



# Perdido Key Neighborhood Plan 2002 Update



**Final**

**Prepared by**

**Growth Management Department  
Neighborhood & Environmental Services Department  
Engineering Department  
Information Resources Department  
Building Inspections Department  
PIO/Communications Office  
Parks & Recreation Department  
Public Safety Department  
Escambia County Utilities Authority  
Community Services**

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## **EXECUTIVE SUMMARY**

### **PART “A” – INTRODUCTION:**

In view of the increasing demand for development on Perdido Key, the Perdido Key Advisory Committee was formed in 1997 to develop a plan for the future of Perdido Key. The overall goal was to “encourage responsible, quality growth on the Key with a balanced mixture of residential and commercial development while maintaining its character as a family oriented beach community and preserving its natural amenities.” This committee consisted of developers, Perdido Key property owners, Perdido Key residents, members of community associations, an environmentalist, an attorney, a realtor, a family resort destination for Perdido Key specialist and an investor. After two town hall and twelve Advisory Committee meetings, the Committee determined that in order to achieve the goals set forth specific objectives and policies in the following seven areas had to be implemented: (1) Land Use; (2) Hurricane Evacuation; (3) Transportation; (4) Signage; (5) Community Center; (6) Public Waterfront Access areas, and (7) Gateway Area. The Perdido Key Advisory Committee is no longer in place; however, its members are currently working with the Escambia County Emergency Management Division in regard to hurricane evacuation issues.

On June 20, 2002, the Escambia County Board of County Commissioners (BCC) directed Staff to update the 1997 Perdido Key Neighborhood Plan (PKNP). The BCC also directed Staff to analyze issues on Perdido Key related to anticipated population growth, economic development, natural resources, and preservation of public safety in its Update, as well as prepare an implementation and funding plan for outstanding objectives and policies contained in the 1997 PKNP. During this process, Staff noted other areas that will have an impact on the future of Perdido Key. An initial suspense of December 31, 2002 was set to update the plan. At the request of the citizens of Perdido Key, the Board of County Commissioners extended the deadline until May 1, 2003.

After surveying all parties involved with this endeavor, there were five issues that were considered to be the “First Five list.” These are:

1. Repaint the elevated water storage tank with the Perdido Key logo. ECUA will be the responsible entity for this task.
  - a. County Staff is working with ECUA and Perdido Key residents to develop an action plan to have a logo painted on the elevated water storage tank which meets maintenance, policy, and security requirements. (March 2004)
  - b. The current estimate for painting the elevated water storage tank as requested by the Perdido Chamber of Commerce is approximately \$45,000



2. Pedestrian Friendly roadways/paths. Engineering is the responsible department for this. These would include Johnson Beach Road, River Road, Don Carlos Drive, and Gongora Drive. Residents have requested bike paths and walkways on each of these roadways. Currently the County has initiated



\*\*  
April 16, 2003  
100% Complete

construction on Johnson Beach Road for the cost of \$80,000. (Please see Objective “O” for remaining roadways.)

3. Improve County owned beach access areas. Neighborhood and Environmental Services Department (NESD) and Parks/Recreation Department will be the responsible departments for this. This would include restrooms, dune walkovers, showers, beach access, pervious paving, picnic tables with trash receptacles, and possible boat ramps. Construction estimate is \$750,000. NESD and Parks/Recreations Departments will work with the residents to develop a phased implementation.



4. Enhance gateways to Perdido Key at Theo Baars Bridge and Stateline. Growth Management and Engineering Departments will be responsible for this. Staff will coordinate with the Perdido Key Chamber of Commerce to seek funding assistance. Staff will process the following actions upon approval of this plan:



April/May 2003 – Meet with Perdido Key Chamber and residents on using Perdido Key designs and concepts.

June/August 2003 – Hire a consultant to develop concept sketches.

August/October 2003 – Establish dates for two public meetings.

November/December 2004 – Public approval; develop implementation plan.



5. Upgrade the Economic Impact Study that the Haas Center, at University of West Florida, did for Perdido Key. The Growth Management Department will work with Perdido Key Chamber of Commerce to fund and update the study in October 2003. Discussions on how implementation, to include costs and timelines, of the above items will be found later in this document.

## **Status of Implementation of the Objectives and Policies Contained in the 1997 PKNP.**

The following is a summary on each item, as well as the Implementation Strategies that remain outstanding and new issues that need to be addressed:

### **1. Land Use – Objective “A” – (Growth Management):**

This objective is intended to address land uses, density and height regulations on Perdido Key. Zoning districts were originally created in 1989 for Perdido Key. These districts were later revised as a result of compliance with the terms of the 1997 Settlement Agreement, which resulted in codification of the Perdido Key zoning districts in the LDC.

### **Implementation Strategy:**

No change is recommended to increase the 7,150 dwelling unit caps and 1,000 lodging unit caps contained in the Comprehensive Plan.

**Status:** Incomplete. Refer to Implementation Strategy.

### **Implementation Strategy:**

1. An Escambia County Comprehensive Plan Amendment will be filed by December 2003 to correct the current acreage by district.
2. The irregularities in the distribution of dwelling units in the Land Development Code will be addressed as follows:
  - a. A determination of vacant lot build-out;
  - b. A determination of redevelopment build-out, and
  - c. Results of the above will be presented to the Planning Board by November 2003.
3. Footnote disclaimer in LDC stating we have 7,150 dwelling unit caps and 1,000 lodging unit caps.

The members of the Perdido Key Citizen Compliance Committee (PKCCC) Numbers Subcommittee discovered that a potential conflict currently exists between land use densities expressed concern and intensities found in the Comprehensive Plan and the applicable zoning districts identified in the Land Development Code. The Comprehensive Plan establishes development cap for Perdido Key at 8,150 dwelling units (7,150 residential and 1,000 lodging units). The total allowable dwelling units resulting from the application of the present zoning could result in 8,854.88 dwelling units or approximately 1,700 additional units.

The Comprehensive Plan goes on further to state... "The County shall adopt Future Land Use categories that refine the distribution of maximum allowable densities consistent with the overall maximum of 8,150 units. This shall be completed by May 2000." The Implementation Strategy proposed would provide reconciliation for the Planning Board's review by December 2003.

## **2. Hurricane Evacuation – Objective "B" - (Public Safety):**

In July 1999, The Northwest Florida Hurricane Evacuation Study (HES) was produced for Escambia County and the Northwest Florida counties. This study provided statistical data and models that are contributing factors for the life safety and property protection decision-making processes in Emergency Management for both on Perdido Key and the rest of the County. The Study also includes and considers future growth for the County.

### **Implementation Strategy:**

- a. Revise Policy B.1 to read: "Escambia County will ensure new residential development will be permitted only if the impact from that development will not cause the County adopted evacuation times to be exceeded."
- b. Update the technical traffic model data for the HES to include 2000 Census data by December 2003.
- c. Revise Policy B.2 to read: "The Escambia County Emergency Management Division will continue to identify appropriate shelter locations for Perdido Key evacuees." It has been determined that Jim Bailey Middle School, on Bauer Road, is a designated shelter for Perdido Key and surrounding areas.
- d. Will continue working with the Department Community Affairs (DCA) regarding evacuation route designation of Perdido Key Drive and take appropriate action.

### **3. Transportation – Objective "C" - (Engineering):**

**3.1 - Objective "C":** By 1999, achieve State updating of the 1988 Preliminary Design and Environmental Study (PD and E) of Perdido Key Drive (and bridge). Through proper roadway design that is compatible and harmonious with existing vehicular activity, the roadway design should calm existing traffic so that pedestrians and bicycles may coexist with automobiles. Further, traffic calming has the added benefit of increasing exposure to commercial establishments and has been found to actually increase roadway level of service (LOS).

**Status:** This will be an active process, which is described in the "Implementation Strategy" below

**Implementation Strategy:** Implementation of Objective "C" will require Escambia County's locally elected officials and Technical Coordinating Committee (TCC) representatives to recommend improvements of Perdido Key Drive (SR 292) as a priority in the Pensacola Urbanized Area Transportation Study (PUATS) and will recommend the project to be included in the PUATS Cost Feasible Plan in order to advance the funding for the PD&E Study. Additionally, locally elected officials and County TCC members will need to recommend any needed improvements for Perdido Key Drive be included in the Pensacola Metropolitan Planning Organization's project in 2003. Additionally, a meeting will be scheduled for March 2003 to meet with Perdido Key Associations independent traffic consultant to discuss the results of the traffic analysis submitted in November 2002.

**Background:** The Pensacola Metropolitan Planning Organization (MPO) consists of five locally elected officials from Escambia County, five from Santa Rosa County, five from the City of Pensacola, one from the City of Gulf Breeze, and one from the City of Milton. The MPO's purpose is to provide effective leadership in the initiation and development of transportation plans, programs, projects, and strategies. The MPO sets transportation policy for



the Urbanized Areas and provides guidance for the area's transportation planning process. The MPO ensures that the recommendations made are in keeping with the goals and standards of the federal government, the state, the counties and the jurisdictions within the counties. The MPO is responsible for updating, adopting, and maintaining a Long Range Transportation Plan (the Pensacola Urbanized Area Transportation Study) including a Cost Feasible Plan as well as preparing and annually adopting transportation project priorities for funding consideration by the Florida Department of Transportation (FDOT).

The Technical Coordinating Committee (TCC) is an advisory committee to the MPO and consists of technically qualified persons representing the various governmental entities, agencies, and public and private organizations. The purpose of the TCC is to ensure the technical sufficiency, accuracy and completeness of MPO studies, plans and programs and to ensure coordination/consistency with local, state, and regional plans. The TCC assists the MPO in carrying out the MPO's planning function through recommendations to the MPO on the various transportation issues in the Pensacola Urbanized Area.

The MPO has another advisory board, the Citizens Advisory Committee (CAC). The CAC provides public reaction to planning proposals and provides comment with respect to the concerns of various segments of the population in regard to their transportation needs. The MPO, TCC, and CAC meetings are public and interested citizens can take an active part to voice support for the advancement of transportation improvements on Perdido Key.

The Pensacola Urbanized Area Transportation Study (PUATS) is a long-range transportation plan that identifies the transportation (roadway, bicycle, pedestrian, and transit) needs over the next 20 years to serve the urbanized area's growing population and employment. The PUATS Cost Feasible Plan represents a plan for making transportation improvements to accommodate travel demand for the next 20 years under the limitations of available funding.

If any improvements recommended for Perdido Key Drive are to be paid for with state and/or federal funds, a project or projects of equal cost will need to be taken out of the Cost Feasible Plan and off the Major Project Priorities list so that the new project can be added. Once a project is included in the PUATS Cost Feasible Plan and is listed as a high priority on the MPO's project priority list, FDOT will schedule the project as funds become available. Generally, a project will go through five phases. The five phases, beginning with identifying a transportation improvement need to construction, are as follows: (1) Planning, (2) PD&E Study, (3) Design, (4) Right-Of-Way acquisition, if required, and (5) Construction and Inspection.

The 1988 PD&E study includes Perdido Key Drive from the Alabama State Line east to Navy Boulevard. In order to update the PD&E Study, FDOT most likely will require the same limits. The subject of traffic concurrency is not without conflict. As a result of the Compliance Committee's findings of June 12, 2002, the Perdido Key Association solicited the services of an independent traffic consultant to do an analysis of Perdido Key Drive capacity and present demand on the roadway. As of the date of this plan, there remains disagreement as to the capacity of Perdido Key Drive. However, the parties have agreed to meet in March 2003 in an effort to resolve the outstanding issues.

**Policy C.1** As much as possible, limit the location of roadway improvements to within the existing right-of-way.

**Status:** Pending

**Implementation Strategy:** This policy will be addressed during the PD&E Update for Perdido Key Drive as well as during the Design phase. The County is forwarding a proposal for a right hand turn off ramp, just after you enter the Key from the Theo Baars Bridge, for FDOT's review and comment.

**Background:** PD&E studies and design of roadway improvements typically try to limit the location of roadway improvements to within the existing right-of-way.

The project development process involves the collection of information and data, the development of engineering alternatives, the evaluation and comparison of the alternatives and the documentation of engineering decisions and recommendations. The intent of the PD&E study process is to develop each project to the level of detail necessary to accurately assess the social, economic and environmental impacts through the application of preliminary engineering and environmental science. The requirements of the project development process include data collection, engineering and environmental analysis, coordination, decision-making, and documentation. The amount of existing right-of-way and the amount of right-of-way needed for any improvements to Perdido Key Drive will be determined during the PD&E and design phase.



**Policy C.2:** Roadways should have medians, wider travel lanes, and bicycle/pedestrian paths with landscaped buffer.

**Status:** This will be an active process, which is described in the "Implementation Strategy" under Objective "C."

**Implementation Strategy:** This policy should be revised to remove the words "wider travel lanes" to allow for this decision to be made during the PD&E Update or Design phase for Perdido Key Drive. More narrow travel lanes would serve as a traffic-calming feature.

The Escambia County Engineering Department will request FDOT to include landscaped medians and bicycle/pedestrian paths with a landscaped buffer as part of the scope of work for he PD&E Update, as well as for the Design phase.

Medians may be used to implement the "Gateway Concept" described in Section 7 of the Neighborhood Plan.

**Background:** Current PD&E studies and design of roadway improvements typically consider landscaped medians and bicycle/pedestrian improvements.

**Policy C.3** Create “bus stop” lanes along Perdido Key Drive linking transit use (shuttle/trolley, bike path, sidewalk) to commercial activities (retail/dining), family resort destination for Perdido Key activities hotels/motels, short-term condos), residential activities (single-family/multi-family long-term), and recreational activities (beach, marina, nature preserve). The “bus stop” lanes shall have, at the very least, a small covered shelter and an informational kiosk, in addition to a transit stop. All “bus stop” lanes should link north/south crosswalks to boardwalk-style pathways to the beach. These pathways will run along 10-foot access easements bisected by existing property lines.

**Status:** Pending

**Implementation Strategy:** The Escambia County Engineering Department will request FDOT to include this policy as part of the scope of work for the PD&E Update, as well as for the Design Phase for Perdido Key Drive. The Escambia County Engineering Department will help to coordinate the involvement of Escambia County Area Transit (ECAT) and other transit/trolley providers in providing input during the PD&E Update and Design processes.

**Background:** Current PD&E studies and design of roadway improvements typically do not consider “bus stop” lanes, but “bus stop” lanes can be included as part of the PD&E and Design scope of work for consideration. “Bus stop” lanes shall be no less than 50 feet long to permit a 40-foot bus to completely clear the roadway when pulling into a bus stop area. All bus stops shall be ADA compliant for passengers to utilize the stop areas to board and alight buses. Adequate paved or cement area must be provided to allow for the use of wheelchair lifts to board and alight passengers that utilize wheelchairs

**3.2 - Objective “D”:** By the year 2002, provide a safe, lighted pedestrian and bicycle corridor along Perdido Key Drive to encourage non-motorized transportation and to provide increased recreational opportunities to Perdido Key residents.

**Status:** Pending

**Implementation Strategy:** In 2000, the Escambia County Engineering Department sponsored a project through the Pensacola MPO Transportation Enhancement Program to construct an 8-foot asphalt path within the existing right-of-way along the existing two-lane Perdido Key Drive from the Alabama State Line to the south end of the Intercoastal Waterway Bridge (approximately 6.4 miles). The Pensacola MPO Transportation Enhancement Program identifies this project as priority number Five; therefore, this project is not funded at this time but is on the list for consideration. Any documented support from the public and other organizations would help advance this project up on the priority list.

This Objective will also be addressed during the PD&E Update as well as during the Design phase for recommended improvements for Perdido Key Drive.

**Background:** Transportation enhancement projects are selected from the MPO's adopted priorities and are funded by FDOT with funds allocated specifically for transportation enhancement projects. The origin of transportation enhancement projects is the project applications submitted to the MPO by local governments. The source of funds is a 10 percent set-aside from the total federal transportation authorization. Documented support from the public and other organizations would help advance this project on the priority list because additional points are awarded for ranking priority.

**Policy D.1:** Lighting along the pedestrian and bicycle corridor will be required to be designed so as to:

- a. Minimally impact turtle nesting activity, and
- b. Enhance the overall character of the neighborhoods.

**Status:** Pending

**Implementation Strategy:** This policy will be addressed during the MPO's Transportation Enhancement process for developing this project along the existing two-lane Perdido Key Drive. This policy will also be addressed during the PD&E Update and Design phases for recommended improvements for Perdido Key Drive.

**Background:** Same as policy background above. As the project moves up in ranking, the Escambia County Engineering Department will work with State and regional agencies to ensure that this lighting policy is considered.

#### **4. Signage – Objective “E” – (Growth Management and Engineering):**

**Objective E:** By December 1997, in consultation with the Advisory Committee, present to the Planning Board and the Board of County Commissioners an evaluation of the adopted County sign provisions as they relate to Perdido Key. The presentation will include a formal request to amend the County Land Development Code to include the recommended changes.

**Status:** Complete.

**Implementation Strategy:** None at this time.

**Background:** There have been only two variances to signage regulation on Perdido Key. Both variances were approved: 1) a 4-foot variance to the to 6-foot maximum height in R2PK at 17288 Perdido Key Drive, and 2) a 54-square foot variance to allow 300 square foot of a free standing sign in the C-1PK and PRPK zoning district at 14110 Perdido Key Drive. Furthermore, in 2002, the BCC approved a billboard ordinance, which continues to prohibit new billboards on highways designated as scenic highways in the Comprehensive Plan. Perdido Key Drive is designated a scenic highway in the Comprehensive Plan.

**Policy E.1:** At minimum, the evaluation will ensure the County sign provisions include the following requirements:

- a. Signs on Perdido Key should be made of appropriate materials for the beach environment.
- b. The Perdido Key Neighborhood Plan Advisory Committee will assist the County in developing design standards for signage, including off-premise signs.
- c. Signs on Perdido Key should be of a size that would allow for clear business identification but not so large as to negatively impact the visual quality of the neighborhood.

**Status:** Pending approval of the Perdido Key Neighborhood Plan

**Implementation Strategy:** Fund a consultant to identify appropriate materials and architectural design consistent with a family resort destination for Perdido Key. Staff will proceed with the following actions upon approval of this plan:

May 2003 – Submit Scope to A&Es for Concept Design

June 2003 – Completion of Concept Designs

July 2003 – Establish dates for Two Public Meetings

July 2004 – Public Approval and Implementation

## **5. COMMUNITY CENTER**

**Objective F:** By 2005, construct or lease a community center to meet the needs of Perdido Key residents.

**Status:** Incomplete

**Implementation Strategy:**

- a. September 2003 – Meet with Perdido Key Chamber of Commerce to plan and/or develop a funding strategy and possible location.
- b. June 2004 – Have a complete implementation plan for facility construction.

**Background:** The need for a community center or public meeting space on Perdido Key remains. Part of the County's challenge to implement Objective "F" is that land for a community center will divert land from private use thereby impacting the ad valorem tax base. Also, the expenditure of public funds on Perdido Key may be restrictive due to the source of funding and the Comprehensive Plan since it is a coastal high hazard area. Staff from the

Escambia County School District has indicated the possibility of utilizing existing school facilities in the adjacent areas after hours as community gathering places for Perdido key residents.

#### **6. Public Waterfront Access Areas – Objective “G” – (Parks and Recreation)**

The need for public comfort and recreation amenities on the five County-owned properties is recognized and is currently being considered. Three of the properties face the Gulf of Mexico and allow for public access to beach areas. Two properties face the Intracoastal Waterway along River Road and are being considered for possible public water related facilities. Several local businesses have expressed interest in helping to fund some of the improvements to the public access areas. The County will aggressively pursue these possible public-private funding opportunities. Marine Resources Division and Engineering Departments are performing feasibility and permitting analyses for a public boat ramp at an additional site on the Intracoastal Waterway.

Plans for these amenities are being made for improvement of the three beach access areas along Perdido Key Drive. Since financing has not been available, the County is exploring new private-public relationships to help with implementation.

**Implementation Strategy:** Staff to continue a feasibility analysis of developing dune walkovers, parking, public showers, restrooms and picnic areas in the County-owned areas. See First Five List on Technical volume for more detail.

#### **7. Gateway Concept (CGPK) – Objective “H” – (Growth Management and Engineering):**

**Objective “H”:** The County will seek to hire a consultant (architect) to prepare concept designs for Gateway signs to be placed. The intent will be to have this concept approved by the residents of Perdido Key. Two meetings will be scheduled with residents to submit concept designs for selection and approval. A consultant is also recommended to identify enhancements to the existing gateway zoning districts.

**Status:** Active

**Implementation Strategy:** Not applicable.

**Background:** In 1997, the Perdido Key zoning districts were created. In particular, a specific district, CGPK – Perdido Key Commercial Gateway District, was created to implement this objective. The intent and purpose of the district is to “provide gateways (entryways) into Perdido Key, providing an identify for Perdido Key as a visually attractive, family style, resort community. The district is characterized by resort-related commercial uses, including hotels and motels, as well as high density residential development.” Permitted uses in CGPK are identical to those allowed in CCPK.<sup>11</sup> A copy of Section 6.05.13.01 is included in Appendix C-6. Specific performance standards associated with CCPK can be found within that section.

**Policy H.1:** A unique logo will be designed and used to identify the Key as a distinct community.

**Status:** Complete

**Policy H.2** The gateway concept will be used to clearly identify the two entrances onto Perdido Key.

**Status:** Pending approval of the Perdido Key Neighborhood Plan. See the First Five List or Technical Volume

**Additional Objectives and Policies Recommended by the Board of County Commissioners on June 20, 2002**

**8. Natural Resource Protections – Objective “I” - (Neighborhood and Environmental Services)**

Perdido Key is known as an area with large areas of public property and natural resources at Perdido Key State Park and Johnson Beach/Gulf Islands National Seashore. Perdido Key is also known as a rapidly developing family resort destination for Perdido Key family resort destination with the construction of many new vacation homes and condominiums. The protection and preservation of the Key’s natural resources, and the quality of life for the Key’s residents, are being challenged by new development. Enhancing the environmental awareness of the citizens and visitors will aid in protecting the natural resources and improving the quality of life on Perdido Key.



**Implementation Strategy:**

- a. NESD Staff will cooperate with natural resource staff from the U.S. Fish & Wildlife Service and the Florida Department of Environmental Protection Division of Recreation & Parks to help elevate the environmental awareness of the citizens and visitors to Perdido Key by establishing new educational signage along the proposed walkways/bike paths, dune walkovers, and other public areas.
- b. Literature describing the natural resources of the Key will be developed and made available at locations such as the Chamber of Commerce and real estate rental offices.
- c. To enhance Perdido Key’s reputation and recognition for ecotourism, regularly scheduled environmental seminars will be planned.

The Neighborhood and Environmental Services Department requests grant funding in the amount of \$25,000 to implement the Department’s specific goals outlined in the Perdido Key Neighborhood Plan.

a. Promotion of ecotourism – quarterly environmental seminars, promotional literature, speaker travel expenses (\$5,000)|

b. Educational signage – threatened and endangered species, critical habitat, and natural resource protection (\$5,000)

c. Development of the *Perdido Key Natural Resource Management Plan* – graduate student, printing (\$15,000)

#### **9. Fire Rescue and Emergency Medical Services – Objective “J” – Public Safety:**

Fire protection for the Perdido Key area is currently provided by a combination fire/EMS service. The Innerarity Point Volunteer Fire Department provides primary emergency response. The Department’s volunteer firefighters are heavily relied upon to respond to the myriad of emergencies that occur on Perdido Key. Volunteer fire fighting resources are augmented by a small contingent of career firefighters throughout the County who are on-duty Monday-Friday from 7:00 a.m. to 4:00 p.m.. A Municipal Services Benefit Unit (MSBU) funds all fire protection services in the unincorporated portion of Escambia County, including the Town of Century.

Escambia County Emergency Medical Services (ECEMS) has a mission to “provide pre-hospital care and transportation of sick and injured persons, preventing unnecessary disability and loss of life.” ECEMS generates all operating revenues from fees and related miscellaneous sources, and functions as a true enterprise activity. Ad valorem taxes do not support ECEMS. The Division positions ambulances throughout the County based on historical and current call load information, ensuring maximum coverage efficiency is attained throughout the County. Currently, ambulance response to Perdido Key is covered from locations in Pleasant Grove, Warrington, Bellview and West Pensacola.

#### **Implementation Strategy:**

a. The Escambia County Department of Public Safety will work with the Department of Growth Management, the Planning Board and other appropriate agencies to develop adequate levels of service benchmarks for fire and emergency medical services to be included in the Comprehensive Plan, the Land Development Code and the local Building Code. October 2005 is the target date.

b. The Escambia County Department of Public Safety will work to gather support and ensure adequate funding is available to support established level of service benchmarks. October 2005 is the target date.

#### **10. Potable Water Service – Objective “K” – (ECUA)**

The Escambia County Utilities Authority (ECUA) provides potable water service to Perdido Key and much of southern Escambia County. The ECUA potable water facilities on Perdido Key are connected to the water supply and distribution system components on the mainland of southwest Escambia County.



Between 1997 and 2002, ECUA funded and implemented a number of projects to improve the water distribution system pressure and water quality. These projects include placing into service a 3,000,000-gallon ground storage tank and Southwest Pumping Station near the intersection of Bauer and Sorrento Roads, dedicating the water produced by the Bronson Well to filling the 3,000,000-gallon ground storage tank near the Southwest Pumping Station, installing iron removal facilities at the Bronson, Lillian, and Villa Wells, and implementing a comprehensive distribution system flushing program in the southwest portion of the distribution system.

ECUA will continue to improve the pressure and capacity of the water distribution system serving the residents of southwest Escambia County and to provide their customers with potable water of the highest possible quality.

**Implementation Strategy:**

- a. Construct additional 12 to 24-inch water mains in southwest Escambia County during 2002 and 2003, and additional supply wells to provide water to the general area.
- b. Construct additional 12 to 24-inch water mains, including subaqueous crossing under the Intercoastal Waterway from the Innerarity Road intersection to Perdido Key, during 2010-2020.

A detailed Implementation Strategy is located on page 50 of the Perdido Key Neighborhood Plan.

**11. Sanitary Sewer – Objective “L” – (ECUA)**

ECUA provides sanitary sewer service to Perdido Key and much of southern Escambia County. The ECUA wastewater system on Perdido Key is connected to wastewater system components on the mainland of southwest Escambia County.

Septic tanks near waterways have the potential to adversely affect surface water quality. Therefore, ECUA made sanitary sewer service available to Perdido Key Coves during 1997, and wastewater systems are in the design phase for Siguenza Cove and the Old River Road/Perdido Key Drive areas.

ECUA will continue to increase the design capacity of the existing lift stations and transmission lines and construct new lift stations and transmission lines to accommodate increased development in southwest Escambia County. Components of existing lift stations are replaced periodically in order to ensure wastewater system reliability.

**Implementation Strategy:**

- a. Continue to upgrade the wastewater collection system during 2003-2020.
- b. Construct a gravity collection system at the west end of Perdido Key during 2003-2007.

A detailed Implementation Strategy is located on page 53 of the Perdido Key Neighborhood Plan.

## **12. Drainage – Objective “M” – (Engineering)**

The Level of Service Standards is reflected in the Land Development Code, which was adopted in 1996. The existing standards appear to be meeting current requirements of new development on Perdido Key. The Stormwater Master Plan was completed in 1994. This report established a priority for alleviating overall flooding and improving water quality for the 41 drainage basins in Escambia County. Engineering will develop a study for the Southwest Side (Perdido Key) basin to determine the needed improvements in infrastructure for providing stormwater management in the area.

**Implementation Strategy** Escambia County Engineering Department has contracted with consultants to prioritize basin studies within Escambia County based on flooding problems, water quality issues, and anticipated future growth. A basin priority list will be established by the timeline listed below, and will be updated as more information becomes available.

June 2003 – Basin Priority List

Staff will monitor areas experiencing localized ponding and develop solutions.

## **13. Economic Development – Objective “N” – (Growth Management/Chamber of Commerce)**

This element is to maintain and improve the quality of life for all citizens of the County by creating a strong local economy based on tourism and an attractive visual environment. For the Perdido Key area it is to create and support a family destination resort that will generate family resort destination for Perdido Key development tax dollars in order to stimulate the local economy. It is also to provide continuity to the tourism corridor spanning from the Bayou Chico Bridge to Perdido Key and promote linkage to and implementation of other area plans (e.g. the Barrancas Redevelopment Area Plan, Warrington Redevelopment Area Plan and the Southwest Sector Plan). It will also provide public awareness of the historical significance of Perdido Key.

**Implementation Strategy:** Fund regular updates to the Economic Impact Study originally, completed in 2000 for the Perdido Key Chamber of Commerce, since new development activities generate increased public service expenditures. Estimates of those public costs can provide better understanding of overall fiscal impact. Report the results in the Annual Report on Comprehensive Plan Implementation and to the semi annual meetings supporting the neighborhood plan. Estimated Cost \$19,000.

## **14. Transportation – Objectives “O”, “P”, and “Q” – (Engineering Department)**

**Objective “O”:** Provide a safe pedestrian and bicycle corridor along all County roadways on Perdido Key. This will be to encourage non-motorized transportation and to provide increased recreational opportunities to Perdido Key residents.

**Status:** The following facilities have been identified as needs are ranked with similar requests within Escambia County.

<u>Project</u>	<u>Priority</u>	<u>Estimated Cost</u>
Johnson Beach Road 8' shared path	Funded	\$80,000.00
River Road 5' bike lanes & 5' sidewalk	2	\$300,000.00
Semmes Street 8' shared path	9	\$250,000.00
Don Carlos Drive 5' sidewalk	10	\$25,000.00
Gongora Drive 5' sidewalk	11	\$25,000.00

**Implementation Strategy:** All projects listed above have been ranked for priority, and funding will be considered each year during the budget planning cycle. The County will seek additional funding sources such as the Community Traffic Safety Team to expedite pedestrian and bike projects.

**Background:** The Escambia County Engineering Department has developed priority selection criteria as adopted by the Pensacola Metropolitan Planning Organization and shall be used by the County to review and prioritize projects. Each year (annually) the County will evaluate all projects ranked and placed on the needs list for needed adjustments if required. This will mean that all projects submitted or ranked can shift up or down.

**Objective “P”:** Large events scheduled on Perdido Key (e.g., Mullet Toss, the Mullet Man Triathlon, etc.) will be requested to coordinate with the Escambia County Engineering Department to develop a Maintenance of Traffic (MOT) Plan.

**Status:** Pending PKNP Update approval by the Board of County Commissioners.

**Implementation Strategy:** The Escambia County Engineering Department will contact those establishments which host annual events that generate a large amount of traffic and ask that they coordinate with the County on developing a MOT plan.

**Background:** In the past, MOT plans have not been considered for large events on Perdido Key. A MOT plan outlines how traffic will be routed through or around an event to ensure safety for participants as well as the traveling public.

**Objective “Q”:** The Engineering Department can provide Neighborhood Improvements to promote a harmonious environment in residential areas between motorists, pedestrians, and bicycles. Each year, the Engineering Department establishes a funding program to implement traffic calming on local or residential roadways. Engineering will evaluate and inventory all roadways under County jurisdiction for the need for pavement markings, new reflective street name signs, and reflective traffic control signs (e.g., stop sign, yield sign, etc.) In order to increase roadway visibility, improve emergency response, ensure accurate postal delivery, and provide better directional accessibility, the need for reflective traffic control signs, new reflective street name signs and improved pavement markings are imperative. Reflective street name signs and traffic control signs are required on all public roadways and are recommended on private roadways.



**Implementation Strategy:** Traffic Calming is a proactive request generated by residents to reduce vehicle speeds on local or residential roadways. A contact person will request a petition and submit it to Traffic Engineering Department. Escambia County staff is required by policy to respond to all traffic-calming requests within 30 days and install speed humps within 90 days of petition submittal. To determine the necessity of speed calming device(s) a traffic study will be performed by Traffic Engineering. All speed data will be forwarded to the local law enforcement agency to assist in traffic enforcement until traffic calming devices can be installed.

### **Public Involvement and Participation Program.**

On June 20, 2002, the Board of County Commissioners directed staff to update and amend the 1997 Perdido Key Neighborhood Plan. The staff was directed to ensure the public was involved in the preparation of the Update. A revised goal to complete the PKNP Update by May 1, 2003 has been made. The public participation goals were used as a guide for defining the Update process. Once a Public Involvement and Participation Program was developed, a copy was released to interested parties for comment. The primary components of the final Public Involvement and Participation Program included (1) two public workshops; (2) use of the County’s website; (3) newspaper announcements; (4) distribution of informational material, and (5) direct involvement with interested parties.

### **Public Workshops:**

To best inform the public about the PKNP Update and to get the public's ideas pertaining to necessary plan components, two public workshops were scheduled. Two of the three workshops were held at Jim Bailey Middle School; October 8, 2002 and November 12, 2002. The public workshop on March 5, 2003 was held at the Innerarity Point Volunteer Fire Department.

a. **October 8, 2002 Public Meeting:** A copy of a 60% complete draft was posted on the County's website on October 1, 2002 in advance of the October 8, 2002 meeting to allow adequate time for public review prior to the meeting. The October 8, 2002 public meeting was advertised in the Pensacola News Journal. Over 300 flyers were distributed on Perdido Key announcing the meeting. The Perdido Key Association also notified its membership of the meeting in its newsletter and provided the results of a member survey containing its membership's reaction to the draft Update to staff. Commissioner Tim Wright presided over the first public meeting. Newly appointed Assistant County Administrator Bob McLaughlin, was also in attendance.

After an approximate hour-long presentation by staff, Commissioner Wright invited questions from the audience. Staff responded to questions raised and took notes on flipcharts. The public was also provided an opportunity to submit questions at a back table and write questions on a back wall. Lastly, the public was provided an opportunity to submit questions until October 25, 2002 for consideration in the final draft Update.

b. **November 12, 2002 Public Meeting:** A copy of a 90% complete draft was posted on the County's website on November 6, 2002. The November 12, 2002 public meeting was advertised in the Pensacola News Journal.

c. **March 5, 2003 Public Meeting:** A copy of a 100% complete draft was posted on the County's website on February 28, 2003. The March 5, 2003 public meeting was advertised in the Pensacola News Journal, as well as approximately 600 flyers were posted on the Key announcing the meeting. Commissioner Bill Dickson was in attendance, as was Mr. Bob McLaughlin, Assistant County Administrator.

### **Website Strategy:**

The County's website is an integral part for disseminating PKNP information. The website was used to (a) provide a forum for posting proposed plan comments; (b) provide a means through which comments regarding the plan can be submitted to staff; (c) provide a forum for posting news releases, and (d) provide a forum for posting workshop agendas and schedules. Additional Perdido Key information available through the County website includes information on the status of building permits and concurrency. Access to the County's site is available through the Pensacola News Journal Home Page and the Perdido Key Area Chamber of Commerce Home Page.

The County Staff and citizens of Perdido Key will meet semi annually to review the neighborhood plan. The objective of these meetings will be to monitor progress of the implementation and adjust targets as necessary. Maintaining dialogue is paramount in developing “win-win” solutions.

## Technical Document

### **PART “A”: INTRODUCTION**

In view of the increasing demand for development on Perdido Key, the Perdido Key Advisory Committee was formed in 1997 to develop a plan for the future of Perdido Key. The overall goal of the 1997 Perdido Key Neighborhood Plan was “to encourage responsible, quality growth on Perdido Key with a balanced mix of residential and commercial development while maintaining its character as a family oriented beach community and preserving its natural amenities.” The Perdido Key Advisory Committee was a diverse fifteen member volunteer group. Members included developers, Perdido Key property owners, Perdido Key residents, members of community associations, an environmentalist, an attorney, a realtor, a family resort destination for Perdido Key specialist, and an investor.<sup>1</sup> After two town hall and twelve Advisory Committee meetings, the Perdido Key Advisory Committee determined that in order to achieve the goal of the Perdido Key Neighborhood Plan specific objectives and policies in the following seven areas had to be implemented: 1) Land Use; 2) Hurricane Evacuation; 3) Transportation; 4) Signage; 5) Community Center; 6) Public Waterfront Access Areas; and 7) Gateway Area.

Since 1997, much has happened that has impacted the past, the present and will impact the future of Perdido Key. Table 1 in Appendix A contains a brief listing of the more significant events, which have impacted growth on Perdido Key. Some of these actions, such as the dwelling unit cap controversy and the creation of zoning districts unique to Perdido Key were a direct result of efforts to implement the 1997 Settlement Agreement, which incorporated several of the objectives and policies recommended in the PKNP. Other events, such as the creation of a Perdido Key Compliance Committee<sup>2</sup> in January, 2002, was a response to concerns that Escambia County was violating the terms and conditions of the 1997 Settlement Agreement<sup>3</sup> between Escambia County and the Florida Department of Community Affairs.<sup>4</sup>

Because attention was focused on these and other significant events from 1997–2002, until the summer of 2002 little attention was given to the 1997 PKNP. In June 2002, during a public workshop on growth and development on Perdido Key, and discussion of recommendations by the Perdido Key Compliance Committee, staff recommended that the Board of County Commissioners (“BCC”) direct staff to update the 1997 Perdido Key Neighborhood Plan (“PKNP”) and prepare an implementation and funding plan for outstanding objectives and

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<sup>1</sup> Members of the Perdido Key Advisory Committee included Jim Fournier, Perdido Key Association; Gail Fournier, Perdido Bay Community Association; Jane Sarajian, Friends of Perdido Key; M. J. Schwartz, business owner; Joe Gilchrist, vacant landowner; Eric Ericson, environmentalist; Ted Connelly, architect; Brenda Beumer, realtor; Jerry M. Gilbreath, lawyer; Robbie Lapp, family resort destination for Perdido Key specialist; Bobby Jennings, homeowner; Bill Compton, planner; Jon Dunn, investor; Curtis Gwin, Homebuilders Association/full-time developer; and, County representatives.

<sup>2</sup> Members of the Perdido Key Compliance Committee were: Former Commissioner Mike Bass, Frank Montenes, Dick Domurat, Bob Banser, Gail Fournier, Bill Stromquist, Dan Savage, David Lamar, and David Peaden.

<sup>3</sup> Parties to the Settlement Agreement included: Escambia County, Department of Community Affairs, Frank Montenes, Gail Fournier, Harry Sarajian, USX Realty Development Corporation, LKP Investors, Ltd., and Hamilton Smith.

<sup>4</sup> After five months of meetings, the Perdido Key Compliance Committee developed seven recommendations for consideration by the Board of County Commissioners. A copy of the recommendations can be found in Appendix B.

policies contained in the 1997 PKNP. Staff advised the BCC that an update of the PKNP was needed at this time to:

a. Evaluate the extent of implementation of the goals and objectives contained in the Perdido Key Neighborhood Plan, in view of events and actions that have transpired since the PKNP was completed in 1997;

b. Identify an implementation and funding plan for 1997 goals and objectives that remain incomplete; and

c. Identify any areas in which objectives and policies should be developed in view of events and actions that have occurred since the PKNP was completed in 1997.

Staff believed many of the findings and recommendations of the PKCC could be incorporated into an updated PKNP. The BCC agreed and at its June 20, 2002 public meeting so directed staff to proceed with the completion of an Update to the 1997 PKNP. The BCC also stressed to staff the importance of public involvement in the completion of the Update, and instructed staff to address several additional areas omitted from the 1997 PKNP such as economic development and public safety. Staff was asked to provide quarterly reports to the BCC of progress made in these endeavors and complete the PKNP Update by December 31, 2002. The Board of County Commissioners extended the completion of the update to May 1, 2003 for additional input.

The completion of the Update is a status report of the progress made since 1997 when the PKNP was completed and to ensure that public facilities and infrastructure are in place to accommodate allowable development consistent with the 1997 PKNP and to make any adjustments needed to previously desired goals and objectives in order to create an even better Perdido Key than envisioned in 1997.

## **Status of Implementation of the Objectives and Policies Contained in the 1997 PKNP**

### **1. LAND USE**

**Objective “A”:** By late-1997, adopt revised zoning provisions for Perdido Key to be included in the Escambia County Land Development Code.

**Status:** On-going

**Implementation Strategy:** Changes to zoning, building height and density regulations have been made. Therefore, no additional changes to the LDC related to land use are recommended.

**Background:** Since 1997, numerous changes to the LDC impacting Perdido Key have occurred. Objective A was intended to address land uses, density and height regulations on



Perdido Key. Zoning districts were originally created in 1989 on Perdido Key.<sup>5</sup> These zoning districts were later revised as a result of compliance with the terms of the 1997 Settlement Agreement, which resulted in codification of the Perdido Key zoning districts in the LDC. A copy of the current regulations for the Perdido Key zoning districts; i.e., R-1PK, R-2PK, R-3PK, C-1PK, CCPK, CGPK, PRPK and S-1PK and their performance standards are included in Appendix C-1 to C-3. Changes to building height regulations are discussed in Policy A.1 herein. A comparison of density changes is discussed in Policy A.2 herein.

Other changes to the Land Development Code since 1997 impacting development on Perdido Key can be found in Appendix A-2. With the exception of Ordinance 1997-41 (off-premise signs) and Ordinance 2002-30 (related to building footprint), all changes are found in the applicable Perdido Key zoning district regulation section of the LDC.

Section 2.07.01 of the Land Development Code empowers the Planning Board to render formal interpretations of the regulations contained in the Land Development Code. A Planning Board interpretation is binding similar to ordinances. Generally, Planning Board interpretations are later codified in the Land Development Code. Appendix A-3 contains a listing of Planning Board interpretations specifically related to Perdido Key that have been rendered since 1997.

The Land Development Code also allows a property owner to seek a variance to performance standards in the Land Development Code because of an undue hardship as defined by specific criteria.<sup>6</sup> Appendix A-4 summarizes variances applied for on Perdido Key since 1997. There

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<sup>5</sup> Zoning districts for Perdido Key were adopted in Ordinance 89-6; i.e., R-1, R-2, R-3, C-1 and S-1. The Land Development Code adopted in 1996 did not contain densities for these zoning districts. In 1997, densities were identified for the Perdido Key zoning districts as contained in the zoning regulations found in Appendix A (108).

<sup>6</sup> 2.05.02. Variances. The BOA may grant a variance(s) to the height, bulk, area, yard, parking, or open space zoning requirement(s) of this Code and a variance to any of the standards contained in articles 4 and 7 through 12 in specific cases when such variance(s) will not be contrary to the public interests. Where, owing to special conditions, a literal enforcement of the provisions of this Code will result in unnecessary hardship, a variance may be granted so that the spirit and intent of this Code is observed and substantial justice done. Such special conditions shall be limited to unusual physical characteristics inherent in the specific piece of property and not common to properties similarly situated. Such physical characteristics include, but are not limited to, exceptional narrowness, shallowness, shape, topographic conditions, or the presence of sensitive environmental resources, any or all of which will result in peculiar or practical difficulties in the quiet enjoyment and use of the property. No variances shall be authorized under this provision unless the board finds that all of the following required conditions exist:

A. The special circumstances or conditions applying to the building or land in question are peculiar to such property and do not apply generally to other land or buildings in the vicinity.

B. The variance is necessary for the preservation and enjoyment of a substantial property right as defined herein and not only to serve as a convenience to the applicant.

C. The authorization of the variance will not impair an adequate supply of light and air to adjacent property or unreasonably increase the congestion in public streets, the danger of fire, imperil the public safety, unreasonably diminish or impair established property values within the surrounding area or in any other respect impair the health, safety, comfort, or general welfare of the inhabitants of Escambia County.

D. The variance will not, in any manner, alter other provisions of this Code or the comprehensive plan, except this Code and the plan may be amended in the manner prescribed by law.

E. The variance is the minimum necessary to make possible the use of the land, building or other improvements as approved by the BOA.

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does not appear to be a particular zoning regulation that is a reoccurring subject of a variance request, which would suggest a need to further amend existing regulations.

Section 2.11.00 of the Land Development Code provides “a mechanism for a determination of vested rights for land use to those property owners who feel they may have acquired vested rights for land use through official county action.” A vested rights determination is similar to a variance in that it legally allows noncompliance with regulations contained in the Land Development Code. Appendix A-5 summarizes vested rights determinations on Perdido Key since 1997. No additional changes are recommended to the LDC in view of these vested rights approvals.

**Policy A.1:** The zoning will include height limitations reflective of existing development.

**Status:** Completed

**Implementation Strategy:** None at this time.

**Background:** Each Perdido Key zoning district contains height limitations reflective of existing development at the time the Perdido Key zoning districts were created in 1997. Table 1 summarizes these height limitations in the various zoning districts.

**TABLE 1**  
**BUILDING HEIGHT LIMITATIONS**

Zoning District	Height Limitation
R-1 PK – 6.05.04 (E)(6)	35 feet above first habitable floor
R- 2 PK – 6.05.06 (E)(6)	4 stories or 2 less than an adjacent structure if the adjacent structure is greater than 4 stories and existed on June 1, 1977.
R -3 PK – 6.05.08 (E)(5)	8 stories or 2 less than an adjacent structure if the adjacent structure is greater than 4 stories and existed on June 1, 1977.
C -1 PK – 6.05.13 (H)(3)	4 stories
CCPK – 6.05.13.01 (F)(3)	18 stories Building heights. Building heights shall not exceed 18 stories plus two additional stories for parking and/or storage. In addition, buildings of more than 2 1/2 stories, but less than five stories, shall have a footprint with a lot coverage no greater than 25 percent. a. Buildings from five stories to seven stories shall have a footprint with a lot coverage no greater than 23 percent. b. Buildings from eight stories to nine

F. The findings of fact, which shall be issued by the BOA after its deliberations, as a minimum shall include those determinations made by the BOA pursuant to paragraphs A through E above.

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	<p>stories shall have a footprint with a lot coverage no greater than 21 percent.</p> <p>c. Buildings of more than nine stories shall have a footprint with a lot coverage no greater than 19 percent.</p> <p>d. The lot used in computing the area required to satisfy footprint restrictions on buildings greater than 2 1/2 stories may not be crossed, intersected, or divided by any public road or right-of-way.</p>
CGPK – 6.05.13.03 (F)(4)	10 stories
PRPK – 6.05.13.03 (H)(6)	10 stories
S-1PK – 6.05.18	Not Applicable

Implementation of these height limit regulations has not been without conflict and debate. Developers have attempted to gain additional building height due to market demands for high-rise condominiums. Members of the public have opposed any changes that would impact the skyline and public view of the Gulf of Mexico. In 2000, the Planning Board rendered a formal opinion to clarify the method to determine the point of elevation from which to begin calculating building height in Perdido Key zoning districts. This interpretation was later codified in Ordinance 2002-23.

Regulation of building height is an attempt to preserve the public view of the Gulf of Mexico and preserve the skyline. Other tall structures could achieve a similar adverse affect and defeat this public policy. Section 7.18.C.2 of the Land Development Code prohibits cell towers on Perdido Key; however, cell antennae are allowed on top of non-residential structures, up to a maximum of 50 feet above the top of the structure. A query of the permitting system showed that currently cell antennae are located on the following structures: 1) Eden Condominium at 16281 Perdido Key Drive; 2) the ECUA Water Tower at 13100 Semmes Street; and, 3) Palacio Condominium at 13661 Perdido Key Drive. The location of these antennae does not appear to interfere with implementation of height regulations on Perdido Key.

**Policy A.2:** The zoning will include density distribution reflective of existing land use. As much as possible, the allowable densities will reflect the densities adopted in the 1996 Land Development Code. Allowable densities will be decreased in areas where the existing land use is considerably lower than the allowable density.

**Status:** Incomplete. Refer to Implementation Strategy.

#### **Implementation Strategy:**

1. An Escambia County Comprehensive Plan Amendment will be filed by December 2003 to correct the current acreage by district.

2. The irregularities in the distribution of dwelling units in the Land Development Code will be addressed as follows:

- a. A determination of vacant lot build-out;
- b. A determination of redevelopment build-out, and
- c. Results of the above will be presented to the Planning Board by November 2003.

3. Footnote disclaimer in LDC stating we have 7,150 dwelling unit caps and 1,000 lodging unit caps.

**Background:** In 1997, maximum densities were established in the Perdido Key zoning districts to include densities consistent with existing land uses. Allowable densities were later decreased in 1997. Table 2 illustrates these changes. In 2000, a Numbers Sub-Committee of the Perdido Key Compliance Committee performed an evaluation of the relationship between existing zoning densities as authorized by the Land Development Code and the dwelling unit cap limitation found in the Comprehensive Plan.

**TABLE 2      CHANGE IN DENSITY DISTRIBUTIONS 1989-PRESENT**

Zoning District	Ordinance 1989-6	Ordinance 1989-21	Ordinance 1997-51	Ordinance 1997-43
R-1PK	0-4 du/acre	0-4 du/acre	4 du/acre	2 du/acre
R-2PK	5-8 du/acre	5-8 du/acre	8 du/acre	4.5 du/acre
R-3PK	9-14 du/acre	9-18 du/acre	14 du/acre	12 du/acre
C-1PK	0-14 du/acre	0-18 du/acre	14 du/acre	3 du/acre
CCPK	N/A	N/A	N/A	13 du/acre
CGPK	N/A	N/A	N/A	12.5 du/acre
PRPK	N/A	N/A	N/A	Maximum area wide density 5 units per acre
S-1	0 du/acre	0 du/acre	0 du/acre	0 du/acre

Concern was expressed by the members of the Numbers Subcommittee that a potential conflict currently exists between land use densities and intensities found in the Comprehensive Plan and the applicable zoning districts identified in the Land Development Code. The Comprehensive Plan establishes development cap for Perdido Key at 8,150 dwelling units (7,150 residential and 1,000 lodging units). The table in Appendix A-8, page 74, reveals that the total allowable dwelling units resulting from the application of the present zoning could result in 8,854.88 dwelling units or approximately 1,700 additional units.

The Comprehensive Plan goes on further to state... “The County shall adopt Future Land Use categories that refine the distribution of maximum allowable densities consistent with the overall maximum of 8,150 units. This shall be completed by May 2000.” The Implementation Strategy proposed would provide reconciliation for the Planning Board’s review by December 2003.

This finding and the County's attempt to remove dwelling units caps as a planning tool for monitoring development in other areas of the County has raised concerns by many that staff seeks to recommend an increase to the existing 8,150 dwelling unit cap. Indeed in the fall of 2001, staff had been directed to proceed with the removal of dwelling unit caps from all future land use categories in the Comprehensive Plan, including Perdido Key. At that time, it was believed that implementation of the County's enhanced concurrency monitoring system would function as a substitute monitoring system for dwelling unit caps.

However, the Florida DCA advised the County that dwelling unit caps could not be removed from certain FLU categories, including MU4 (Perdido Key) without establishment of specific performance standards that would guarantee that population was being diverted from the coastal high hazard area in MU4. To date, staff has not developed such performance standards and will not do so until specifically directed to do so by the BCC. Completion of this Update to the PKNP is not an attempt by staff to develop performance standards to justify removal of the existing 7,150 dwelling unit cap.

The PKCC Numbers Subcommittee was also of assistance to staff in the development of a building permit and dwelling unit tracking system. These tracking systems are now available on the County's website and evidence the operation of a "closed-loop" development tracking system. Staff has adopted internal procedures to ensure that the "closed-loop" development tracking system is maintained current.<sup>7</sup>

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<sup>7</sup> Perdido Key Land Use Tracking System Procedures:

The following procedures will be used to track development on Perdido Key until such time that an automated system is in place:

1. The Development Services Division (DSD) will forward the following information to the Long Range Planning Division (LRPD) via e-mail or memorandum:

Weekly update of pending DRC projects on Perdido Key.

Information required includes: property reference number, project name, project type, number of units, and DRC status.

2. The Building Inspections Department (BID) will forward the following information to the LRPD via e-mail or memorandum:

Weekly update of the building permits issued on Perdido Key,

Weekly update of certificates of occupancy issued on Perdido Key, and

Weekly update of demolitions on Perdido Key.

Information required includes: property reference number, project name, project type, number of unit, and building permit status.

3. BCC approved reservations, such as settlement agreements and development agreements approved outside the DRC process, will be reported by the GM Director via e-mail or memorandum to the LRPD on the day following BCC action.

4. The LRPD will update the Perdido Key Land Use maps and spreadsheet to reflect the information provided by DSD and BID.

5. The LRPD will e-mail spreadsheet updates to Information Resources for inclusion in the Development and Monitoring and Tracking System database.

6. The LRPD will also notify the DSD planner in charge of the official zoning maps about any development approvals (development orders, settlement agreements, development agreements, etc.) involving density transfers to ensure consistency with the Perdido Key Land Use maps. The DSD planner in charge of the official zoning maps will place a note on the corresponding zoning map referencing the plat book and page of the recorded density transfer document and any other pertinent information.

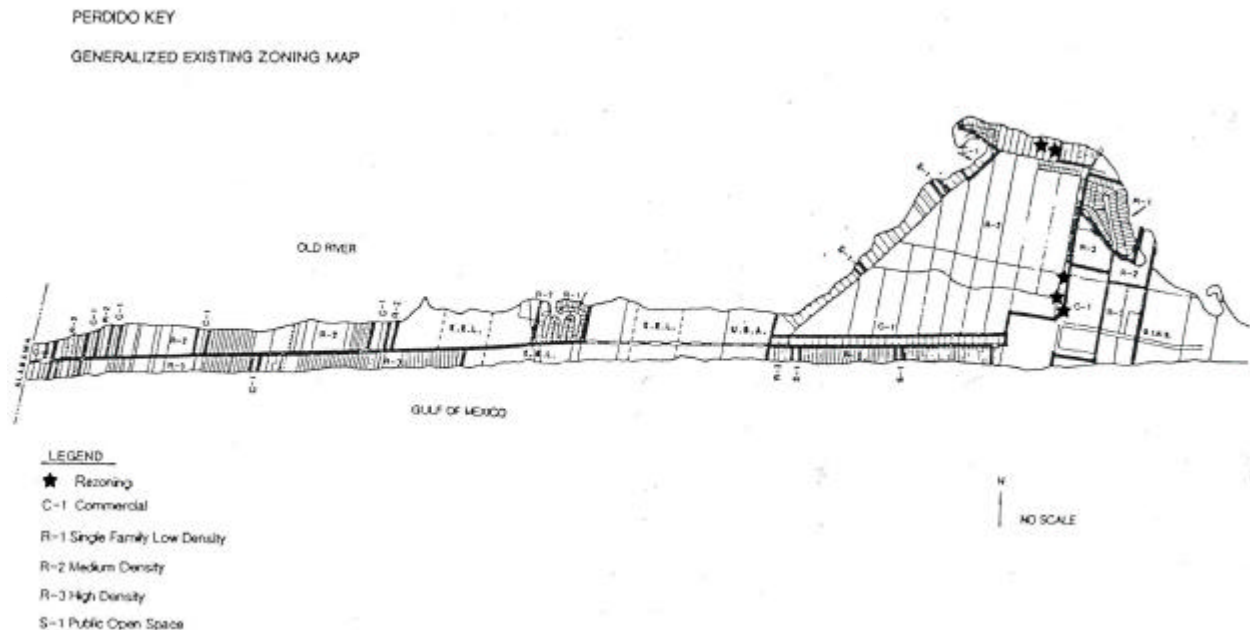
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Since 1997, there have been 5 rezonings on Perdido Key. A summary of these rezonings is contained in Table 4 and the locations of these rezonings are shown on the zoning map, which follows the tables.

**TABLE 4**

**Rezoning Approvals  
Specific to  
PERDIDO KEY**

Year	Case #	BCC approval date	Address	Existing Zoning	Zoning Requested and Granted	Section/Township/Range	Property Reference Number
1997	Z-97-27	12/97	Par Five Dr.	R-2PK (4.5 du/acre)	R-3 PK (12 du/acre)	26-3S-32	1001-000-000
1999	Z-99-10	04/99	13900 and 13922 River Rd.	CG PK (12.5 du/acre)	R-2 PK (4.5 du/acre)	14-3S-32	1001-000-128 1001-000-129 1001-000-130
2000	Z-00-20	06/00	13584 Perdido Key Dr.	R-2 PK (4.5 du/acre)	C-1 PK (3 du/acre)	35-3S-32	1105-000-003
2001	Z-01-20	06/01	13588 Perdido Key Dr.	R-2 PK (4.5 du/acre)	C-1 PK (3 du/acre)	35-3S-32	1105-000-004
2001	Z-01-21	06/01	13574 Perdido Key Dr.	R-2 PK (4.5 du/acre)	C-1 PK (3 du/acre)	35-3S-32	1105-000-001



<sup>8</sup> See Appendix A-6 for density transfers.

<sup>9</sup> See Appendix "C"

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Several projects have transferred density pursuant to this provision. A brief description of these projects is included in Appendix A-6.

Density transfers associated with these projects on Perdido Key have not been without controversy. Application of the Perdido Key density transfer regulation to several projects resulted in litigation. The most widely publicized case involved the Windemere Condominium project.

The last project to receive approval for a density transfer was Perdido Beach Club Condominium, now known as Indigo Condominium. In 2001, the BCC amended the density transfer provision in CCPK, CGPK and PRPK to prohibit density transfers south of Perdido Key Drive.

At the present time, once residential density is transferred from a parcel, no commercial value uses are allowed unless it is a mixed-use project. In these instances the remaining commercial use is restricted to a percentage allocate of the parcel size not used in the transfer of residential units. To do otherwise would create an unintended windfall to property owners, essentially increasing the value of the parcel by allowing it residential and commercial usage. Density transfers have been tracked by the recordation of a density transfer declaration in the Official Records of Escambia County restricting the future redevelopment of a parcel whose residential density has been transferred across Perdido Key Drive.

Mixed-use developments are allowed in the R3PK, C1PK, CCPK, CGPK, and PRPK zoning districts. Since 1997, several mixed-use projects have been approved for development. A listing of these projects is found in Appendix A-7:

**Policy A.4:** The zoning will include stricter site design standards that provide for quality development. These standards may include revisions to landscape requirements, building footprints, xeriscape plants, sprinklers, and access management.

**Status:** Complete

**Implementation Strategy:** None at this time.

**Background:** When the Perdido Key zoning districts were created in 1997,<sup>10</sup> performance standards to implement stricter site design were included.

Because Perdido Key performance standards were included in Article 6 of the Land Development Code, property owners and developers cannot obtain a variance to avoid these regulations, with the exception of minor administrative variances to setbacks. Therefore, by placing performance standards in Article 6 rather than Article 7, the existing regulations are stricter than regulations of the past.

The inability to obtain a variance to performance standards in these zoning districts is indication itself of stricter zoning standards.

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<sup>10</sup> Ordinance Number 98-43.

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## **2. HURRICANE EVACUATION**

**Objective “B”:** By late 1997 provide a mechanism for the safe evacuation of all Perdido Key residents in the event of a hurricane.

**Status:** Complete.

**Implementation Strategy:** In July 1999, the Northwest Florida Hurricane Evacuation Study was produced along with a computer model that translates growth into evacuation times for Escambia County. This model continues to be used to recalculate evacuation times based on the growth of Perdido Key and Escambia County.

**Background:** In July 1999, the Northwest Florida Hurricane Evacuation Study (HES) was produced for Escambia County and the Northwest Florida counties. The document was created calculating the hurricane hazards, population trends, transportation trends, evacuation expectations, and a host of other considerations that would be impacting the decision making process from influences both within and outside the County. The study also provided statistical data and models that are contributing factors for the life safety and property protection decision-making processes in Emergency Management for both on Perdido Key and the rest of the County. The Study also includes and considers future growth for the County.

**Policy B.1:** Escambia County will continue to enforce its traffic concurrency requirements and ensure new development will be permitted only if the traffic generated by that development can safely be accommodated on the roadway system during hurricane evacuation.

**Status:** On-going

**Implementation Strategy:** Because concurrency is not related to evacuation times, this policy will be revised as follows:

“Escambia County will ensure new residential development will be permitted only if the impact from that development will not cause the County adopted evacuation times to be exceeded.”

In addition, the technical traffic model data for the HES should be updated to include 2000 census data.

**Background:** Escambia County Comprehensive Plan established a maximum allowed clearance time of 24 hours for a Category 2-3 evacuation of the county. The HES developed a complex model that considers road capacities, seasonal populations, dwelling units, and a host of other statistics which converts all of the input information into a value that identifies the time it will take to evacuate the County at the various hurricane categories, Category 1 through 5.



One of the terms and conditions of the 1997 Settlement Agreement required execution of a Memorandum of Understanding between the Department of Growth Management and the Department of Public Safety whereby Development Review Committee (DRC) projects are incorporated in the evacuation time model during the DRC review process.

Objective 11.A.7 of the Escambia County Comprehensive Plan establishes roadway clearance times for the County for a Category 2-3 storm of 24 hours. The 1997 HES clearance times are in the following table:

### 1997 Evacuation Times

	In County	Out of Region (Northbound)	Out of Region (Eastbound)
Category 2-3 Hurricane; Medium Response; High Seasonal Occupancy	11 ¼ Hours	20 Hours	12 Hours

The Table below identifies the adjusted out of region clearance times as of June 2002:

### June 2002 Evacuation Times

Storm Category	High Season Occupancy Evacuation Time (Hours)
Category 1	18.61
Category 2-3	21.89
Category 4-5	25.73

**Policy B.2:** The Perdido Key Advisory Committee will work with the Escambia County Emergency Management Division to identify appropriate shelter locations for Perdido Key evacuees. The Committee will then work to encourage use of shelters in the event of a hurricane to limit additional burden on the roadway system.

**Status:** On-going.

**Implementation Strategy:** Since the Perdido Key Advisory Committee is no longer in place, this policy will be revised to read:

“The Escambia County Emergency Management Division will identify appropriate shelter locations for Perdido Key evacuees.” The Department of Public Safety is also continuing to work with the Escambia County School District and the Northwest Florida Chapter of the American Red Cross to reduce the county-wide shelter deficit by identifying additional shelter capacity, based on the ARC 4496 structural criteria, through mitigation projects and incorporating enhanced hurricane protection areas into new construction projects. It has been determined that Jim Bailey Middle School, on Bauer Road, is a designated shelter for Perdido Key and surrounding areas.

**Background:** The State of Florida adopted the American Red Cross 4496 (ARC 4496) shelter guidelines for hurricane shelters in 1999. ARC 4496 provides strict criteria for assessing

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buildings to be used as hurricane shelters. Based on the ARC 4496 criteria, there are currently nine hurricane evacuation shelters in the county with a combined capacity of 15,805 shelter spaces. The current Hurricane Evacuation Study identifies the needed shelter capacity of 16,677 spaces.

The 1997 HES Shelter Analysis identifies the estimated number of evacuating people and the estimated number of evacuees going to in-county shelters. For planning purposes, the worst-case scenario of a Category 4-5 storm high occupancy is used. The Following table compares the 1997 HES data with the updated evacuation time model data as of June 2002:

1997 Northwest Florida Hurricane Evacuation Study		Adjusted as of June 2002	
Total Evacuating People	140,549	Total Evacuating People	157,224
Local Public Shelter Demand	16,011	Local Public Shelter Demand	16,677

### 3. **TRANSPORTATION**

**3.1 - Objective “C”:** By 1999, achieve State updating of the 1988 Preliminary Design and Environmental Study (PD and E) of Perdido Key Drive (and bridge) to include four lanes in the context of a pedestrian and bicycle friendly community. Through proper roadway design that is compatible and harmonious with existing vehicular activity, the roadway design should calm existing traffic so that pedestrians and bicycles may coexist with automobiles. Further, traffic calming has the added benefit of increasing exposure to commercial establishments and has been found to actually increase roadway level of service (LOS).

**Status:** This is will be an active process, which is described in the “Implementation Strategy” below.

**Implementation Strategy:** Implementation of Objective “C” will require Escambia County’s locally elected officials and Technical Coordinating Committee (TCC) representatives to recommend improvements for Perdido Key Drive (SR 292) as a priority in the Pensacola Urbanized Area Transportation Study (PUATS) and will recommend the project to be included in the PUATS Cost Feasible Plan in order to advance the funding for the PD&E Study. Additionally, locally elected officials and County TCC members will need to recommend the needed improvements of Perdido Key Drive be included in the Pensacola Metropolitan Planning Organization’s project priorities in 2003. Additionally, a meeting will be scheduled for March 2003, to meet with Perdido Key Associations’ independent traffic consultant to discuss the results of the Traffic Analysis submitted in November 2002.

**Background:** The Pensacola Metropolitan Planning Organization (MPO) consists of five locally elected officials from Escambia County, five from Santa Rosa County, five from the City of Pensacola, one from the City of Gulf Breeze, and one from the City of Milton. The MPO’s purpose is to provide effective leadership in the initiation and development of transportation plans, programs, projects, and strategies. The MPO sets transportation policy for

the Urbanized Areas and provides guidance for the area's transportation planning process. The MPO ensures that the recommendations made are in keeping with the goals and standards of the federal government, the state, the counties and the jurisdictions within the counties. The MPO is responsible for updating, adopting, and maintaining a Long Range Transportation Plan (the Pensacola Urbanized Area Transportation Study) including a Cost Feasible Plan as well as preparing and annually adopting transportation project priorities for funding consideration by the Florida Department of Transportation (FDOT).

The Technical Coordinating Committee (TCC) is an advisory committee to the MPO and consists of technically qualified persons representing the various governmental entities, agencies, and public and private organizations. The purpose of the TCC is to ensure the technical sufficiency, accuracy and completeness of MPO studies, plans and programs and to ensure coordination/consistency with local, state, and regional plans. The TCC assists the MPO in carrying out the MPO's planning function through recommendations to the MPO on the various transportation issues in the Pensacola Urbanized Area.

The MPO has another advisory board, the Citizens Advisory Committee (CAC). The CAC provides public reaction to planning proposals and provides comment with respect to the concerns of various segments of the population in regard to their transportation needs. The MPO, TCC, and CAC meetings are public and interested citizens can take an active part to voice support for the advancement of transportation improvements on Perdido Key.

The Pensacola Urbanized Area Transportation Study (PUATS) is a long-range transportation plan that identifies the transportation (roadway, bicycle, pedestrian, and transit) needs over the next 20 years to serve the urbanized area's growing population and employment. The PUATS Cost Feasible Plan represents a plan for making transportation improvements to accommodate travel demand for the next 20 years under the limitations of available funding.

If any improvements recommended for Perdido Key Drive is to be paid for with state and/or federal funds, a project or projects of equal cost will need to be taken out of the Cost Feasible Plan and off the Major Project Priorities list so that the new improvements can be added. Once a project is included in the PUATS Cost Feasible Plan and is listed as a high priority on the MPO's project priority list, FDOT will schedule the project as funds become available. Generally, a project will go through five phases. The five phases, beginning with identifying a transportation improvement need to construction, are as follows: (1) Planning, (2) PD&E Study, (3) Design, (4) Right-Of-Way acquisition, if required, and (5) Construction and Inspection.

The 1988 PD&E study includes Perdido Key Drive from the Alabama State Line east to Navy Boulevard. In order to update the PD&E Study, FDOT most likely will require the same limits. The subject of traffic concurrency is not without conflict. As a result of the Compliance Committee's findings of June 12, 2002, the Perdido Key Association solicited the services of an independent traffic consultant to do an analysis of Perdido Key Drive capacity and present demand on the roadway. As of the date of this plan, there remains disagreement as to the capacity of Perdido Key Drive. However the parties have agreed to meet in March 2003 in an effort to resolve the outstanding issues.

**Policy C.1:** As much as possible, limit the location of roadway improvements to within the existing right-of-way.

**Status: Pending**

**Implementation Strategy:** This policy will be addressed during the PD&E Update for Perdido Key Drive as well as during the Design phase.

**Background:** PD&E studies and design of roadway improvements typically try to limit the location of roadway improvements to within the existing right-of-way.

The project development process involves the collection of information and data, the development of engineering alternatives, the evaluation and comparison of the alternatives and the documentation of engineering decisions and recommendations. The intent of the PD&E study process is to develop each project to the level of detail necessary to accurately assess the social, economic and environmental impacts through the application of preliminary engineering and environmental science. The requirements of the project development process include data collection, engineering and environmental analysis, coordination, decision-making, and documentation. The amount of existing right-of-way and the amount of right-of-way needed to for any improvements made to Perdido Key Drive will be determined during the PD&E and design phase.

**Policy C.2:** Roadways should have medians, wider travel lanes, and bicycle/pedestrian paths with landscaped buffer.

**Status:** This will be an active process, which is described in the “Implementation Strategy” under Objective “C”.

**Implementation Strategy:** This policy should be revised to remove the words “wider travel lanes” to allow for this decision to be made during the PD&E Update or Design phase for Perdido Key Drive. More narrow travel lanes would serve as a traffic-calming feature.

The Escambia County Engineering Department will request FDOT to include landscaped medians and bicycle/pedestrian paths with a landscaped buffer as part of the scope of work for the PD&E Update as well as for the Design phase. Medians may be used to implement the “Gateway Concept” described in Section 7 of the Neighborhood Plan.

**Background:** Current PD&E studies and design of roadway improvements typically consider landscaped medians and bicycle/pedestrian improvements.

**Policy C.3:** Create “bus stop” lanes along Perdido Key Drive linking transit use (shuttle/trolley, bike path, sidewalk) to commercial activities (retail/dining), family resort destination for Perdido Key activities hotels/motels, short-term condos), residential activities (single-family/multi-family long-term), and recreational activities (beach, marina, nature preserve). The “bus stop” lanes should have, at the very least, a small covered shelter and an informational kiosk, in addition to a transit stop. All “bus stop” lanes should link north/south crosswalks to boardwalk-style

pathways to the beach. These pathways will run along 10-foot access easements bisected by existing property lines.

**Status:** Pending

**Implementation Strategy:** The Escambia County Engineering Department will request FDOT to include this policy as part of the scope of work for the PD&E Update as well as for the Design phase for Perdido Key Drive. The Escambia County Engineering Department will help to coordinate the involvement of Escambia County Area Transit (ECAT) and other transit/trolley providers in providing input during the PD&E Update and Design processes.

**Background:** Current PD&E studies and design of roadway improvements typically do not consider “bus stop” lanes, but “bus stop” lanes can be included as part of the PD&E and Design scope of work for consideration. All “bus stop” lanes shall be no less than 50 feet long to permit a forty foot bus to completely clear the roadway when pulling into a bus stop area. The “bus stop” lanes need to be ADA compliant for passengers to utilize the stop areas lanes to board and alight buses. Adequate paved or cement area must be provided to allow for the use of wheelchair lifts to board and alight passengers that utilize wheelchairs.

**3.2 - Objective “D”:** By the year 2002, provide a safe, lighted pedestrian and bicycle corridor along Perdido Key Drive to encourage non-motorized transportation and to provide increased recreational opportunities to Perdido Key residents.

**Status:** Pending

**Implementation Strategy:** In 2000, the Escambia County Engineering Department sponsored a project through the Pensacola MPO Transportation Enhancement Program to construct an 8-foot asphalt path within the existing right-of-way along the existing two-lane Perdido Key Drive from the Alabama State Line to the south end of the Intercoastal Waterway Bridge (approximately 6.4 miles). The Pensacola MPO Transportation Enhancement Program identifies this project as priority number five; therefore, this project is not funded at this time but is on the list for consideration. Any documented support from the public and other organizations would help advance this project up on the priority list.

This Objective will also be addressed during the PD&E Update as well as during the Design phase for recommended improvements for Perdido Key Drive.

**Background:** Transportation enhancement projects are selected from the MPO’s adopted priorities and are funded by FDOT with funds allocated specifically for transportation enhancement projects. The origin of transportation enhancement projects is the project applications submitted to the MPO by local governments. The source of funds is a 10 percent set-a-side from the total federal transportation authorization. Documented support from the public and other organizations would help advance this project up on the priority list because additional points are awarded for ranking priority.

**Policy D.1:** Lighting along the pedestrian and bicycle corridor will be required to be designed so as to:

- a. Minimally impact turtle nesting activity, and
- b. Enhance the overall character of the neighborhoods.

**Status:** Pending

**Implementation Strategy:** This policy will be addressed during the MPO's Transportation Enhancement process for developing this project along the existing two-lane Perdido Key Drive. This policy will also be addressed during the PD&E Update and Design phases for recommended improvements for Perdido Key Drive.

**Background:** Same as policy background above. As the project moves up in ranking, the Escambia County Engineering Department will work with state and regional agencies to ensure that this lighting policy is considered.

#### **4. SIGNAGE**

**Objective "E":** By December 1997, in consultation with the Advisory Committee, present to the Planning Board and the Board of County Commissioners an evaluation of the adopted County sign provisions as they relate to Perdido Key. The presentation will include a formal request to amend the County Land Development Code to include the recommended changes.

**Status:** Complete.

**Implementation Strategy:** None at this time.

**Background:** A revised sign ordinance, #98-09, applicable to all of Escambia County was adopted. This signage objective requests an analysis of the sign ordinance's applicability to Perdido Key. Staff recommends that such an analysis is not necessary since the ordinance appears to have been easily implemented without litigation or administrative appeal. However, further study is necessary to complete Policy "E.1" concerning the makeup of the physical signage appropriate to the beach environment, addressing appropriate architectural and construction standards.

There have been only two variances to signage regulation on Perdido Key. Both variances were approved: 1) a 4 foot variance to the to 6 foot maximum height in R2PK at 17288 Perdido Key Drive, and 2) a 54 square foot variance to allowed 300 square foot of a free standing sign in the C-1PK and PRPK zoning district at 14110 Perdido Key Drive.

Furthermore, in 2002, the BCC approved a billboard ordinance, which continues to prohibit new billboards on highways designated as scenic highways in the Comprehensive Plan. Perdido Key Drive is designated a scenic highway in the Comprehensive Plan.

**Policy E.1:** At minimum, the evaluation will ensure the County sign provisions include the following requirements:

- a. Signs on Perdido Key should be made of appropriate materials for the beach environment.
- b. The Perdido Key Neighborhood Plan Advisory Committee will assist the County in developing design standards for signage, including off-premise signs.
- c. Signs on Perdido Key should be of a size that would allow for clear business identification but not so large as to negatively impact the visual quality of the neighborhood.

**Status:** Pending approval of the Perdido Key Neighborhood Plan.

**Implementation Strategy:** : Fund a consultant to identify appropriate materials and architectural design consistent with a family resort destination for Perdido Key. Staff will proceed with the following actions upon approval of this plan:

May 2003 – Submit Scope to A&Es for Concept Design

June 2003 – Completion of Concept Designs

July 2003 – Establish dates for Two Public Meetings

July 2004 – Public Approval and Implementation

**Background:** Resort communities in the NW area of Florida have adopted architectural and construction design regulations for signage. These communities are “comparable” to Perdido Key and attract the same type of resident and visitor. Examples include the communities of Beaches of South Walton, Seaside and Ono Island. Neon, sandblasted redwood or backlit signs should be avoided to remain consistent with the goal of creating a family resort destination.

## 5. COMMUNITY CENTER

**Objective F:** By 2005, construct or lease a community center to meet the needs of Perdido Key residents.

**Status:** Incomplete

**Implementation Strategy:**

- a. September 2003 – Meet with Perdido Key Chamber of Commerce to plan and/or develop a funding strategy and possible location
- b. June 2004 – Have a complete implementation plan for facility construction

**Background:** The need for a community center or public meeting space on Perdido Key remains. Part of the County's challenge to implement Objective "F" is that land for a community center will divert land from private use thereby impacting the ad valorem tax base. Also, the expenditure of public funds on Perdido Key may be restrictive due to the source of funding and the Comprehensive Plan since it is a coastal high hazard area. Staff from the Escambia County School District has indicated the possibility of utilizing existing school facilities in the adjacent areas after hours as community gathering places for Perdido key residents.

**Policy F.1:** The community center should be constructed using a combination of public and private funds.

**Status:** Incomplete

**Implementation Strategy:** To be determined.

**Background:** The planning, design, and construction of community center facilities within Escambia County is a collaborative partnership of the Facilities Management Department, Neighborhood Enterprise Foundation, Inc., Community Services Department, and the Parks and Recreation Department. The most important piece of this partnership is the funding provided through the acquisition of Community Development Block Grant funds (CDBG) through the Neighborhood Enterprise Foundation, Inc. Historically, all community centers constructed within the County have met the established criteria to utilize public funding to support the acquisition and all related construction costs in the development of each center. When utilizing public funds, public accessibility at all times must be established. Facilities are located within communities and for the most part a majority of the services/programs offered are coordinated by the non-profit community groups /associations giving assurance that public accessibility will always prevail.

Due to the restrictive policies of CDBG funding, the Perdido Key area most likely will not satisfy the 51% eligibility rule. The application of the 51% low-income eligibility rule states that "the property will be used for an activity and the benefits of which are available to all residents in a particular area that is primarily residential, and where at least 51% of the residents are low income persons."

Should this community choose to continue to pursue the project with the utilization of private funds, efforts need to be directed to other alternatives. Some suggested considerations might be:

- a. New construction plans submitted by Developers may require an impact fee which will be applied toward the construction of a community center.
- b. Consideration of a fee assessment to existing dwellers to support a facility.
- c. Each condominium unit currently developed should be required to have a common meeting area for tenants to conduct association meetings. These areas could then be offered for public use for the "good of the community."



As an alternative for the construction of a community center in the future, the residents of Perdido Key should establish specific covenants (if not already) making it mandatory for any new developer to specify, prior to plan approval, how a new structure or renovating a sizeable structure how it will enhance the community and the provisions to make it community friendly.

## **6. PUBLIC WATERFRONT ACCESS AREAS**

**Objective “G:** By 2002, improve the five County-owned public areas to include recreational amenities.

**Status:** On-going

**Implementation Strategy:** Staff to continue a feasibility analysis of developing dune walkovers, parking, public showers, restrooms, and other water related infrastructure in the county owned areas.

**Background:** The need for public comfort and recreation amenities on the five County owned properties is recognized and is currently being considered. Three of the properties face the Gulf of Mexico and allow for public access to beach areas. Two properties face the Intracoastal Waterway along River Road and are being considered for possible public water related facilities. Marine Resources Division and Engineering Department are performing feasibility and permitting analyses for a public boat ramp at an additional site on the Intracoastal Waterway.

The needs for the two types of property are different due to the nature of their locations. The three Gulf side properties are conducive to pedestrian traffic, vehicular traffic and evening hours but not for boat launching facilities. The two Intracoastal Waterway properties may or may not be suitable for a boat ramp but they are certainly not suitable for some of the beach type of activities or for use after dark.

Several local businesses have expressed interest in helping to fund some of the improvements to the public access areas. The County will aggressively pursue these possible public-private funding opportunities.

Amenities under consideration include:

- a. Dune walkovers – Dune walkovers for two of the three public access areas have been engineered and designed as well as approved by the Department of Environmental Protection. The County is currently seeking funds for construction.
- b. Improved parking surface – Current parking areas have to be maintained frequently due to sand infiltration. These areas will need to undergo an environmentally friendly yet durable resurfacing such as using stabilizing plastic materials under a natural surface or brick paving.

c. Showers – These would be easy and cost effective to install and would provide great benefit to beach users.

d. Public Restrooms – Public restrooms would be problematic to install on a permanent basis but should by no means be ruled out. Costs vary from \$60,000 to \$115,000 per access area to install depending on unit sizes. Permanent installation would risk loss due to storm and hurricane events and should be carefully weighed against the use of temporary facilities, which are inexpensive and require only contracted maintenance.

Plans have long been made for improvements to the three beach access areas along Perdido Key Drive. Though financing for these projects have not been available, the County is exploring new private-public relationships to help with implementation. Improvements may include restrooms, dune walkovers, showers, signage and better parking.

Improvements to the Intracoastal Waterway properties are dependant upon the need for boating access and space requirements.

**Cost Estimates for Improvements To Escambia County Beach Access Areas\***

Prefabricated restrooms designed to withstand 120 mph wind load	\$315,000.00
Custom design dune walkover	\$225,000.00
ECUA impact fee for three commercial sewer hookups	\$75,000.00
Electrical costs	\$12,000.00
Plumbing costs	\$9,000.00
Permitting fees	\$750.00
Design & Engineering	\$30,000.00
Picnic tables, trash can receptacles, etc	\$2,250.00
Parking improvements	\$33,000.00
Lighting (Turtle shielding required)	\$6,000.00
Signage	\$4,500.00
Contingency	<u>\$37,500.00</u>
Total Estimated	\$750,000.00*

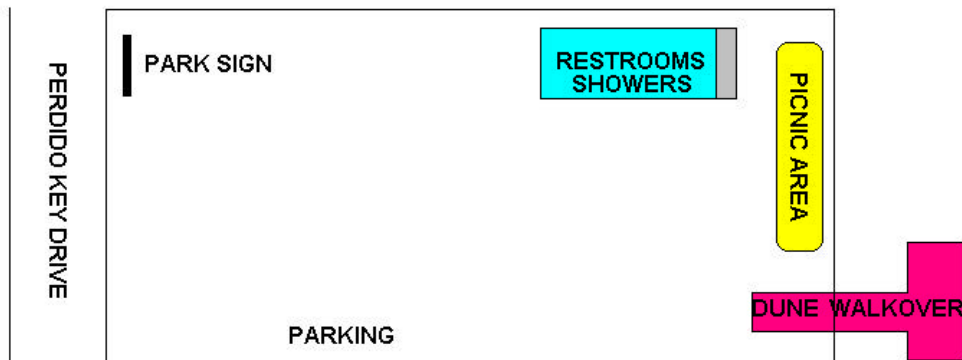
\*Costs are for all three access areas combined (i.e. \$250,000.00 per park.)

**ESTIMATED TIME LINE**

Access areas on Perdido Key Drive to be complete by December 2004.

Access area on Sandy Key Drive to be complete by June 2005.

#### TYPICAL BEACH ACCESS LAYOUT



The Escambia County Parks and Recreation Department will schedule a series of public planning workshops for setting goals and objectives for the Gulf access parks. These workshops will be held in the spring and summer of 2003. The purpose of these meetings will be to gather public input on how the areas are developed and to set priorities for budget planning. Meetings will be held on or near Perdido Key. Tentative dates are as follows:

April 22, 2003	First neighborhood planning session
May 20, 2003	Second neighborhood planning session
June 24, 2003	Final planning session

Time and locations to be determined later.

**Policy G.1:** Improvements to and maintenance of County-owned properties shall be the responsibility of the County.

**Status:** Complete

**Implementation Strategy:** The County is currently providing maintenance to the County-owned properties through private contracts and public work crews. Services include trash pickup, portable restroom contracts and parking area maintenance. The County is responsible for property improvements.

**Background:** Escambia County has in the past provided minimal services for the Perdido Key Beach access areas and other nearby County properties.

**Policy G.2:** Improvements such as picnic tables or benches, boat ramps for Intracoastal Waterway access, and improved parking shall be planned in consultation with residents of the Key.

**Status:** Incomplete

**Implementation Strategy:** Use of the two Intracoastal Waterway properties on River Road should be carefully evaluated for use as a boat launching facility. Due to their location within a neighborhood environment, shallow water depths, and the physical characteristics of being extremely narrow (60'), use of these areas as boat launch facilities could be limited.

The Escambia County Marine Resources Division will facilitate consideration of the properties as boat ramp facilities with the Marine Advisory Committee and Perdido Key residents.

Amenities other than boat ramps will be the responsibility of the Escambia County Parks and Recreation Department who will consult with Perdido Key residents to determine needs in addition to those mentioned above.

**Background:** Escambia County provides boat ramp and picnic facilities throughout the County.

## **7. GATEWAY CONCEPT (CGPK)**

**Objective “H”:** The County will seek to hire a consultant (architect) to prepare concept designs for Gateway signs to be placed. The intent will be to have this concept approved by the residents of Perdido Key. Two meetings will be scheduled with residents to submit concept designs for selection and approval. A consultant is also recommended to identify enhancements to the existing gateway zoning districts.

**Status:** Completed

**Implementation Strategy:** Not applicable.

**Background:** In 1997, the Perdido Key zoning districts were created. In particular, a specific district, CGPK – Perdido Key Commercial Gateway District, was created to implement this objective. The intent and purpose of the district is to “provide gateways (entryways) into Perdido Key, providing an identity for Perdido Key as a visually attractive, family style, resort community. The district is characterized by resort-related commercial uses, including hotels and motels, as well as high density residential development.” Permitted uses in CGPK are identical to those allowed in CCPK.<sup>11</sup> A copy of Section 6.05.13.01 is included in Appendix C-6. specific performance standards associated with CCPK can be found within that section.

**Policy H.1:** A unique logo will be designed and used to identify the Key as a distinct community.

**Status:** Soliciting local A&E firms to prepare concept design.

**Implementation Strategy:** A consultant shall be retained, to develop a logo for the Perdido Key community. The logo should be representative of a family destination resort community and be proudly displayed by residents, merchants and visitors. Logo concept designs

will be prepared by a consultant and submitted for review and approval by residents of Perdido Key. County staff will submit the approved logo and sign concept to the Florida Department of Transportation for placement approval.

**Background:** In 1997, the Perdido Key Advisory Committee had recommended the creation of a Perdido Key logo through a public design contest. Unfortunately, the contest as discussed never occurred. Adoption of a unique logo for Perdido Key will assist in developing a sense of community as well as promotion of Perdido Key as a family resort destination. An example of a recognized logo for a family destination resort is the “Beaches of Walton County,” represented by the three red umbrellas and waves.

**Policy H.2:** The gateway concept will be used to clearly identify the east/west and north/south entrances onto Perdido Key.

**Status:** Pending approval of the Perdido Key Neighborhood Plan

**Implementation Strategy:** A consultant shall be retained, to recommend changes to the Gateway Zoning District to enhance the entrances to Perdido Key. The east/west entrance to Perdido Key is currently noted by travel over the Theo Barrs Bridge, signage and single-family residences. Enhancements such as street lighting and fountains could assist in further identification of entry onto Perdido Key in harmony with existing single-family residences. In contrast, the west entrance to Perdido Key is characterized by a large parking facility, high rise condominiums and some commercial uses such as the Florabama Lounge and Waffle House. Again, enhancements emphasizing an entry onto Perdido Key and a sense of place are recommended. Development of a similar sense of arrival through either entranceway should be desired. County staff will submit the approved logo and sign concept to the Florida Department of Transportation for placement approval. Staff will proceed with the following actions upon approval of this plan:

May 2003 – Submit Scope to A&Es for Concept Design

June 2003 – Completion of Concept Designs

July 2003 – Establish dates for Two Public Meetings

July 2004 – Public Approval and Implementation

**Background:** In 1997, the Perdido Key Advisory Committee had recommended the creation of a Perdido Key logo through a public design contest. Unfortunately, the contest as discussed never occurred. Adoption of a unique logo for Perdido Key will assist in developing a sense of community as well as promotion of Perdido Key as a family resort destination. An example of a recognized logo for a family destination resort is the “Beaches of Walton County,” represented by the three red umbrellas and waves.

## **Additional Objectives and Policies Recommended by the Board of County Commissioners on June 20, 2002 and by Staff**

Using the same format as presented in Part I, Part II of the PKNP Update will identify additional areas, as identified by the Board of County Commissioners at their meeting on June 20, 2002 and staff through this update process, for which objectives and policies should be developed in view of events and actions that have occurred since the PKNP was completed in 1997. The BCC specifically acknowledged a need for objectives and policies in the areas of population growth, economic development, natural resource protection and public safety. These have been included in this part of the Update with the exception of population growth, which is incorporated in the section on economic development. During preparation of this Update, staff identified several other areas that merit discussion and consideration in the Update. These areas are potable water, sanitary sewer, code enforcement, drainage, redevelopment, schools, law enforcement, hazard mitigation and other transportation related issues.

### **8. NATURAL RESOURCE PROTECTION**

**Objective “P”:** To protect, enhance and preserve the natural resources, including the Perdido Key Beach mouse and sea turtle habitat on Perdido Key, and to improve the quality of life for residents of Perdido Key.

**Status:** The Neighborhood and Environmental Services Department requests funding in the amount of \$25,000.00 to implement the Department’s specific goals outlined in the Perdido Key Neighborhood Plan.



1. Promotion of ecotourism – quarterly environmental seminars, promotional literature, speaker travel expenses (\$5,000.00)
2. Educational signage – threatened and endangered species, critical habitat, and natural resource protection (\$5,000.00). This will be funded by grants.
3. Development of the *Perdido Key Natural Resource Management Plan* – graduate student, printing (\$15,000.00). December 2004 is the target date.

#### **Implementation Strategy:**

a. NESD staff will cooperate with natural resource staff from the U.S. Fish & Wildlife Service and the Florida Department of Environmental Protection Division of Recreation & Parks to help elevate the environmental awareness of the citizens and visitors to Perdido Key by establishing new educational signage along the proposed walkways/bike paths, dune walkovers, and other public areas. This will begin in Summer 2003.

b. Literature describing the natural resources of Perdido Key will be developed and made available at locations such as the Chamber of Commerce and real estate rental offices.

c. To enhance Perdido Key's reputation and recognition for ecotourism, regularly scheduled environmental seminars will be planned and held at the newly proposed community center.

**Background:** Perdido Key is known as an area with large areas of public property and natural resources at Perdido Key State Park and Johnson Beach/Gulf Islands National Seashore. Perdido Key is also known as a rapidly developing family resort destination for Perdido Key family resort destination with the construction of many new vacation homes and condominiums. The protection and preservation of the Key's natural resources, and the quality of life for the Key's residents, are being challenged by new development. Enhancing the environmental awareness of the citizens and visitors will aid in protecting the natural resources and improving the quality of life on Perdido Key.

## **9. FIRE RESCUE AND EMERGENCY MEDICAL SERVICES**

**Objective "J":** To include Public Safety considerations in community planning process.

**Policy J.1:** To ensure adequate and prompt response to fires, medical emergencies or other emergency situations which occur on Perdido Key.

**Status:** On-going

**Implementation Strategy:** The Escambia County Department of Public Safety will work with the Department of Growth Management, the Planning Board and other appropriate agencies to develop adequate levels of service benchmarks for fire and emergency medical services. These agencies and organizations will work together to incorporate these best practices for the levels of service into the appropriate documents such as the Comprehensive Plan, the Land Development Code and the local Building Code as well as creating support to ensure adequate funding is available.

**Background:** Fire protection for the Perdido Key area is currently provided by a combination fire service. The Innerarity Point Volunteer Fire Department provides primary emergency response. The Department's volunteer firefighters are heavily relied upon to respond to the myriad of emergencies that occur on Perdido Key. Volunteer fire fighting resources are augmented by a small contingent of career firefighters throughout the county who are on-duty Monday-Friday from 7 AM to 4 PM. A Municipal Services Benefit Unit (MSBU) funds all fire protection services in the unincorporated portion of Escambia County, including the Town of Century. The following is the current MSBU rate structure:

Residential Structures (including condos and apartments): \$50.00  
Commercial property \$.0248 per square foot  
Vacant Property \$10.83 per parcel plus \$.03 per acre

Additional resources will be needed for fire service enhancements as our community and Perdido Key continues to grow. These enhancements include full-time regional coverage by career firefighters 24 hours a day, 7 days a week; a Fire Services 5-year implementation plan for water supply enhancements coordinated with ECUA and increased fire prevention and education activities.

Escambia County Emergency Medical Services (ECEMS) has a mission to “provide pre-hospital care and transportation of sick and injured persons, preventing unnecessary disability and loss of life.” ECEMS generates all operating revenues from fees and related miscellaneous sources, and functions as a true enterprise activity. Ad valorem taxes do not support ECEMS. The Division positions ambulances throughout the County based on historical and current call load information, ensuring maximum coverage efficiency is attained throughout the County. Currently, ambulance response to Perdido Key is covered from locations in Pleasant Grove, Warrington, Bellview and West Pensacola.

## **10. POTABLE WATER SERVICE**

**Objective “K”:** Provide Perdido Key with an adequate supply of potable water that meets the required level of service and meets or exceeds all health standards and regulatory requirements.

**Status:** On-going

**Implementation Strategy:** This objective is met through both Operation and Maintenance activities and the ECUA Capital Improvement Program. ECUA has adopted a five-year Capital Improvement Program, which outlines additions and improvements to its utility system that will be required to meet future growth in its customer base. ECUA reviews and updates this five-year plan annually, authorizing appropriations for those projects scheduled for start-up within the ensuing fiscal year.

**Background:** The Escambia County Utilities Authority (ECUA) provides potable water service to Perdido Key and much of southern Escambia County. As of FY 2002, the ECUA facilities on Perdido Key for potable water distribution include the following:

- a. A twelve-inch diameter water transmission main,
- b. A network of large and small diameter water distribution mains, and
- c. A 500,000 gallon elevated storage tank.

The ECUA potable water facilities on Perdido Key are connected to the following water supply and distribution system components on the mainland of southwest Escambia County:

- a. A 3,000,000-gallon ground storage tank and pumping station near the intersection of Bauer and Sorrento Roads,
- b. A 1,000,000 gallon ground storage tank and a 125,000 elevated storage tank at the Innerarity Road intersection,



- c. Various diameter distribution and transmission mains, and
- d. Several ECUA groundwater source wells.

**Policy K.1:** Work with ECUA's engineering consultant(s) to fine-tune the computer-based water distribution hydraulic model of southern Escambia County.

**Status:** Completed in FY 1997, updated again in FY 2001.

**Implementation Strategy:** Not applicable.

**Background:** The hydraulic model is a powerful computer-based tool for analyzing the distribution system and planning future improvements.

**Policy K.2:** Provide increased system pressure to Perdido Key and southwest Escambia County.

**Implementation Strategy:** Installation of booster pumping stations at the intersection of Blue Angel Parkway and Lillian Highway and on Bauer Road.

**Status:** Completed in 1999.

Construction of a 3,000,000 gallon ground storage tank and Southwest Pumping Station at the intersection of Bauer and Sorrento Roads.

**Status:** Completed in 2000.

Dedication of the water produced by the Bronson Well to filling the 3,000,000-gallon ground storage tank near Southwest Pumping Station.

**Status:** The transmission main from the Bronson Well was completed in 2001. Dedication of the water produced by Bronson Well is scheduled for completion during FY 2004.

**Background:** Booster pumping stations and increased water storage capacity help to maintain constant pressure in the distribution system in southwest Escambia County and improve pressure during peak demand periods.

**Policy K.3:** Increase the potable water supply to southwest Escambia County.

**Implementation Strategy:**

a. Looping of the twelve-inch water main along Blue Angel Parkway and Old Gulf Beach Highway.

**Status:** Completed in 1997.

b. Increasing the pumping capacity of the Avondale and Villa Wells, construction of a new Avondale Well, and dedication of the increased flow from these wells to southwest Escambia County.

**Status:** ECUA is awaiting action from the Northwest Florida Water Management District for the permits to upgrade the Avondale and Villa Wells. Scheduled for completion during FY 2003.

c. Redirection of Tennant Well discharge to the South Pressure Zone during FY 2003.

d. Construction of three new wells in southwest Escambia County during FY 2004, FY 2008, and FY 2014.

e. Construction of a 12" water line from the West Pensacola Well to New Warrington Road during FY 2002.

f. Construction of an 18" water line from the existing Avondale Well to Lillian Highway during FY 2002.

g. Construction of 24" water line segments along Blue Angel Parkway from Lillian Highway to Sorrento Road and along Sorrento Road to the Southwest Pumping Station during FY 2002-2003.

h. Construction of a 24" water line segment, including subaqueous crossing, under the Intracoastal Waterway from the Innerarity Road intersection to Perdido Key during FY 2003.

i. Construction of a 12" water line along Bauer Road from Sorrento Road to Old Gulf Beach Highway during FY 2010.

j. Construction of a 12" water line along Lillian Highway from New Warrington Road to the proposed new Well #3 during FY 2010-2020.

k. Construction of an 18" water line along Lillian Highway from the proposed new Well #3 to Blue Angel Parkway during FY 2010-2020.

l. Construction of an 18" water line along Fairfield Drive from Lillian Highway to Highway 98 and along Highway 98 to Blue Angel Parkway during FY 2010-2020.

**Status:** Items (c)-(l) above are or will be funded through the ECUA CIP budget.

**Background:** ECUA continues to increase the volume of potable water it provides in order to accommodate increased development in southwest Escambia County.

**Policy K.4:** Provide all customers, including those on Perdido Key, with potable water that meets or exceeds all health and safety standards and regulatory requirements.

**Implementation Strategy:**

- a. Installation of iron removal facilities at the Bronson, Lillian, and Villa Wells.

**Status:** Completed during FY 2001.

- b. Implementation of a comprehensive distribution system-flushing program in the southwest portion of the distribution system.

**Status:** In 1999 ECUA twice conducted a comprehensive flushing program of the southwest portion of the distribution system during a 90-day period in conjunction with the installation of iron removal facilities. Comprehensive distribution system flushing continues as an on-going project.

**Background:** Water from three of the potable water wells that supply water to Perdido Key - the Bronson, Lillian, and Villa Wells - have been found to contain levels of iron near or above the regulatory limit of 0.3 milligrams per liter (mg/L). While there is no health risk associated with iron in drinking water, iron may affect aesthetic qualities of water such as taste and color. Insoluble iron particles may cause drinking water to appear brownish-red or orange in color and may cause laundry stains. Filtration and distribution system flushing remove particulate matter from the water mains.

**Policy K.5:** Protect the potable water resources that supply Perdido Key.

**Status:** On-going.

**Implementation Strategy:** Cooperate with Escambia County Health Department and Neighborhood and Environmental Services staffs to enforce the Escambia County Wellhead Protection Ordinance.

**Background:** Inappropriate land uses near water supply wells can threaten the quality of the drinking water. The County's Wellhead Protection Ordinance regulates land uses within the contribution zone of each water supply well. The wellhead protection areas are delineated by the use of a three-dimensional computer model of the Sand-and-Gravel Aquifer.

**Policy K.6:** Conserve the potable water resources that supply Perdido Key.

**Status:** On-going.

**Implementation Strategy:** Develop and implement the ECUA Water Use Efficiency Program.

**Background:** Program development and implementation are mandated by the Northwest Florida Water Management District as special conditions of ECUA's Consumptive Use Permit.

(See ECUA Map at Appendix I.)

## 11. SANITARY SEWER SERVICE

**Objective “L”:** Protect public health and environmental resources by providing adequate wastewater collection and treatment system capacity for Perdido Key.

**Status:** On-going

**Implementation Strategy:** This objective is met through both Operation and Maintenance activities and the ECUA Capital Improvement Program. ECUA has adopted a 5-year Capital Improvement Program, which outlines additions and improvements to its utility system that will be required to meet future growth in its customer base. ECUA reviews and updates this 5-year plan annually, authorizing appropriations for those projects scheduled for start-up within the ensuing fiscal year.

**Background:** The Escambia County Utilities Authority (ECUA) provides sanitary sewer service to Perdido Key and much of southern Escambia County. The components of the ECUA wastewater system on Perdido Key include the following:

- a. Gravity collection systems,
- b. Force main transmission lines, and
- c. Regional and sub-regional lift stations.

The ECUA wastewater system on Perdido Key is connected to the following wastewater system components on the mainland of southwest Escambia County:

- a. A 12” diameter transmission line to the mainland,
- b. Gravity collection systems,
- c. Force main transmission lines,
- d. Regional and sub-regional lift stations, and
- e. The Bayou Marcus Water Reclamation Facility (WRF), which discharges reclaimed water to a 1,000 acre wetlands application system, located west of Blue Angel Parkway and north of Lillian Highway. With the completion of the Bayou Marcus WRF in 1997, wastewater treatment capacity at that facility increased from 2 million to 8.2 million gallons per day.

**Policy L.1:** Increase the capacity and reliability of the lift stations that transmit wastewater generated on Perdido Key to the Bayou Marcus WRF.

**Status:** All projects are or will be funded through the ECUA CIP budget.

**Implementation Strategy:**

- a. The Gulfside Lift Station Upgrade Project begun in 2002.
- b. The Blue Angel Lift Station Upgrade Project during FY 2003-2004.
- c. Construction of new regional lift stations near the intersection of Bauer Road and Old Gulf Beach Highway and the intersection of Sorrento Road and Blue Angel Parkway during FY 2003.

**Background:** ECUA will continue to increase the design capacity of the existing lift stations and construct new lift stations to accommodate increased development in southwest Escambia County. Components of existing lift stations are replaced periodically in order to ensure wastewater system reliability.

**Policy L.2:** Increase the capacity of the system of transmission mains that carry the wastewater generated on Perdido Key to the Bayou Marcus WRF.

**Status:** All projects are or will be funded through the ECUA CIP budget.

**Implementation Strategy:**

- a. Upgrading the existing 15" Gulfside Lift Station influent line to a 24" diameter line during FY 2002-2003.
- b. Construction of a 16" force main from the proposed lift station near the intersection of Bauer Road and Old Gulf Beach Highway to Sorrento Road, and along Sorrento Road to the proposed lift station at intersection of Sorrento Road and Blue Angel Parkway during FY 2002-2003.
- c. Upgrading the force main along Blue Angel Parkway from the Blue Angel Lift Station to Lillian Highway during FY 2003-2004.
- d. Construction of a gravity collection system at the west end of Perdido Key during FY 2003-2007.
- e. Construction of a 24" force main along Blue Angel Parkway from the proposed lift station at the intersection of Sorrento Road and Blue Angel Parkway to Highway 98 during FY 2005-2010.
- f. Upgrading the existing 24" gravity sewer line from Highway 98 to the Blue Angel Lift Station to a 36" diameter line during FY 2005-2010.
- g. Construction of a 16" force main along Old Gulf Beach Highway from the intersection of Innerarity Road to the proposed lift station near the intersection of Bauer Road and Old Gulf Beach Highway during FY 2007.

h. Construction of a 16" force main, including subaqueous crossing, from the Gulfside Lift Station to the intersection of Innerarity Road during FY 2010-2014.

i. Construction of a 16" force main along Perdido Key Drive from Old River Road to the Gulfside Lift Station during FY 2014-2020.

**Background:** ECUA continues to increase the capacity of existing transmission lines and construct new lines to accommodate increased development in southwest Escambia County.

**Policy L.3:** Eliminate septic tanks from Perdido Key.

**Status:** Sanitary sewer service was made available to Perdido Key Coves during FY 1997. Wastewater systems for Siguenza Cove and the Old River Road/Perdido Key Drive areas are in the design phase. This on-going program is funded through the ECUA CIP budget and various grants.

**Implementation Strategy:** Waive the capacity impact fee for residents coming off septic tanks and connecting to the wastewater system. Cooperate with Escambia County Health Department (ECHD) staff to prioritize environmentally sensitive areas, provide sanitary sewer service to those areas, notify residents of their obligation to connect to available sewer, and assist eligible owners with the expense associated with abandoning septic tanks and connecting to available sewer.

**Background:** Septic tanks near waterways have the potential to adversely affect surface water quality. Property owners are required, under state law, to connect to a sewer line if sewer service is available.

**Policy L.4:** Eliminate grease from the wastewater system in southwest Escambia County.

**Status:** The Escambia County Grease Abatement Ordinance was drafted during 2001-2002. The Escambia Board of County Commissioners is expected to adopt it in 2003.

**Implementation Strategy:** Direct ECUA and ECHD code inspectors to inspect food establishments on Perdido Key and ensure compliance with the requirements of the Escambia County Grease Abatement Ordinance.

**Background:** Grease produced during food preparation, if discharged into the wastewater system, can cause sewer line blockages, malfunction of lift station equipment, and objectionable odors. Grease blockages are the primary cause of sanitary sewer overflows, which have the potential to endanger public health and the environment.

(See ECUA Map at Appendix I.)

## **12. DRAINAGE**

**Objective “M:** Ensure the drainage Level of Service Standards shall be met for any development that occurs on Perdido Key.

**Status:** On-going

**Implementation Strategy:** Not Applicable

**Background:** The Level of Service Standards are reflected in the Land Development Code adopted in 1996.

**Policy M.1:** The Escambia County Engineering Department will continue to work with the Development Review Committee to ensure a Stormwater Management Plan, certified by a licensed engineer, is included in every application. This plan will document the project’s compliance with the adopted Level of Service Standard.

**Status:** On-going

**Implementation Strategy:** Escambia County Engineering Department has contracted with consultants to prioritize basin studies within Escambia County based on flooding problems, water quality issues, and anticipated future growth. A basin priority list will be established by the timeline listed below, and will be updated as more information becomes available.

June 2003 – Basin Priority List

Staff will monitor areas experiencing localized ponding and develop solutions.

**Background:** The existing Level of Service Standards adopted in the 1996 Land Development Code appear to be meet current requirements of new development on Perdido Key.

**Objective “N”:** Pursuant to the Comprehensive Plan, the Escambia County Engineering Department will 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.

**Status:** On-going

**Implementation Strategy:** Not Applicable

**Background:** The Stormwater Master Plan was completed in 1994. This report established a priority for alleviating overall flooding and improving water quality for the 41 drainage basins in Escambia County.

**Policy N.1:** The Escambia County Engineering Department will examine the need for Capital Improvements in the Perdido Key area.

**Status:** On-going

**Implementation Strategy:** Escambia County Engineering Department will work with consultants to develop a drainage basin study for Southwest Side Basin (Perdido Key area) and determine the priority for improvements based on the approved criteria and availability of funding in the basin.

**Background:** In connection with the Master Drainage Plan 1996; Escambia County Engineering Department will develop a study for the Southwest Side (Perdido Key) basin to determine the needed improvements in infrastructure for providing stormwater management in the area.

### **13. ECONOMIC DEVELOPMENT**

**Objective “O”:** This element is to maintain and improve the quality of life for all citizens of the County by creating a strong local economy based on tourism and an attractive visual environment. For the Perdido Key area it is to create and support a family destination resort that will generate family resort destination for Perdido Key development tax dollars in order to stimulate the local economy. It is also to provide continuity to the tourism corridor spanning from the bayou Chico Bridge to Perdido Key and promote linkage to and implementation of other area plans (e.g. the Barrancas Redevelopment Area Plan, Warrington Redevelopment Area Plan and the Southwest Sector Plan). It will also provide public awareness of the historical significance of Perdido Key.

**Implementation Strategy:** Fund regular updates to the Economic Impact Study originally completed in 2000 for the Perdido Key Chamber of Commerce since new development activities generate increased public service expenditures, estimates of those public costs can provide better understanding of overall fiscal impact. Report the results in the Annual Report on Comprehensive Plan Implementation and to the semi annual meetings supporting the neighborhood. Estimated Cost \$19,000.

### **14. TRANSPORTATION**

**Objective “P”:** Provide a safe pedestrian and bicycle corridor along all County Roadways on Perdido Key. This will be to encourage non-motorized transportation and to provide increased recreational opportunities to Perdido Key residents.



**Status:** The following facilities have been identified as needs are ranked with similar requests within Escambia County.

Project	Priority	Estimated Cost
Johnson Beach Road 8' shared path	Funded	\$80,000.00
River Road 5' bike lanes & 5' sidewalk	2	\$300,000.00
Semmes Street 8' shared path	9	\$250,000.00
Don Carlos Drive 5' sidewalk	10	\$25,000.00
Gongora Drive 5' sidewalks	11	\$25,000.00

**Implementation Strategy:** All projects listed above have been ranked for priority and funding will be considered each year during the budget planning cycle. The County will seek additional funding sources such as the Community Traffic Safety Team to expedite pedestrian and bike projects.

**Background:** The Escambia County Engineering Department has developed priority selection criteria as adopted by the Pensacola Metropolitan Planning Organization and shall be used by the County to review and prioritize projects. Each year (annually) the County will evaluate all projects ranked and placed on the needs list for needed adjustments if required. This will mean that all projects submitted or ranked can shift up or down.

**Objective Q:** Large events scheduled on Perdido Key (e.g., Mullet Toss, the Mullet Man Triathlon, etc.) will be requested to coordinate with the Escambia County Engineering Department to develop a Maintenance of Traffic (MOT) plan.

**Status:** Pending PKNP Update approval by the Board of County Commissioners

**Implementation Strategy:** The Escambia County Engineering Department will contact those establishments which host annual events that generate a large amount of traffic and ask that they coordinate with the County on developing a MOT plan.

**Background:** In the past, Maintenance of Traffic (MOT) plans have not been considered for large events on Perdido Key. A MOT plan outlines how traffic will be routed through or around an event to ensure safety for participants as well as the traveling public.

**Policy Q.1:** The MOT plan will be in accordance with federal and state standards and will help to reduce the amount of congestion.

**Status:** Pending PKNP Update approval by the Board of County Commissioners

**Implementation Strategy:** The Escambia County Engineering Department will develop a MOT plan and coordinate with FDOT and Escambia County Sheriff's Department.

**Background:** Each establishment can use their established MOT plan from year to year for large events; therefore, a new MOT plan will not necessarily have to be developed each year for the same event.

**Objective "R":** The Escambia County Engineering Department can provide Neighborhood Improvements to promote a harmonious environment in residential areas between motorists, pedestrians, and bicycles.

**Status:** On-going

**Implementation Strategy:** The Escambia County Engineering Department conducts evaluations for initial needs within residential areas and applies a two to three year plan for improvements to be implemented based on funding availability.

**Background:** Each year, the Escambia County Engineering Department establishes funding programs to implement minor improvements on local roadways.

**Policy R.1:** Install traffic calming devices on local roads when warranted based on requests from property owners.

**Status:** Request Generated

**Implementation Strategy:** Traffic Calming is a proactive request generated by residents to reduce vehicle speeds on local or residential roadways. A contact person will request a petition which he/she must acquire 75% signatures from property owners or renters (out of town property owners) which abut the said roadway. Escambia County staff is required by policy to respond to all traffic-calming requests within 30 days and install speed humps within 90 days of petition submittal.

A traffic monitoring device placed on the roadway must indicate the recorded speed is 5 mph or greater than the statutory speed or posted speed. All speed data is forwarded to the local law enforcement agency to assist in traffic enforcement until traffic calming devices can be installed.

**Background:** Each year, the Escambia County Engineering Department establishes a funding program to implement traffic calming on local or residential roadways.

**Policy R.2:** The Escambia County Engineering Department will evaluate and inventory all roadways under County jurisdiction for the need for pavement markings, new reflective street name signs, and reflective traffic control signs (i.e., stop sign, yield sign, etc.).

**Status:** On-going

**Implementation Strategy:** The goal set by the Escambia County Engineering Department is to replace all concrete markers or wood street name signs and wood traffic control signs with the required reflective signs by Fiscal Year (FY) 2003/2004. All street names signs will be installed after coordination with the County Addressing Department and 911 (Public Safety) to ensure the road name and block range is accurate. Escambia County Engineering Department will evaluate within the two years all roadways on Perdido Key for the need to install reflective traffic control signs and refurbish or install additional markings.

**Background:** In order to increase roadway visibility, improve emergency response, ensure accurate postal delivery, and provide better directional accessibility, the need for reflective traffic control signs, new reflective street name signs and improved pavement markings are imperative.

Reflective street name signs and traffic control signs are required on all public roadways and are recommended on private roadway.

## **PUBLIC INVOLVEMENT & PARTICIPATION PROGRAM**

On June 20, 2002, the Board of County Commissioners, directed staff to update and amend the 1997 Perdido Key Neighborhood Plan. The staff was directed to ensure the public was involved in the preparation of the Update. Staff committed to complete the Update of the PKNP by December 31, 2002. In order to complete this directive, during its initial meetings staff discussed and developed a multifaceted plan to complete the Update, which included goals related to public participation. The public participation goals were used as a guide for defining the Update process. A copy of the public participation goals are included in Appendix D. Once a Public Involvement and Participation Program was developed, a copy was released to interested parties for comment. Changes to the proposed Public Involvement and Participation Program were made based on comments received and changes in available staff working on the Update. The primary components of the final Public Involvement and Participation Program included: 1) two public workshops; 2) use of the county's website; 3) newspaper announcements; 4) distribution of informational material; and 5) direct involvement with interested parties.

### **Public Workshops**

In order to inform the public about the PKNP Update and to get the public's ideas pertaining to necessary plan components, two public workshops were scheduled. Two of the three workshops were held at Jim Bailey Middle School, one on October 8, 2002 and November 12, 2002. The workshop on March 5, 2003, was held at the Innerarity Pointe Voluntary Fire Department.

**October 8, 2002 Public Meeting.** A copy of a 60% complete draft was posted on the county's website on October 1, 2002 in advance of the October 8, 2002 meeting to allow adequate time for public review prior to the meeting. The October 8, 2002 public meeting was advertised in the Pensacola News Journal. The Director of Growth Management and the Aide to the District 2 Commissioner also attended a meeting of the Perdido Key Association Board of Directors in advance of the October 8, 2002 public meeting to answer questions. Over 300 flyers were distributed on Perdido Key announcing the meeting. The Perdido Key Association also notified its membership of the meeting in its newsletter and provided the results of a member survey containing its membership's reaction to the draft Update to staff. Several interested parties also contacted staff in advance of the meeting to ask specific questions.

Commissioner Timothy Wright presided over the first Public Meeting. Newly appointed Assistant County Administrator Bob McLaughlin was also in attendance. Staff from the Growth Management, Office of Communications, Neighborhood and Environmental Services, Engineering Information Resources, Building Inspections, Parks and Recreation, and Public Safety Departments participated in the presentation. Staff from the ECUA, Sheriff Department, School District and Perdido Key Chamber of Commerce were also in attendance and participated as needed.

In addition to a live presentation by staff, an agenda, a copy of the 1997 PKNP, a copy of the presentation, a 60% complete draft of the Update and a comment sheet were provided to the public. Copies of these materials, with the exception of the sixty percent draft, are contained in Appendix E.

After an approximate hour-long presentation by staff, Commissioner Wright invited questions from the audience. Staff responded to questions raised and took notes on flipcharts. The public was also provided an opportunity to submit questions at a back table and write questions on a back wall. Lastly, the public was provided an opportunity to submit questions until October 25, 2002 for consideration in the final draft Update. A copy of the questions received and answers provided is included in Appendix F.

**November 12, 2002 Public Meeting** - The format for the November 12, 2002 meeting differed from the October 8, 2002 public meeting. The format consisted of a question and answer session presented by staff. A copy of a 90% complete draft was posted on the county's website on November 6, 2002. The November 12, 2002 public meeting was advertised in the Pensacola News Journal. An agenda, was provided to the public. Copies of these materials are contained in Appendix G.

**March 5, 2003 Public Meeting:** A copy of a 100% complete draft was posted on the County's website on February 28, 2003. The March 5, 2003 public meeting was advertised in the Pensacola News Journal, as well as approximately 600 flyers were posted on the Key announcing the meeting. Commissioner Bill Dickson was in attendance, as was Mr. Bob McLaughlin, Assistant County Administrator.

### **Website Strategy:**

The County's website was an integral part for distribution of PKNP information. A map of the website developed for the PKNP is included in Appendix H. The website was used to: a) provide a forum for posting proposed plan comments; b) provide a means through which comments regarding the plan can be submitted to staff; c) provide a forum for posting news releases and d) provide a forum for posting workshop agendas and schedules. Additional Perdido Key Information available through the County website includes information on the status of building permits and concurrency.

A Development Tracking and Monitoring system to provide up-to-date numbers for dwelling units approved or currently under construction is also available for viewing on the county's website. Written policies are in place to ensure weekly updates to building permit status on the Key are posted to the County's website.

Access to the County's site is available through the Pensacola News Journal Home Page and the Perdido Key Area Chamber of Commerce Home Page.

### **Strategy for Distribution of Informational Material:**

All drafts of the Update were made available to the public through the county's website, the Growth Management Department, and at the two public meetings.

### **Direct Involvement Strategy:**

Parties who expressed a personal interest in being involved and kept informed of the Update process and its associated public workshops were added to an email distribution list maintained by the Department of Growth Management. All drafts of the PKNP Update sent directly to these individuals via e-mail in Microsoft Word format. The Director of Growth Management periodically contacted these individuals for feedback on issues as they arose.

The County Staff and citizens of Perdido Key will meet semi annually to review the neighborhood plan. The objective of these meetings will be to monitor progress of the in developing "win-win" solutions.

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## APPENDIX A-1

**TABLE 1**

### **Significant Events Impacting Growth on PERDIDO KEY**

1. Perdido Key Neighborhood Plan (1997)	Staff and citizen initiated Neighborhood Plan to guide future development on Perdido Key
2. Sign Ordinance (1997)	Ordinance to regulate off-premises signs on Perdido Key
3. DCA Settlement Agreement (1997)	Settlement Agreement reached during litigation over the dwelling unit cap and other issues. The terms were: 1) Reduce the maximum allowed units on the Key to 7,150 dwelling units and 1,000 lodging units; 2) Amend hurricane evacuation objective; 3) Amend the area to be changed on the Future Land Use map in the vicinity of the Monsanto plant to protect the environmentally sensitive lands adjacent; 4) Amend the Capital Improvement Element five year schedule relative to water, sewer and Perdido Key Drive improvements; and, 5) Provide revised Coastal High Hazard Area tables and other data and analysis to supplement the September 1997 data and analysis.
4. Creation of the Perdido Key zoning districts (1997)	New zoning district categories
5. Dwelling Unit Cap Controversy (1997 – 2002)	Debate regarding whether dwelling unit caps were exceeded
6. Hurricanes and Tropical Storms: Hurricane Danny - 1997 Hurricane Earl - 1997 Hurricane Georges - 1997 Tropical Storm Helene - 2000 Hurricane Barry - 2001 Tropical Storm Hanna – 2002 Tropical Storm Isidore – 2002 Hurricane Lili - 2002	Perdido Key has been directly or indirectly affected by at least six tropical events since 1997. Of these events, Hurricane Georges in 1997 caused the most damage in Escambia County including Perdido Key. Storm surge elevations ranged from 7.7 feet at Pensacola Beach to 9.0 feet in Gulf Shores, Alabama.
7. Harris Act Claims (1999 – 2001): Riverview Sea Pines	Two projects, whose owners alleged Harris Act claims. Both claims were settled between development and the environment on Perdido Key.
8. Windemere Condominium Litigation	Litigation related to the transfer of dwelling



(1999-2001)	units across Perdido Key Drive
9. Perdido Key Transportation Planning Study (September 12, 2000)	A transportation study designed to address the transportation needs so that decision makers could plan for needed capital improvements. Information contained in the revised final report has been used to amend the Land Development Code, develop the County's Transportation Concurrency Management System, and update the Perdido Key Neighborhood Plan.
10. White Sands Ordinance (2000)	Ordinance regulating the whiteness of sand on Perdido Key.
11. Convention Center (2001)	Debate regarding a proposed Marriott project, which would have required a convention center on Perdido Key.
12. Wetland Ordinance (2001)	Ordinance enacted to promote wetland preservation
13. Tree Ordinance (2001)	Ordinance enacted to encourage tree preservation
14. Lost Key Video (2001)	Video produced by Escambia County that documents the struggle to achieve a balance
15. Building Code Changes (2002)	On March 1, 2002, the Florida Building Code became effective. Under the new building code, Perdido Key is located within the 140 m.p.h. wind zone and the majority of the island is located within the Windborne Debris Region.

## APPENDIX A-2

**TABLE 2**

### Land Development Code (LDC) Amendments Specific To **PERDIDO KEY**

<b>Year/ Ord. #</b>	<b>Effective Date</b>	<b>Brief Description</b>	<b>Section Number</b>
1997-41	08-15-97	Providing for off-premise signs on Perdido Key	8.05.04
1997-51	10-10-97	LDC fine-tuning amendment #1 Establish maximum density in R-1PK @ 4 du/acre Establish maximum density in R-2PK @ 8 du/acre Establish maximum density in R-3PK @ 14 du/acre Establish maximum density in C-1PK @ 14 du/acre Delete Section 6.05.21; move language to new Section 6.07.00, Planned unit development Perdido Key	6.05.03 6.05.06 6.05.08 6.05.13 6.07.00
1997-42	09-17-98	In Perdido Key C-1 District; Insert reference to Section 11.02.02 for special provisions regarding heights within four miles of Pensacola Naval Air Station	6.05.13
1997-43	09-17-98	Establish Commercial Core, Gateway, & Planned Resort Districts Amend maximum density in R-1 PK from 4 to 2 du/acre; establish 40' lot width; add landscaping requirements Amend maximum density in R-2 PK from 8 to 4.5 du/ac; delete building heights language; add landscaping requirements Amend maximum density in R-3 PK from 14 to 12 du/acre; delete building heights language; add landscaping requirements Amend maximum density in C-1 PK from 14 to 3 du/acre; remove shopping centers, theaters, hotels, motels, laundries from permitted uses; add bed and breakfast inn to uses, but prohibit hotels and motels; delete building heights language; add landscaping requirements Add new Section 6.05.13.01, Commercial Core District Add new Section 6.05.13.02, Commercial Gateway District Add new Section 6.05.13.03, Planned Resort District	6.01.00 6.05.04 6.05.06 6.05.08 6.05.13 6.05.13.01 6.05.13.02 6.05.13.03
1997-53	12-11-98	LDC fine-tuning amendment #2: Change screening reference from Section 7.01.06.E to 7.01.00	6.05.13.F
1997-54	12-11-98	Perdido Key Building Heights: reinsert building footprint language in Commercial Core District	6.05.13.01.F.3
2000-04	02-14-00	Decrease lot width at right-of-way in R2 PK from 60' to 40'	6.05.06

<b>Year/ Ord. #</b>	<b>Effective Date</b>	<b>Brief Description</b>	<b>Section Number</b>
2000-45	10-11-00	Add reference to Section 12.05.01 (White Sands) and add “organic” to soil amendments “only north of Perdido Key Drive” in R-1 PK, R-2 PK, R-3 PK, C-1 PK, CC PK, CG PK, and PR PK	6.05.04.F.3.d 6.05.06.F.3.d 6.05.08.F.3.d 6.05.13.I.3.d 6.05.13.01.G.3.d 6.05.13.02.G.3.d 6.05.13.03H.7.d
2000-46	10-26-00	Establish maximum density for hotels, motels, and timeshares @ 25 du/acre in PR PK	6.05.13.03.K
2000-50	11-6-00	Add hotels and motels at maximum density of 25 units/acre in PR PK	6.05.13.03.D.2
2001-58	10-24-01	Change “Transfer of Development Rights” to “Density Transfer” and add that densities cannot be transferred south of Perdido Key Drive in C-1 PK, CC PK, CG PK, and PR PK	6.05.13.L 6.05.13.01.J 6.05.13.02.J 6.05.13.03.B
2001-64	11-19-01	Amend traffic requirements in Perdido Key commercial districts by adding reference to Section 7.11.09	6.05.13.E 6.05.13.01.D 6.05.13.02.D 6.05.13.03.F
2002-30	07-08-02	Specify elevated, above grade parking as an accessory use on Perdido Key; provide lot coverage and footprint requirements in C-1 PK; amend lot coverage requirements in CC PK; provide lot coverage and footprint requirements in CG PK	6.03.01.A 6.05.13.H 6.05.13.01.F.1 6.05.13.02.F
		Tree Ordinance	

## APPENDIX A-3

TABLE 3

**Planning Board Interpretations of the  
Escambia County Land Development Code  
Specific To  
PERDIDO KEY**

Year	LDC Section #	Date to Board	Item #	Query	Planning Board Determination	Action
2000	3.00.01	07-19 & 08-16-00	2000- 20	Is a timeshare considered a dwelling unit or a hotel/motel unit?	A timeshare is considered a hotel/motel unit.	Ordinance 00-46 Adopted 10-26-00
2000	6.05.08	03-15-00	2000- 15	Would 500 feet be an adequate amount of space to define the word <u>adjacent</u> in this section?	Adjacent means immediately adjacent parcel (next to); if no structure is on that parcel, the new structure can be no higher than 8 stories.	None needed.
2000	6.05.08. E.5	03-15-00	2000- 10	What is the intended meaning of Building Heights?	Building height is set at 8 stories as measured from the base of the required elevation.	Ordinance 2002-23

## APPENDIX A-4

**TABLE 4**

### **PERDIDO KEY Variances Applied for since 1997**

Application	Property Address	Zoning District	Variance Request	Hearing Date/ Board Action
V-97-36	14042 Waterview Dr.	R-2 PK	Variance to standard which allows accessory structures in the side & rear yards only, to allow construction of a freestanding carport in the front yard.	12/10/97  Denied
V-99-15	17000 Perdido Key Dr. Lot E 01-4S-33-1004-044-001	R-2 PK	Variance to the standard (and Planning Board interpretation thereof), which does not allow an existing non-conforming mobile home to be replaced with a larger mobile home.	3/10/99  Approved
V-99-39	13516 Perdido Key Drive 26-3S-32-1100-000-004	R-2 PK	Variance to the minor subdivision provisions of Section 4.02.03.B (subdivision of land into three or more lots) Variance to the minimum lot size of .22 acres to allow a lot that is .12 acres in size, and a variance to the minimum lot width of 60.0 feet to allow a lot width of 50.0 feet.	9/8/99  Approved
V-2000-09 Thru V-2000-17	13514-A Perdido Key Drive 50-2S-30-6030-000-003	R-2PK	Variance to the required lot size, front setback, and/or minor subdivision requirements for 9 lots.	5/10/00  Withdrawn By Staff 5/5/00 at direction of GM Director
V-2001-13	14135 River Road 14-3S-32-1001-000-104 34-3S-32-1001-001-103 35-3S-32-1001-102-104	PRPK	Variance of one (1) year to the requirement that the applicant submit construction plans to the County Engineer within two (2) years of approval of the preliminary plat to allow the applicant to submit construction plans within three (3)	3/14/01  Approved

			years of approval.	
V-2001-32	17288 Perdido Key Drive 01-4S-33-1002-201-004	R-2PK	Variance of 4.0 feet to the Maximum allowable 6.0 feet sign height to allow 10.0 feet in R2PK.	6/13/01  Approved
V-2001-37	17287 Perdido Key Drive 01-4S-33-1002-170-004	R-3PK	Variance of 12.7 feet to the required 20.0 feet front yard setback to allow a 7.5 feet front yard setback for two completed guard sheds.	6/13/01  Approved
V-2001-44	17137 Perdido Key Drive 01-4S-33-1005-002-001 01-4S-33-1005-003-001	R-3PK	Variance of 4.0 feet to the maximum 3.0 feet for a solid fence in the front yard to allow a 7.0 feet solid fence in the front yard.	7/11/01  Approved
V-2001-50	Flood Reef 32-3S-32-1100-000-056	R-2PK	Variance of 6,760 square feet to the required 19,360 square feet of lot area to allow a 12,600 square feet of lot area to construct a two-family home.	8/8/01  Denied
V-2001-68	17000 Perdido Key Drive 01-4S-33-1004-032-001	R-2PK	Variance of 18.0 feet to the required 20.0 feet front yard setback to allow a 2.0 feet front yard setback in order to construct a single family home. A second Variance of 23.0 feet to the required 25.0 feet rear yard setback to allow a 2.0 feet rear yard setback in order to construct a single family home. A third variance of 1.5 feet to the required 3.0 feet side yard setback to allow a 1.5 feet side yard setback in order to construct a single family home.	12/12/01  Tabled by BOA until Dec., 2002 due to pending litigation
V-2002-26	14110 Perdido Key Drive 14-3S-32-1001-002-088	C-1PK /PRPK	Variance of 58.0 square feet to the allowed 300.0 square feet for free standing signage on a lot zoned for development to allow a 358.0 square feet for free standing signage on a zone lot development.	6/12/02  Approved with conditions
V-2002-27	13621 Perdido Key Drive	CCPK	Variance to the building height limitations set forth in Section 6.05.013.01.F.3 of the land development code, "building heights" which states: "no building shall exceed a height of 18 stories plus 2 additional stories for parking and/or storage.	5/8/02  Approved with conditions

## APPENDIX A-5

**TABLE 5**

**Vested Rights Determinations  
Specific to  
PERDIDO KEY**

Year	VRD#	BCC meeting date	Project Name	Vested For	Zoning	Address	Section/ Township/ Range	Property Reference Number
1999	99-16	10-21-99	Paradise Isle	26 lot subdivision	R-3 PK	Johnson Beach Ave.	35-3S-32	1001-000-001
1999	99-35	09-07-00	Windemere	145 unit condominium	PR PK, C-1 PK	Perdido Key Dr.	34-3S-32	1001-000-039 1001-000-040 1001-000-041 1001-000-076 1001-000-105
2000	00-12	01-01-01	Vista D' Azure	155 unit condominium	PRPK, C-1 PK	Perdido Key Dr.	14-3S-32	1001-000-099 1001-001-097

## APPENDIX A-6

**TABLE 6**

### **PERDIDO KEY Density Transfer**

Project	Approval Date	Units	Units Transferred	Location	Official Records Book/Page
Windemere Condominium	Pending DRC as of 10/23/02	98	58	14516 Perdido Key Drive	BCC Settlement Agreement
Perdido Beach Club Condominium (NKA – Indigo)	02/22/02	177	77	13621 Perdido Key Drive	OR Book 4852 Page 0298
Pearl of Perdido Condominium	Pending DRC as of 10/23/02	66	22	17359 Perdido Key Drive	OR Book 4773 Page 0663
Palacio Condominium Formerly Hamilton Square)	Pending DRC as of 10/23/02	103	71	13661 Perdido Key Drive	OR Book 4789 Page 1639
Lost Key Plantation (PUD) South Phase – Development*	01/26/00	1107	542	14135 River Road (final plat address)	OR Book 4570 Page 1635



## APPENDIX A-7

**TABLE 7**

### **Mixed-Use Projects Approved Since 1997**

<b>Project Name</b>	<b>Address</b>	<b>Number of Dwelling Units</b>	<b>Type of Uses</b>
Lost Key Plantation Phase I	14135 River Rd.	892	Resort: condominiums, single family dwellings (subdivision), golf course, clubhouse, lodge
Palacio	13700 Perdido Key Dr.	103	Condominiums, retail shops, offices
Purple Parrot	13555 Perdido Key Dr.	114	Resort: cabanas, condominiums, gift shops, office, restaurant, conference center

## APPENDIX A-8

### CURRENT ACREAGES AND TOTAL NUMBER OF ALLOWED UNITS PER ZONING DISTRICT FOR PERDIDO KEY

A	B	C	D	E	F	G	H	I	J	K
Zoning	Total	%	Units	Total Units	%	Acres in	Developable	%	Total Allowed Units	%
District	Acreage	Acres	per Acre	2/13/2002	Units	Public ROW	Acres	Acres	3/12/2002	Allowed Units
				(B x D)			(B - G)		(H x D)	
<b>R1PK</b>	108.76	4.12%	2.0	217.52	2.26%	17.38	<b>91.38</b>	7.08%	<b>182.76</b>	2.06%
<b>R2PK</b>	226.98	8.60%	4.5	1021.41	10.62%	21.59	<b>205.39</b>	15.92%	<b>924.26</b>	10.44%
<b>R3PK</b>	198.19	7.51%	12.0	2378.28	24.73%	18.45	<b>179.74</b>	13.93%	<b>2156.83</b>	24.36%
<b>C1PK</b>	70.04	2.65%	3.0	210.12	2.18%	11.60	<b>58.44</b>	4.53%	<b>175.33</b>	1.98%
<b>CCPK</b>	177.16	6.71%	13.0	2303.08	23.95%	17.39	<b>159.77</b>	12.39%	<b>2077.02</b>	23.46%
<b>CGPK</b>	52.85	2.00%	12.5	660.63	6.87%	4.55	<b>48.30</b>	3.74%	<b>603.70</b>	6.82%
<b>PRPK</b>	565.15	21.40%	5.0	2825.75	29.38%	18.16	<b>546.99</b>	42.40%	<b>2734.97</b>	30.89%
<b>SUBTOTALS</b>	<b>1399.13</b>	<b>52.99%</b>	-----	<b>9616.79</b>	<b>100.00%</b>	<b>109.12</b>	<b>1290.01</b>	<b>100.00%</b>	<b>8854.88</b>	<b>100.00%</b>
<b>S-1</b>	3.49	13.22%	0.0	0.00	0.00%	0.36	0.00	0.00%	0.00	0.00%
<b>GINS</b>	923.51	34.98%	0.0	0.00	0.00%	29.04	0.00	0.00%	0.00	0.00%
<b>STATELANDS</b>	314.23	11.90%	0.0	0.00	0.00%	22.05	0.00	0.00%	0.00	0.00%
<b>TOTALS</b>	<b>2640.36</b>	<b>100.00%</b>	-----	<b>9616.79</b>	<b>100.00%</b>	<b>160.57</b>	<b>1290.01</b>	<b>100.00%</b>	<b>8854.88</b>	<b>100.00%</b>

NOTES: Zoning categories interpolated from a generalized Escambia County Zoning map. Zoning acreages do not have survey accuracy.

Above acreage data was not calculated per parcel but rather per zoning district and therefore "Total Allowed Units" does not include parcel specific rounding allowed by Article 2.10.01.F of the Land Development Code.

3/12/02 -bw

## APPENDIX A-9

**TABLE 9**

### **Perdido Key Performance Standards Pre- and Post-1997**

Performance Standard	Pre-1997	Post-1997
1. Landscaping	Referenced only LDC Section 7.01.00	Ordinance 1997-43 required landscape buffers subject to LDC Section 7.01.00 to meet requirements of LDC Section 7.01.06; Added requirements for xeriscape principles; Required irrigation systems; Added requirement for landscape plans for commercial and multi-family projects; Added landscaping requirements for vehicular use and interior parking areas.
2. Building Footprint	Footprint standards were listed under Building Height; regulated by a formula which allowed lot coverage no greater than 25% for buildings up to 5 stories; % decreased as stories increased to 9 stories @ 19%.	Ordinance 1997-43 moved the footprint requirements under the heading for lot coverage; Ordinance 1997-54 re-inserted footprint standards under Building Height only in CCPK district; Ordinance 2002-30 re-inserted the footprint language based on a % and # of stories formula in C-1 PK, CCPK, and CGPK zoning districts
3. Access Management	LDC Section 7.11.00, Access Management, contained no provisions for preventing commercial traffic in residential areas.	Ordinance 2001-64 added LDC Section 7.11.09 providing for standards regulating commercial traffic in residential areas; Amended Perdido Key zoning districts to reference Section 7.11.09.
4. Wetland Buffer	Referenced Policy 7.A.5.7 in the Comprehensive Plan and described the landscape buffer, but did not provide for a minimum width.	Ordinance 2001-40 deleted and replaced LDC Section 7.13.00, Wetlands and Environmentally Sensitive Areas; Added requirement for a 30' minimum buffer width.
5. White Sand Ordinance	No references to Article 12, Coastal Management and Conservation, pertaining to landscaping.	Ordinance 2000-45 amended the xeriscape provisions of Article 12.
6. Shore Protection Zones	Minimum number of definitions; No reference to Article 12 pertaining to landscaping.	Ordinance 2000-45 added new definitions to Article 12; Added new LDC Section 12.05.06, Pre-Approval; Amended Perdido Key zoning districts xeriscape principles; Added reference to LDC Section 12.05.01 to Perdido Key zoning districts.

## APPENDIX B

### PERDIDO KEY Compliance Committee Recommendations

#### **7 PKCC Recommendations to BCC** **Staff Response**

##### **Issue (1): Acceptance of Numbers Sub-Committee recommendations**

During general discussion Bill Stromquist noted that the PKCC would have to at some point accept the final numbers from the “numbers sub-committee.” It was agreed by all that this would be done and a motion was made by Mr. Bill Stromquist to accept the monitoring and tracking system that is now in place and accept the numbers that are in that system as of today and the charts provided by staff numbers and agreed to by the numbers sub-committee.

**Recommendation (1)** That the full committee accept the monitoring and tracking system that is now in place and accept the numbers that are in that system as of today and the charts provided by staff numbers and agreed to by the numbers sub-committee and, recognized that that the 5148 number did not include 240 single vacant family lots.

**Staff’s Comments:** Staff concurs a development monitoring and tracking system is in place and staff has recommended completion of the development monitoring and tracking system in item B(2) of Staff’s June 11, 2002 recommendation.

##### **Issue (2): Ability to count figures in a controlled and organized manner:**

The County has experienced great difficulty in being able to count figures that represent the number of dwelling units on the ground, the number of dwelling units planned to be constructed as a result of the issuance of Development Orders (with companion Certificates of Concurrency) and the impact of development projects that are known to be ready to enter the application queue process. Although this is presently highlighted as result of the Perdido Key activities, it is assumed to be a problem throughout the county, and is not restricted to the Land Use MU-4 Category. In all likelihood, the same problem most likely exists in the other ten Land Use Categories as well.

##### **Recommendation (2):**

(a) The county continue to enhance and employ the closed-loop monitoring and tracking system that was developed as a result of this committee’s activities. It is mandatory that the county establish one common database that is readily available to all functional departments, that is both accurate and dynamic. The Engineering database that is presently employed by Engineering to perform their assigned tasks pertaining to traffic concurrency should also be linked to this common database.

**Staff’s Comments:** Staff concurs a development monitoring and tracking system is in place and staff has recommended completion of the development monitoring and tracking system in item B(2) of Staff’s June 11, 2002 recommendation.

(b) The procedural aspects that employ this database as part of the county's DRC Review and Permitting process should be documented into a Standard Operating Procedure for all applicable departments in the Growth Management Agency. Such a procedure should then be used as part of the on-the-job training for all applicable department personnel.

**Staff's Comments:** Staff will continue to work toward completion of standard operating procedures when the development monitoring and tracking system is completed. Completing the development monitoring and tracking system was recommended by staff in Item B(2) of Staff's June 11, 2002 recommendation.

(c) This closed-loop monitoring and tracking system should be expanded to cover same activity functions throughout the county in all the other land use categories.

**Staff's Comments:** Staff supports such a recommendation as it relates to dwelling units with the understanding that additional personnel resources will be needed in the impacted departments to implement the recommendation throughout the county.

### **Issue (3): Traffic Concurrency Issues:**

Although there appear to be many issues in this area that require further discussion, pertaining to the methodology being implemented and its inherent accuracy as related to its primary function, the traffic concurrency issues boil down to two; (1) The ability to set an analysis that reasonably determines the traffic volume capacity for a road system and its ability to serve the area in which development and construction activities are occurring. (2) The inability to set an upper limit on this volume capacity, so called "breakpoint," at which time specific road system improvements are a must, and traffic impact reports are not sufficient justification for raising road system capacities.

### **Recommendation (3):**

(a) The county should seek the advice of an outside consultant, and seek a mathematical analysis to the problem and one that will result in defining the limits associated with the "breakpoint" concept mentioned above.

**Staff's Comments:** The Perdido Key Transportation Planning Study was completed September 12, 2000 and the recommendations will be used to update the PKNP as proposed in Item B(3) of Staff's June 11, 2002.

(b) The county should realize that infrastructure is critical to quality of life factors, and that it has a significant impact on the operating budget of the county, in particular the CIP program. Therefore, it is recommended that the county seek the advice of an outside consultant to develop a concept whereby creative designs for infrastructure improvements are part of the review and permitting process and are focused on the areas in which development is occurring or planned to occur.

**Staff's Comments:** The CIP and quality of life factors will be addressed in the Updated PKNP and PK Comprehensive Funding Plan as recommended in Item C of Staff's June

**11, 2002 recommendation. The development of creative designs for infrastructure improvements will be addressed during the Project Development and Environmental Study Process for Perdido Key Drive milestone.**

© The County needs more creative thinking in this area if our area is to grow economically while at the same time preserving or enhancing the overall quality of life for its citizens' as a whole. It is recommended that the county seriously consider establishing a "Strategic & Advanced Systems Concept and Planning" function within the organizational structure.

Note: The time frame for accomplishing the above recommendations are as follows:

- (a) Should have a target goal of three months.
- (b) Should have a target goal of six months.
- (c) Should have a target goal of three months.

**Staff's Comments: Development of an Escambia County Strategic Plan that will establish realistic goals and objectives consistent with the County's mission in a defined time frame and within the County's capacity for implementation was a policy recommendation contained in the 2001 Comprehensive Plan Annual Report. This recommendation was recommended by the Planning Board and adopted by the Board of County Commissioners on March 21, 2002.**

**Issue (4): The County's ability to implement in accordance with a plan, and maintain its commitment as outlined in agreement's that it may enter into. :**

Through no fault of its own, the citizens' are forced to participate in the breach of an agreement made in good faith, with the county in 1997. Therefore, the trust and respect between the citizens' and county staff, which should have grown over this period of time, has been seriously compromised. However, we are trying to be cooperative in the best interest of our community. Having said all this, we feel that we need a commitment from the county staff and the Board of County Commissioners (BCC) that you will not attempt to place 8,150 dwelling units on Perdido Key with its present two-lane road system configuration. This goes back to the traffic concurrency issue and the ability to assign a "breakpoint." We believe the "breakpoint" for Perdido Key Drive should be set at approximately 5,200 units. From that point on, creative infrastructure improvements should kick in for all reasonably sized development projects.

**Recommendation (4):**

- (a) That the Board of County Commissioners (BCC) adopt a policy directive that clarifies their intent not to place 8,150 units (7,150 residential dwelling units and 1,000 lodging units) on Perdido Key Drive with its present road system configuration and that the BCC establish a "Breakpoint" for the Perdido Key Drive present road system configuration within the next three months.
- (b) That the BCC adopt a policy directive that establishes a peak hour service volume for Perdido Key Drive that does not exceed 1,741 peak hour trips until the results from recommendation (a) are received and a "breakpoint" be established for Perdido Key Drive.

**Staff's Comments to (a) and (b):** Staff has recommended the adoption of milestones to insure the implementation of the PKNP and directed staff to report quarterly to the BCC regarding the achievement of the milestones. The failure to achieve a milestone may result in the BCC adopting a moratorium on development until that milestone is reached. Milestones, in addition to existing regulations, will ensure that 7,150 dwelling units and 1,000 lodging units will not be developed on Perdido Key unless capacity improvements are made to the existing two-lane road. The milestones will serve to control development in lieu of an interim dwelling unit cap or a "traffic concurrency cap."

**Issue (5): Concern over the property owners who wish to develop single family dwellings on their property, and their ability to obtain permits.**

**Recommendation (5):** That the BCC adopt a policy directive that clarifies that isolated non-developer single family building permit application lots have to comply with the 7,150 dwelling unit cap and they would be exempt from concurrency consideration.

**Staff's Comments:** Staff concurs. A policy directive that clarifies that isolated non-developer single family building permit application lots have to comply with the 7,150 dwelling unit cap will specifically be included in the PKNP. Isolated non-developer single family sites already have de minimums traffic impact based on Section 5.08.00(D) of the Land Development Code and a request for a building permit would not be denied based on the availability of concurrency. Traffic impact from these types of developments are included in the annual traffic counts.

**Issue (6):** There is a genuine concern in the development community that an applicant who does all the right things during the DRC Review and Permitting Process may still run into a problem obtaining a building permit. This concern is pertaining to the stability of the decision process within staff and is part of the perception that creates a high-risk business uncertainty factor.

**Recommendation (6):** That the BCC reconfirm that the policy that once an applicant satisfies all the requirements of the DRC Review and Permitting process and is issued a Development Order and a Certificate of Concurrency, that providing that the applicant follows the subsequent rules and regulations, that the applicant should be able to receive a building permit.

**Staff's Comments:** Item B(1) of Staff's June 11, 2002 recommendation directs staff to reserve the right to obtain a building permit for a specific number of dwelling units and/or lodging units at the time a development order and a certificate of concurrency are signed. Staff has also recommended codification of this policy in the Land Development Code. Dwelling unit allocation for Planned Unit Developments ("PUDs"), larger projects seeking approval of negotiated development agreements and settlement agreements will be reserved by staff at the time of BCC action on these matters.

**Issue (7):** Based on the problems of the acreage and different density and intensity issues discovered by the committee in the course of their analysis, there was a problem with zoning, acreage and the development cap.

Note: It is reflected in Exhibit (3) of the numbers sub-committee data accepted by the PKCC.

**Recommendation (7):** The PKCC recommends that the BCC direct staff to look into the inconsistencies between the Comprehensive Plan and the Land Development Code with regards to the land use categories, zoning densities and intensities using Perdido Key as the first model.

**Staff's Comments:** Staff can address this concern during its update of the PKNP as stated in paragraph B of its June 11, 2002 recommendation. However, staff does not recommend a down-zoning of Perdido Key to address any perceived inconsistencies as part of the update to the PKNP.



## APPENDIX C

### PERDIDO KEY Zoning Districts

1. R-1PK Residential District (Perdido Key), Low Density .....A-
2. R-2PK Residential District C-2 (Perdido Key), Medium Density .....A-
3. R-3PK Residential District C-3 (Perdido Key), High Density. ....A-
4. C-1PK (Perdido Key) C-4 Commercial District.....A-
5. CCPK (Perdido Key) C-5 Commercial Core District .....A-
6. CGPK (Perdido Key) C-6 Commercial Gateway District.....A-
7. PRPK Planned Resort District C-7 (Perdido Key), Medium Density. ....A-
8. S-1PK C-8 Outdoor Recreational District .....A-

## **PERDIDO KEY ZONING DISTRICTS**

### **6.05.04. R-1PK residential district (Perdido Key), low density.**

**A. Intent and purpose of district.** This district is intended to be a low population density area. Certain structures and uses required to serve educational, religious, utilities, and noncommercial recreational needs of such areas are also permitted in this district. The maximum density is two dwelling units per acre.

#### **B. Permitted uses:**

1. Residential dwellings, including single-family, two-family duplexes, three-family triplexes, and multifamily dwellings.
2. Boathouses and boat docks as accessory uses, provided the roof of said boathouse does not exceed 20 feet above the elevation 0.0 (MSL) based upon USC&G datum plane.
3. Places of worship.
4. Public utility and service structures including but not limited to water, sewer, fire and police uses.
5. Buildings used exclusively by federal, state, county or city government for public purpose.
6. Marina (private).

#### **C. Conditional uses:**

1. Golf courses, tennis centers and swimming pools, with customary attendant facilities and accessory buildings.
2. Country clubs and their customary accessory uses.
3. Home occupations with employees.

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

#### **E. Site and buildings requirements:**

1. Lot coverage. Same as preceding district.
2. Lot width. There shall be a minimum lot width of 40 feet.
3. Front yard. Same as preceding district.

4. Rear yard. Not less than ten percent of the depth of the lot but not to exceed 25 feet.
5. Side yard. The minimum side yard on each side shall be ten percent of the lot width, measured at the front building line; however, side yards need not exceed 15 feet on each side.
6. Building height. No building shall exceed 35 feet in height above the habitable first floor (see definition of height, article 3). Variances to height through board of adjustment approval or PUD approval are subject to compliance with the MU-4 comprehensive plan height limitations for residential zoning.
7. [Open space.] There shall be an open space requirement of 35 percent of the total parcel area.

**F. Landscaping.** (Except for single-family houses and other exemptions, see Section 12.05.01.)

1. See section 7.01.00.
2. For developments subject to section 7.01.00, standard B-1 of the buffer and roadway setback performance standards in section 7.01.06 shall be required on all roadway frontages. For every additional ten feet in width of the landscape area, the plant material required shall be doubled. Preservation of existing plant communities within the required landscaped areas can be used to satisfy this requirement. Buffers required adjacent to residential districts shall include a minimum of two trees and 15 shrubs for every 35 linear feet of required buffer areas.
3. Xeriscape principles. It is the proposed intent of this ordinance to encourage water conservation through proper plant selection, installation and maintenance practices. The following xeriscape principles are to be incorporated into all landscape designs:
  - a. Proposed plant material shall be tolerant of beach conditions, including salt, wind, low nutrient levels, and drought.
  - b. Limit turf to locations where it provides functional benefits.
  - c. Provide efficient irrigation systems.
  - d. Mulches and organic soil amendments to improve water-holding capacity of soil may only be applied north of Perdido Key Drive.
4. Irrigation System:
  - a. An irrigation system shall be installed for all landscaped areas of the site.
  - b. All irrigation materials used shall be ASTM approved.
  - c. All irrigation systems shall include rain sensors.

**G. Signs.** See article 8.

**H. Lighting.** Artificial beachfront lighting shall conform to section 7.03.00.

**6.05.06. R-2PK residential district C-2 (Perdido Key), medium density.**

A. Intent and purpose of district. This district is intended to be a medium population density residential area that recognizes the desirability of maintaining open space. Certain structures and uses required to serve educational, religious, utility and noncommercial recreational needs of such areas are permitted in this district. The maximum density is 4.5 dwelling units per acre.

B. Permitted uses:

1. Any use permitted in the R-1PK district.
2. Kindergarten and child care centers.

C. Conditional uses. Any conditional uses allowed in the R-1PK district.

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

E. Site and building requirements:

1. Lot coverage. Same as preceding district.
2. Lot width. The minimum lot width at the building setback line shall be 40 feet and a minimum of 40 feet at the right-of-way.
3. Front yard. Same as preceding district.
4. Rear yard. The rear yard shall be not less than ten percent of the depth of the lot but not to exceed 25 feet.
5. Side yard. The minimum side yard on each side shall be ten percent of the lot width measured at the front Building line; however, required side yards need not exceed 15 feet on each side.
6. Building height. No building shall exceed a height of four stories, or two stories less than an adjacent structure, if the adjacent structure is greater than four stories and existed on June 1, 1997 (see definition of height article 3). Variances to height through board of adjustment approval or PUD approval are subject to compliance with the MU-4 comprehensive plan height limitations for residential zoning.
7. [Open space.] There shall be an open space requirement of 35 percent of the total parcel area.

F. Landscaping.

1. See sections 7.01.00 and 12.05.01.

2. All commercial and multifamily projects shall submit a landscape plan as part of the development review criteria. This plan will include plant species proposed, location of all plant material, including areas proposed for sod, areas of natural vegetation to be protected, and an irrigation plan.

3. Xeriscape principles. It is the proposed intent of this ordinance to encourage water conservation through proper plant selection, installation and maintenance practices. The following xeriscape principles are to be incorporated into all landscape designs:

a. Proposed plant material shall be tolerant of beach conditions, including salt, wind, low nutrient levels, and drought.

b. Limit turf to locations where it provides functional benefits.

c. Provide efficient irrigation systems.

d. Mulches and organic soil amendments to improve water-holding capacity of soil may only be applied north of Perdido Key Drive.

4. For developments subject to section 7.01.00, standard B-1 of the buffer and roadway setback performance standards in section 7.01.06 shall be required on all roadway frontages. For every additional ten feet in width of the landscape area, the plant material required shall be doubled. Preservation of existing plant communities within the required landscaped areas can be used to satisfy this requirement. Buffers required adjacent to residential districts shall include a minimum of two trees and 15 shrubs for every 35 linear feet of required buffer area.

5. Vehicular use areas.

a. Vehicular use areas, other than public rights-of-way, designed to be used for parking or movement of vehicular traffic, shall be separated by a five-foot landscaped strip for any boundary of the property on which the vehicular use area is located. This landscaped strip shall consist of shrubs or groundcovers with a minimum mature height of 24 inches and a maximum height of 30 inches. Plant material shall be spaced 18 inches to 24 inches apart, depending on their mature size.

b. Interior parking areas shall have one landscape island containing at least one tree and shrubs or groundcovers as per the above specifications, for every eight continuous spaces.

6. Irrigation system.

a. An irrigation system shall be installed for all landscaped areas of the site.

- b. All irrigation materials used shall be ASTM approved.
- c. All irrigation systems shall include rain sensors.

G. Signs. See article 8.

H. Lighting. Artificial beachfront lighting shall conform to section 7.03.00.

**6.05.08. R-3PK residential district C-3 (Perdido Key), high density.**

A. Intent and purpose of district. This district is intended to be primarily a high-density residential area. Low intensity office use and service facilities are also permitted. Certain structures and uses required to serve educational, religious, utility and noncommercial recreational needs of such areas are permitted in this district. The maximum density is 12 dwelling units per acre.

B. Permitted uses.

- 1. Any permitted uses in the R-2PK district.
- 2. Professional offices such as those of architects, engineers, lawyers, tax consultants, accountants, and medical and dental offices.
- 3. Real estate or insurance offices.

C. Conditional uses. Any conditional use allowed in the R-2PK district.

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

E. Site and building requirements.

- 1. Lot coverage. The pervious area shall be at least 30 percent of the total area (a maximum of 70 percent impervious cover ratio).

- 2. Front yard. Same as R-2PK district.

- 3. Rear yard. The rear yard shall be not less than ten percent of the depth of the lot but not to exceed 25 feet.

- 4. Side yard. The minimum side yard on each side shall be ten percent of the lot width, measured at the front building line; however, required side yards need not exceed 15 feet on each side. No side yards shall be required in attached townhouses projects except at the ends of such projects where a minimum of ten feet shall be required.

5. Building height limits. No building shall exceed a height of eight stories, or two stories less than an adjacent structure, if the adjacent structure is greater than eight stories and existed on June 1, 1997 (see definition of height article 3).

6. [Open space.] There shall be an open space requirement of 35 percent of the total parcel area.

F. Landscaping. See section 12.05.01.

1. See section 7.01.00.

2. All commercial and multifamily projects shall submit a landscape plan as part of the development review criteria. This plan will include plant species proposed, location of all plant material, including areas proposed for sod, areas of natural vegetation to be protected, and an irrigation plan.

3. Xeriscape principles. It is the proposed intent of this ordinance to encourage water conservation through proper plant selection, installation and maintenance practices. The following xeriscape principles are to be incorporated into all landscape designs:

a. Proposed plant material shall be tolerant of beach conditions, including salt, wind, low nutrient levels, and drought.

b. Limit turf to locations where it provides functional benefits.

c. Provide efficient irrigation systems.

d. Mulches and organic soil amendments to improve water holding capacity of soil may only be applied north of Perdido Key Drive.

4. For developments subject to section 7.01.00, a minimum ten-foot wide landscaped strip shall be required on all roadway frontages, and shall contain one tree and ten shrubs for every 35 linear feet of frontage. For every additional ten feet in width of the landscape area, the plant material required shall be doubled. Preservation of existing plant communities within the required landscaped areas can be used to satisfy this requirement. Buffers required adjacent to residential districts shall include a minimum of two trees and 15 shrubs for every 35 linear feet of required buffer area.

5. Vehicular use areas.

a. Vehicular use areas, other than public rights-of-way, designed to be used for parking or movement of vehicular traffic, shall be separated by a five-foot landscaped strip for any boundary of the property on which the vehicular use area is located. This landscaped strip shall consist of shrubs or groundcovers with a minimum mature height of 24 inches and a maximum height of 30 inches. Plant material shall be spaced 18 inches to 24 inches apart, depending on their mature size.

b. Interior parking areas shall have one landscape island containing at least one tree and shrubs or groundcovers as per the above specifications, for every eight continuous spaces.

6. Irrigation system.

- a. An irrigation system shall be installed for all landscaped areas of the site.
- b. All irrigation materials used shall be ASTM approved.
- c. All irrigation systems shall include rain sensors.

G. Signs. See article 8.

H. Lighting. Artificial beachfront lighting shall conform to section 7.03.00.

**6.05.13. C-1PK (Perdido Key) C-4 commercial district.**

A. Intent and purpose of district. This district is composed of lands and structures used primarily to provide for the retailing of commodities and the furnishing of selected services. The regulations are intended to permit and encourage a full development of essential neighborhood commercial uses, at the same time, however, protecting nearby residential properties from adverse effects of commercial activity. The maximum density is three dwelling units per acre.

B. Permitted uses.

- 1. Any use permitted in the R-3PK district.
- 2. Any retail business, provided that the products are displayed and sold only inside a building.
- 3. Personal service establishments, such as, but not limited to, financial institutions, beauty and barber shops, tailors, shoe repairs, watches and similar services.
- 4. Filling stations and auto repair shops, provided that such repairs are carried on within the confines of a building. Does not include body repair shops.
- 5. Restaurants, including the sale of beer, wines and liquor for on-premise consumption, provided that the boundaries of the building are located in excess of 100 feet from any residential district.
- 6. Bars, nightclubs, and package stores, provided that the boundaries of the building are located in excess of 100 feet from the nearest residential district, and are in accordance with section 7.14.00.

7. Recreational and commercial marinas.



8. Educational facilities.

9. Any uses, which are similar or compatible to the uses permitted herein, that promote the intent and purpose of this district. Determination shall be made by the planning board (LPA).

10. Bed and breakfast inns that conform to the residential character of Perdido Key in terms of bulk, scale, height, and architectural style, as determined by the development review committee.

C. Conditional uses: Commercial amusement and commercial recreational facilities, including miniature golf courses.

D. Prohibited uses: Hotels and motels, excluding bed and breakfast inns.

E. Off-street parking and loading regulations. See section 7.02.00.

F. Traffic requirements. See section 7.11.09.

G. Screening adjacent to residential district. See section 7.01.06.E.

H. Density, site and building requirements. Density, residential site and building requirements shall be the same as for the R-3PK district.

1. Lot coverage. At least 25 percent of each lot or parcel shall remain pervious (75 percent maximum impervious cover ratio).

2. Yards. There shall be a front and rear yard of at least 15 feet. Where a commercial district is contiguous to a residential district there shall be a minimum side yard of ten feet on the side abutting the residential district, unless the two districts are separated by a public street, body of water, or similar manmade or natural buffer, in which case no side yard is required.

3. Building heights. No building shall exceed a height of four stories (see definition of height, article 3).

I. Landscaping. See section 12.05.01.

1. See section 7.01.00.

2. All commercial and multifamily projects shall submit a landscape plan as part of the development review criteria. This plan will include plant species proposed, location of all plant material, including areas proposed for sod, areas of natural vegetation to be protected, and an irrigation plan.

3. Xeriscape principals. It is the proposed intent of this ordinance to encourage water conservation through proper plant selection, installation and maintenance practices. The following xeriscape principles are to be incorporated into all landscape designs:

a. Proposed plant material shall be tolerant of beach conditions, including salt, wind, low nutrient levels, and drought.

b. Limit turf to locations where it provides functional benefits.

c. Provide efficient irrigation systems.

d. Mulches and organic soil amendments to improve water-holding capacity of soil may only be applied north of Perdido Key Drive.

4. For developments subject to section 7.01.00, standards B-1 of the buffer and roadway setback performance standards in section 7.01.06 shall be required on all roadway frontages. For every additional ten feet in width of the landscape area, the plant material required shall be doubled. Preservation of existing plant communities within the required landscaped areas can be used to satisfy this requirement. Buffers required adjacent to residential districts shall include a minimum of two trees and 15 shrubs for every 35 linear feet of required buffer area.

5. Vehicular use areas.

a. Vehicular use areas, other than public rights-of-way, designed to be used for parking or movement of vehicular traffic, shall be separated by a five-foot landscaped strip for any boundary of the property on which the vehicular use area is located. This landscaped strip shall consist of shrubs or groundcovers with a minimum mature height of 24 inches and a maximum height of 30 inches. Plant material shall be spaced 18 inches to 24 inches apart, depending on their mature size.

b. Interior parking areas shall have one landscape island containing at least one tree and shrubs or groundcovers as per the above specifications, for every eight continuous spaces.

6. Irrigation system.

a. An irrigation system shall be installed for all landscaped areas of the site.

b. All irrigation materials used shall be ASTM approved.

c. All irrigation systems shall include rain sensors.

J. Signs. See article 8.

K. Lighting. Artificial beachfront lighting shall conform to section 7.03.00.

L. Density transfer. Densities may not be transferred to parcels south of Perdido Key Drive. Densities may be transferred across public roadways and commercial zoning district lines, identified as areas zoned C-1PK, CCPK, CGPK and PRPK, provided that the proposed development is on contiguous land (exclusive of public roadways), under unified control of an

individual, partnership, corporation, or a grouping thereof. Height maximums cannot be so transferred except through the PUD process.

**6.05.13.01. CCPK (Perdido Key) C-5 Commercial Core District.**

A. Intent and purpose of district. This district is composed of lands and structures used primarily for intense residential development and retailing of resort-related commodities and services. The regulations are intended to permit and encourage mixed-use development, including high density residential, hotels and motels, and commercial uses associated with resort areas. The maximum density is 13 dwelling units per acre.

B. Permitted uses.

1. Any use permitted in the C-1PK district.
2. Hotels and motels. Maximum density shall be 25 units per acre.
3. Commercial amusement and commercial recreational facilities, including miniature golf courses.
4. Any uses which are similar or compatible to the uses permitted herein that promote the intent and purpose of this district. Determination shall be made by the planning board (LPA).

C. Off-street parking and loading requirements. See section 7.02.00.

D. Traffic requirements. See section 7.11.09.

E. Screening adjacent to residential districts. See section 7.01.06E.

F. Density, site and building requirements. Residential site and building requirements shall be the same as for the R-3 district.

1. Lot coverage. At least 20 percent of each lot or parcel shall remain pervious (80 percent maximum impervious cover ratio).

2. Yards. There shall be a front and rear yard of at least 15 feet. Where a commercial district is contiguous to residential district there shall be a minimum side yard of ten feet on the side abutting the residential district, unless the two districts are separated by a public street, body of water, or similar manmade or natural buffer, in which case no side yard is required.

3. Building heights. Building heights shall not exceed 18 stories plus two additional stories for parking and/or storage. In addition, buildings of more than 2 ½ stories, but less than five stories, shall have a footprint with a lot coverage no greater than 25 percent.

a. Buildings from five stories to seven stories shall have a footprint with a lot coverage no greater than 23 percent.

b. Buildings from eight stories to nine stories shall have a footprint with a lot coverage no greater than 21 percent.

c. Buildings of more than nine stories shall have a footprint with a lot coverage no greater than 19 percent.

d. The lot used in computing the area required to satisfy footprint restrictions on buildings greater than 2 ½ stories may not be crossed, intersected, or divided by any public road or right-of-way.

#### G. Landscaping.

1. See section 7.01.00.

2. All commercial and multifamily projects shall submit a landscape plan as part of the development review criteria. This plan will include plant species proposed, location of all plant material, including areas proposed for sod, areas of natural vegetation to be protected, and an irrigation plan.

3. Xeriscape principles. It is the proposed intent of this ordinance to encourage water conservation through proper plant selection, installation and maintenance practices. The following xeriscape principles are to be incorporated into all landscape designs:

a. Proposed plant material shall be tolerant of beach conditions, including salt, wind, low nutrient levels, and drought.

b. Limit turf to locations where it provides functional benefits.

c. Provide efficient irrigation systems.

d. Mulches and organic soil amendments to improve water-holding capacity of soil may only be applied north of Perdido Key Drive.

4. For developments subject to section 7.01.00, a minimum ten-foot wide landscaped strip shall be required on all roadway frontages, and shall contain one tree and ten shrubs for every 35 linear feet of frontage. For every additional ten feet in width of the landscape area, the plant material required shall be doubled. Preservation of existing plant communities within the required landscaped areas can be used to satisfy this requirement. Buffers required adjacent to residential districts shall include a minimum of two trees and 15 shrubs for every 35 linear feet of required buffer area.

5. Vehicular use areas.

a. Vehicular use areas, other than public rights-of-way, designed to be used for parking or movement of vehicular traffic, shall be separated by a five-foot landscaped strip for any boundary of the property on which the vehicular use area is located. This landscaped strip shall consist of shrubs or groundcovers with a minimum mature height of 24 inches and a

maximum height of 30 inches. Plant material shall be spaced 18 inches to 24 inches apart, depending on their mature size.

b. Interior parking areas shall have one landscape island containing at least one tree and shrubs or groundcovers as per the above specifications, for every eight continuous spaces.

6. Irrigation system.

a. An irrigation system shall be installed for all landscaped areas of the site.

b. All irrigation materials used shall be ASTM approved.

c. All irrigation systems shall include rain sensors.

H. Signs. See article 8.

I. Lighting. Artificial beachfront lighting shall conform to section 7.03.00.

J. Density transfers. Same as preceding district.

**6.05.13.02. CGPK (Perdido Key) C-6 Commercial Gateway District.**

A. Intent and purpose of district. This district is intended to provide gateways (entryways) into Perdido Key, providing an identity for Perdido Key as a visually attractive, family style, resort community. The district is characterized by resort-related commercial uses, including hotels and motels, as well as high-density residential development. The maximum density is 12.5 dwelling units per acre.

B. Permitted uses.

1. Any use permitted in the CCPK district.

2. Hotels and motels. Maximum density shall be 25 units per acre.

3. Any uses which are similar or compatible to the uses permitted herein that promote the intent and purpose of this district. Determination shall be made by the planning board (LPA).

C. Off-street parking and loading requirements. See section 7.02.00.

D. Traffic requirements. No entrances or exits shall direct traffic into adjacent residential districts.

E. Screening adjacent to residential districts. See section 7.01.06E.

F. Density, site and building requirements.

1. Residential site and building requirements. Residential site and building requirements shall be the same as for the R-3 district.

2. Commercial site and building requirements. Commercial site and building requirements, including multifamily housing. Shall have a front yard of 25 feet and a rear yard of 15 feet. Where a commercial district is contiguous to a residential district, there shall be a minimum side yard of ten feet on the side abutting the residential district, unless the two districts are separated by a public street, body of water, or similar manmade or natural buffer, in which case no side yard is required.

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

4. Building heights. No building shall exceed a height of ten stories.

#### G. Landscaping.

1. See section 7.01.00.

2. All commercial and multifamily projects shall submit a landscape plan as part of the development review criteria. This plan will include plant species proposed, location of all plant material, including areas proposed for sod, areas of natural vegetation to be protected, and an irrigation plan.

3. Xeriscape principles. It is the proposed intent of this ordinance to encourage water conservation through proper plant selection, installation and maintenance practices. The following xeriscape principles are to be incorporated into all landscape designs:

a. Proposed plant material shall be tolerant of beach conditions, including salt, wind, low nutrient levels, and drought.

b. Limit turf to locations where it provides functional benefits.

c. Provide efficient irrigation systems.

d. Mulches and organic soil amendments to improve water-holding capacity of soil may only be applied north of Perdido Key Drive.

4. For developments subject to section 7.01.00, a minimum ten-foot wide landscaped strip shall be required on all roadway frontages, and shall contain one tree and ten shrubs for every 35 linear feet of frontage. For every additional ten feet in width of the landscape area, the plant material required shall be doubled. Preservation of existing plant communities within the required landscaped areas can be used to satisfy this requirement. Buffers required adjacent to residential districts shall include a minimum of two trees and 15 shrubs for every 35 linear feet of required buffer area.

5. Vehicular use areas, other than public rights-of-way, designed to be used for parking or movement of vehicular traffic, shall be separated by a five-foot landscaped strip for any boundary of the property on which the vehicular use area is located. This landscaped strip shall consist of shrubs or groundcovers with a minimum mature height of 24 inches and a maximum mature height of 30 inches. Plant material shall be spaced 18 inches to 24 inches apart, depending on their mature size.

6. Irrigation system.

- a. An irrigation system shall be installed for all landscaped areas of the site.
- b. All irrigation materials used shall be ASTM approved.
- c. All irrigation systems shall include rain sensors.

H. Signs. See Article 8.

I. Lighting. Artificial beachfront lighting shall conform to section 7.03.00.

J. Density transfers. Same as preceding district.

#### **6.05.13.03. PRPK Planned Resort District C-7 (Perdido Key) Medium Density.**

A. Intent and purpose of district. This district is intended to be a large-scale planned resort district, allowing for destination-type mixed uses that include residential and hotel development and the supporting recreational and commercial facilities, all developed within a master planned setting that includes extensive open space, adequate internal pedestrian/bicycle circulation, creative design, resort-related amenities, and adequate buffer areas. Parcels in this district shall have a gross site area of no less than ten acres. A master plan submittal of the overall proposed development is required. The maximum area-wide density is five units per acre.

B. Density transfers. Same as preceding district, but includes building allocation, provision of open spaces, and preservation areas which may be permitted among and between the planned resort district, commercial core district, commercial gateway district and the commercial district, provided the proposed development is a master planned development.

C. Site plan approval. Requests for site plan approval shall include competent evidence of unified control of the entire area proposed for development.

1. The development will be in accordance with an overall master site plan of the entire area under unified control;

2. Development successors in title shall be bound by the approved site plan. Such site plan shall include but not be limited to maximum project density, overall requirements for open spaces and preservation areas, building coverage allocation, and allocation for incidental commercial uses;

3. Revision to the approved site plan is permitted; however, all portions of the project shall be in strict accord with the revised master site plan.

D. Permitted uses.

1. Any use permitted in the CGPK district.
2. Hotels and motels. Maximum density shall be 25 units per acre.
3. Storage areas for personal use only by residents and guests of the planned resort. Such areas shall be screened by opaque fencing and landscape material a minimum of six feet in height.
4. Zero lot line development. See article 7.10.00.
5. Any uses which are similar or compatible to the uses permitted herein that promote the intent and purpose of this district. Determination shall be made by the planning board (LPA).

E. Off-street parking and loading requirements. See section 7.02.00.

F. Traffic and street requirements. See section 7.11.09

G. Screening adjacent to residential districts. See section 7.01.06E.

H. Density, site and building requirements.

1. Lot coverage. Maximum area land coverage by all structures shall not exceed 40 percent of the gross site area.
2. Yards. There shall be a front yard of no less than 25 feet and a rear yard of no less than 15 feet. Side yards shall be no less than ten feet. All structures shall be located a minimum of 50 feet from any publicly dedicated right-of-way.
3. Open space.
  - a. Open space shall not be less than 30 percent of the total site area.
  - b. Fifty percent of the front yard shall remain as open space.
4. Building separation.
  - a. The minimum distance between structures shall be 15 feet, excluding zero lot line development.
  - b. A multifamily structure, including hotels and motels, shall be located at least 100 feet from any area on the site plan designated for single-family dwellings.



c. For structures over 35 feet in height, for every two feet in height over 35 feet, there shall be an additional one-foot of setback at the ground level.

5. Sidewalks. Sidewalks shall be required and shall provide pedestrian linkages to residential areas, recreational areas, commercial areas, and any locations where there is the potential conflict between pedestrian and vehicular traffic. These conflict areas shall be marked with appropriate pavement markings to clearly indicate pedestrian crossings.

6. Building heights. No building shall exceed a height of ten stories (see definition of height, article 3).

7. Landscaping.

a. See section 7.01.00.

b. All commercial and multifamily projects shall submit a landscape plan as part of the development review criteria. This plan will include plant species proposed, location of all plant material, including areas proposed for sod, areas of natural vegetation to be protected, and an irrigation plan.

c. Xeriscape principles. It is the proposed intent of this ordinance to encourage water conservation through proper plant selection, installation and maintenance practices. The following xeriscape principles are to be incorporated into all landscape designs:

1. Proposed plant material shall be tolerant of beach conditions, Including salt, wind, low nutrient levels, and drought.

2. Limit turf to locations where it provides functional benefits.

3. Provide efficient irrigation systems.

4. Mulches and organic soil amendments to improve water-holding capacity of soil may only be applied north of Perdido Key Drive.

d. For developments subject to section 7.01.00, a minimum ten-foot wide landscaped strip shall be required on all roadway frontages, and shall contain one tree and ten shrubs for every 35 linear feet of frontage. For every additional ten feet in width of the landscape area, the plant material required shall be doubled. Preservation of existing plant communities within the required landscaped areas can be used to satisfy this requirement. Buffers required adjacent to residential districts shall include a minimum of two trees and 15 shrubs for every 35 linear feet of required buffer area.

5. Vehicular use areas.

a. Vehicular use areas, other than public rights-of-way, designed to be used for parking or movement of vehicular traffic, shall be separated by a five-foot landscaped strip for any boundary of the property on which the vehicular use area is located. This landscaped strip shall consist of shrubs or groundcovers with a minimum mature height of 24 inches and a maximum height of 30 inches. Plant material shall be spaced 18 inches to 24 inches apart, depending on their mature size.

b. Interior parking areas shall have one landscape island containing at least one tree and shrubs or groundcovers; as per the above specifications, for every eight continuous spaces.

6. Irrigation system.

a. An irrigation system shall be installed for all landscaped areas of the site.

b. All irrigation materials used shall be ASTM approved.

c. All irrigation systems shall include rain sensors.

7. Orientation of commercial buildings shall be away from residential development within or adjacent to the district. Layout of parking and service areas, access, landscaping yards, courts, walls, signs, lighting and control of noise and other potentially adverse influences shall be such as to promote protection of such residential development, and will include adequate buffering.

I. Signs. See article 8.

J. Lighting. Artificial beachfront lighting shall conform to section 7.03.00.

K. Hotels and motels (as defined in Article 3) and timeshares. Maximum density for hotels, motels, and lodging unit timeshares shall be 25 units per acre.

**6.05.18. S-1 And S-1PK C-8 Outdoor Recreational District (Noncumulative).**

A. Intent and purpose of district. This district is intended to preserve and maintain the land for outdoor recreational uses and open space.

B. Permitted uses.

1. Golf courses.

2. Country clubs and their customary accessory uses.

3. Bird and wildlife sanctuaries.

4. Parks and greenbelt areas.

C. Lot coverage. The amount of impervious surface shall not exceed 20 percent of the total area.

D. Signs. See article 8.

## ORDINANCE 2002 - 30

AN ORDINANCE OF ESCAMBIA COUNTY, FLORIDA, AMENDING PART III, OF THE ESCAMBIA COUNTY CODE OF ORDINANCES (1999), THE LAND DEVELOPMENT CODE OF ESCAMBIA COUNTY, FLORIDA, AS AMENDED; AMENDING SECTION 3.00.01, TO CLARIFY THE DEFINITION OF FOOTPRINT; AMENDING SECTION 6.03.01, ACCESSORY USES, TO SPECIFY ELEVATED, ABOVE GRADE PARKING AS AN ACCESSORY USE ON PERDIDO KEY; AMENDING SECTION 6.05.13. AC-1PK (PERDIDO KEY) COMMERCIAL DISTRICT; PROVIDING LOT COVERAGE AND FOOTPRINT REQUIREMENTS; AMENDING SECTION 6.05.13.01. ACCPK COMMERCIAL CORE DISTRICT (PERDIDO KEY)," AS IT APPLIES TO LOT COVERAGE, BUILDING HEIGHT AND FOOTPRINT; AND AMENDING SECTION "6.05.13.2 CGPK (PERDIDO KEY) COMMERCIAL GATEWAY DISTRICT, PROVIDING FOR LOT COVERAGE AND FOOTPRINT REQUIREMENTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE AND PROVIDING FOR AN EFFECTIVE DATE.

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

**Section 1.** Part III of the Escambia County Code of Ordinances (1999) the Land Development Code of Escambia County, Article 3, Section 3.00.01, is hereby amended as follows:

***Footprint.*** ~~The surface area enclosed or covered by the footing, foundation or outermost projection for any floor of a building, whichever area is greatest.~~ The Building Area, defined as the maximum combined area occupied by all principal and accessory buildings, taken on a horizontal plane at the mean grade level, but not including uncovered entrance platforms, terraces and steps, plus the outermost projections of any story or floor. Elevated, above grade parking facilities are hereby deemed to be "buildings", however, uncovered ground level parking lots are not "buildings" as herein defined.

**Section 2.** Part III of the Escambia County Code of Ordinances (1999) the Land Development Code of Escambia County, Article 6, Section 6.03.01.A is hereby amended as follows:

A. Parking. Off-street parking and loading serving a principal use, whether located on the same lot or on a different lot, but only if the facilities involved are reserved for the residents, employees, patrons or other persons participating in the principal use. Elevated, above grade parking facilities are considered an accessory building for the purpose of calculating the footprint on Perdido Key. (See Sections 6.05.13.H.4.b; 6.05.13.01.F.4.e; 6.05.13.02.F.5.e).

**Section 3.** Part III, of the Escambia County Code of Ordinances (1999) the Land Development Code of Escambia County, Florida, as amended, Article 6, ~~Zoning Districts~~, Section 6.05.13.H is hereby amended as follows:

H. *Density, site and building requirements.* Density, residential site and building requirements shall be the same as for the R-3 district.

1. Lot coverage

a. At least 25 percent of each lot or parcel shall remain pervious (75 percent maximum impervious cover ratio) (See LDC 12.01.01.B).

b. The maximum combined area occupied by all principal and accessory buildings shall not exceed the percentage (%) allowed under the "Footprint" regulations for the number of stories proposed.

4. Footprint.

a. If the lot or parcel is proposed to be improved with, or contains an existing building of two and one-half (2½) or more stories, up to and including four (4) stories, the footprint of both proposed and existing buildings shall not exceed twenty-five (25) percent of lot coverage.

b. The lot or parcel used in computing the area required to satisfy footprint restrictions on buildings two and one-half (2½) stories or greater, may not be crossed, intersected or divided by any public road or right-of-way. If a lot or parcel is divided, crossed, intersected or divided by any public road or right-of-way, footprint restrictions shall be applied to each portion of the divided lot or parcel as if the divided lot or parcel were two separate lots or parcels. In the event a public road or right-of-way splits a lot or parcel and creates public access to a waterway, then the lot coverage for both divisions of the lot or parcel shall be used to determine whether footprint restrictions have been satisfied.

**Section 4.** Part III, of the Escambia County Code of Ordinances (1999) the Land Development Code of Escambia County, Florida, as amended, Article 6, AZoning Districts, Section 6.05.13.I.3. is hereby amended as follows:

4. Xeriscape principles. It is the proposed intent of this ordinance to encourage water conservation through proper plant selection, installation and maintenance practices. The following xeriscape principles are to be incorporated into all landscape designs:

a. Proposed plant material shall be tolerant of beach conditions, including salt, wind, low nutrient levels, and drought.

e. Limit turf to locations where it provides functional benefits.

3c. Provide efficient irrigation systems.

4d. Mulches and organic soil amendments to improve water-holding capacity of soil may only be applied north of Perdido Key Drive.

**Section 5.** Part III, of the Escambia County Code of Ordinances (1999) the Land Development Code of Escambia County, Florida, as amended, Article 6, AZoning Districts, Section 6.05.13.01.F.1. is hereby amended as follows:

1. *Lot coverage.*

a. At least twenty (20) percent of each lot or parcel shall remain pervious (80 percent maximum impervious cover ratio). (See LDC 12.01.01.B).

b. The maximum combined area occupied by all principal and accessory buildings shall not exceed the percentage (%) allowed under the AFootprint@ regulations for the number of stories proposed.

3. *Building heights.* Building heights shall not exceed 18 stories plus two additional stories for parking and/or storage. ~~In addition, buildings of more than two and one-half (2 2) stories, but less than five (5) stories, shall have a footprint with a lot coverage no greater than twenty-five (25) percent.~~ See Section 11.02.02 for special provisions within four miles of the Pensacola Naval Air Station.

4. Footprint.

a. ~~Building from five (5) stories to seven (7) stories shall have a footprint with a lot coverage no greater than twenty-three (23) percent.~~ If the lot or parcel is proposed to be improved with, or contains an existing building of two and one-half (2 2) or more stories, but less than five (5) stories, the footprint of both proposed and existing buildings shall not exceed twenty-five (25) percent of lot coverage.

b. ~~Buildings from eight (8) stories to nine (9) stories shall have a footprint with a lot coverage no greater than twenty-one (21) percent.~~ If the lot or parcel is proposed to be improved with, or contains an existing building of five (5) or more stories, but less than seven (7) stories, the footprint of both proposed and existing buildings shall not exceed twenty-three (23) percent of lot coverage.

c. ~~Buildings of more than nine (9) stories shall have a footprint with a lot coverage no greater than nineteen (19) percent.~~ If the lot or parcel is proposed to be improved with, or contains an existing building of seven (7) or more stories, but less than nine (9) stories, the footprint of both proposed and existing buildings shall not exceed twenty-one (21) percent of lot coverage.

d. If the lot or parcel is proposed to be improved with, or contains an existing building of nine (9) or more stories up to and including eighteen stories, the footprint of both proposed and existing buildings shall not exceed nineteen (19) percent of lot coverage.

~~de.~~ The lot or parcel used in computing the area required to satisfy footprint restrictions on buildings greater than two and one-half (2 2) stories or greater may not be crossed, intersected or divided by any public road or right-of-way. If a lot or parcel is divided, crossed, intersected or divided by any public road or right-of-way, footprint restrictions shall be applied to each portion of the divided lot or parcel as if the divided lot or parcel were two separate lots or parcels. In the event a public road or right-of-way splits a lot or parcel and creates public access to a waterway, then the lot coverage for both divisions of the lot or parcel shall be used to determine whether footprint restrictions have been satisfied.

**Section 6.** Part III, of the Escambia County Code of Ordinances (1999) the Land Development Code of Escambia County, Florida, as amended, Article 6, ~~A~~Zoning Districts~~@~~, Section 6.05.13.02.F. is hereby amended as follows:

F. *Density, site and building requirements.*

2. *Commercial site and building requirements.* Commercial site and building requirements, including multifamily housing, ~~s~~shall have a front yard of 25 feet and a rear yard of 15 feet. Where a commercial district is contiguous to a residential district, there shall be a minimum side yard of ten feet on the side abutting the residential district, unless the two districts are separated by a public street, body of water, or similar manmade or natural buffer, in which case no side yard is required.

3. *Building heights.* No building shall exceed a height of ten stories. See section 11.02.02 for special provisions within four miles of the Pensacola Naval Air Station.

4. *Footprint.*

a. If the lot or parcel is proposed to be improved with, or contains an existing building of two and one-half (2½) or more stories, but less than (5) stories, the footprint of both proposed and existing buildings shall not exceed 25 percent of lot coverage.

b. If the lot or parcel is proposed to be improved with, or contains an existing building of five (5) or more stories, but less than seven (7) stories, the footprint of both proposed and existing buildings shall not exceed 23 percent of lot coverage.

c. If the lot or parcel is proposed to be improved with, or contains an existing building of seven (7) or more stories, but less than nine (9) stories, the footprint of both proposed and existing buildings shall not exceed 21 percent of lot coverage.

d. If the lot or parcel is proposed to be improved with, or contains an existing building of nine (9) or more stories, up to and including ten (10) stories, the footprint of both proposed and existing buildings shall not exceed 19 percent of lot coverage.

e. The lot or parcel used in computing the area required to satisfy footprint restrictions on buildings two and one-half (2½) stories or greater, may not be crossed, intersected or divided by any public road or right-of-way. If a lot or parcel is divided, crossed, intersected or divided by any public road or right-of-way, footprint restrictions shall be applied to each portion of the divided lot or parcel as if the divided lot or parcel were two separate lots or parcels. In the event a public road or right-of-way splits a lot or parcel and creates public access to a waterway, then the lot coverage for both divisions of the lot or parcel shall be used to determine whether footprint restrictions have been satisfied.

**Section 6.** Severability.

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

**Section 7.** Inclusion in the code.

It is the intention of the Board of County Commissioners that the provisions of this Ordinance shall be codified as required by Section 125.68, Fla. Stat. (2001); and that the sections, subsections and other provisions of this Ordinance may be renumbered or relettered and the word ~~A~~ordinance@ may be changed to ~~A~~section,@~~A~~article,@ or such other appropriate word or phrase in order to accomplish such intentions.

**Section 8.** Effective Date.

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

**DONE AND ENACTED** by the Board of County Commissioners of Escambia County, Florida this second day of July, 2002.

BOARD OF COUNTY COMMISSIONERS  
ESCAMBIA COUNTY, FLORIDA

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Marie Young, Chairman

ATTEST:        ERNIE LEE MAGAHA  
CLERK OF THE CIRCUIT COURT

Deputy Clerk        \_\_\_\_\_

(SEAL)

ENACTED:        July 2, 2002

FILED WITH DEPARTMENT OF STATE:        July 8, 2002

EFFECTIVE:        July 8, 2002

H:/Docs/Perdido.Key/NeighPlan/MuniCodes



## **APPENDIX D**

### **Public Participation Program Goals**

**Goal 1:** Inform the public about progress made toward updating the PKNP.

**Goal 2::** Provide regular public opportunities to explain and discuss progress on updating the PKNP.

**Goal 3:** Communicate with and inform the public, communities and agencies on choices for the future.

**Goal 4:** Develop and implement a process for information exchange that provides different audiences with the background information they need to understand and choose among possible future development alternatives for Perdido Key.

**Goal 5:** Use a comprehensive range of public outreach techniques to generate and maintain interest.

**Goal 6:** Raise the visibility of the role of the County and other governmental entities in growth management of Perdido Key.

**Goal 7:** Utilize a variety of means to inform the public about the PKNP Update including consideration of direct mailing, print and broadcast media, outdoor advertising, the Planning Board and public service announcements.

**Goal 8:** Involve the public in identifying future needs, establishing priorities for growth, infrastructure funding, and designing and implementing projects.

**Goal 9:** Hold annual public hearings in the future to review the assumptions and recommendations of the Plan.

**Goal 10:** Alert citizens on Perdido Key and other areas by posting signs and/or other appropriate mechanisms.

**Goal 11:** Make sure the public knows when key decisions will be made, and have an opportunity to respond before the BCC renders any decision.

**Goal 12:** Continue to observe open public meeting requirements (Ch. 286, F.S., known as the Florida Sunshine Law).

**Goal 13:** Distribute draft plan documents and written materials in advance of advertised meetings.

**Goal 14:** Advertise formal public hearings in a newspaper of general circulation; the advertisements will announce the time, place, and purpose of the hearing.

**Goal 15:** Make sure that issues raised by the public are explicitly considered and receive response.

**Goal 16:** Provide opportunities for the public to comment, in writing or in person, any action being proposed.

**Goal 17:** Document the results of public forums, by recording formal minutes, publishing survey results, or summarizing the key findings.

**Goal 18:** Provide a written or verbal response to any issues or questions raised as a result of the public involvement process, and ensure that the parties involved receive a copy.

**Goal 19:** Make sure that decisions reached are communicated to the public, and are understood and respected by staff and other agencies.

**Goal 20:** Publish plans and provide them to a standard mailing list of persons, public officials and agencies and other key community leaders.

**Goal 21:** Make effective use of the resources devoted to public involvement.

**Goal 22:** Continue to employ technology such as automated mailing lists, voice mail, geographic information systems, and on-line computer resources to enhance public communication with a minimum of staff time.

**Goal 23:** Take advantage of opportunities to coordinate with other agencies' public participation mechanisms.

**Goal 24:** Make sure that information is communicated in a clear, credible, concise and consistent manner.

**Goal 25:** Publish documents and written materials that are highly graphical, use non-technical terms and avoid jargon.

**Goal 26:** Make it easier for all citizens to get involved and be heard.

**Goal 27:** Consider scheduling public hearings and workshops in the late afternoon and early evening so those citizens who work can attend them.

**Goal 28:** Hold public hearings and workshops in locations that are convenient to those citizens who work and live in the study area of the plan being considered.

**Goal 29:** Ensure that all meetings are held in locations that are accessible to the disabled (ADA compliant), and that, upon request, documents and meetings are provided in forms that are accessible to people with impairments.

## **APPENDIX E**

### **OCTOBER 8, 2002 PUBLIC MEETING MATERIALS**

**1997 PKNP IS AVAILABLE ELECTRONICALLY AT THIS TIME.**

## **AGENDA**

### **Perdido Key Neighborhood Plan Update Public Meeting**

**October 8, 2002 6:30 PM – 8:30 PM**

**Jim Bailey Middle School**

I. Welcome and Introduction – Escambia County Commissioner Timothy Wright  
Escambia County Administrator George Touart  
Escambia County Assistant Administrator Robert McLaughlin

II. Purpose – Nancy Stuparich, Director, Escambia County Dept. of Growth Management

III. Departmental Presentations - Updates to 1997 Goals and Objectives

1. Land Use – Department of Growth Management

Department of Growth Management  
Nancy Stuparich, Director  
850.595.3513  
nancy\_stuparich@co.escambia.fl.us

2. Hurricane Evacuation – Public Safety

Department of Public Safety  
Janice Kilgore, Director  
850-595-3311 fax 850-469-0718  
Janice\_Kilgore@co.escambia.fl.us

Emergency Management  
Michael Hardin, Division Chief  
850-595-3311 fax 850-469-0718  
mike\_hardin@co.escambia.fl.us

3. Transportation – Engineering

Engineering Department  
Richard Duane, County Engineer  
850.595.3434 fax 850.595.3444  
richard\_duane@co.escambia.fl.us

Engineering Department  
Larry Newsom, Acting Chief, Traffic Eng Div  
850.595.3434 fax 850.595.3444  
larry\_newsom@co.escambia.fl.us

4. Signage – Growth Management

Department of Growth Management  
Nancy Stuparich, Director  
850.595.3513  
nancy\_stuparich@co.escambia.fl.us

Department of Growth Management  
Karen Thompson, Chief of Development Services  
850.595.3464  
karen\_thompson@co.escambia.fl.us

5. Community Center – Growth Management

Department of Community Services  
Marilyn Wesley  
850.595.3130  
marilyn\_wesley@co.escambia.fl.us

6. Recreation and Open Space – Parks and Recreation/NESD

Parks and Recreation Department  
Kevin Briske, Director  
850-475-5220  
kevin\_briske@co.escambia.fl.us

Neighborhood & Environmental Services Dept.  
Robert Turpin, Chief of Marine Resources  
850.595.4395  
robert\_turpin@co.escambia.fl.us

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April 16, 2003  
100% Complete

7. Gateway Concept – Growth Management

Department of Growth Management  
Nancy Stuparich, Director  
850.595.3513  
nancy\_stuparich@co.escambia.fl.us

8. Natural Resource Protection – NESD

Neighborhood & Environmental Services Dept.  
Taylor (Chips) Kirschenfeld, Sr. Env. Scientist  
850-595-0148  
chips\_kirschenfeld@co.escambia.fl.us

9. Fire Rescue/Emergency Medical Services – Public Safety

Fire Rescue  
Ken Perkins, Fire Chief  
850-475-5530 fax 850-475-5535  
ken\_perkins@co.escambia.fl.us

Emergency Medical Services  
Janice Kilgore, Public Safety Director  
850-595-3311 fax 850-469-0718  
Janice\_Kilgore@co.escambia.fl.us

10. Potable Water/Sanitary Sewer – ECUA

Tim Haag, Acting Executive Director  
850-476-5110  
thaag@ecua.org

Jamie Nicholson, Engineer  
850-476-5110  
jnicholson@ecua.org

Bill Johnson, Director of Engineering  
850-476-5110  
bjohnson@ecua.org

Gena Buchanan, Assistant to the STR Administrator  
850-476-5110  
buchanan@ecua.org

11. Code Enforcement – NESD

Neighborhood & Environmental Services Dept.  
Walt Fielding, Chief  
850-595-3456  
walter\_fielding@co.escambia.fl.us

12. Drainage – Engineering

Engineering Department  
Richard Duane, County Engineer  
850.595.3434 fax 850.595.3444  
richard\_duane@co.escambia.fl.us

Engineering Department  
Joy Blackmon, Drainage Engineer  
850.595.3434 fax 850.595.3444  
joy\_blackmon@co.escambia.fl.us

13. Redevelopment – Growth Management

Department of Growth Management  
Nancy Stuparich, Director  
850.595.3513  
nancy\_stuparich@co.escambia.fl.us

Department of Growth Management  
Karen Thompson, Chief of Development Services  
850.595.3464  
karen\_thompson@co.escambia.fl.us

14. Intergovernmental Relations – Growth Management

Department of Growth Management  
Nancy Stuparich, Director

850.595.3513  
nancy\_stuparich@co.escambia.fl.us

A. Schools – Escambia County School Board/Growth Management

B. Law Enforcement – Sheriff/Growth Management

C. Economic Development – Chamber of Commerce/Growth Management

#### IV. Questions and Answers



## PERDIDO KEY NEIGHBORHOOD PLAN UPDATE 2002

OCTOBER 8, 2002



### **ISSUE AREA:**

QUESTION OR COMMENT:

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NAME:

ADDRESS:

TELEPHONE NUMBER:

E-MAIL ADDRESS:

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OFFICE USE ONLY:

REFERRED TO:

ACTION TAKEN:

H/Docs/Perdido.Key/NeighPlan/CommentSheet

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April 16, 2003  
100% Complete

## **APPENDIX F**

### **NOVEMBER 1, 2002 PUBLIC MEETING MATERIALS**

**NOT AVAILABLE ELECTRONICALLY AT THIS TIME.**



## APPENDIX G

### QUESTIONS AND COMMENTS RECEIVED FROM PUBLIC WITH STAFF RESPONSES

#### PERDIDO KEY NEIGHBORHOOD PLAN UPDATE PUBLIC WORKSHOP OCTOBER 8, 2002 – 6:30 TO 9:03 P.M.

#### THREE “QUESTION OR COMMENT” SHEETS PLACED INTO BASKET

1. At the meeting, provide a microphone for the people asking questions. Questions are mostly not heard.

2. **Issue Area: 19. Transportation:** With the onset of the annual migration of snowbirds to our area, request they mow a six-foot swath on both sides of Johnson Beach Road to accommodate pedestrian traffic. As it now stands, very few people will yield to vehicular traffic.

***Response:*** Part II, Item 19 - Transportation, Objective V of the Perdido Key Neighborhood Plan 2002 Update recommends that a safe, lighted pedestrian and bicycle corridor be provided along Johnson Beach Road to encourage non-motorized transportation and to provide increased recreational opportunities to Perdido Key residents.

***Status:*** Pending PKNP Update approval by the Board of County Commissioners

***Implementation Strategy:*** Include this project on the Escambia County Engineering Department's bicycle/pedestrian improvement list for prioritization consideration. Seek available funding from existing revenues and/or alternative revenue sources.

***Background:*** The Escambia County Engineering Department will be developing a needs list for bicycle/pedestrian improvements and will include this project on the list. The same priority selection criteria as adopted by the Pensacola MPO for transportation enhancement projects will be used to prioritize the County's needs list.

There is 100 feet of existing right-of-way width along Johnson Beach Road with 22 feet of asphalt width for the roadway. No right-of-way acquisition should be required for this project, which significantly reduces the cost. (Engineering)

#### 3. **Issue Area: Perdido Key Drive:**

##### **a. What about milepost markers from the bridge to the Florida line?**

***Response:*** Per Florida Department of Transportation (FDOT), according to the Traffic Engineering Manual, mile-markers are used or provide benefits to motorist when used on roadways that cross multiple jurisdictions and have confusing or nonexistent landmarks. This

*section of SR 292 does not meet the criteria, because the roadway falls within one jurisdiction (Escambia County) and there are landmarks in this area. (Engineering)*

**b. Not enough parking for some of the new condos, they are parking on the shoulders.**

*Response: Parking on the shoulders of road right-of-way is not illegal per State Statute Chapter 316. However, the Statute is clear that if parking is blocking access or creating a safety hazard, per investigation, signs may be needed or enforcement actions can be taken. The agency involved will depend on the jurisdiction of the roadway.*

*When residents identify the areas of concern, the County will investigate the location to first determine jurisdiction (State or County). If State jurisdiction, the normal practice is to notify the FDOT of concern. If County jurisdiction, an investigation will be conducted for safety. If safety is not an issue and there is clearly no violation of State Statutes (F.S. 316), the residents can request a petition to have “no parking signs” installed.*

*The County will place “advisory” clauses during the Development Review process to notify builders to adhere to minimizing impact to local residents during the construction phase of the project. (Engineering)*

**c. Water pressure during peak times? How much water pressure is provided by ECUA to Perdido Key during peak demand times?**

*Response: ECUA monitors potable water system pressure continuously. A minimum system pressure of 20 psi is required for fire protection. System pressure readings from the Perdido Key water storage tank and the Ono Island water meter indicate the following pressure variations at peak demand times:*

*1. On Memorial Day, May 27, 2002, system pressure ranged from 49 to 54 psi at the Perdido Key water storage tank and from 43 to 54 psi and at the Ono Island water meter;*

*2. On July 4, 2002, system pressure ranged from 49 to 54 psi at the Perdido Key water storage tank and from 43 to 54 psi and at the Ono Island water meter; and*

*3. On Labor Day, September 2, 2002, system pressure ranged from 45 to 69 psi at the Perdido Key water storage tank and from 43 to 53 psi and at the Ono Island water meter.*

*Water pressure issues associated with specific facilities are handled by ECUA Water Quality Technicians in response to customer requests. System-wide water volume and water pressure improvements are funded through the ECUA Capital Improvement Program. Details on capital improvement projects, including the project dates, may be found in the Perdido Key Neighborhood Plan. (ECUA)*

**d. The traffic problem at the Florida line is not just during special events. Traffic backup – people walking.**

*Response: The Escambia County Engineering Department will schedule a meeting within the*

*next 90 days with the establishment(s) to review parking and access management. There was a crosswalk installed to help channel pedestrian traffic across the roadway; however, if it is not being used, recommendations will be made to place physical barriers (e.g., fence, etc.) to encourage channelization across Perdido Key Drive.*

*After a meeting and investigation is conducted and recommendations are formulated, County staff will coordinate with FDOT Safety personnel to seek approval for implementation.*

*The 2002 Perdido Key Neighborhood Plan Update has indicated a need for Maintenance of Traffic (MOT) plans for annual events on the Key. This is for situations that may or will exceed the normal parking and pedestrian activities for all establishments on Perdido Key.  
(Engineering)*

## **QUESTIONS OR COMMENTS FROM FOUR LARGE SHEETS AT THE BACK OF THE MEETING AREA**

DEPARTMENT:      ENGINEERING

### **1.What is your position on four laning Perdido Key Drive?**

*Response: Escambia County Engineering Department recognizes that the Pensacola Metropolitan Planning Organization's (MPO's) Long Range Transportation Plan identifies the need to widen Perdido Key Drive (SR 292) and that the widening of Perdido Key Drive is not included in the MPO's Cost Feasible Plan nor is it ranked as a priority.*

*The decision to include the four laning of Perdido Key Drive in the MPO's Cost Feasible Plan and to make this project a higher priority is a policy decision made by local elected officials who serve on the MPO. (Engineering)*

### **2.If a majority of the residents don't want a four-lane road, what are your intentions?**

*Response: The decision to include the four laning of Perdido Key Drive in the MPO's Cost Feasible Plan and to make this project a higher priority is a policy decision made by local elected officials who serve on the MPO.*

*If the local elected officials who serve on the MPO do not want to make this project a higher priority and do not want to include it in the MPO's Cost Feasible Plan, Perdido Key Drive will not be widened by the state.*

*The Engineering Department will continue to monitor transportation concurrency and use all tools available to maintain the current level of service standard, including voluntary widening of Perdido Key Drive by developers. (Engineering)*

### **3.Would you support a move to disallow Perdido Key Drive being able to exceed capacity by ten percent without it being a hurricane evacuation route?**

**Response:** *This would require a change to the Land Development Code and approval by the Board of County Commissioners (BCC). Escambia County Engineering Department would support the BCC's decision. (Engineering)*

**4.What is the current capacity of Perdido Key Drive? What do you have to support this?**

**Response:** *The current service volume for Perdido Key Drive is 1,914 for the PM peak hour (both directions) based on adopted level of service D. This number is supported by the traffic analysis conducted using the U2LN- TAB software provided by the Florida Department of Transportation (FDOT). (Engineering)*

**5.What can be done about construction parking along Perdido Key Drive? Now that Marabella is under construction, the obstruction for turning traffic onto Perdido Key Drive is dangerous!!**

**Response:** *When parking on a roadway for any reason becomes a safety hazard, the agency responsible for the roadway must take action. However, County staff will investigate the said location for sight distance and relay the information to FDOT for recommended actions. As stated before, the agency with the jurisdiction can only take action, others agencies (County or City) can only make recommendations for those actions. (Engineering)*

**DEPARTMENT: ECUA**

**1.What is going on with the tanker trucks at the lift station? Why has ECUA stationed tanker trucks at Perdido Key?**

**Response:** *Because of increasing development on Perdido Key, the volume of wastewater produced occasionally exceeds the capacity of the wastewater collection system in southwest Escambia County. In order to eliminate the possibility of a sanitary sewer system overflow during peak flow periods, ECUA stations tanker trucks on Perdido Key in anticipation of the need to respond to high wastewater flow into the Gulfside Lift Station on Perdido Key Drive.*

*Hauling wastewater from the Key will be unnecessary when larger pumps have been installed and other improvements have been made to the Gulfside Lift Station. The Gulfside Lift Station Upgrade Project began in September 2002 and is scheduled for completion during the spring of 2003. Wastewater collection system capacity will be further improved with the construction of proposed new lift stations at the intersection of Bauer Road and Old Gulf Beach Highway and the intersection of Sorrento Road and Blue Angel Parkway during Fiscal Year 2003, and by the Blue Angel Lift Station Upgrade Project during Fiscal Year 2004. (ECUA)*

**DEPARTMENT: NESD**

None

**DEPARTMENT: GROWTH MANAGEMENT / ENGINEERING**

**1. Where is the money coming from to three or four lane Perdido Key Drive? Impact fees?**

*Response: Currently, there are no traffic impact fees imposed in Escambia County. Typically, money to widen a state road would come from the Florida Department of Transportation (FDOT) through the MPO process.*

*Often times three laning occurs when developers are required to install a left turn lane. If there are several developments along a stretch of roadway required to install a left turn lane, in effect, you will have a three-lane roadway.*

*Escambia County has budgeted \$500,000 in the fiscal year 2005/2006 for Perdido Key. This money may be used to raise the priority of Perdido Key Drive if so desired by the local elected officials or used for other improvements on the Key. (Engineering)*

**2. Why isn't the plan organized in a logical manner, rather than the "snowball" it appears to be – just adding pieces of fluff as it rolls along? Infrastructure and capacity appear to be key. DMG**

**3. What's the capacity of Blue Angel?**

*Response: There are different service volumes along Blue Angel Parkway during the PM peak hour (both directions). They are as follows:*

*The current service volume for Blue Angel Parkway from NAS to north of Sorrento Road (end of four lane) is 3,751 for adopted level of service D.*

*The current service volume for Blue Angel Parkway from north of Sorrento Road (end of four lane) to US 98 is 2,320 for adopted level of service E.*

*The current service volume for Blue Angel Parkway from US 98 to Saufley Field Road is 1,900 for adopted level of service E.*

*The current service volume for Blue Angel Parkway from Saufley Field Road to Pine Forest Road is 1,550 for adopted level of service E.*

*The Escambia County Engineering Traffic Volume and Level of Service Report can be found at the following website: <http://www.escambia/engineering/images/losreport.pdf>*

*The Traffic Volume and Level of Service Report identifies the level of service standards and service volumes for arterials and collectors in Escambia County. (Engineering)*

**4. Are there any dwelling unit caps from the Intracoastal Waterway north to I-10 highway? DMG**

**ENTRIES ON FLIP PADS LOCATED ON THE STAGE**

**DEPARTMENT: GROWTH MANAGEMENT**

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April 16, 2003  
100% Complete

**1.Is 8,150 for two-lane highway? Response by Nancy Stuparich**

**2.PKNP Public Meeting Question on Growth Management stage flip chart #2, and ECUA stage flip chart #1**

Question/Issue: Health and Welfare? (closer healthcare facilities)

*Response: The comment appeared to be related to the question brought out at the public meeting as to whether there will be closer healthcare facilities to Perdido Key rather than having to go so far off the Key for professional healthcare services.*

*That is a question the Department of Public Safety cannot answer. Professional healthcare services are a private enterprise that is beyond the scope of authority and responsibility for the Department of Public Safety. (Public Safety)*

**3.LDC consistent with Comp Plan in relation to dwelling unit cap in Neighborhood Plan? 8,150. For how long? Response by Commissioner Tim Wright**

**\*4.Why doesn't the County spend more on Perdido Key?**

**5.Response to issues already raised? 30 – 40 pages. Response by Comm. Wright**

**\*6.Pensacola Beach restoration and beautification, \$30 million, bonding source. Response by Comm. Wright (Comm. Wright said he would provide the information to the citizen inquiring).**

**7.Gateway concept objective? How does current concept reflect desired development type; i.e., family oriented? Response by Nancy Stuparich**

**8.Address 15 issues? Response by Nancy Stuparich**

**\*9.Density transfer – how does the tax collector look at the site density has been transferred from? Response by Nancy Stuparich**

**10.Are we going to rezone to allow only 8,150? Response by Nancy Stuparich**

**11.Do we know disparity? (Between Comp Plan and zoning dwelling units allowed). Response by Nancy Stuparich**

**12.How to pay for this? Monitoring of three percent plus one percent – will there be a table in the plan showing how we stack up? Response from Nancy Stuparich and Mike Hardin**

**DEPARTMENT: EMERGENCY MANAGEMENT? or PUBLIC SAFETY?**

**1.Perdido Key Public Meeting question on Emergency Management stage flip chart #1 & 2 and Engineering stage flip chart #14:**

**Question/Issue: Hurricane Evacuation through Alabama? Hurricane Evacuation? Work with Alabama for Hurricane Evacuation?**

Response: *The process for evacuations/re-entry is as follows:*

*All evacuation time lines are coordinated with the Baldwin County Emergency Operations Center. As long as the roadways are open (free from floodwaters or debris) evacuees can travel through the State line. This is especially helpful for those trying to obtain supplies. Re-entry and road access is coordinated with the Baldwin County Emergency Operations Center. To expedite the process and avoid potential conflicts, residents and property owners of Perdido Key should plan re-entry onto Perdido Key via Florida. Orange Beach and other Alabama residents and property owners should re-enter through Alabama.*

*All the involved agencies from meet at least annually to review this process prior to hurricane season. (Public Safety)*

**2.Hurricane evacuation. See Question 1 above.**

**DEPARTMENT: ECUA**

**1.To Public Safety: Health and welfare? Response by Mike Hardin**

**2.To Commissioner: Tax money – net income – why does it not stay on the Key? Why does the County spend money elsewhere?**

**3.To ECUA: For the last 30 days a truck sewage off Key? Response by Tim Haag**

**4.Is advanced life support available during the day?**

Response: *Escambia County Fire Services provides Advanced Life Support (ALS-non transport) first response from the Innerarity Point Fire Station 7am–4 pm Monday-thru Friday. Fire services will also be pursuing an increase in funding to provide 24-hour regional response for the Southwest portion of the county to include Perdido Key.*

*Escambia County Emergency Medical Services (ECEMS) has a mission to “provide pre-hospital care and transportation of sick and injured persons, preventing unnecessary disability and loss of life.” ECEMS generates all operating revenues from fees and related miscellaneous sources, and functions as a true enterprise activity. Ad valorem taxes do not support ECEMS. The Division positions ambulances throughout the County based on historical and current call load information, ensuring maximum coverage efficiency is attained throughout the County. Currently, ambulance response to Perdido Key is covered from locations in Pleasant Grove, Warrington, Bellview and West Pensacola. (Public Safety)*

**5.To ECUA: Plans for facility expansion in Siguenza Cove? Response by Tim Haag What are the plans for expanding the sanitary sewer system into the Siguenza Cove subdivision?**

*Response:* The Siguenza Cove Sewer Expansion Project is scheduled to begin in January 2003 and is expected to be completed during the summer of 2003. (ECUA)

**6.To ECUA: Good water pressure? Back flow regulators need more pressure. Response by Tim Haag What effect does a backflow prevention assembly have on water pressure?**

*Response:* The ECUA Cross-Connection Control Program requires that owners of certain commercial and residential facilities install, test, and maintain backflow prevention assemblies in order to protect the quality of the public water supply. Pressure may decrease as water passes through a backflow prevention assembly. (ECUA)

**7. To ECUA: Impact tax on developer, how long? Why passed to homeowner association and for how long? (water usage) Response by Tim Haag What is the impact fee that ECUA charges developers? Why is it passed on to homeowners' associations?**

*Response:* An impact fee is a one-time charge applied to new development to provide a source of funds for the construction or expansion of potable water and sanitary sewer system facilities located outside the boundaries of the new development. As they are currently applied, impact fees cannot be used for operation, maintenance, or repair of capital facilities. The developer of a new subdivision pays the water and/or wastewater impact fees for all the units in the subdivision. (ECUA)

DEPARTMENT: ENGINEERING

1.8,150 on a two-lane roadway. Response by Nancy Stuparich

2.Number of trips allowed on Perdido Key Drive? Response by Richard Duane, 1914

*Response:* The current service volume for Perdido Key Drive is 1,914 for the PM peak hour (both directions) based on adopted level of service D. (Engineering)

**3.Relationship to dwelling units LOS "D?" Response by Richard Duane, PD&E 2/3 of the way to 8,150. Tailor PD&E to specific needs.**

*Response:* There is no relationship between the LOS D and the Dwelling Unit cap. (Engineering)

THIS WILL BE RENUMBERED WHEN ALL RESPONSES ARE IN. IF I RENUMBER NOW AND A RESPONSE REFERENCES ONLY THE QUESTION NUMBER, THERE COULD BE CONFUSION AS TO WHICH QUESTION IS BEING ANSWERED.

**8.How does the PD&E tie into the rest of the units under 8,150? Response by Richard Duane**



Response: The Project Development and Environmental (PD&E) Study conducted by FDOT will review many aspects including existing and future land use to determine the nature and design of any improvements on Perdido Key Drive. (Engineering)

**9. Parking hazards on and around construction sites. What about the business? Mirabella. Response by Richard Duane and Sheriff's Office Deputy**

Response: If residents or businesses at or around a construction site have concerns that construction parking on the right-of-way is a safety hazard the FDOT should be notified to investigate. The County will have a Traffic Tech investigate to see if the parking impacts any local roadways and seek solutions. If the impact is on a State roadway, the County will notify FDOT to investigate.

If parking is within the business parking area, the business can post signs for "Customer Parking Only" and notify the Sheriff's Department or FHP when violations occur.

Staff will place an advisory on all future comments for developments submitted to maintain construction parking within the confines of the construction area. (Engineering)

**10. "No Parking" signs? Response by Richard Duane**

Response: The County can place no parking signs on local roadways when an investigation has determined that safety is an issue. However, the concerned parties must be reminded that these signs will not only be for construction workers, but for all motorists who park in the signed locations. Once signs are posted on a County or State roadways all motorists are suspect to penalties under Law. (Engineering)

**11. MOT Plan – Construction plan review. Roads are kept open. Are signs available with these MOT? Job site can be shut down by Inspectors. Response by Richard Duane**

Response: MOT plans are the maintenance of traffic during an activity, which may generate traffic flow problems on the adjacent roadway system (e.g., lane closures, lane reductions, detours, etc.). Also annual special events may require a MOT plan because the activity is consistent from year to year (e.g., Emerald Coast Classic, Mullet Toss, Interstate Fair, Snowball Derby, etc.). If traffic for a construction site has caused safety concerns, a MOT plan is not necessarily needed. Staff will make recommendations on all future development plans to provide adequate parking during the construction phase of a project. Job sites can be forced to comply with State Statutes during construction or potentially be forced to shut down until compliance is met. A State or County inspector assigned to the job will typically report this. (Engineering)

**12. Bus the workers.**

Response: Construction projects will typically require a number of contractors and sub-contractors. Even though some workers do carpool, the feasibility to use mass transit will probably restrict the progress of projects, which will cause delays. In most construction projects, the tools used are not supplied on location, which will require vehicles to be on-site. (Engineering)

**13. Bike and Pedestrian improvements on bridge?**

*Response: The Escambia County Engineering Department has sponsored a project through the Pensacola MPO Transportation Enhancement Program to construct an 8-foot asphalt path within the existing right-of-way along the existing two-lane Perdido Key Drive from the Alabama State Line to the south end of the Intercoastal Waterway Bridge. The existing bridge has adequate paved shoulders to accommodate bicycles and pedestrians.*

*Bicycle/pedestrian improvements on the bridge will also be addressed during the PD&E Study as well as during the Design phase for the road widening of Perdido Key Drive. (Engineering)*

**14. Work with Alabama for hurricane evacuation. Response Comm. Wright and Bill Stromquist. See Question 1, Emergency Management Flip Chart.**

**15. Road funding takes years – lack of state funding. Response by Richard Duane**

**16. Gongora flooding (3 days) from bridge “Sequenza Cove Subdivision.”**

**17. When will the County upgrade? Response by Tim Haag**

**18. Money for roadway improvements and drainage.**

**19. More people but not infrastructure. Response by Richard Duane**

**20. Structure flooding**

**21. Clearance times – roadways**

**22. SWAT Team - Implementation.**

**23. How far can we go with existing roadway? Response by Richard Duane**

**24. What is maximum capacity of the road?**

*Response: The service volume of Perdido Key Drive will vary based on existing conditions. Isolated improvements such as turn lanes may increase the service volume, while installation of traffic signals will lower the service volume. (Engineering)*

**25. Can the County get the answer?**

**26. Can we do it with some other configuration than four laning Perdido Key Drive?**

**27. Trip cap will not be surpassed. Looking for certainty.**

**28.How will we pay for this?**

**29.Will there be a new bridge? Response by Richard Duane**

**Issues submitted by the Perdido Key Association dated October 4, 2002:**

Issues 1 / 2. Determine the maximum capacity of Perdido Key Drive in its present configuration at Level of Service D.

Response: *The current service volume for the PM peak hour (both directions) for Perdido Key Drive is 1,914 for adopted level of service D. (Engineering)*

And, determine the maximum capacity of Perdido Key Drive using turning lanes and other recommended techniques at Level of Service D.

Response: *The service volume of Perdido Key Drive will vary based on existing conditions. Isolated improvements such as turn lanes may increase the service volume, while installation of traffic signals will lower the service volume. (Engineering)*

**Issue 3. A four-lane roadway is not desirable.**

Response: *The decision to include the four laning of Perdido Key Drive in the Pensacola Metropolitan Planning Organization's (MPO's) Cost Feasible Plan and to make this project a higher priority is a policy decision made by local elected officials who serve on the MPO.*

If the local elected officials who serve on the MPO do not want to make this project a higher priority and do not want to include it in the MPO's Cost Feasible Plan, Perdido Key Drive will not be widened with funding through the Florida Department of Transportation (FDOT).

However, widening may be required of a developer in order to meet traffic concurrency requirements. (Engineering)

**Issue 4. Perdido Key Drive should be a Hurricane Evacuation Route and should not be allowed to exceed capacity by an additional 10%.**

Response: *Consider the 8,150-unit cap, the 1,914 number of trips, and the Hurricane Evacuation times all as individual triggers to growth, but they are all independent of each other and have different considerations in their determinations. The Hurricane Evacuation Model monitors growth all over the county and the amount of time it will take to evacuate people safely given the maximum time allowed by County ordinance. **The identifying of hurricane evacuation routes is not a growth management tool, but a way to identify the best roadways that will logically and safely evacuate people. We will not identify Perdido Key Drive as an evacuation route to reduce the road capacities to control growth by reducing the capacity from 110% to 100%. Even though all roads could be described as an evacuation route, not all roads will be identified as an evacuation route. Pensacola Beach as well as most other Florida barrier islands around the State is not identified as hurricane evacuation routes. Yes, you have to use***

*the road in front of your home to evacuate, but the County does not direct people to ancillary roads for evacuation, but instead to major roadways that will take everyone further north into the County or even out of the County with the most direct route with the most capacity, doing it as safely and efficiently as possible. The primary goal of an evacuation is to move people from vulnerable areas, such as a barrier island, out of flood zones, and out of the storm surge zones, all of which most Perdido Key residents and Perdido Key Drive are in. Again, we want to move people from the barrier islands north, out of harm's way and not move them from the center of the county onto the barrier islands and then out of the county. (Public Safety)*

*Response:* *Escambia County's Land Development Code (LDC) is consistent with Florida Statutes in allowing for an additional ten percent of service volume on non-designated hurricane evacuation routes.*

*However, to disallow Perdido Key Drive being able to exceed its service volume by ten percent without it being a hurricane evacuation route would require a change to the LDC and approval by the Board of County Commissioners (BCC). (Engineering)*

**Issue 5. Revisit and redefine the Land Development Code to enforce all required parking for a development to be on-site as intended, and not allow required parking across Perdido Key Drive.**

**Issue 6. Correct the Land Development Code to be consistent with the Comprehensive Plan capping at 7,150 dwelling units and 1,000 lodging units.**

**Issue 7. Continue the policy of dwelling and lodging units on Perdido Key.**

**Issue 8. Improve the image of Perdido Key at both gateway entrances.**

**Issue 9. Sidewalks, walkways and bicycle paths are needed to address pedestrian concerns.**

*Response:* *As identified in the Perdido Key Neighborhood Plan 2002 Update, bicycle and pedestrian improvements are being recommended for priority consideration along Perdido Key Drive, Johnson Beach Road, and River Road. (Engineering)*

**Issue 10. Replace portable toilets at the beach access areas with permanent public facilities.**

*Response:* *The Escambia County Parks and Recreation Department will explore several options of restroom facilities with the goal of having a more permanent type of facility installed by May 2004. Should funding allow a sooner installation, all effort will be made to do so.*

*It should be noted that building permanent and non-removable restroom facilities may necessitate rebuilding after every major storm event that impacts the island. Because of this, the facilities will need to be mobile or at a minimum built of materials that satisfy the coastal high hazard wind speed codes and be able to withstand flooding with little or no damage. Because shower installation will require water hook-up and drainage considerations, they will be installed concurrently with the restroom facilities.*

*Dune crossovers for two of the three gulf side properties should be installed as soon as November, 2003.*

*Other amenities such as picnic tables and trash can receptacles will be added by February of 2003. (Parks Department)*

**Issue 11. A greater portion of tax dollars and revenues from Perdido Key should be spent on Perdido Key.**

**Issue 12. Provide better Fire Rescue and Emergency Medical Services.**

*Response: The Escambia County Department of Public Safety will work with the Department of Growth Management, the Planning Board and other appropriate agencies to develop adequate levels of service benchmarks for fire and emergency medical services. These agencies and organizations will work together to incorporate these best practices for the levels of service into the appropriate documents such as the Comprehensive Plan, the Land Development Code and the local Building Code as well as creating support to make sure adequate funding is available. (Public Safety)*

**Issue 13. Water pressure appears to be a problem.**

**Issue 14. Family oriented beach community or family destination resort.**

**Issue 15. Table #14.**

**Issue 16. Incomplete draft.**

**Questions submitted by Frank Montenes on behalf of the Escambia County Citizens Coalition dated October 5, 2002:**

**Question 1. In view of the apparent conflict of purpose and direction reflected in the Draft PKNP, can the county clarify its position on this critical issue, and simply state whether it is the county's intent to raise the total dwelling unit and lodging development cap from 8,150 units delineated in the Comprehensive Plan to a to be determined higher number, based upon the information and analysis of the PKNP?**

**Question 2. Why is the county apparently reluctant to seek the services of a consultant to pursue innovative and creative designs for road system improvements that are tailored toward accommodating the remaining development units? (This was one of the PKCC recommendations that appear to have been discarded with no further looking into.)**

*Response: The County does not have any reluctance because the County does not have jurisdiction over Perdido Key Drive. Perdido Key Drive is a state road and the Florida Department of Transportation (FDOT) would address the innovative and creative designs for road system improvements through the Project Development & Environmental (PD&E) Study and Design phases.*

*The County's transportation concurrency management system (TCMS) will allow for innovative and creative designs of road system improvements to accommodate the demand of new development. (Engineering)*

**Question 3.** Will the County please clarify the impact density transfers on Perdido Key have had on the development patterns present and future, and are these density transfers followed up by either a formal zoning change or recording of a specific deed that acknowledges that such a transaction has occurred? Also, is the county planning to do anything different in the future to address the two potential problems mentioned above?

**Question 4.** Will staff provide copies of the procedures mentioned above, along with tables 12 & 13 as an indication that staff is committed to maintaining the dynamic monitoring and tracking system?

**Question 5.** Will staff please clarify their intent in this area, and indicate whether they plan to review this process and perhaps "fine tune" it as required in order to make it a more formalized procedural process?

**Response:** *Since the State of Florida Department of Transportation has released its 2002 Quality/Level of Service Handbook, staff intends to review the Engineering Department's "Traffic Concurrency Procedures and Impact Analysis Report Standards" for consistency.*

*Engineering will review the minimum certifications or experience required to submit a traffic study for the purpose of obtaining additional capacity. (Engineering)*

**Question 6.** Does staff intend to include in the final draft of the PKNP, which is scheduled for public review in November, an "Overview Time-Line Schedule," which will show how each policy, or group of policies, are projected to be implemented in a calendar based time schedule?

**Response:** *The estimated completion date for the Perdido Key Comprehensive Funding Plan for implementation of the PKNP is March 31, 2003, per BCC action. At this time, Engineering is developing a prioritized list of improvements. (Engineering)*

**Initial response by Michael Fugler dated 10/07/02 to Interim Draft dated 10/1/02. What are the key, sensitive issues? Can we confront and properly address them?**

1. Establish the current capacity of Perdido Key Drive. While the county appears to take the position that they have statistics for current capacity for Perdido Key Drive, the credibility of the information needs to find mutually agreeable support.
2. Establish the capacity of Perdido Key Drive if a third lane is installed for turning lanes. If Perdido Key Drive is not four laned this issue will be a major factor in establishing capacity and the future of Perdido Key.

3. Perdido Key as a four-lane roadway. It is not enough to discuss and decide that Perdido Key Drive will or will not become a four-lane roadway. The issue of performance standards needs to be completely thought through, concerning the possible lifting of caps and what impact future litigation may have to increase such things as dwelling and lodging caps as well as density issues. The county attorney should be consulted on this issue and research done to support the position taken.

This is one of the most misunderstood issues on the Key. It needs to be determined if opposition to the four laning of Perdido Key Drive is an issue of appearance and character or an issue of fear that it is a back door method of laying the groundwork to set increased performance standards and subsequent increased development beyond the 7,150 dwelling, 1,000 lodging unit caps.

Most people questioned do not want a four-lane road for Perdido Key Drive; however, if a four lane road is going to be constructed anyway most opt for constructing four lanes for River Road rather than Perdido Key drive.

4. Density. Density was an issue in 1997 (see PKNP 97) and it is still an issue and will become a more critical issue as maximum initial development is reached and redevelopment becomes the primary issue.

In 2001, the BCC amended the density transfer provision in CCPK, CGPK and PRPK to prohibit density transfers south of Perdido Key Drive. Does that really mean anything? There is already talk of allowing the same developers and others to go back and rezone the parcels that are supposed to be vacant and erect commercial buildings.

Density must be thoroughly discussed. There is presently rumor that staff is considering finding ways and means to allow vacant land, which is subject to previous density transfers to be built on. This is not the kind of action that should be allowed on a case by case basis because regardless of the nobility of the plan or thinking in the mind of staff it may represent to residents another attempt to chip away at dwelling and lodging caps and density issues.

On its face, it appears if you lift the caps, build a four lane roadway, and allow rezoning and building on land where there were past density transfers, setting performance standards rather than enforceable caps, that you would be laying the groundwork for a complete build out of all available land through either dwelling units, lodging units, or commercial development, all in the name of increased tax revenue.

5. Allowing Perdido Key to exceed capacity by an additional 10%. This issue has become interwoven and confused with the Hurricane Evacuation Route issue. It is a given that a mechanism must be provided for the safe evacuation of all Perdido Key residents in the event of a hurricane. It is also a given that many residents do not want the county to use the fact that Perdido Key Drive is not a Hurricane Evacuation Route to allow for a 10% increase in its capacity. (See Public Safety response to PKA Letter Issue 4).

6. Caps for dwelling and lodging units. This has obviously been an issue forever (see PKNP 97) and needs to be aired, discussed, and decided on. People don't seem to believe that the caps

will stay, nor do they believe that the Land Development Code or other enforcing public documents have sufficient zoning, density, performance standards, or redevelopment limitations contained in them to sustain using particular numbers for caps. The general belief in the community is that the current numbers (7,150 dwelling and 1,000 lodging) are ok for now because we have not yet reached those numbers, but along the way, either by legislation, county or state, or through court action the numbers will fade and be replaced by performance standards and by not having limiting features in place the door will be open to allow for increased capacity because of new expanded roadways and other infrastructure improvements. The staff however well intended, may have their hands tied and have to give way to the courts.

7. Performance standards. Past recent action by staff seems to indicate that there may already be procedures in place to eventually remove dwelling and lodging caps and implement performance standards. People don't understand what the full impact of this could be, so there is a natural tendency to oppose what is unknown. The staff stated in PKNP 2002 that it is not attempting to develop performance standards to justify removal of dwelling and lodging caps. But citizens who watch this kind of activity closely are of the opinion that there has been staff activity in Tallahassee which may result in that happening. PKNP 2002 needs to explain what action they have taken and are planning to take to use performance standards. PKNP 2002 also needs to address how performance standards will impact dwelling and lodging caps as well as future rezoning and redevelopment issues. Clarity of intent and future impact may go a long way to dispel rumor and innuendo.

8. Redevelopment. This is an issue that goes way beyond nonconforming use. It deals with the subject of the future of the Key and the interpretation of performance standards in years to come. It involves future rezoning issues; i.e., rezoning density transferred land to allow currently prohibited uses. This issue needs to be expanded to deal with its future potential impact.

9. Spending a greater portion of tax dollars and revenues from Perdido Key for the use and benefit of Perdido Key. This issue becomes more relevant everyday because with each new project Perdido Key becomes an increasing revenue source for the county without a proportionate drain on its services. There is no existing plan to give Perdido Key taxpayers a return in services or improvements from its tax revenue.

More than just a discussion, this issue needs specifics and a time line for implementation. Many ancillary issues fall into this category:

- A. Sidewalks, walkways, and bicycle paths are needed.
- B. Improvement to the five County-owned public areas. The portable toilets at the beach access areas need to be replaced with permanent public facilities and the beach access areas need to be improved. This issue should include recreational amenities and a timeline for implementation.
- C. The gateway north and westerly entrances need to be improved. Not just a logo, not just signage, but an identity complete with landscaping, fountains, and other improvements.



D. Water, water pressure, sewerage, drainage. These are important issues, which require discussion, planning, and implementation.

E. Fire and medical and emergency services. Essential services need to be evaluated especially in light of the growing population. Some effort needs to be made to provide an urgent care facility at or on Perdido Key. Currently residents must travel 40-50 minutes to W Street for urgent care.

F. Community Center

G. Recreational Land and Open Space Needs

H. Create “bus stop” lanes along Perdido Key Drive

I. Schools, Law Enforcement

J. Full Disclosure

Staff and the Commissioners have taken a big step to restore the perception of a desire to seek disclosure by opening up the door to citizen participation in PKNP 20002. Steps need to be taken to ensure that public notices about the plan are posted on a public website; that future issues concerning zoning, rezoning, density transfers, general density issues, dwelling and lodging caps, performance standards, and all issues of concern should also be posted on a public website for easy citizen access.

When the issue of full disclosure was brought up earlier this year the staff response was that the county was compliant. Unfortunately that is not the public perception and often perception becomes reality for many. A number of people hear and tell stories of posted public notices being buried, turned over, in the grass, under shrubs; others tell of last minute maneuverings on public body agendas. Whatever the tale, whatever the truth, this is the 21<sup>st</sup> century and the web is easily available for most to see and access. It should be used as an additional medium of communication for Escambia County residents especially concerning Perdido Key.

11. Citizen Participation. Time is of the essence but time should not be used to the detriment of citizen participation.

It is not citizen participation that is most important, but recognizing that the citizens elect the officials to implement what they, the residents and taxpayers, want for their community is what it is all about.

#### **Items submitted by the Perdido Key Area Chamber of Commerce dated 10/14/02:**

Item 1. We want to have a portion of the generated tax dollars returned as improvements to the Perdido Key area. We do not have a separate Island Authority collecting fees, so we depend on the County that we heavily support to support us in return.

Item 2. Beach refurbishment as needed.

Item 3. Support from the County with the State to improve the State Road 292, known as Perdido Key Drive, to continue the traffic flow and improvement on the 2 ½ miles of County roads on the Key to have better drainage, resurfacing and wide shoulders for bike and pedestrian use.

Item 4. Adopt the Comprehensive Plan and go by it and not other agreements. Help the planned growth of the remaining vacant land and uphold property rights.

Item 5. Install sidewalks, bicycle paths and pedestrian nature trails where feasible. Obtain funding through State, County and Federal taxes to accomplish this.

Item 6. Set up a system to pay for underground utilities; i.e., power, telephone, and cable TV to enhance and improve Perdido Key.

Item 7. Stop dumping 14 million gallons for treated sewer water into Pensacola Bay and get grants or find a funding system to put the gray/reuse water for irrigation down the boulevards on Perdido Key so landscaping and the entrances to Florida and Escambia County can be planted and irrigated

Item 8. Repaint the water tower to make it an attractive landmark on Perdido Key.

Item 9. Make improvements to County beach accesses and the County owned accesses on River Road; i.e., restrooms, dune walkovers, outside showers, pervious paving, picnic tables, boat ramp, etc., where applicable.

Item 10. Improve water pressure and sewer systems and work to eliminate septic tanks on Perdido Key entirely.

Item 11. "Family Destination Resort" is the image we promote on Perdido Key. The tourism industry is a huge cash cow for Escambia County and tourism is the cleanest industry for any County. What we ask is that you help us market our resources, so that the return is the greatest benefit to the Escambia County economy as possible.

Item 12. Taxes. Compared to the rest of Escambia County, we are paying more than our fair share. We have less than 20 children in the school system. A large number of homeowners are second and third homeowners and get no consideration on their taxes. We are a tourism industry not a factory that is getting tax breaks. Our customers come and go and pay full taxes.

Item 13. Density transfer. Someone needs to research the legality to the ramrodding through of the previously indicted County Commissioner's action before it's challenged. What is good for the State of Florida, Pensacola and Pensacola Beach, should also be used in Perdido Key. Not a special set of rules for Perdido Key.

Item 14. The Southwest Study that was done should be considered. The study covers many issues.

Item 15. Establish the list of changes and improvements to the adopted September 4, 1997 Neighborhood Plan compared to the current Neighborhood Plan and create a schedule for all the changes and improvements to be incorporated and issue a report on how they will be funded.

Item 16. The County should upgrade the Economic Impact Study that the Haas Center did for Perdido Key to obtain a better view of the increased revenues that Escambia County will gain. Indicates the question was not answered during the meeting.

s/Perdido.Key/NeighPlan/Questions.Answers 10 08 02

### **Comments Submitted by the Perdido Key Association Board of Directors Dated 10/25/02**

October 25, 2002

Nancy Stuparich  
Director of Growth Management  
1190 W. Leonard Street  
Pensacola, FL 32505

Re: Perdido Key Neighborhood Plan 2002 Update Draft 60%  
Supplement to Letter of October 4, 2002

Dear Nancy:

Our thanks to you and Commissioner Wright for agreeing to address the issues contained in the October 4, 2002 letter from the Perdido Key Association Board of Directors providing input and comment to the 1st draft of the PKNPU2002. Thank you also for the opportunity to have the past few weeks to further study the 1st draft and provide additional feed back from the Perdido Key community. As the 2002 Neighborhood Plan Committee responsible for this process for PKA, please accept this supplement to the October 4th letter as our continuing dialogue to affect the most meaningful results.

**PUBLIC INPUT:** The additional time allotted has allowed us the opportunity to complete our survey and include additional property owners who desired to be heard in the survey process.

The final results are still generally representative of those reported to you in our October 4th letter. A total of 232 households, or approximately 600 property owners, have especially asked to be heard. We have enclosed the results tabulation, and a summary on page 7, and would be happy to make the actual responses available to you if you desire.

Of special note: Our membership has grown by nearly 200 households (40% increase) since the PKNPU2002 process began in June. We feel this to be a positive statement that current property owners desire to be heard and want to take part in determining the future of the Key. The Association now represents 700 households, approximately 1,750 Perdido Key property owners/tax payers, and includes representatives of 65 Condominium/Home Owners Associations and 80 single family home owners.

[Please refer to our letter to you of October 4, 2002]

ISSUE #8 Improve the image of Perdido Key at both gateway entrances

ISSUE #14 Define the intended character of Perdido Key

We agree with your suggestion that these subjects need special attention and perhaps deserve more time than this process allows. We also agree with your ideas of a "think tank", "workshop", or "advisory group" comprised of well informed representative parties of the community to steer these areas for a final consensus by all.

We have also attached position papers on the issues from the 2 candidates for Commissioner for District 2. Please note in particular that both prospective Commissioners advocate these positions and even speak of an advisory committee to address these and other issues. Please note also that there is a close alignment of the candidate's views with many of the positions of the citizens of Perdido Key.

ISSUES #1/2/3 Perdido Key Drive - a 4 lane roadway?

While the community has expressed a desire not to have a 4 lane roadway, we realize that Escambia County must provide the infrastructure necessary for future growth. We feel it is therefore important to determine capacities as relate to Issues #1 and #2.

ISSUE #12 Fire, Rescue and Emergency Medical Services.

We suggest that essential services be evaluated especially in light of the growing population. Some immediate efforts should be made to provide an urgent care facility at or on Perdido Key. Time lines are essential for these services.

ISSUE #13 Water pressure appears to be a problem.

Water, water pressure, sewerage, and drainage- An interesting report was delivered at the Public Workshop but there was confusion on status, dates of implementation and details. These are important issues, which require discussion, planning, and dates of implementation.

#### ADDITIONAL

CONCERN 1 We feel it important to a definitive PKNP2002 to place a timeline and schedule on each area within the plan in the final draft.

#### ADDITIONAL

CONCERN 2 Performance Standards- We suggest that the final draft make it clear that performance standards, if implemented, will not be used to undermine the "CAPS" policy.

#### ADDITIONAL

CONCERN 3 Density- Please make clear that the Density issue is resolved and no changes will be made. Additionally, please clarify that there will be no attempt to either revisit or change density transfer to the south side of Perdido Key Drive.

Page 3

ADDITIONAL

CONCERN 4 Law Enforcement- There seemed to be unanimous interest in clarifying and explaining how the current services are provided and what the future plans are for evaluation with a time line.

ADDITIONAL

CONCERN 5 Redevelopment- This is an issue that goes way beyond nonconforming use. It deals with the subject of the future of the Key and the interpretation of performance standards in years to come. It involves future rezoning issues; i.e., rezoning density transferred land to allow currently prohibited uses. This issue needs to be expanded to deal with its future potential impact.

Continuing dialogue among all parties is vital to a successful plan. Because this is an evolving, dynamic process that affects many, we believe the most important part of the evaluation process can only come subsequent to receipt and review of the PKNP 2002 Update which contains the 100% Draft information.

Respectfully submitted,

The 2002 Neighborhood Plan Committee  
Dick Domurat - Chair  
Michael Fugler  
Ralph Loveless

cc: Commissioner Wright  
George Touart  
Bob MacLaughlin  
Bill Dickson  
Ron Melton

attach: Membership Profile  
7 pages survey results tabulation  
4 pages Commissioner Candidates Positions

**SCAN IN ATTACHMENTS**

Comment Received From Garnett and Jacquelyn Stancil Dated 10/26/02

From:

"Garnett Stancil" <garnettstancil@hotmail.com>

Sat 9:04 AM

Subject:

Perdido Key

To:

nancy\_stuparich@co.escambia.fl.us

As a property owner and resident of Perdido Key, I am concerned about our island. I urge you to consider the survey done by the Perdido Key Assoc. as to what we, the owners, think is best for our community. Thank you. Garnett & Jacquelyn Stancil, 7200 Sharp Reef Drive, Unit 4,

From:  
JEG83@aol.com

10/7/2002 3:12 PM

Subject:  
Re: PKNP  
To:  
nancy\_stuparich@co.escambia.fl.us

Thanks for responding. We won't be there but would vote with the majority on everything but 4 lanes of traffic as opposed to the existing 2. We are always glad when driving into Alabama to get on the 4 lanes. We are senior citizens also but do not "poke" along as some do. We find it exasperating to creep along.

Sincerely,

Dodie Grinstead

From:

"James C. Campbell" <jcampbl@bellsouth.net>

10/21/2002 11:12 AM

Subject:

PKNP 2002

To:

nancy\_stuparich@co.escambia.fl.us

Comments re: Perdido Key Neighborhood Plan 2002

My name is James C. Campbell, Jr., a TN attorney. I have owned Unit 236 at Sandy Key Condominiums for over 10 years. This unit is not rented, but is used by me and my family and friends as a pleasant vacation home. I have reviewed the draft of the 2002 Perdido Key Neighborhood Plan and offer the following comments:

I would strongly recommend that widening of Perdido Key Drive, including the bridge, to four lanes be given the highest priority before consideration of any density changes. This is the biggest bottleneck. The change at the Alabama line is striking. If Alabama can do this, why can't we?? Perdido Key has to furnish a substantial piece of the Escambia County tax base.

Beyond this, I generally support the recommendations of the Perdido Key Association. Please try to keep our little piece of Paradise from going under!

Thank you for your consideration, Jim Campbell



From:  
SKIBONES@aol.com

10/22/2002 8:12 AM

Subject:  
perdido Key Future Growth  
To:  
nancy\_stuparich@co.escambia.fl.us

Dear MS Nancy Stuparich:

My Husband and I own #104 at the Mariner on Perdido Key. The reason we and many of our neighbors choose the Florida side of Perdido Key is because of its natural beauty and because it still has a sense of community.

I fear if you let the developers and speculators have their way, all of us, including everyone in Escambia County will loose. We will not only loose the sense community we will loose the very heart and soul of this beautiful area and of course it's natural beauty.

I understand the large tax revenues to be gained by exploiting (prostituting) the beaches, but if that reasoning holds true, then the county commissioners could always justify selling Heroin to 4th graders, because it would be "easy money."

Sincerely, Lynne Frye

From:

"WILLIAM GRIFFIN" <w.f.griffin@worldnet.att.net>

Wed 9:17 PM

Subject:

Citizen input - Perdido Key Neighborhood Plan

To:

<nancy\_stuparich@co.escambia.fl.us>

Dear Nancy,

Thanks for the opportunity to put in my two cents worth. The future of this beautiful island is very important to my family. We have made this island our home after much searching and will be here for many years. I want to be proud of this process and the results of this planning. I'll try to be brief and keep my comments in the order of the published agenda.

Top of my list - Bike path!!! People out here walk, ride bikes, jog everyday  
Accommodate us, before someone gets run over.

1. Land Use - Do not permit transfers of density to the gulf side of Perdido Key Dr. Period. It is not a good policy. Continue to enforce the existing building height imitations in the various zoning districts, as written in the code. Officially settle the conflict in the number of allowable dwelling units by adopting the 8,150 development cap as written in the comp plan. Number of available permits should be determined annually based on improvements to the infrastructure. Put the roads, water and sewage, law enforcement and schools in place before we agree to building more homes. Proper planning is not constantly playing catch-up.

2. Hurricane evacuation - There is much confusion for the residents as to what the county's evacuation plan for the Key is. Publish it. Where do you want us to go? When do you plan on closing the bridges? Can we go thru Ala? People truly do not know what to expect.

3. Transportation - There really isn't any and the need is not too great at the present time. The trolley was helpful during the summer and should be encouraged to ease traffic during events at the Flora-Bama. Covered Bus stops that could also be used by school children would make the trolley more inviting.

4. Signage - The same plan as in use at Pensacola Beach, that goes along way in defining a community. On premise of course, no billboards..we are a scenic drive.

5. Community Center - Super, why not build the southwest library with some public space, it'll be close enough and increase use of the facility.

6. Recreation and Public Space - Put a boat ramp in on one of the parcels on River Rd. and maybe use the other as a waterfront park/playground. Build a public restroom with showers at the Gulf access site. Walkers, bicyclists and beachgoers will use it and it will look so much better than portolets.

7. Gateway concept - We do look like poor relations when you drive in from Alabama. I realize it is a state highway but some landscaping and lighting would go along way toward welcoming visitors to Florida. Surely there is some kind of state/county partnership that would be helpful in developing this.

16. Law Enforcement - In came to my attention a year or so ago when I had problem that we have very little law enforcement out here. On a summer weekend night, there were only two deputies on duty for the whole southwest end of the county and they took over the park ranger's law enforcement responsibilities after 5 pm. I had a problem with kids having a keg party in the state park, I went to the substation and was told that they just didn't have the manpower to respond. Speeding on Perdido Key Dr. is awful. People treat it like a race track straightaway at all hours. I think that 4 laning it would make it worse. Three lanes with your traffic "calming" designs and perhaps a traffic light at River Road would help.

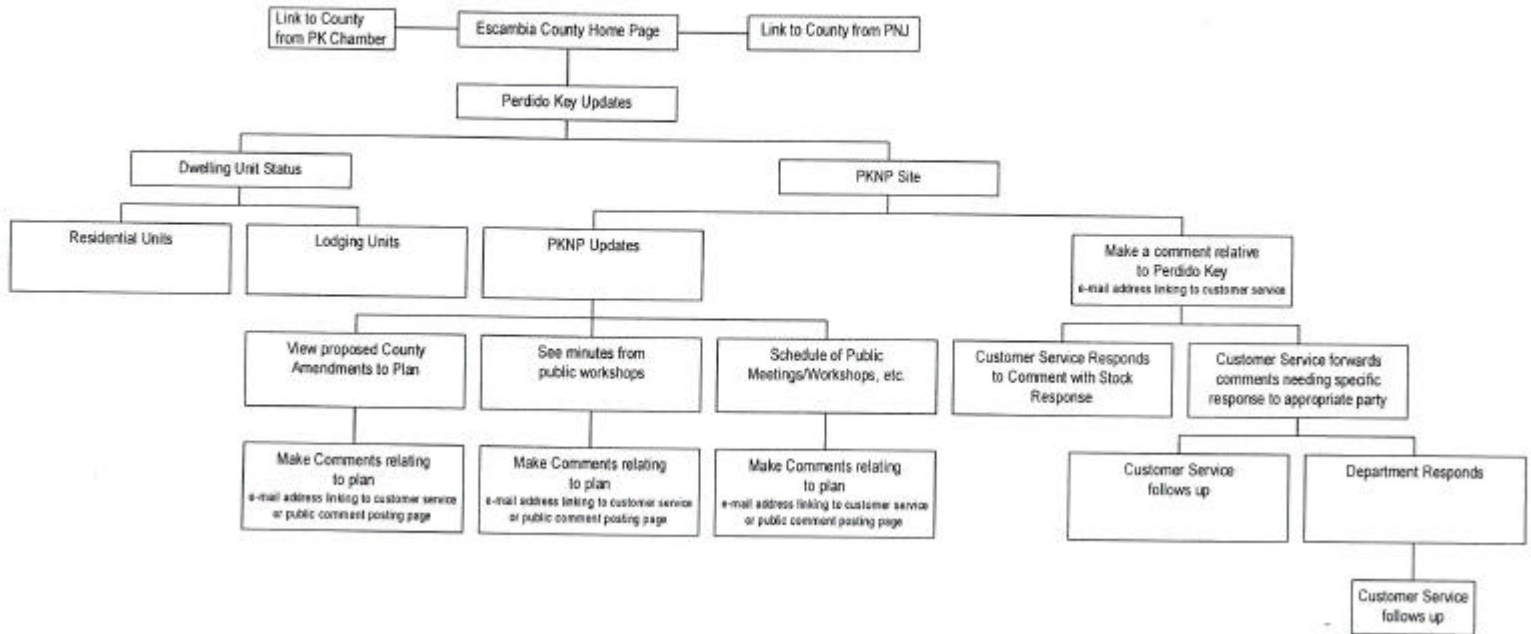
Thanks again for the opportunity to voice an opinion. Please handle all of this planning with great care and thought. See you at the meeting in November.

Sincerely

Annie Griffin  
15750 Perdido Key Dr.  
Pensacola, Fla. 32507

## APPENDIX H

### PERDIDO KEY NEIGHBORHOOD PLAN 2002 UPDATE WEB SITE MAP



## **APPENDIX I**

### **ECUA MAPS**

#### **South Zone Water System**

#### **ECUA Southwest Escambia County/Perdido Key Force Main System**