway section is a five-lane section with 10 foot shoulders on each side, into a two-lane section in Florida. The section we propose is four lanes. Perdido Key Drive has an existing right-of-way of 100 feet and would allow for the recommended improvements for motorists, bike and pedestrian safety by reducing conflict points with each. FDOT, Escambia County, and consultants have submitted 20 habitat-mitigating cross sections within the existing right-of-way, demonstrating sub-grade crossing points to make sure there is connectivity between the north and south beach mouse habitat areas. Additionally, we have conducted more than 25 office and field meetings with U.S. Fish and Wildlife, with no apparent resolution in sight.

Ray LaHood
August 1, 2012
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We would appreciate your strong consideration of a Categorical Exclusion for the 100 feet of right-of-way on State Road 292 (Perdido Key Drive) between the Intracoastal Waterway (ICWW) and the Alabama State Line. If your office has any questions or can assist in any capacity, please contact me at 850-595-4946.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Oliver", with a long horizontal flourish extending to the right.

Charles R. "Randy" Oliver
County Administrator

CRO:sh