

Tri-County

Small Area Studies

SANTA ROSA • OKALOOSA • WALTON

In Partnership with Eglin Air Force Base



October 2012

A Tri-County Joint Venture



A JOINT EFFORT MANAGED BY



OKALOOSA COUNTY

with the participation of



prepared by

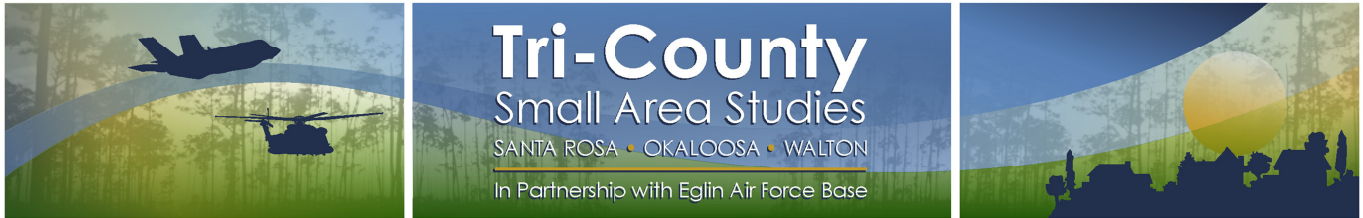


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October 2012

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ACKNOWLEDGEMENTS

Military Sustainability Partnership Executive Committee (MSPEC)

The Military Sustainability Partnership Executive Committee (MSPEC) consists of elected officials and Base leadership that represents those entities that have entered into a formal Interlocal agreement or Memorandum of Agreement (MOA) with Okaloosa County. They have served as the policy committee for the SAS planning process. As such, the MSPEC has been responsible for leading the direction of the SAS, has provided policy direction, oversight of the process, monitoring of public involvement, consideration of report adoption, and monitoring the implementation and adoption of policies and strategies. These individuals have served as the conduit of information for the SAS. The members are:

- Commissioner Wayne Harris
Okaloosa County Board of Commissioners (Chair)
 - Brig Gen David A Harris
Commander, 96th Test Wing, Eglin AFB
 - Col Sal Nodjomian
Commander, 96th Air Base Wing, Eglin AFB
 - Mayor Mike Anderson
City of Fort Walton Beach
 - Mayor J.M. "Mickey" Marse
City of Freeport
 - Mayor Margaret McLemore / Mayor William
Creekmore
City of Mary Esther
 - Commissioner Sara Comander
Walton County Board of Commissioners
 - Councilman Ben Iannucci
City of Crestview
 - Councilman Ron Kelley
City of DeFuniak Springs
 - Commissioner Don Salter
Santa Rosa County Board of Commissioners
 - Councilman Dr. Bill Smith
City of Niceville
 - Councilman Jim Wood
City of Destin
 - Jim Breitenfeld
Economic Development Council of Okaloosa County
-

Military Growth Advisory Group (MGAG)

A cross section of representative interests of the three county study area was selected to serve on the Military Growth Advisory Group (MGAG). This group functioned as the technical committee to assist in the preparation of the SAS. As such, they have been responsible to identify key issues, provide technical and local expertise, review draft deliverables, and recommend the draft report to the MSPEC. The MGAG members are listed (by first name in alphabetical order) below. These individuals have served as the conduit of information for the SAS. The Military Growth Advisory Group (MGAG) served as the technical committee on this project. The members are:

- Abra McGill, Okaloosa County Transit
- Al Ward, Retired Businessman/Consultant
- Andre Partin, 96 ABW/XP
- Barry Stafford, Emerald Coast Association of Realtors (Ex. Dir.)
- Beckie Cato, Santa Rosa County Planning Director
- Bob Black, Congressman Miller Military Liaison (local)
- Carl Scott, Valparaiso City Administrator
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- Christy Johnson, WFRC
- Cliff Long, Emerald Coast Association of Realtors (legislative)
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- Danny Bowers Sr., retired civil servant
- Darryl Sigur, Eglin AFB
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- Debbie C. Benoit, Okaloosa Title Co.
- Denise McKinion, CHELCO
- Dick Roberts, local citizen
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- EJ Gomes, Eglin AFB Community Planner
- Elaine Tucker, former Okaloosa Commissioner
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- Eric Davis, Crestview Planning Department
- Gerry Demers, Walton County Assistant Administrator
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- Greg Donovan, Okaloosa County Airports Director
- Greg Scoville, DeFuniak Springs Planning Director
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- Michael Wing, Crestview Administration Services Director
- Nell Dykes, Cinco Bayou Town Manager
- Nick Nickoloff, West Florida Regional Planning Council
- Philip Hoge, Inst. Of Sr. Professionals, NWFSC
- Robert Cole, Santa Rosa County Commissioner
- Rodney Nobles, Assistant Superintendent, Okaloosa County School District
- Roger Blaylock, Santa Rosa County Engineer
- Roy Petrey, Valparaiso City Engineer (contractor)
- Sandra Dreaden, Reference Librarian, Crestview
- Scott Kearney, local developer representative
- Skip Miller, local builder (BIA)
- Stella Jones, Fort Walton Beach City Planner
- Steve Schmidt, Destin Public Services Director
- Tammy King, Mary Esther City Clerk
- Terry Jernigan, Okaloosa County Planning Manager
- Terry Joseph, Executive Director - WFRPC
- Thomas Duley, Hurlburt Field
- Tom Burns, Shalimar Town Clerk
- Tom Heffernan, 46 Test Wing, Eglin AFB
- Val Jarvis, Santa Rosa County GIS
- Wanda Cruttenden, Niceville Planning Director

Okaloosa County Staff



The Tri-County Small Area Studies was managed by the Okaloosa County Growth Management Department. The Director and the Growth Project Coordinators listed to the right were instrumental in guiding and administering the tools to be utilized by the surrounding jurisdictions and Eglin AFB to promote compatibility within selected areas of Santa Rosa, Okaloosa and Walton Counties.

- **Elliot Kampert**
Growth Management Director
- **Ken Little**
Growth Project Coordinator
- **Jeff Fanto**
Growth Project Coordinator (former)

Public Input



Okaloosa County would like to thank the citizens, property owners and other stakeholders who gave their time in developing the various tools through their participation in workshops and corresponding with members of the Military Sustainability Partnership Executive Committee and/or Military Growth Advisory Group members.

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- Christopher Lewis PhD



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Executive Summary



1 Executive Summary



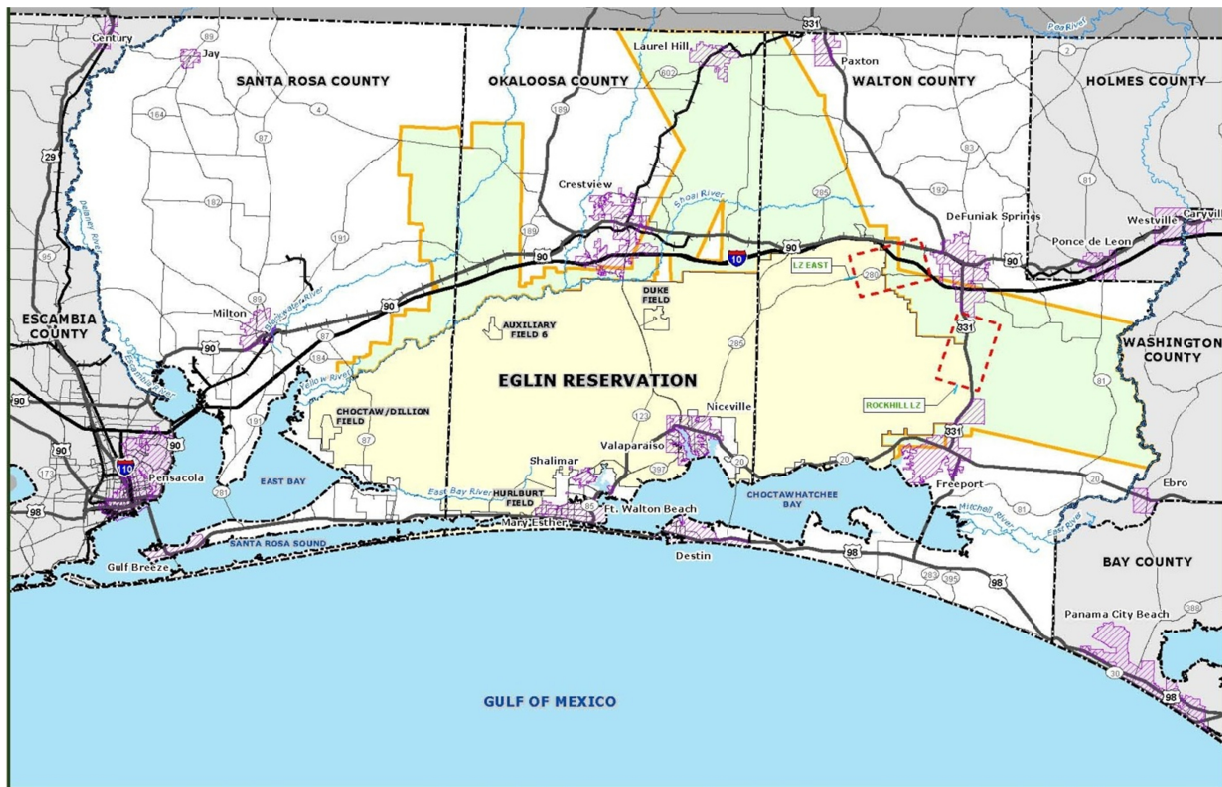
Tri-County Small Area Studies

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In Partnership with Eglin Air Force Base



Executive Summary

A Joint Land Use Study (JLUS) for Eglin Air Force Base and its surrounding jurisdictions was completed in 2009. A key recommendation of the JLUS was to commission and conduct Small Area Studies (SAS) for seven jurisdictions that were identified as being the most impacted by the Eglin AFB mission. The resulting Tri-County SAS has been conducted for the areas identified in the JLUS as the Military Airport Zones (MAZ) and Military Influence Planning Area III (MIPA III). The MAZ and MIPA III areas encompass portions of Okaloosa, Walton, and Santa Rosa Counties and four cities: City of Crestview, City of Laurel Hill, City of DeFuniak Springs, and City of Freeport, as illustrated in the figure below.



The goal of the Tri-County SAS is to enhance the military mission at Eglin AFB and encourage compatible community growth within the MAZ and MIPA III areas. The SAS addresses land use compatibility issues through the assessment of historic and current development trends, economic trends associated with regional growth, existing and future land use policies, regulations, permitting procedures, and existing and potential growth of military operations. The results of this study include numerous proposed and amended policy and regulatory tools that would allow jurisdictions to promote and plan compatible land uses while supporting the Eglin AFB military mission in the region. The tools that were developed as a result of the SAS are a culmination of a multi-faceted approach to public participation (the ambassador program), including the production and distribution of informational brochures, a dedicated project

website, and several committee and public workshops that were held throughout the duration of the project in order to maximize awareness and garner support for the recommended actions. This approach ensured that the development of solutions that are both workable and feasible in addressing compatibility for the seven jurisdictions and the military.

During the SAS planning process, the policies and regulatory framework for all seven affected jurisdictions were assessed for compatibility measures. This process provided a comprehensive approach to community planning by encouraging public input and support for the proposed recommendations through various methods and opportunities for public participation. Thus, the SAS recommendations for each jurisdiction were modified based on the public input and shaped the policies and regulations presented in this report. These recommendations were designed with a user-friendly interface in mind to enable smooth and quick implementation upon approval and adoption of this report.

The following summary is intended to provide an overview of the policies and regulatory tools that were proposed and modified during the course of this 18-month planning process. The summary is organized by jurisdiction and type of tool for readability and quick reference.

1.1 OKALOOSA COUNTY

The assessment of existing conditions and development of recommendations for Okaloosa County began with an evaluation of the Okaloosa County Comprehensive Plan (CP) policies, Land Development Code (LDC), subdivision regulations, and real estate disclosure procedures. This evaluation formed the basis for determining policy and regulatory actions needed to achieve compatibility between Eglin AFB and the county based on the recommendations outlined in the 2009 Eglin AFB JLUS.

After review and input from the County Board of County Commissioners and public, the final recommendations of the SAS include the requirement to use downward lighting fixtures for new development within the areas of the MIPA III as designated on the Comprehensive Future Land Use Map in the County's Growth Management Building Division. In addition, the SAS provided the impetus for the county and real estate community to begin discussions about inserting disclosure notification language on existing real estate forms to support and recognize the economic importance of the Eglin Reservation to the county.

1.2 CITY OF CRESTVIEW

The City of Crestview CP and LDC comprised minimal policies and regulations that addressed compatibility with Eglin AFB upon the conclusion of the JLUS. The Intergovernmental Coordination Element of the Crestview CP was the only policy that addressed compatibility planning with the Eglin AFB mission. Therefore, the SAS proposes amendments to the City's CP Future Land Use Element (FLUE), Transportation Element, and Intergovernmental Coordination Element. The SAS recommends significant modifications to the FLUE in the areas of interagency coordination and establishing a MIOD where land use controls and regulations were designed to conform to compatible land use practices that would enable the vision of the City of Crestview and the Eglin Reservation. These compatibility tools include: height limitations, noise attenuation standards, and disclosure notification.

The completion of the SAS also resulted in the recommendation to update the Transportation and Intergovernmental Coordination Elements of the Crestview's CP to incorporate formal procedures for the interagency coordination of the city and the Eglin Reservation in development review and major capital improvement programs to allow for military review of the plans prior to city approval. These modifications to the CP policies also strengthen compliance with Florida Statute 163.3175.

In addition, the SAS proposes the addition of MIOD policies in the CP. The intent of the recommended MIOD policies is to provide a consistent interface between the city's CP and LDC.

In the evaluation of the city's LDC, it was determined that the only regulation that addressed compatibility was the provision of height restrictions associated with telecommunication towers. Although heights were delineated in the code, towers must comply with Federal Aviation Administration (FAA) and Federal Communications Commission (FCC) regulations as they relate to obstruction of navigable airspace and frequency spectrum interference.

The SAS proposes a MIOD Ordinance that addresses compatibility within the designated military influence planning area where more restrictive land use controls would apply, such as regulations controlling density and intensity, sound attenuation standards requiring an inside noise level of 45 dBA , light and glare controls mandating downward lighting for new development within the MIOD designated area and the use of low pressure sodium (LPS) lighting for the MIOD Critical Approach I and II subzones, and the distribution of real estate disclosure notifications for properties within this area. The intent of the MIOD Ordinance is to consolidate all relevant compatibility factors into a single ordinance that applies to the specific area for which compatibility regulations are needed.

The SAS recommends language to be inserted into the City of Crestview Subdivision Code, Article XXI to require preliminary plat conferences on properties within the established MIOD. The SAS proposes that site plan submittal and preliminary plat requirements shall include maps that delineate all MIOD boundaries within the plan or plat package. The plan or plat submittal shall also include a notification that all lands shall be subject to all development regulations as required in the MIOD Ordinance for the City. Previous drafts of the recommended language to the City's Subdivision Code required Eglin AFB to review all preliminary plats and site plans that were located within the MIOD. After further review from the City and public, it was determined to specify the Eglin AFB Base Command shall have 21 days to review. If no comments are received by the installation within the time allocated for review, then it will be assumed the site plan did not create any issues relative to military mission readiness.

In addition, the SAS proposes a building code amendment whereby an established form would be utilized and signed in all future property sale or lease transactions within the designated MIOD area. This would enable formalized communication regarding said property and its proximity to the Eglin Reservation where aircraft noise and military training operations are performed.

1.3 CITY OF LAUREL HILL

In the initial evaluation of the City of Laurel Hill's CP and LDC, it was determined the CP and LDC were a consolidated document within the City's planning authority. Based on input received from the Okaloosa County Board of County Commissioners, the planning function of the city will be absorbed by the County's Growth Management and Planning Department. The City of Laurel Hill will comply with the Okaloosa County LDC for land use control within any military influence planning areas located in the city's jurisdiction. No changes to the city's policies or LDC were made during this planning process.

The SAS proposes a building code amendment to address compatibility between development within the City of Laurel Hill and the military mission. This amendment establishes the requirement for a signed disclosure form that would apply to all future property sale or lease transactions within the city's jurisdiction. This notification formalizes communication about said property of the proximity to the Eglin Reservation where aircraft noise and military training operations are performed.

1.4 SANTA ROSA COUNTY

Upon the conclusion of the Eglin AFB JLUS, Santa Rosa County amended all pertinent CP policies and LDC regulations to address compatibility with Eglin AFB. The SAS proposes additional amendments to enhance the policies and regulations in Santa Rosa County's planning toolbox. The recommendations identified through the SAS enhance the County's Economic Development (ED) Element by incorporating compatibility policies that encourage awareness of the economic benefit that Eglin AFB provides to the county and to the region. In addition, ED policies also address the need for the county to develop a strategic Economic Development Strategy that encourages business attraction that is synergistic with defense-related industry in the county.

The SAS recommends a modification to the County's CP Transportation Element that would encourage new capital infrastructure projects and transportation improvements away from MAZs and public airport zones (PAZs) that could potentially adversely impact the Eglin AFB mission. This modification strengthens compliance with Florida Statutes 163.3175 in efforts of coordinating major capital infrastructure or improvement projects with Eglin AFB.

The SAS proposes amendments to the County's Intergovernmental Coordination Element to formalize military representation in regional planning efforts to ensure planning projects are comprehensive and involve the appropriate representation from all regional partners.

Upon completion of the 2009 JLUS, Santa Rosa County addressed compatibility planning within the LDC through the LDC, Article 11 – Airport Environs. This regulation sought to protect the Eglin Reservation from encroachment and the general welfare of the people by regulating height limitations for structures within a PAZ or MAZ, requiring disclosure for the sale or lease of properties that were located within these zones, and by establishing lighting standards that are compatible with airport operations.

The Tri-County SAS proposes to enhance and rename Santa Rosa County's Article 11, to the Eglin Military Airport Zone (EMAZ), to establish more restrictive land use controls in the identified EMAZ area. The EMAZ regulates height to a maximum of 35 feet in the EMAZ subzones, which is compliant with the Federal Aviation Regulations (FAR) Part 77. The SAS proposes compatibility land use guidelines to address the land uses that fall within the EMAZ subzones as a means of ensuring new development is compatible with the Eglin AFB operations and does not pose a threat to safety of pilots and the public.

Existing regulations within the Santa Rosa County LDC require LPS lighting around military and public airport zones, thus no changes to this requirement are recommended.

The SAS recommends a building code amendment to address the need for real estate disclosure within Santa Rosa County. The amendment creates and establishes a signed disclosure form that would apply to all future property sales and lease transactions within the county's jurisdiction. This notification formalizes communication of said property and its proximity to the Eglin Reservation where military training operations occur resulting in noise.

1.5 WALTON COUNTY

The Tri-County SAS recommends amendments to the Walton County CP FLUE and Intergovernmental Coordination Element. The SAS recommends the use of compatibility guidelines for future land use map amendments, designed to promote compatibility with the Eglin AFB mission and to identify land uses that would be deemed as compatible, compatible with conditions, and incompatible. In addition to compatibility guidelines, the SAS also proposes changes to the FLUE by incorporating height limitations

relative to specific areas of the MIOD that referred to the existing regulations in the county's LDC regarding tall structures and telecommunications towers. The MIOD comprehensive policies are proposed to further enhance compatibility measures in the CP and provide an interface between the CP and the proposed LDC MIOD Ordinance.

The SAS recommends modifying the County's Intergovernmental Coordination Element to formalize communications and coordination efforts in regional planning activities through the development of a Memorandum of Understanding (MOU) between Walton County and Eglin AFB. This MOU should delineate the involvement of a military representative on the Walton County Planning Commission and throughout the review of development proposals and capital improvement projects. This MOU seeks to enable enhanced communications and coordination between the Walton County and Eglin AFB to mitigate and prevent future compatibility issues.

The SAS proposes a MIOD Ordinance for Walton County. The purpose of the MIOD is to establish a single ordinance defines land use controls that promote compatible development within an established overlay district. This district was identified by the Eglin AFB JLUS MIPA III areas. The SAS further refines these areas through subzones within the county. The subzone areas include the approach and departure zones for Rock Hill Landing Zone (Rock Hill LZ) and Landing Zone East (LZ East). These subzones encompass Military Training Routes (MTRs) in which specific military operations occur and interface with community activities due to their location within the county. The MIOD Ordinance sets standards for sound attenuation of buildings, lighting fixtures, real estate disclosure notification, and formalizes the communication and awareness of the military operations in the regional context. Full-cutoff lighting fixtures and LPS lighting are recommended in the Critical Approach 1 and 2 zones to limit ambient lighting, known as sky glow. This protects military aviators when performing night training activities and operations.

Walton County's existing ordinance regulating height limitations complies with FAA and FCC requirements regarding the obstruction of airspace as well as frequency spectrum interference. The SAS recommends more restrictive height limitations within the county to fully protect the Eglin AFB mission and the citizens of Walton County. However, discussions with the Board of County Commissioners and the public determined that the height limitations should remain as is, 50 feet, 75 feet, and 100 feet respectively, for the subzone areas.

The MIOD incorporated disclosure notification for the sale and / or lease of property within the designated MIOD area. The SAS presents several methods for notification including forms, pamphlets, and education and awareness of this disclosure requirement to be outlined in informational brochures located in real estate offices within the designated MIOD area. However, through ongoing discussions with the county and the real estate community, it was determined that the real estate disclosure method requires continued discussion and refinement until the best approach could be agreed upon by all stakeholders.

The SAS also recommends that any variances and / or development plans incorporating landscaping that would attract birds and other fowl where MTRs are located and have the potential to increase Bird Aircraft Strike Hazards (BASH) should be reviewed by Eglin AFB prior to approval.

The SAS proposes new language to be inserted into the Walton County Subdivision Code to require preliminary plat conferences on properties within the established MIOD. In addition, site plan submittal and preliminary plat requirements shall include maps that delineate all MIOD boundaries within the plan or plat package. The plan or plat submittal shall also include a notification that all lands shall be subject to all development regulations as required in the MIOD Ordinance for Walton County. In earlier drafts of the recommended language, the Walton County subdivision code required Eglin AFB to review all

preliminary site plans and plats that were within the MIOD. After further review from the county and public, it was determined that the Eglin AFB Base Command shall have 21 days to review. If no comments are received by the installation within the time allocated for review, then it will be assumed the site plan would not create any issues relative to military mission readiness.

1.6 CITY OF DEFUNIAC SPRINGS

The City of DeFuniac Springs' CP policies are thorough and incorporate the recommendations of the Eglin AFB JLUS; however, the SAS proposes the addition of MIOD Comprehensive Plan policies the CP. The intent of the recommended MIOD policies is to provide an interface and degree of consistency with the City's CP and LDC's proposed MIOD Ordinance.

The SAS proposes a MIOD Ordinance for the City of DeFuniac Springs. The purpose of the MIOD is to establish a single ordinance defines land use controls that promote compatible development within an established overlay district.

The SAS further refines the MIOD and subzone areas for the city to include the southern portion of the city, part of which falls within the Critical Approach I zone for Rock Hill LZ. Within the Critical Approach I zone of the MIOD, restrictions for density and intensity are limited to ensure the safety of the general public and the aviators. The MIOD Ordinance establishes includes a compatibility matrix that can be used to guide land use decisions in these subzone areas to maintain compatibility with the military mission.

The SAS recommends the use of full-cutoff lighting fixtures and downward lighting for all new development within the MIOD to limit sky glow and protect military aviators when performing night training activities and operations. However feedback received from the local electric utilities indicated this requirement was not viable relative to the illumination quality of this type of lighting and maintenance would be cost prohibitive. In addition, it was determined that this lighting would be applicable to the Critical Approach 1 subzone and would not be applicable to public roadways or street lighting that was maintained by an electric utility.

In addition height restrictions were incorporated into the MIOD Ordinance for the City of DeFuniac Springs. The MIOD Ordinance originally proposed a 150-foot height limitation for new structures and buildings within the MIOD and more specifically, the Military Training Route II within the city. However, with the inclusion of Critical Approach I zone for the city, it was determined that a 35-foot height restriction for the MIOD would be incorporated into the new regulation for new development to ensure the safety of pilots and the public. The SAS incorporates language associated with the compliance of federal agency regulations including the FAA and FCC regarding the obstruction of airspace as well as frequency spectrum interference that is associated with the placement of tall structures such as telecommunication towers.

The MIOD Ordinance also incorporates a requirement for disclosure notification for all sales and / or leases of property within the designated MIOD area. The SAS presents several methods for notification including forms, pamphlets, and education and awareness of this disclosure requirement to be outlined in informational brochures located in real estate offices within the designated MIOD area. After further review and discussion with the real estate community, it was determined that disclosure would be presented in the form of inserting language about the economic importance of the Eglin Reservation on existing real estate forms.

Regulations for variances and development that include types of landscaping that typically attracts birds that have the potential to increase Bird Aircraft Strike Hazards were incorporated into the MIOD Ordinance. These development proposals will be reviewed by the Eglin AFB prior to approval.

The SAS recommends language to be inserted into the City of DeFuniak Springs LDC Appendix B Subdivisions to require preliminary plat conferences on properties within the established MIOD. In addition, site plan submittal and preliminary plat requirements shall include maps that delineate all MIOD boundaries within the plan or plat package. The plan or plat submittal shall also include a notification that all lands are subject to all development regulations as required in the MIOD Ordinance for the city. In earlier drafts of the recommended language to the City's Subdivision Code, the MIOD Ordinance required Eglin AFB to review all preliminary plans and site plats that were located within the MIOD. After further review from the city and public, it was determined to specify that Eglin AFB Base Command shall have 21 days to review. If no comments are received by the installation within the time allocated for review, then will be assumed the site plan does not pose any compatibility concerns relative to military mission readiness.

1.7 CITY OF FREEPORT

After review of the City of Freeport CP FLUE, it was determined that policies that addressed compatibility with Eglin AFB were lacking. The SAS proposes new CP policies that would establish a proposed MIOD where land use controls would be more restrictive to mitigate encroachment to the Eglin mission. The new FLUE policies limit the types of lighting used within the land areas of the MIOD to ensure the safety of pilots and preserve the night training exercises occurring at Eglin. In addition to lighting, the new policies also restrict height for tall structures within the MIOD to comply with FAR Part 77 regulations regarding navigable airspace. The SAS proposes additional FLUE policies that require compliance with the FCC regulations associated with frequency interference. A method for formalized coordination and communication procedures by an MOU in both the FLUE and Intergovernmental Coordination Element are also recommended. During the SAS planning process, the City's Economic Development Element was modified to encourage and consider the attraction of businesses that could provide synergies with the Eglin AFB mission while enhancing the economic growth of the city. The SAS also proposes MIOD CP policies in an effort to provide an interface between the city's CP and LDC.

The City of Freeport MIOD Ordinance intends to codify all CP policies described above to address compatibility within the city's jurisdiction. The MIOD also established subzones where land uses could be regulated to promote compatibility with the military mission at Eglin AFB. In earlier drafts of the Freeport MIOD Ordinance, it regulated land use to encourage lower densities and intensities. However after input was received from the city and public, it was determined to remove the land use regulations within the MIOD. Originally, height restrictions were set at 35 feet in the Impulse Area subzone and 150 feet in the MTR 2 subzone. After further input from the city, it was determined that for the City of Freeport, all buildings and structures located within the MIOD shall not exceed 45 feet. In addition, development applications seeking an exemption of said height restrictions shall comply with FAA and FCC regulations and provide evidence that the structure or building is 'No Hazard to Aviation'. Sound attenuation standards were originally set for two subzones within the city's jurisdiction; however, further input received rendered a decision to require sound attenuation measures only for properties located within the Impulse Area subzone.

The SAS originally proposed that outdoor lighting within the MIOD require of LPS lighting. After public and utility company input was received, it was determined that LPS lighting would only be applicable to new development and lighting fixtures that were not maintained by the local electric utility. This requirement does not apply to public roadways.

In earlier drafts of the Freeport MIOD, a real estate disclosure notification form and procedures were proposed to encourage awareness of property located near the Eglin Reservation. However, after

further discussions and review by the public and the city, it was determined that implementation of this recommendation is not feasible at this time.

Regulations for variances and development that propose landscaping that typically attracts birds and have the potential to increase Bird Aircraft Strike Hazards were incorporated into the MIOD to be reviewed by the Eglin AFB prior to approval.

The SAS recommends language changes to Chapter 2 of the City of Freeport Subdivision Code to require preliminary plat conferences on properties within the established MIOD. In addition, site plan submittal and preliminary plat requirements shall include maps that delineate all MIOD boundaries within the plan or plat package. The plan or plat submittal shall also include a notification that all lands are subject to all development regulations as required in the MIOD Ordinance for the City of Freeport. Earlier drafts of the proposed amendment to the City's Subdivision Code required Eglin AFB to review all preliminary plans and site plats that were within the MIOD. After further review from the city and public, it was determined to that Eglin AFB Base Command shall have 30 days to review. If no comments are received by the installation within the time allocated for review, then it will be assumed the site plan being proposed does not pose any compatibility or safety concerns relative to military mission and readiness.

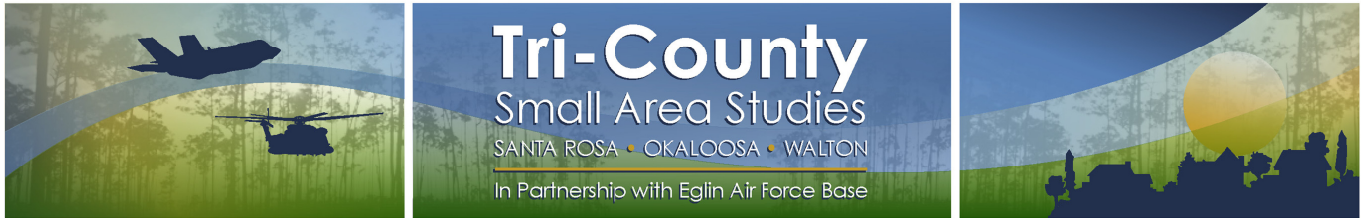
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Introduction



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Introduction



A. Introduction

The Tri County Small Area Studies is an implementation project of the Eglin AFB Joint Land Use Study (JLUS). The intent is to prepare the specific tools that can be utilized by the surrounding jurisdictions to foster compatibility on both sides of the “fence”. The Introduction is organized in the following manner:

- Project Background
- Project Intent
- SAS Study Area
- Eglin Reservation Missions and Facilities
- SAS Planning Process Overview
- SAS Public Participation Program Summary
- Document Organization and Composition

A.1 PROJECT BACKGROUND

In 2010, the Okaloosa County Board of County Commissioners requested technical and cost proposals to prepare the Tri-County BRAC Small Area Studies. The preparation of this project is to effectively develop the land use, economic, infrastructure and interagency coordination related policy and regulatory tools that each of the seven jurisdictions (i.e. Santa Rosa County, Okaloosa County, City of Laurel Hill, City of Crestview, Walton County, City of DeFuniak Springs and City of Freeport) can immediately utilize in a “plug and play” manner. This approach not only fosters compatibility within the adjacent and proximate communities, but also provides their contribution to compatibility as a partner within the Tri-County Region and Eglin AFB.

These studies are the result of a recommendation contained in the Eglin Air Force Base (AFB) Joint Land Use Study (JLUS), which was prepared in 2009, to promote land use compatibility within proximity to the Eglin Reservation. The Eglin AFB JLUS is a collaborative study utilizing the input of city, county, state, and federal officials, residents, business and land owners, and the military to identify compatible land uses and growth management guidelines near the Eglin Reservation. The Eglin AFB JLUS examined past, current and projected future growth trends in an effort to identify and confirm issues between the military and civilian communities in the interest of promoting a compatible future planning program. The future program establishes and fosters a relationship with the installation and the community to act as a team to avoid conflicts associated with future military related activities and community growth. A JLUS is implemented, essentially, to protect the resident’s quality of life, the property owner’s rights, and the existing and future mission of the installation.

A.2 PROJECT INTENT

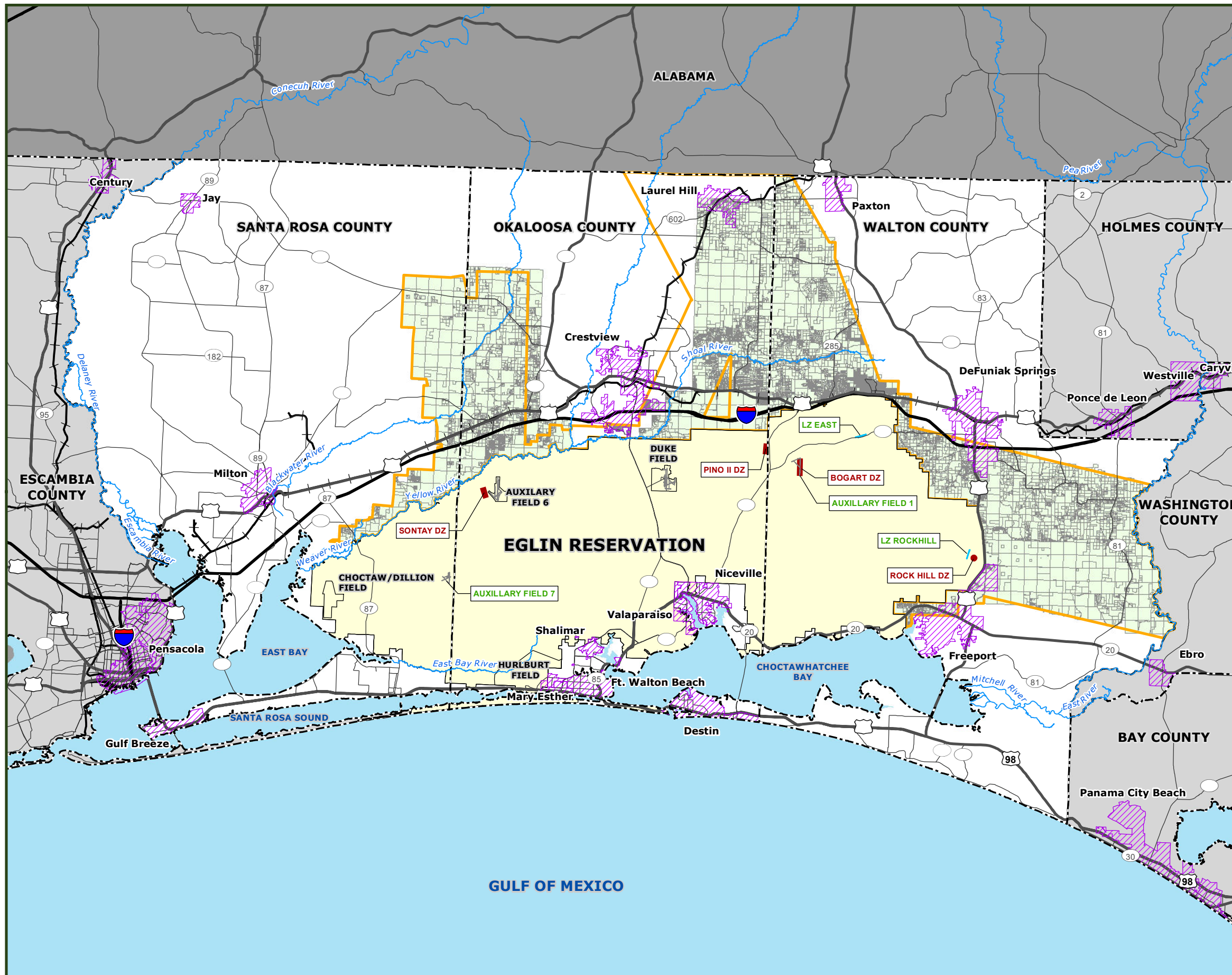
Okaloosa County’s main objective in this project is to complete one of the key recommendations from the Eglin JLUS to ensure that a compatible land use pattern and balanced growth occurs within the MIPA III areas. The following three tenants have guided the technical and public participation processes to ensure a successful outcome in the Tri-County Small Area Studies:

- **Understanding.** Continue to build on the initial foundation set through the JLUS with the military, jurisdictions and agencies to resolve current and potential compatibility issues in an open forum, taking into consideration both community and military viewpoints and needs. This understanding has involved:
 - An understanding of historical, current, and future growth patterns; existing land use regulations, policies, and building and permitting requirements;
 - An assessment of economic factors associated with growth; and
 - A knowledge of military operational functions within the selected study area.
- **Collaboration.** Continue to promote cooperative land use planning among the military, jurisdictions and agencies so that a communicative and coordinated environment is fostered. Balancing future community growth and development with the training and operational missions conducted on the Reservation is the goal.
- **Consent.** Confirm the palette of permitted, conditional and prohibited land uses, specific policy and regulatory guidance that achieves a compatible future land use mosaic and minimizes nuisances within the Eglin Military Airport Zone (EMAZ) / Military Influence Overlay District (MIOD). Strive to gain support from the property owners, local jurisdictions, agencies, and the military to refine, review and adopt workable policy and regulatory mechanisms within each jurisdiction that can collectively create a compatible mosaic within the Tri-County region.

A.3 SAS STUDY AREA

The Study Area for the SAS project includes portions of Santa Rosa, Okaloosa and Walton Counties as well as portions of the Cities of Crestview, DeFuniak Springs and Freeport. It includes all of the incorporated area of Laurel Hill as shown on Figure A-1, Small Area Study Area. The study area boundary is based on the prior delineations of the Military Airport Zone (MAZ) III in Santa Rosa County and Military Influence Planning Area (MIPA) III boundary in Okaloosa and Walton Counties as identified in the Eglin AFB JLUS. The analysis and recommendations of the SAS will only pertain to those areas that were initially identified within the MAZ III/MIPA III in the Eglin JLUS.

Through a portion of the work in this project, the initial MAZ/MIPA boundary has been refined (based on parcel boundary data) for ease of administration and is also depicted on the supportive maps in this document.



- Small Area Study Area
- Eglin AFB JLUS MAZ III / MIPA III Boundary
- Land Zone (LZ)
- Airfield Surface
- Drop Zone (DZ)
- City/Town (Incorporated Area)
- County Boundary
- Eglin Installation Boundary



Small Area Study Area

Figure A-1



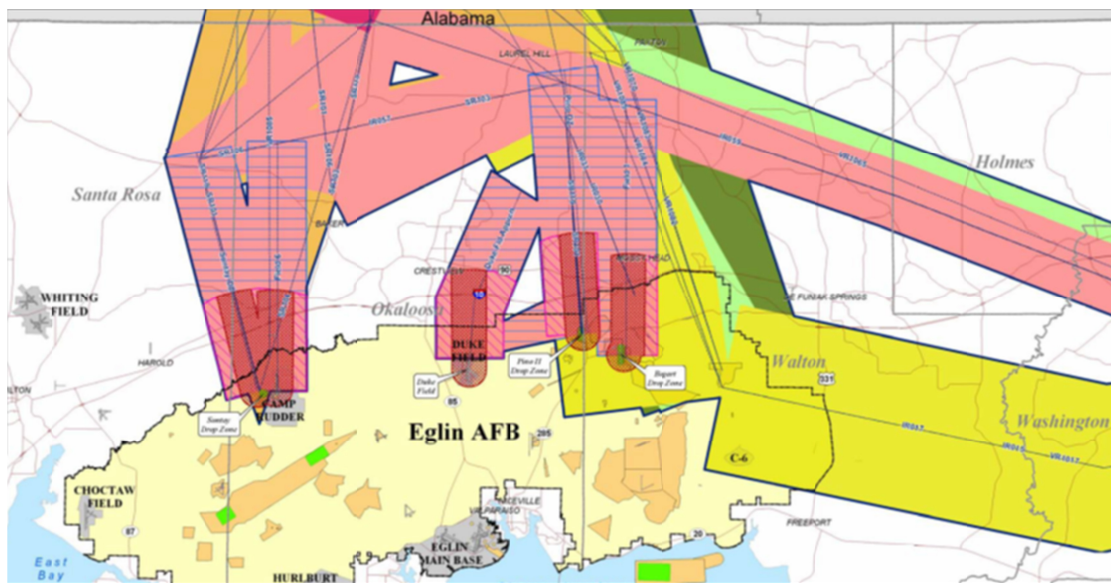
A.4 EGLIN RESERVATION MISSIONS AND FACILITIES

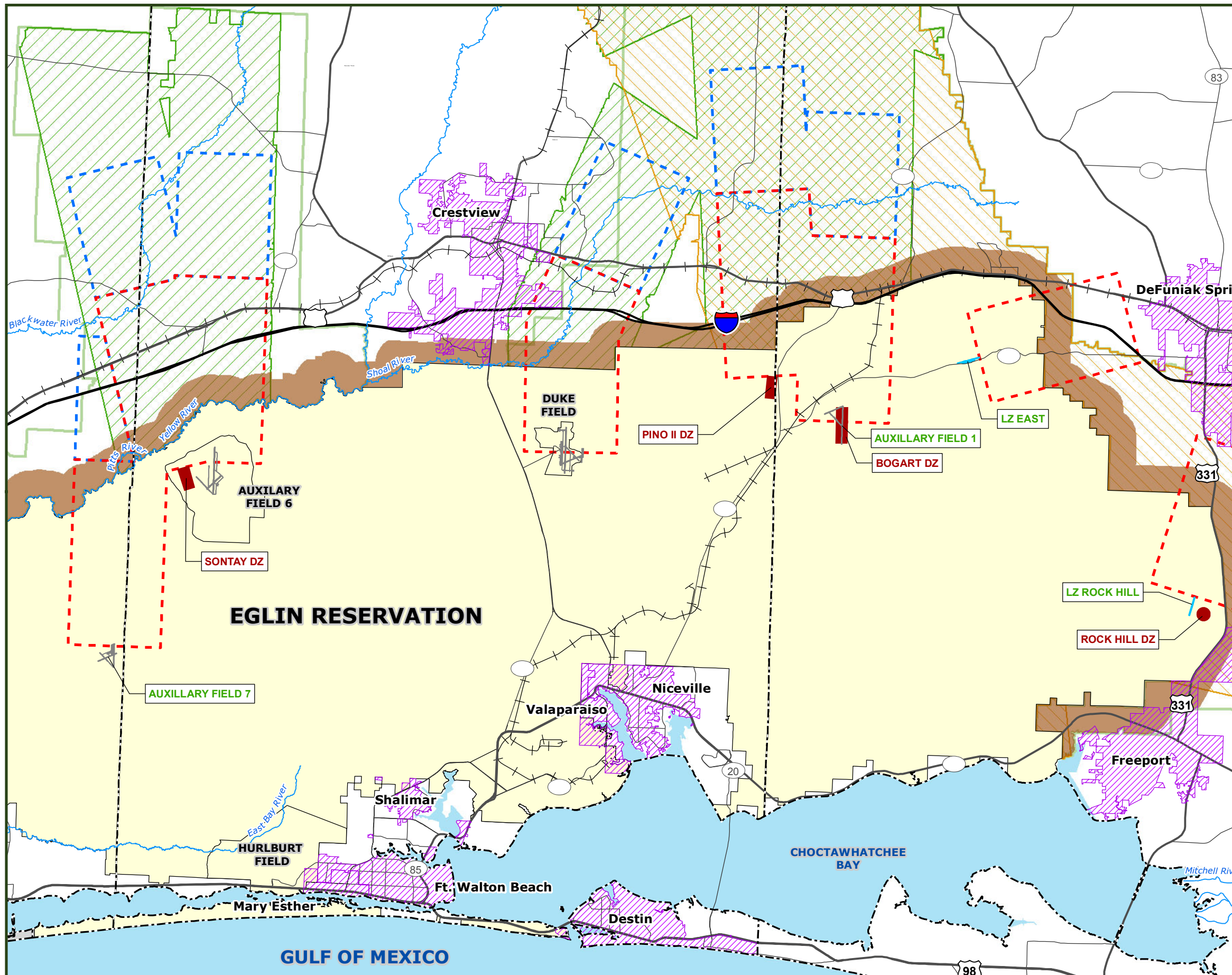


The Eglin Military Reservation is the largest air force base in the world, comprising approximately 724 square miles of land with 36 specific test ranges. The Reservation overlaps Okaloosa, Santa Rosa and Walton counties and also includes 124,642 square miles of water test ranges comprising the Eglin Gulf Test and Training Range (EGTTR). For the Tri-County SAS, the following five facilities and their associated training missions are shown on Figure A-2, SAS Military Facilities and their operational components are summarized below:

- **Auxiliary Field 6.** Provides the site for the 6th Ranger Training Battalion consisting of airborne and helicopter assaults, small boat operations, river crossings and swamp crossing training. Its components consist of:
 - Critical Approach 1-Critical Approach and Departure Corridor
 - Critical Approach 2-Approach and Departure Corridor
 - APZ II-Area contained with the Accident Potential Zone II
- **Duke Field.** Site of the 711th (711 SOS) and 8th (8 SOS) Special Operations Squadrons that utilize the MC-130E Combat Talon I aircraft. Its components consist of:
 - Critical Approach 1-Critical Approach and Departure Corridor
 - Critical Approach 2-Approach and Departure Corridor
 - Noise Area 1-Area contained within the 70-75 dB Ldn
 - Noise Area 2-Area contained within the 65-70 dB Ldn
 - APZ II-Area contained with the Accident Potential Zone II
- **Drop Zones (DZ).** A total of four specific areas within Eglin AFB (i.e. Pino II, Sontay, Bogart, Rock Hill) where military personnel, equipment, and/or supplies are dropped from the air by rotary or fixed wing aircraft, but utilize off-installation approach and departure corridors. Its components consist of:
 - Critical Approach 1-Pino II Drop Zone Approach and Departure Corridor
 - Critical Approach 2-Pino II Drop Zone
 - Critical Approach 1-Sontay Drop Zone Approach and Departure Corridor
 - Critical Approach 2-Sontay Drop Zone
 - Critical Approach 1-Bogart Drop Zone Approach and Departure Corridor
 - Critical Approach 2-Bogart Drop Zone
 - Critical Approach 1-Rock Hill Drop Zone Approach and Departure Corridor
 - Critical Approach 2-Rock Hill Drop Zone

- **Landing Zones (LZs)** A total of two specific facilities (i.e. Landing Zone East and Rock Hill Landing Zone) that are unimproved landing strips that have the ability to accommodate fixed and rotary wing aircraft on an infrequent basis for military training and readiness purposes. Its components consist of:
 - Critical Approach I-Critical Approach and Departure Corridor
 - Critical Approach II-Approach and Departure Corridor
- **Impulse Area (IA)** is created off-installation through the detonation of high explosives within Eglin AFB
 - Impulse Area - Areas designated as the Higher Intensity, Greater Frequency Impulse Area and portions of the Moderate Intensity, Less Frequent Impulse Area (Eglin AFB RAICUZ (2008)) within one mile of the Eglin AFB boundary
- **Military Training Routes (MTRs)** are aerial corridors delineated above the Tri-County Study Area in which military aircraft can operate at airspeeds in excess of 250 knots while flying below an altitude of 10,000 feet.
 - MTR 1-Floor 100'
 - MTR 1-Floor 200'
 - MTR 1-Floor 250'
 - MTR 2-Floor 500'
 - MTR 2-Floor 1,000'
 - MTR 2-Floor 1,500'
 - MTR 2-Floor 500' (Cruise Missile Corridor)





- Study Area
- Land Zone (LZ)
- Airfield Surface
- Drop Zone (DZ)
- Impulse Area
- MTR 1
- MTR 2
- Critical Approach**
- 100 ft. maximum obstruction height
- 150 ft. maximum obstruction height
- City/Town (Incorporated Area)
- County Boundary
- Eglin Installation Boundary



SAS Military Facilities

Figure A-2



A.5 SAS PLANNING PROCESS OVERVIEW



The planning process to prepare the Tri-County SAS was conducted over an 18-month timeframe and consisted of the following five phases:

Phase 1: Initial Data Collection and Analysis. The SAS project implements several of the key recommendations in the Eglin AFB JLUS, and data collected for that and other pertinent studies (i.e. Eglin AFB RAICUZ, Tri-County Growth Management Plan) form the foundation of the SAS. However, because the JLUS data is now a couple of years old, the SAS project updated selected data sets. This effort focused on updating existing maps that were used to evaluate and analyze future development scenarios. Current information was critical to identify trends, development patterns and constraints that could influence future growth. As part of this phase, the areas included in this study were

refined. Instead of looking at broad lines from a regional perspective, maps were prepared that identified the study area based on current parcel boundaries, making it very clear what areas are being addressed. Finally, a comprehensive set of guidelines was prepared that identified the criteria for the evaluation of compatible land uses within the study area. These guidelines formed the basis of the analysis for future conditions and the assessment of development alternatives.

Phase 2: Assess Future Buildout Potential. What land use pattern would result if compatibility was not addressed in future development? Phase 2 explored the development scenarios that could occur in the Study Area based on existing land use, zoning and comprehensive plan designations without compatibility measures. This future development potential was assessed based on existing growth patterns, expected development potential in the area (based on socioeconomic factors), and the ability to serve potential development areas. The ability to serve included a review of the available and planned infrastructure, ranging from utility systems to schools. Based on the information collected and plans and policies in place today, potential development scenarios were modeled. The results of this modeling were used to understand the extent and distribution of compatibility issues.

Phase 3: Identify Land Uses Incompatible with the Eglin Mission. Building on the analysis and evaluation established in Phases 1 and 2, existing land uses in the SAS study area were evaluated. This exercise was essential in the planning process to isolate existing and potential land use conflicts around Eglin AFB. In addition to land uses, a review of existing comprehensive plan policies and zoning were also critical components. Once a thorough review of the existing land use and policies was complete, conflicts between the Eglin Mission and the Tri-County area were then analyzed. Furthermore, this activity assists the planning team to identify and understand the conflicts between the Eglin Mission and future land use plans.

Phase 4: Analyze Alternative Land Use Scenarios and Tools. Alternative land use concepts were developed where compatibility issues could be identified. These concepts were based on the results from the other phases in this process, as well as the application of potential policy and regulatory tools. Land use concepts were unique to each subarea and its jurisdictional regulatory powers. Additionally, the concepts consisted of one approach, or a combination of scenarios, employing key tools (i.e. incentives, ordinances, clustering, transfer of development rights, etc.). After the analysis of the various planning / regulatory tools, two land use concepts were developed for each subarea. These concepts were then presented to the jurisdictions for their review and comment to enable support for the land use recommendations and their specific implementation tools.

Phase 5: Develop Recommended Implementation Tools. Based on the issues identified and alternatives assessed, the final phase provided the tools (policies, programs and regulations) needed to make compatibility a reality. Some existing tools only needed minor adjustments to achieve the results desired, while in other cases, new tools were developed. The overall objectives were to create a set of tools that are easily understood, simple to implement, and provide a consistent approach to compatibility planning across the Study Area. The toolbox also includes approaches to address all of the compatibility issues identified in earlier phases. These solutions entailed comprehensive plan policy amendments, changes to regulations (such as zoning modifications and light and glare ordinances) and alterations to building codes to address noise attenuation standards. These tools were designed based on information and feedback obtained in previous phases from the planning team and the community. The goal was to provide solutions that enhanced compatibility while allowing appropriate community growth and economic diversity in the Tri County Small Area Studies Area.

A.6 SAS PUBLIC PARTICIPATION PROGRAM SUMMARY

The SAS Public Participation Program was essential to providing opportunities for interested parties to become aware, educated and provide contributions to shaping the outcome of the small area studies. The intent was to ensure that all segments in the affected study areas (especially residents and property owners, local elected officials, business interests, and military representatives) had access to frequent and timely progress reports, meaningful and convenient methods of participation, and timely access to draft and final deliverables in advance of open houses/charrettes. Public involvement and public relations were integral to achieving consensus for the recommendations within each jurisdiction garnering the support of those directly affected and providing the foundation for a compatible land use pattern within the study area. The SAS Public Participation Program included the following techniques:

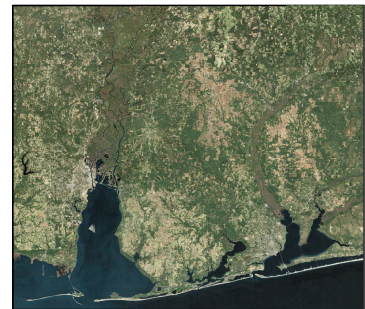
- **Project Coordination Meetings.** Monthly meetings/teleconferences were held with the Okaloosa County Project Manager to ensure appropriate technical and public participation tasks occurred throughout the course of the Small Area Studies.
- **Informational Brochure.** An informational brochure was prepared by the Matrix Team, in consultation with the Okaloosa County Project Manager, MGAG, and the MSPEC, and was distributed to the public at the outset of the planning process. The brochure described the purpose and goals / objectives of the small area studies, the locations included in the studies and methods to provide input into the process. This brochure was used to brief interview participants as well as the general public and was posted to the project website.
- **Stakeholder Interviews and Consultations.** A total of 16 Stakeholder Interviews were conducted during Phase 2 in order to obtain critical information for the planning process to focus the discussion on the specific key issues that require resolution such that a successful small area study will result for each respective area.
- **Open Houses/Charrettes.** Open houses/charrettes provided attendees with an opportunity to understand the existing issues and conditions, assist in crafting viable land use alternatives, and provide input on desired directions and augmentation of regulatory recommendations. Four (4) open houses/charrettes were identified at key milestones throughout the duration of the project. These gatherings were located in one venue within each of the three counties and consisted of:

- Open House #1 – (Week of May 2, 2011) – Kick-off Meeting defined the small area studies project (educate) and was used to allow participants to identify preliminary study area issues.
 - Open House/Charrette #2 – (Week of January 23, 2012) – Presented draft small area analysis; overview of future trends, confirm preliminary compatible uses; prepare and prioritize alternative land use scenarios.
 - Open House #3 – (Week of April 12, 2012) – Reviewed the draft Small Area Studies and implementation programs.
 - Open House #4 – (Week of August 20, 2012) – Presented the Final Draft of the Small Area Studies to the public and provided an overview of the changes from the Draft SAS.
- **Project Website.** As part of the public participation strategy, a project website was created to provide public and media access to project information, informational materials, and documents. This website was maintained for the entire project. This tool allowed all stakeholders to conveniently receive updated project information, project points of contact, schedules, documents, maps, open house/charrette information, and other interactive tools, as necessary.

A.7 DOCUMENT ORGANIZATION AND COMPOSITION

The Tri-County SAS is organized by jurisdiction in the following manner:

- Okaloosa County
- City of Crestview
- City of Laurel Hill
- Santa Rosa County
- Walton County
- City of DeFuniak Springs
- City of Freeport



Within each jurisdiction, the following tools are organized in the same manner, within the Policy Tools and Regulatory Tools components, as listed and summarized below:

Policy Tools

- **Comprehensive Plan Policies.** Identifies revised and new policies to be incorporated into the jurisdiction’s comprehensive plan.
- **Prototype MIOD Policies.** Identifies (for those jurisdictions that include a draft Military Influence Overlay District (MIOD) regulation) supportive policies to create consistency between the jurisdictions’ comprehensive plan and zoning regulations.
- **Future Land Use Map Revisions.** Identifies recommended changes to the existing future land use map (FLUM) of each jurisdiction’s comprehensive plan land use element.

Regulatory Tools

- **Eglin Military Airport Zone (EMAZ)/Military Influence Overlay District (MIOD).** Identifies the inclusion of regulatory guidance within these two overlay districts with the respective jurisdiction’s Land Development Code (LDC).
- **Subdivision Regulations.** Identifies the prototypical revised and augmented provisions to upgrade the respective jurisdiction’s subdivision regulations.

- **Building Code Modifications.** Identifies prototypical changes to the respective jurisdiction's building code.
- **Light/Glare Ordinance.** Identifies the revised/new recommended ordinance language to minimize ambient and point source glare for each of the jurisdictions.
- **Real Estate Disclosure.** Identifies the instructions and form necessary to provide disclosure to potential buyers and lessors of real estate within the EMAZ/MIOD boundary for each respective jurisdiction.

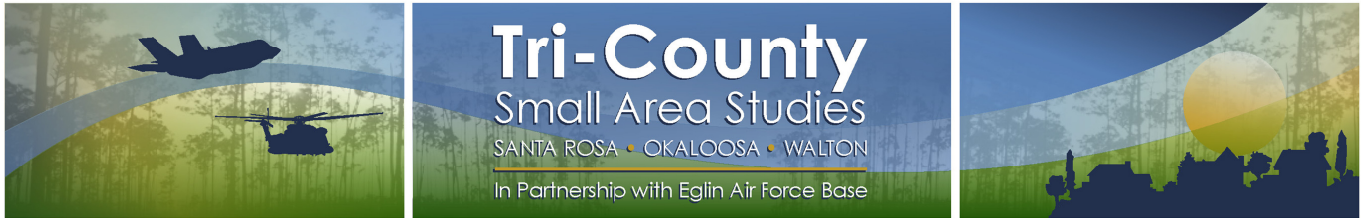
It should be noted that these tools have been prepared in a “plug and play” approach for ease of immediate review and consideration by the respective appointed and elected officials within each jurisdiction. While each tool may be in a form for review and formal consideration by the respective jurisdiction, it will be up to each jurisdiction to determine if they would like to process these tools to potentially become adopted policy and regulation within their county or municipality. It is strongly encouraged that each jurisdiction will adopt all of their respective tools to foster future land use compatibility between Eglin AFB and its adjacent and proximate jurisdictional partners.

3

Implementation Foundation



3 Implementation Foundation



2. Implementation Foundation

In the preparation of the Tri-County Small Area Studies (SAS), several studies, techniques and regulations were evaluated and used to determine and refine the approaches to be recommended as part of this study. These items provided the foundation upon which the Small Area Studies recommendations were based.

In the following section, the role of these “foundational” components is discussed. In some cases, these components provided the basis for the recommendations contained in the SAS. For others, the research determined that the component being evaluated was not appropriate for inclusion in the SAS.

2.1 Eglin AFB Joint Land Use Study

The Tri-County SAS was conducted based on the following recommendation contained in the Eglin AFB Joint Land Use Study (JLUS):

- Conduct Small Area Studies For The Low Level Approach Zones, Cruise Missile Corridor, and Eglin Buffer

For the seven counties and cities that have jurisdiction over lands within these areas (Okaloosa County, City of Crestview, City of Laurel Hill, Santa Rosa County, Walton County, City of Freeport, and City of DeFuniak Springs), the Tri-County SAS was conducted jointly to address a number of JLUS recommendations applicable to these areas.

The following paragraphs provide a list of the JLUS recommendations, by jurisdiction, which were considered and / or addressed in the Tri-County SAS. The first group represents JLUS recommendations where the recommendation and the approach in the SAS were the same. This will be followed by recommendations for each jurisdiction that are either unique requirements or the action taken in the SAS is different for that jurisdiction.

In the following sections, recommendations for each jurisdiction are as follows:

OKC Okaloosa County CRV City of Crestview LHL City of Laurel Hill	SRC Santa Rosa County WLT Walton County DFS DeFuniak Springs	FRP City of Freeport
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Common Requirements / Responses to Applicable JLUS Recommendations

OKC 4	
CRV-1	
LHL 2	Distribute Education Handouts Materials Provided by Eglin AFB to Developers and Builders on
SRC 4	Radio Frequency Interference
WLT 4	
DFS 2	
FRP 2	

Two committees, the Military Sustainability Partnership Executive Committee (MSPEC) and the Military Growth Advisory Group (MGAG), were formed with representatives of local jurisdictions and Eglin AFB. These two committees were tasked with reviewing and providing direction on the content of the SAS recommendations.

During the preparation of the SAS, information on radio frequency interference was provided to the committees. The direction from the committees was not to incorporate this into the regulatory framework being developed for the SAS.

Development and distribution of educational materials remains as a JLUS recommendation to be accomplished.

OKC 5	
CRV 2	
LHL 3	Implement Public Awareness Measures Through Environs Signage, Website Links, Educational
SRC 5	Handouts
WLT 4	
DFS 3	
FRP 3	

As part of the Tri-County SAS, a website was maintained to provide information to the public on the process (www.smallareastudies.com) and to provide educational materials relative to compatibility planning. This JLUS recommendation is an on-going item, and will continue after the completion of the SAS.

OKC 14	
CRV 9	
LHL 7	Formalize Policy to Include Military Participation and Cross-Jurisdiction Coordination in
SRC 17	Development Review and Planning Process
WLT 10	
DFS 7	
FRP 7	

In the evaluation of development projects, Section 163.3175 of the 2011 Florida Statutes plays an important role in guiding coordination. For affected local governments in proximity to the military installations listed in 163.3175(2), which includes all of the jurisdictions engaged in the Tri-County SAS as listed in 163.3175(2)(c), coordination for review of development applications is specified in 163.3175(4).

All SAS jurisdictions have agreed to provide Eglin AFB with the opportunity to review development applications and to provide comments for their consideration as part of the standard review process. This will be done for applications when requested by the Eglin AFB installation commander, in keeping with

Florida Statute 163.3175. Comments from Eglin AFB will have the same standing as comments from other reviewing agencies, and will not dictate a course of action.

See Section 2.3 for more details on this subject.

Several jurisdictions also made changes to their comprehensive plan policies or subdivision regulations to address this topic. See each jurisdiction for more information.

Okaloosa County Recommendations

OKC 1: Implement Construction Standards for New Construction to provide Noise Level Reduction Inside Structures Proposed Within Maximum Mission Noise Areas (>65 dB)

Considered in earlier drafts of the SAS as part of a proposed Military Influence Overlay District (MIOD) regulation, Okaloosa County determined that this recommendation would be addressed with a project-by-project review, with consultation by Eglin AFB as requested by the installation commander, in keeping with Florida Statute 163.3175.

OKC 2: Implement Effective Disclosure Procedures Notifying Buyers and Leasers that Property is Near a Military Installation subject to Low Level Aircraft, Impulse Noises, and/or Other Military-Related Issues Identified

Earlier versions of the Tri-County SAS provided a Real Estate Disclosure form to be incorporated into the standard real estate forms for buyers and leasers of homes and properties located within the MIPA III and Eglin North Encroachment Protection Zone (ENEPZ) areas of Okaloosa County. After further review and discussion with stakeholders in the area, it was determined that an overview statement on the importance of Eglin AFB in the regional context could be included into existing forms rather than developing new forms and procedures for Okaloosa County. The SAS currently recommends that a general statement be developed in consultation with real estate professionals and County staff. This will be completed and implemented after the SAS program is complete.

OKC 3: Implement Lighting Ordinance to Avoid Glare and Reflection

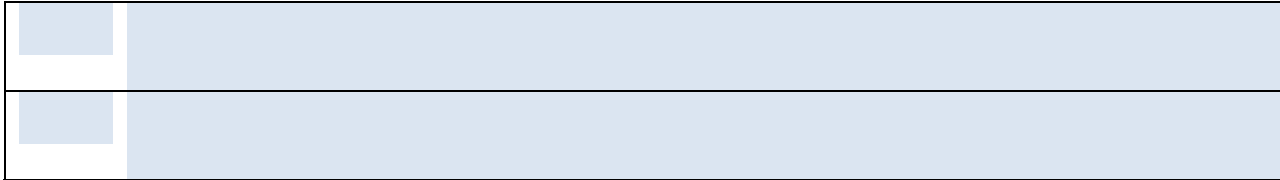
The Tri-County SAS analyzed current comprehensive plan policies and Land Development Code (LDC) regulations to determine changes to lighting standards desired for the sustainability of the Eglin AFB mission. In earlier drafts, a comprehensive lighting control program was proposed as part of a MIOD regulation. Following public review and input from the County Commissioners, the final SAS includes a new requirement for down lighting on new lighting installations in Critical Approach I and II, and a recommendation for this to be included when possible in the rest of the county. Issues on light and glare can also be addressed through input from Eglin AFB on the review of applications, when requested by the Eglin AFB installation commander, in keeping with Florida Statute 163.3175.

OKC 6: Identify Low Level Approach Zones and Cruise Missile Corridors on All County Maps, Preliminary Plats and Public Reports and Require Developers To Identify Same Information on All Proposed Projects

Initially incorporated as part of a proposed MIOD regulation for Okaloosa County, based on public input and review by the Okaloosa County Board of Commissioners, this requirement was not included as part of the final recommendations in the SAS.

OKC 8: Do not allow increases in Density and Intensity in Low Level Approach Zones, Cruise Missile Corridor, or Eglin AFB Boundary Buffer Until Recommendation OKC 9 is Completed

JLUS Recommendation OKC 9 was the preparation of a SAS. With the completion of the SAS, this recommendation is considered complete.



Actions to address sound (noise) attenuation were originally proposed as part of the MIOD regulation, but it was felt that the Florida Building Code would need to provide guidance on this topic before local implementation could occur. Therefore, no action was taken in the final Tri-County SAS. See Section 2.4 for additional information on the Florida Building Code.

OKC 15: Limit Object Heights Regarding Potential Conflicts With Eglin Missions and Operations

The Tri-County SAS analyzed current comprehensive plan policies and LDC regulations relative to object heights. In earlier drafts of the SAS, new regulations on height were proposed for Okaloosa County as part of a new MIOD regulation. Following public review and input from the County Commissioners, no change in current regulations was proposed. Potential issues on vertical height will be addressed through compliance with existing regulations and engaging Eglin AFB in the review of applications, when requested by the Eglin AFB installation commander, in keeping with Florida Statute 163.3175.

OKC 18: Establish Military Influence Planning Area (MIPA) Zoning Overlay District Creating MIPA designations (I, II, or III) based on the compatibility issues Identified.

In earlier drafts of the SAS, overlay areas were proposed that reflected the different operational constraints being considered (vertical height, noise levels, etc.). Following public review and input from the Board of Commissioners, the County's LDC is proposed for modification to require down lighting in Critical Approach I and II. No other overlay designations were considered appropriate for inclusion in the SAS final recommendations.

City of Crestview

CRV 3: Identify Low Level Approach Zones on Preliminary Plats and Public Reports and Require Developers To Identify the Approach Zones on All Proposed Projects

As part of the final SAS, Crestview's Comprehensive Plan has recommended policy changes to implement public disclosure relative to this JLUS recommendation:

Policy 7.A.11.5 - Promote public awareness of compatibility regulations and activities related to Eglin Air Force Base.

- a. The City of Crestview shall make available for public inspection, maps that depict the current MIOD and MIOD subzones at the City's Growth Management Administrative Services Department and on the City's website.

- b. The City of Crestview should require real estate transactions of properties within the MIOD to include a disclosure of the property’s location within the MIOD (and any subzones), as well as proximity to Eglin Air Force Base. (see specific related policies below)
- c. The City of Crestview shall display at Crestview City Hall and other appropriate places, as well as distribute to applicants of development orders within the MIOD area, a brochure that describes the types of regulations in the MIOD and the importance of compatibility with Eglin Air Force Base.
- d. The City of Crestview shall display at Crestview City Hall and other appropriate places, educational material about radio interference that is provided by Eglin Air Force Base.

Policy 7.A.11.6 - The City, in partnership with the municipalities within Okaloosa County and Eglin Air Force Base, will develop an effective procedure disclosing the proximity of property to Eglin AFB. The intent is to develop a single set of procedures to serve all participants, including owners, buyers and lessors of real property; the real estate community, local governments, and the Air Force.

The proposed MIOD regulations include, in Section 12 (C), a statement that requires “All plats and site plans for properties within the MIOD shall incorporate disclosure requirements on the plat and site plan, as well as within Covenants and Restrictions (CRs) recorded for each subdivision, as set forth in the Subdivision Regulations, or their equivalent, of this jurisdiction.”

CRV 4: Do Not Allow increases in Density and Intensity in Low Level Approach Zones and Eglin AFB Boundary Buffer Until CRV 5 Recommendation is Completed

JLUS Recommendation CRV 5 was the preparation of a SAS. With the completion of the SAS, this recommendation is considered complete.

CRV 6: Amend Comprehensive Plan and Land Development Code to Limit Object Heights According to Information Provided by Eglin AFB (Figure 5-5)

The final SAS includes a recommended new Comprehensive Plan policy that reads:

Policy 7.A.11.13.2 - The City shall require on all applications for any vertical structure which might be inconsistent with Policy 7.A.10.9.1, the inclusion of a statement from the Commander of Eglin AFB that the proposed structure would not interfere with the installation’s existing or planned mission. This policy does not supersede or negate compliance requirements with the federal obstruction standards contained in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77). The maximum height of building and towers shall be as identified in the MIOD Ordinance.]

From a LDC standpoint, this was covered through the preparation of a MIOD regulation that includes, in Section 9 of that regulation, restrictions on structure / facility heights based on their location. The Comprehensive Plan is recommended to include a policy requiring this integration.

Policy 7.A.11.2 - Adopt and incorporate regulations for the MIOD into the Land Development Code to encourage compatibility with missions at Eglin Air Force Base for the Subzone areas within the City.

CRV 7: Implement Lighting Ordinance to Avoid Glare and Reflection

As part of the final SAS, the MIOD regulation for the City of Crestview includes regulations on light and glare controls as part of Section 11, Light and Glare Controls.

From a policy standpoint, the City's Comprehensive Plan is also recommended for modification relative to light and glare as follows:

Policy 7.A.11.15 - The City shall require the use and installation of lighting that reduces glare and light trespass within the MIOD. The City shall require all artificial lighting equipment, including but not limited to high intensity white strobe lights, floodlights and searchlights, whether temporary or permanent installations, be fully shielded with positive optical control so that all light emitted by the fixture, either directly from the lamp or indirectly from the fixture, is projected below a horizontal plane extending from the bottom of the light fixture. No building permit shall be granted unless this requirement is met.

Policy 7.A.10.15.1 - The City shall require that lights or illumination of street, parking, signs or use of land and structures be arranged and operated in such a manner that is neither distracting nor creates a dangerous environment to pilots and aircraft operating within the established MIOD. A lighting plan will be required for review and approval prior to the issuance of a building permit.

CRV 9: Formalize Policy to Include Military Participation and Cross-Jurisdiction Coordination in Development Review and Planning Process

The final SAS includes a recommended new Comprehensive Plan policy that reads:

Objective 7.A.10 – Coordinate with Eglin Air Force Base on land use decisions that may affect the missions of the military installation.

Policy 7.A.10.1: The City of Crestview shall continue to implement the applicable provisions of Florida Statutes Section 163.3175 concerning coordination and communication with Eglin Air Force Base.

CRV 10: Establish Military Influence Planning Area (MIPA) Zoning Overlay District to create different MIPA designations. It is recommended to create levels of MIPAs corresponding with the recommended MIPAs (I, II, or III).

The final SAS includes a new policy to implement a MIOD regulation and to designate subareas.

Policy 7.A.11.1 - Prepare and adopt a Military Influence Overlay District (MIOD) that identifies the areas of the City that are subject to specific regulations to encourage compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177 and includes the following:

- A. The MIOD area shall be delineated on the Future Land Use Map of the City's Comprehensive Plan.
- B. The MIOD and MIOD Subzones shall be delineated on a map of the Military Influence Overlay District Area within the Future Land Use Element of the City's Comprehensive Plan.
- C. A note shall be included on the maps referenced in A and B that states: "Properties located within the MIOD are subject to additional regulations in the Land Use Regulations for compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177."

As part of the final SAS, the MIOD regulation for the City of Crestview includes the designation of subzones as part of Section 7, Military Influence Overlay District (MIOD) and MIOD Subzones.

City of Laurel Hill

LHL 1: Implement Lighting Ordinance to Avoid Glare and Reflection

Due to limited staffing resources for implementation of a new regulation, no new regulations on light and glare were proposed.

LHL 3: Implement Public Awareness Measures Through Environs Signage, Website Links, Educational Handouts

As part of the Tri-County SAS, a website was maintained to provide information to the public on the process (www.smallareastudies.com) and to provide educational materials relative to compatibility planning. This JLUS recommendation is an on-going item, and will continue after the completion of the SAS.

LHL 4: Identify Cruise Missile Corridors on All City Maps, Preliminary Plats and Public Reports and Require Developers To Identify Same Information on All Proposed Projects

Due to limited staffing resources for implementation of a new regulation, no new regulations or mapping was proposed.

LHL 8: Limit Object Heights Regarding Potential Conflicts With Eglin AFB Missions and Operations

Due to limited staffing resources for implementation of a new regulation, no new regulations on object height were proposed. Existing regulations will be applied to new development.

LHL 9: Update City's Comprehensive Plan and Land Development Code to Include Specific Language Designed to Strengthen the City's Compatibility Position on Proposed Developments, Land Use Amendments and/or Other Related Change Requests

Due to limited staffing resources for implementation of a new Comprehensive Plan policies and LDC regulations, no changes were proposed.

Santa Rosa County

At the start of the Tri-County SAS program, Santa Rosa County already had in place Comprehensive Plan policies and an Airport Environs Ordinance (Article 11) that addressed many of the types of compatibility issues identified in the Eglin JLUS. The existing policies and ordinance were oriented towards protection of public airports and military airports and surfaces associated with these installation and airfields in the County. As part of the SAS program, Comprehensive Plan policies and Article 11 were refined to ensure they addressed the compatibility issues identified in the Tri-County SAS.

In Article 11, Section 11.04.00 and subsections within apply to all military airport zones and surfaces associated with military installations and airfields located within Santa Rosa County or having impacts on land within Santa Rosa County. Further, certain areas in proximity to Eglin Air Force Base (the Eglin Military Airport Zone Subzones) are subject to additional or slightly different regulations from Section 11.04.00. The regulations that are unique and specific to the Eglin Military Airport Zone Subzones are included in Section 11.05.00.

SRC 1: Implement Construction Standards for New Construction to provide Noise Level Reduction Inside Structures Proposed Within Maximum Mission Noise Areas (>65 dB)

As part of the final SAS package of recommendations, sound attenuation for new construction is provided pursuant to the specifications in Section 11.05.09.

SRC 2: Utilize More Effective Disclosure Procedures Notifying Buyers and Leasers that Property is Near a Military Installation subject to Low Level Aircraft, Impulse Noises, and/or Other Military-Related Issues Identified

Santa Rosa County currently has an effective real estate disclosure form and process, which was modified slightly for use with the SAS program. Disclosure requirements are specified in Article 11, Section 11.08.00, Disclosure.

SRC 5: Implement Public Awareness Measures Through Environs Signage, Website Links, Educational Handouts

As part of the Tri-County SAS, a website was maintained to provide information to the public on the process (www.smallareastudies.com) and to provide educational materials relative to compatibility planning. This JLUS recommendation is an on-going item, and will continue after the completion of the SAS.

SRC 6: Identify Low Level Approach Zones on Preliminary Plats and Public Reports and Require developers To Identify the Approach Zones on All Proposed Projects

The proposed modifications to the EMAZ regulations include, in Section 11.08.00(H) the following requirements:

Plats in Eglin MAZ Boundaries. If the plat, either part or whole, lies within the boundaries of the Eglin MAZ, such boundaries shall be delineated on the plat. If the entire plat lies within the Eglin MAZ, the plat shall incorporate a statement that declares all property, as defined within its legal description, as located within the Eglin MAZ. If contiguous property is owned by the Department of Defense, it shall be so designated.

Any plat or portion thereof that lies within the Eglin MAZ shall include substantially similar language as that appearing in the following statement, as may apply to the property:

“On the date this plat was recorded, all or a portion of the property appearing within this plat lies within the Eglin Military Airport Zone and one or more associated Subzones. Use of or construction upon lands or waters within this plat may have additional restrictions set forth in ordinances of the Santa Rosa County Board of Commissioners or in covenants recorded in the official records of the Clerk of the Circuit Court for Santa Rosa County.”

Santa Rosa County also has an existing Real Estate Disclosure requirement that was modified to include disclosure within the Eglin Military Airport Zone (EMAZ). This requires:

Pursuant to Santa Rosa County Ordinance 2005-07, any owner of residential property who sells or leases that property is required to disclose to buyers or lessees (for leases that run for more than seven (7) months) if the property is located, in whole or in part, within a Public Airport Notification Zone or a Military Airport Notification Zone, Eglin Military Airport Zone, or subzone and any other designated areas, as defined by the Santa Rosa County Comprehensive Plan and Land Development Code, and that said property may be subject to varying degrees of accident potential, noise, and other impacts from operations conducted at or above military airfields, airports, or installations, or public airports. This disclosure must be attached to the contract of sale or the lease agreement.

SRC 8: Do not allow increases in Density and Intensity in Low Level Approach Zones and Eglin AFB Boundary Buffer Identified in SRC 13 as MAZ III Until Results of SRC 11 are Known

JLUS Recommendation SRC 11 was the preparation of a SAS. With the completion of the SAS, this recommendation is considered complete.

SRC 12: Amend Comprehensive Plan and Land Development Code (Article 11—Airport Environs: Table 11-3) to Limit Object Heights According to Information Provided by Eglin AFB (Figure 2-8)

The County’s Airport Environs Ordinance was updated to include a definition for the areas of concern related to operations from Eglin Reservation and an inclusion of appropriate regulations. This included a new Section 11.05.04 on Height Limitations within Eglin MAZ Subzones. In this section is a new table, Table 11-5, provides Height Restrictions for Eglin MAZ Subzones.

SRC 13: Revise County’s Article 11—Airport Environs to create different MAZ designations. The County’s existing Airport Environs requirements refer to a single MAZ. It is recommended to create levels of MAZs corresponding with the recommended MAZ’s (I, II, or III). Maintaining nomenclature related to MAZs in Santa Rosa County will provide continuity with respect to existing code for private property owners, County staff, policy makers, Whiting Field, and Eglin AFB. This will also allow referencing the County’s code as a uniform document regardless if the property is within a MAZ associated with Eglin AFB or a MAZ related to Whiting Field’s previously established MAZs.

The County’s Airport Environs Ordinance was updated to include a definition for the areas of concern related to operations at or from Eglin Reservation. Section 11.05.01 was added to this ordinance to include a designation of the Eglin MAZ and associated subzones.

SRC 14: Update County’s Airport Environs Ordinance to Include Specific Language Designed to strengthen the County’s Compatibility Position on Proposed Developments, Land Use Amendments and/or Other Related Change Requests

The County’s Airport Environs Ordinance was updated to include a definition for the areas of concern related to operations at or from Eglin Reservation and an inclusion of regulations (primarily in Section 11.005.00) that defines Eglin MAZ subzones, height limitations, use restrictions, and sound attenuation.

SRC 15: Update Comprehensive Plan as Necessary to Include New MAZs

As part of the final SAS, changes to Policies 3.3.A.1 and 3.3.A.2 were recommended to include the Eglin Military Airport Zone (EMAZ).

SRC 16: Study Required for Implementation Steps to Develop Retrofit Program for Sound Attenuation for Habitable Buildings in Maximum Mission High Noise Level Areas (>65 dB)

The recommended changes to Article 11, Section 11.05.06, Sound Attenuation, included requirements for modification of existing structures, as follows:

- B. Modification of an Existing Structure. Any modification of an existing structure that requires a building permit shall meet the requirements of Table 11-7 if the following conditions exist:
 - 1. Any remodeling or renovation activities that involve more than 50% of a structure’s occupied space.
 - 2. Any remodeling or renovation activities that have a construction value of greater than 50% of the structure’s current market value;
- C. Airport Noise Study Guidelines. Noise attenuation requirements in new or existing structures shall meet the requirements of Table 11-7 and achieve an interior noise level not to exceed 45 dBA Ldn through the submittal of one of the following mechanisms, as required by Section 324 of the 2010 Florida building Code, to Santa Rosa County.

SRC 17: Formalize Policy to Include Military Participation and Cross-Jurisdiction Coordination in Development Review and Planning Process

The final SAS included recommended changes to the Santa Rosa County Comprehensive Plan to address this topic, as follows:

Objective 11.1.E • The County shall continue to identify interface planning topics and areas of concern that involve inter-agency coordination with other jurisdictions that would benefit from joint planning efforts.

Policy 11.1.E.2 • The County shall continue to utilize meetings as necessary to provide coordination between Santa Rosa County planning activities and the planning activities of the municipalities within the County, adjacent counties, the School Board and the military. The County shall continue to participate in the Strategic Partnership Initiative Committee as well as the Okaloosa County Comprehensive Plan Committee for the purposes of coordination of planning activities. Further, the County shall encourage the participation of military representation in other planning committees and partnerships as it relates to the MAZ and the future growth of the proximate region and future military mission growth.

Walton County

WLT 1: Implement Effective Disclosure Procedures Notifying Buyers and Lesors that Property is Near a Military Installation subject to Low Level Aircraft, Impulse Noises, and/or Other Military-Related Issues Identified

As part of the final SAS, changes were proposed to the Walton County Comprehensive Plan to address better disclosure.

Policy L-1.17.4: Walton County shall promote public awareness of compatibility regulations and activities related to Eglin Air Force Base.

- A. Maps that depict the current MIOD and MIOD subzone shall be available for public inspection at the Walton County Planning and Development Services Division and on the Walton County website.
- B. Walton County shall strongly encourage real estate transactions of properties within the MIOD to include a disclosure of the property's location within the MIOD (and the applicable Subzones), as well as proximity to Eglin Air Force Base.
- C. Walton County shall display at its county offices and other appropriate places, as well as distribute to applicants of development orders within the MIOD area, a brochure (prepared by the County) that describes the types of regulations in the MIOD and the importance of compatibility with Eglin Air Force Base.
- D. Walton County shall display at its county offices and other appropriate places educational material about radio interference that is provided by Eglin Air Force Base.

In addition, a real estate disclosure form was prepared and submitted to the County for implementation.

WLT 2: Implement Lighting Ordinance to Avoid Glare and Reflection

As part of the final SAS, the MIOD regulation for the City of Crestview includes regulations on light and glare controls as part of Section 11, Light and Glare Controls.

WLT 4: Implement Public Awareness Measures Through Environs Signage, Website Links, Educational Handouts

As part of the Tri-County SAS, a website was maintained to provide information to the public on the process (www.smallareastudies.com) and to provide educational materials relative to compatibility planning. This JLUS recommendation is an on-going item, and will continue after the completion of the SAS.

WLT 5: Identify Low Level Approach Zones and Cruise Missile Corridors on All County Maps, Preliminary Plats and Public Reports and Require Developers To Identify Same Information on All Proposed Projects

As part of the proposed MIOD regulation, Section 12, Disclosures, the following was recommended:

- C. Subdivision Plat, Site Plan and Covenant Notification Requirements
All plats and site plans for properties within the MIOD shall incorporate disclosure requirements on the plat and site plan, as well as within Covenants and Restrictions (CRs) recorded for each subdivision, as set forth in the Subdivision Regulations, or their equivalent, of this jurisdiction.

WLT 7: Do not allow increases in Density and Intensity in Low Level Approach Zones, Cruise Missile Corridor, or Eglin AFB Boundary Buffer Until Recommendation WLT 8 is Completed

JLUS Recommendation WLT 8 was the preparation of a SAS. With the completion of the SAS, this recommendation is considered complete.

WLT 9: Support and Promote State and Federal Land Acquisition in Florida Greenway Program

As part of the recommended additions to the Walton County Comprehensive Plan, the following policy additions were proposed:

Policy L-1.17.166.8.1: Walton County shall work in collaboration with federal, state, other local government agencies and non-governmental agencies to secure lands for buffering and strengthen land conservation efforts through such initiatives as the Florida Greenway Corridor and Florida Forever. The lands shall be identified and prioritized to ensure land acquisition efforts provide protection of the Eglin AFB and NAS Whiting Field military missions. Walton County shall support and promote State and Federal land acquisition in the Florida Greenway Program.

Policy L-1.17.176.8.2: Walton County supports the use of federal and state funds to acquire land for conservation and buffering of Eglin AFB. and NAS Whiting Field.

Policy L-1.17.186.8.3: Walton County shall consider, wherever possible, partnering with Eglin AFB and a third party (i.e. The Nature Conservancy) to acquire high-value conservation lands that also preserve the military mission.

WLT 10: Formalize Policy to Include Military Participation and Cross-Jurisdiction Coordination in Development Review and Planning Process

The final SAS includes a new policy to implement a MIOD regulation and to designate subareas.

Policy L-1.17.1: Walton County shall establish a Military Influence Overlay District (MIOD) that identifies the areas of the County that are subject to specific regulations to encourage compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177.

- A. The MIOD area shall be delineated on the Future Land Use Map of the Walton County Comprehensive Plan.
- B. The MIOD and MIOD Subzone shall be delineated on a map of the Military Influence Overlay District Area within the Future Land Use Element of the Walton County Comprehensive Plan.
- C. A note shall be included on the maps referenced in A and B that states: “Properties within the MIOD are subject to additional regulations in the Land Development Code for compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177.”

As part of the final SAS, the MIOD regulation for Walton County includes the designation of subzones as part of Section 7, Military Influence Overlay District (MIOD) and MIOD Subzones.

WLT 11: Limit Object Heights Regarding Potential Conflicts With Eglin AFB Missions and Operations

The final SAS includes recommended changes to Comprehensive Plan L-1.5.4.1, Height Limitations, as follows:

(B) North Walton County: The County shall utilize the height thresholds identified in the MIOD to maintain a safe operating environment for military aviators and activities.

Policy L-1.5.4.2: The County shall require buildings and towers not exceed or penetrate the critical approach surface, transition surfaces, horizontal surfaces or conical surfaces associated with, Auxiliary Field 1 and/or LZ East or Rock Hill Landing Zone (LZ) in a manner which would obstruct aircraft operations, air navigation, or line-of-sight communications.

Policy L-1.5.4.3: The County shall require, for all applications for any structure which might be inconsistent with **Policy L-1.5.4.2** the inclusion of a statement from the Commander of Eglin AFB that the proposed structure would not interfere with the installation’s missions. This policy does not supersede or negate compliance requirements with the federal obstruction standards contained in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77). The maximum height of buildings and towers shall be as depicted on the MIOD.

From a LDC standpoint, this was covered through the preparation of a MIOD regulation that includes, in Section 9 of that regulation, restrictions on structure / facility heights based on their location.

WLT 12: Establish Military Influence Planning Area (MIPA) Zoning Overlay District Creating MIPA designations (I, II, or III) based on the compatibility issues Identified.

The final SAS includes a new policy to implement a MIOD regulation and to designate subareas.

Policy L-1.17.1: Walton County shall establish a Military Influence Overlay District (MIOD) that identifies the areas of the County that are subject to specific regulations to encourage compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177.

- A. The MIOD area shall be delineated on the Future Land Use Map of the Walton County Comprehensive Plan.
- B. The MIOD and MIOD Subzone shall be delineated on a map of the Military Influence Overlay District Area within the Future Land Use Element of the Walton County Comprehensive Plan.
- C. A note shall be included on the maps referenced in A and B that states: “Properties within the MIOD are subject to additional regulations in the Land Development Code for compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177.”

As part of the final SAS, the MIOD regulation for Walton County includes the designation of subzones as part of Section 7, Military Influence Overlay District (MIOD) and MIOD Subzones.

City of DeFuniak Springs

DFS 1: Implement Lighting Ordinance to Avoid Glare and Reflection

As part of the final SAS, the MIOD regulation for the City of DeFuniak Springs includes regulations on light and glare controls as part of Section 11, Light and Glare Controls.

DFS 3: Implement Public Awareness Measures Through Environs Signage, Website Links, Educational Handouts

As part of the Tri-County SAS, a website was maintained to provide information to the public on the process (www.smallareastudies.com) and to provide educational materials relative to compatibility planning. This JLUS recommendation is an on-going item, and will continue after the completion of the SAS.

DFS 4: Identify Cruise Missile Corridors on All City Maps, Preliminary Plats and Public Reports and Require Developers To Identify Same Information on All Proposed Projects

In the final SAS, this requirement is covered under the proposed MIOD regulations in Section 12, Disclosures.

DFS 6: Support and Promote State and Federal Land Acquisition in Florida Greenway Program

No policies to promote this acquisition were recommended for inclusion in the final SAS for the City.

DFS 7: Formalize Policy to Include Military Participation and Cross-Jurisdiction Coordination in Development Review and Planning Process

Relative to coordination, the following policies were proposed as part of the final SAS for inclusion in the City's Comprehensive Plan.

Objective 1.5: The City shall coordinate with Eglin Air Force Base and other regional jurisdictions, as appropriate, to ensure that planning programs and land use decisions are made to ensure compatibility, protect the public health and safety and consider any impacts that may affect any existing or planned future missions on the military installation.

Policy 1.5.1: The City will participate in inter-jurisdictional workgroups and committees, such as the Eglin Air Force Base Joint Land Use Study Group, the Military Growth Advisory Committee, etc., to ensure cooperation and coordination among jurisdictions in the region concerning planning programs and land use and resource decisions that may affect Eglin Air Force Base.

Policy 1.5.2: To foster close coordination and communication, the Planning Board shall include an ex-officio, non-voting member that is a designated representative of the Commanding Officer of Eglin Air Force Base. The designated representative shall be notified of all meetings and provided copies of agenda packages related to the portion of the City that lies within the established Military Influence Overlay District (MIOD) (as depicted on Map 12 of the Future Land Use Map series), as well as any special planning studies, such as Evaluation and Appraisal Reports (EARs), or any city-wide ordinances and regulations that may affect Eglin Air Force Base or its operations.

Policy 1.5.3: All proposed comprehensive plan amendments, land development regulation changes, rezonings, waivers, exceptions, variances, planned unit developments and similar applications which, if approved, would affect the intensity, density, or use of land, or the height of structures or lighting within the established Military Influence Overlay

District (MIOD) area of the City (as depicted on Map 12 of the Future Land Use Map series) shall be referred to the designated representative of the Commanding Officer of Eglin Air Force Base for review and comment prior to final action by the City.

Policy 1.5.4: The City shall require an applicant to provide a written statement from the designated representative of the Commanding Officer of Eglin Air Force Base that a requested variance to any provision of an adopted MIOD would or would not interfere with the installation's mission. For height variance applications, this policy shall not supersede or negate the need to comply with the federal obstruction standards contained in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77).

Policy 1.5.5. The City shall work with Eglin Air Force Base to determine if development application review procedures and any other important coordination activities should be detailed and formalized in a Memorandum of Agreement (MOA) executed between the City and Eglin Air Force Base. If the determination is affirmative, the City shall prepare a draft of such an MOA ready for execution with Eglin Air Force Base within 12 months of the determination.

Policy 1.5.6: The Commanding Officer of Eglin Air Force Base shall be invited to participate in all development of regional impact-related activities within the portion of the City that lies within the established MIOD.

DFS 8: Limit Object Heights Regarding Potential Conflicts With Eglin AFB Missions and Operations

From a LDC standpoint, this was covered through the preparation of a MIOD regulation that includes, in Section 9 of that regulation, restrictions on structure / facility heights based on their location.

DFS 9: Establish Military Influence Planning Area (MIPA) Zoning Overlay District Creating MIPA designations (I, II, or III) based on the compatibility issues Identified

The final SAS includes a new policy to implement a MIOD regulation and to designate subareas.

Policy 1.10.2.1: The City shall establish a Military Influence Overlay District (MIOD) that identifies the areas of the City that are subject to specific regulations to ensure compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177.

- A. The MIOD area shall be delineated on Map 2, Future Land Use Map, within the Future Land Use Map Series of the City of DeFuniak Springs Comprehensive Plan.
- B. The MIOD and any MIOD subzones, if applicable, shall be delineated on Map 12, Military Influence Overlay District Area, within the Future Land Use Map Series of the City of DeFuniak Springs Comprehensive Plan.
- C. A note shall be included on the maps referenced in A and B that states: "Properties within the MIOD are subject to additional regulations in the Land Development Code for compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177."

City of Freeport

FRP 1: Implement Lighting Ordinance to Avoid Glare and Reflection

As part of the final SAS, the MIOD regulation for the City of Crestview includes regulations on light and glare controls as part of Section 11.

From a policy standpoint, the City's Comprehensive Plan is also recommended for modification relative to light and glare as follows:

Objective 3.1: Ensure the safety of pilots and viability of military-related, night training operations within the established MIOD, through the use and installation of lighting practices that reduce glare and light trespass.

Policy 3.1.1. The City will implement the following lighting standards in the Freeport Land Development Code to be applied to the area within the MIOD:

- a. Prohibit light patterns common to military aviation.
- b. Prohibit lights which create sky glow (except when used for safety, security and utility).
- c. Prohibit luminous tube-lighting on building exteriors or roofs.
- d. Prohibit external illumination for signage.

Policy 3.1.2. The City shall require all artificial lighting equipment, including but not limited to high intensity white strobe lights, floodlights and searchlights, whether temporary or permanent installations, to be fully shielded with positive optical control so that all light emitted by the fixture, either directly from the lamp or indirectly from the fixture, is projected below a horizontal plane extending from the bottom of the light fixture. No building permit shall be granted unless this requirement is met.

Policy 3.1.3. The City shall require that lights or illumination of street, parking, signs or use of land and structures shall be arranged and operated in such a manner that is neither distracting nor creates a dangerous environment to pilots and aircraft operating within the established MIOD. A lighting plan will be required for review and approval prior to the issuance of a building permit.

Policy 3.1.4. Pursuant to the MOU established in IC Policy 1.1.1, the City shall coordinate with Eglin AFB in the review of all lighting plans of new development projects.

FRP 3: Implement Public Awareness Measures Through Environs Signage, Website Links, Educational Handouts

As part of the Tri-County SAS, a website was maintained to provide information to the public on the process (www.smallareastudies.com) and to provide educational materials relative to compatibility planning. This JLUS recommendation is an on-going item, and will continue after the completion of the SAS.

FRP 4: Identify Cruise Missile Corridors on All City Maps, Preliminary Plats and Public Reports and Require Developers To Identify Same Information on All Proposed Projects

In the final SAS, this requirement is covered under the proposed MIOD regulations in Section 12, Disclosures.

FRP 6: Support and Promote State and Federal Land Acquisition in Florida Greenway Program

No policies to promote this acquisition were recommended for inclusion in the final SAS for the City.

FRP 7: Formalize Policy to Include Military Participation and Cross-Jurisdiction Coordination in Development Review and Planning Process

The final SAS includes recommended new Comprehensive Plan policies in the Intergovernmental Coordination Element, as follows:

Objective 1.1: Strengthen communication and cooperation between Eglin AFB and the City of Freeport.

Policy 1.1.1. The City shall formalize coordination efforts to foster regional compatibility with Eglin Air Force Base and other regional military-related activities through a Memorandum of Understanding (MOU).

- a. Such MOU shall include language, but is not limited to the following:
 1. The City will include an Eglin AFB representative as an ex-officio member of its Local Planning Agency, which reviews and makes recommendations on new development proposals, comprehensive plan amendments, and zoning changes.
 2. All proposed comprehensive plan amendments, proposed land development regulation changes, rezonings, waivers, exceptions, variances, planned unit developments and similar applications which, if approved, would affect the intensity, density, or use of land within the adopted Military Influence Overlay District (MIOD) shall be referred to the designated military representative for review and comment prior to final action;
 3. All development of regional impact-related activities within established MIOD; and,
 4. Application for development orders requesting a variance or waiver from height or lighting restrictions or noise attenuation/reduction requirements.

Policy 1.1.2. The City will participate in inter-jurisdictional workgroups and committees, such as but not limited to the Joint Land Use Study Group and the Military Growth Advisory Committee, to ensure effective interagency communication about land use planning and decisions.

FRP 8: Limit Object Heights Regarding Potential Conflicts With Eglin AFB Missions and Operations

The final SAS includes recommended new Comprehensive Plan policies, as part of the Future Land Use Element, which read:

Policy 2.1.1: The City will implement height restrictions to avoid operational and safety conflicts with military-related aviation exercises as it applies to the MIOD.

- a. The City, in coordination with Walton County and the Tri-County region and consistent with Policy 2.1, shall participate in committees that advise on aviation operations within the MIOD area such as but not limited to, the Northwest Florida Steering Committee, or other, that publicly manages and advises on airport operations and controlled airspace to ensure coordination of various aviation activities relative to land use decisions in the region.
- b. The City shall require buildings and towers to not exceed or penetrate the approach surface, transition surfaces, horizontal surfaces or conical surfaces associated with Auxiliary Field 1 and the improvement of the Rock Hill Landing Zone in a manner which would obstruct aircraft operations, air navigation, or line-of-sight communications. Surfaces information shall be provided by Eglin AFB to ensure the City's compliance.
- c. The City will require for all applications for any vertical structure which might be inconsistent with Policy 2.1.b., the inclusion of a statement from the Commander of Eglin AFB, that the proposed structure would not interfere with the installation's mission. This policy does not supersede or negate compliance requirements with the federal obstruction standards contained in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77). The maximum height of building and towers shall be as depicted on the MIOD.

From a LDC standpoint, this was covered through the preparation of a MIOD regulation that includes, in Section 9 of that regulation, restrictions on structure / facility heights based on their location. The Comprehensive Plan is recommended to include a policy requiring this integration.

FRP 9: Establish Military Influence Planning Area (MIPA) Zoning Overlay District Creating MIPA designations (I, II, or III) based on the compatibility issues Identified.

The final SAS includes a new policy to implement a MIOD regulation and to designate subareas.

Objective 1.1: Identify appropriate regulatory and non-regulatory measures to ensure compatibility between the Eglin AFB mission and future land uses.

Policy 1.1.1 The City hereby establishes a Military Influence Overlay District (MIOD) along the northern area of Freeport which includes the Cruise Missile Corridor, as initiated by the Joint Land Use Study and developed by the Tri-County Small Area Studies. This MIOD shall be incorporated into the Future Land Use Map.

Within the MIOD, the City shall require:

- a) Limit structure height
- b) Require lighting standards pursuant; and
- c) Support land acquisition.

2.2 Comprehensive Plan Policies / Land Development Code Regulations

Early in the development of the SAS recommendations, the Comprehensive Plan policies and Land Development Code (LDC) regulations for each jurisdiction were reviewed and evaluated relative to their effectiveness in addressing the compatibility issues identified. The premise of this work was to identify if:

1. **No Change.** If an existing policy or LDC regulation was found to be appropriate in how it addresses a compatibility issue, no further action was required.
2. **Modification.** If a policy or LDC regulation was found to address some aspects of a compatibility issue, but changes were needed to adequately address the compatibility issue (related either to the issue itself or the geographic area currently covered), then modifications would be appropriate for consideration. In terms of level of effort, modification of an existing policy or LDC regulation was considered better than developing a new method if similar results could be attained.
3. **New Policy / Regulation.** For some compatibility concerns, tools to address the issue were not available. For these situations, new policy and/or LDC regulations were prepared for consideration.

The results of this evaluation are included as Appendix G.

It is important to note that once the SAS process is completed, the final SAS is not an adopted policy or regulation. It will be used by local jurisdictions in the Study Area to guide their future compatibility efforts, including updates to comprehensive plan policy, LDC regulations or other tools.

2.3 State Law 163.3175, Exchange of Information between Local Governments and Military Installations

In the evaluation of development projects, Section 163.3175 of the 2011 Florida Statutes plays an important role in guiding coordination. For affected local governments in proximity to the military installations listed in 163.3175(2), which includes all of the jurisdictions engaged in the Tri-County SAS as listed in 163.3175(2)(c), coordination for review of development applications is specified in 163.3175(4).

163.3175 Legislative findings on compatibility of development with military installations; exchange of information between local governments and military installations.—

- (1) The Legislature finds that incompatible development of land close to military installations can adversely affect the ability of such an installation to carry out its mission. The Legislature further finds that such development also threatens the public safety because of the possibility of accidents occurring within the areas surrounding a military installation. In addition, the economic vitality of a community is affected when military operations and missions must relocate because of incompatible urban encroachment. Therefore, the Legislature finds it desirable for the local

governments in the state to cooperate with military installations to encourage compatible land use, help prevent incompatible encroachment, and facilitate the continued presence of major military installations in this state.

- (2) Certain major military installations, due to their mission and activities, have a greater potential for experiencing compatibility and coordination issues than others. Consequently, this section and the provisions in s. 163.3177(6)(a), relating to compatibility of land development with military installations, apply to specific affected local governments in proximity to and in association with specific military installations, as follows:
 - (a) Avon Park Air Force Range, associated with Highlands, Okeechobee, Osceola, and Polk Counties and Avon Park, Sebring, and Frostproof.
 - (b) Camp Blanding, associated with Clay, Bradford, and Putnam Counties.
 - (c) Eglin Air Force Base and Hurlburt Field, associated with Gulf, Okaloosa, Santa Rosa, and Walton Counties and Cinco Bayou, Crestview, Destin, DeFuniak Springs, Fort Walton Beach, Freeport, Laurel Hill, Mary Esther, Niceville, Shalimar, and Valparaiso.
 - (d) Homestead Air Reserve Base, associated with Miami-Dade County and Homestead.
 - (e) Jacksonville Training Range Complex, associated with Lake, Marion, Putnam, and Volusia Counties.
 - (f) MacDill Air Force Base, associated with Tampa.
 - (g) Naval Air Station Jacksonville, Marine Corps Support Facility-Blount Island, and outlying landing field Whitehouse, associated with Jacksonville.
 - (h) Naval Air Station Key West, associated with Monroe County and Key West.
 - (i) Naval Support Activity Panama City, associated with Bay County, Panama City, and Panama City Beach.
 - (j) Naval Air Station Pensacola, associated with Escambia County.
 - (k) Naval Air Station Whiting Field and its outlying landing fields, associated with Santa Rosa and Escambia Counties.
 - (l) Naval Station Mayport, associated with Atlantic Beach and Jacksonville.
 - (m) Patrick Air Force Base and Cape Canaveral Air Force Station, associated with Brevard County and Satellite Beach.
 - (n) Tyndall Air Force Base, associated with Bay County and Mexico Beach and Parker.
- (3) The Florida Council on Military Base and Mission Support may recommend to the Legislature changes to the military installations and local governments specified in subsection (2) based on a military base's potential for impacts from encroachment, and incompatible land uses and development.
- (4) Each affected local government must transmit to the commanding officer of the relevant associated installation or installations information relating to proposed changes to comprehensive plans, plan amendments, and proposed changes to land development regulations which, if approved, would affect the intensity, density, or use of the land adjacent to or in close proximity to the military installation. At the request of the commanding officer, affected local governments

must also transmit to the commanding officer copies of applications for development orders requesting a variance or waiver from height or lighting restrictions or noise attenuation reduction requirements within areas defined in the local government's comprehensive plan as being in a zone of influence of the military installation. Each affected local government shall provide the military installation an opportunity to review and comment on the proposed changes.

- (5) The commanding officer or his or her designee may provide comments to the affected local government on the impact such proposed changes may have on the mission of the military installation. Such comments may include:
 - (a) If the installation has an airfield, whether such proposed changes will be incompatible with the safety and noise standards contained in the Air Installation Compatible Use Zone (AICUZ) adopted by the military installation for that airfield;
 - (b) Whether such changes are incompatible with the Installation Environmental Noise Management Program (IENMP) of the United States Army;
 - (c) Whether such changes are incompatible with the findings of a Joint Land Use Study (JLUS) for the area if one has been completed; and
 - (d) Whether the military installation's mission will be adversely affected by the proposed actions of the county or affected local government.

The commanding officer's comments, underlying studies, and reports are not binding on the local government.

- (6) The affected local government shall take into consideration any comments provided by the commanding officer or his or her designee pursuant to subsection (4) and must also be sensitive to private property rights and not be unduly restrictive on those rights. The affected local government shall forward a copy of any comments regarding comprehensive plan amendments to the state land planning agency.
- (7) To facilitate the exchange of information provided for in this section, a representative of a military installation acting on behalf of all military installations within that jurisdiction shall be included as an ex officio, nonvoting member of the county's or affected local government's land planning or zoning board.
- (8) The commanding officer is encouraged to provide information about any community planning assistance grants that may be available to a county or affected local government through programs such as those of the federal Office of Economic Adjustment as an incentive for communities to participate in a joint planning process that would facilitate the compatibility of community planning and the activities and mission of the military installation.
- (9) If a local government, as required under s. 163.3177(6)(a), does not adopt criteria and address compatibility of lands adjacent to or closely proximate to existing military installations in its future land use plan element by June 30, 2012, the local government, the military installation, the state land planning agency, and other parties as identified by the regional planning council, including, but not limited to, private landowner representatives, shall enter into mediation conducted pursuant to s. 186.509. If the local government comprehensive plan does not contain criteria addressing compatibility by December 31, 2013, the agency may notify the Administration Commission. The Administration Commission may impose sanctions pursuant to s. 163.3184(8). Any local government that amended its comprehensive plan to address military installation

compatibility requirements after 2004 and was found to be in compliance is deemed to be in compliance with this subsection until the local government conducts its evaluation and appraisal review pursuant to s. 163.3191 and determines that amendments are necessary to meet updated general law requirements.



Compliance with these requirements was assumed in the development of land use regulation proposals. For Okaloosa County, this provision was seen as adequate protections relative to future land use proposals and was used instead of changing the County's LDC. In other jurisdictions, additional changes were made to their LDC requirements to specify allowed land uses.

2.4 Florida Building Code

In terms of building codes applied to construction in Florida, the Florida Department of Business & Professional Regulation is the agency responsible for the development and maintenance of the Florida Building Code. In the Tri-County SAS, the key building code issue related to methods for requiring noise attenuation for new construction of noise sensitive uses (e.g., residential, schools, etc.) in areas that are exposed to high noise levels relative to operations conducted on or from the Eglin Reservation. In discussions with the SAS committees, it was felt that any code requirements related to noise attenuation would need to be developed at the State level and then implemented by a local jurisdiction.

The following section of the Florida Building Code was recently amended. Using this guidance, local jurisdictions can approve a local ordinance to address noise attenuation using the following guidance.

SECTION 324, AIRPORT NOISE

R324.1 Airport noise study guidelines.

The Aviation Safety and Noise Abatement Act of 1979 14 CFR Part 150 (US Department of Transportation) including revisions through January 2005 and hereby adopted as a guideline for establishing airport noise control. When required by a local government by local ordinance to provide noise attenuation in a new structure or addition to an existing structure near an airport in the area of the local government, the applicant must provide either:

1. A testing certificate from an accredited noise testing lab that a new structure or addition to existing structure built to the submitted engineering plans will achieve an average minimum dBA reduction equal to or greater than the reduction required;
2. An engineering judgment signed and sealed by an engineer licensed in the State of Florida that the structure or addition built to the submitted engineering plans will achieve an average minimum dBA reduction equal to or greater than the reduction required; or
3. Plans using the standards contained in "Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations" prepared for the Department of the Navy by Wyle Research and Consulting, Arlington, Virginia, April 2005 on file with the Florida Building Commission.



Construction standards for noise attenuation were not incorporated as part of proposed regulations (originally proposed as part of the MIOD / Eglin MAZ regulations). Future action to implement the guidance provided by the State of Florida will be needed to implement noise attenuation.

2.5 Transfer of Development Rights (TDR)

A transfer of development rights (TDR) program creates a framework for the exchange of zoning privileges from areas with low population needs, such as farmland (sending areas), to areas of high population needs, such as inside existing community areas (receiving areas). These transfers allow for the preservation of open spaces (which typically include the ability for agricultural and other low intensity uses), while concurrently allowing urban areas to expand and increase in density.

As part of the SAS program, the potential for application of a TDR program to reduce compatibility issues was evaluated by the consulting team, staff planners with each jurisdiction in the Study Area, and the SAS committees. From this review, it was determined that the potential for density bonuses is negligible, thereby making a TDR program infeasible. This finding is primarily due to the low demand for residential units and the existing inventory of developed properties and approved residential subdivisions. Appendix I contains additional details on this analysis.



Since strong demand (in receiver areas) and limited supply of residential units and land is critical for the success of an unsubsidized TDR program, this tool was determined to not be viable as a new program for jurisdictions that do not already have this tool. Santa Rosa County has policy on TDRs (Objective 3.1J and Policy 3.1.J.1), which were updated to reflect the SAS program.

2.6 Cluster Zoning

Cluster zoning is a tool in which density is determined for an aggregate area, rather than on a lot-by-lot basis. The main objective of cluster development is to protect open space by promoting residential and commercial uses to be developed at higher densities on part of a development area, leaving a portion of the development area undeveloped. This provides for a development with a smaller footprint than if the development were to be designed and built in accordance with the typical underlying zoning specifications. The ability to use a cluster concept can allow for development in an area while maintaining open space that may enhance compatibility with military operations, such as building homes outside an area impacted by high noise levels.

A comprehensive GIS analysis was conducted of land within the Tri-County Study Area. In order to be a viable candidate for clustering, it was assumed that a site would need to be 20 acres in size with a future land use designation of at least four (4) dwelling units to the acre to justify the use of a clustering ordinance as a useful tool for the jurisdictions. The site would need also need to be located so that several acres of this site would be outside of the various compatibility zones evaluated (noise, overflight, etc.). Appendix I contains additional details on this analysis.

The results of the analysis show that within Okaloosa County, there are only five feasible sites where clustering could be utilized. In Walton County, only three sites with cluster potential were identified, with the largest area in the City of Freeport. In Santa Rosa County, no sites with cluster potential were identified (Santa Rosa County is the only jurisdiction that currently has a mechanism to allow cluster development in the Study Area).



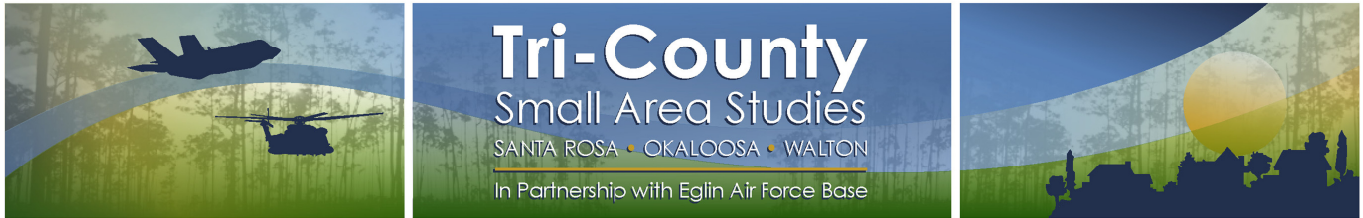
Based on the limited amount of acreage that could potentially be used for clustering, it was determined that this tool would be marginally effective for the jurisdictions. As such, recommendations for cluster zoning were not pursued as part of the SAS.

4

Santa Rosa County



4 Santa Rosa County



SANTA ROSA COUNTY OVERVIEW

The recommendations for Santa Rosa County contain both policy and regulatory tools to promote compatibility between future land uses in Santa Rosa County and the operations associated with the Eglin Reservation.

This chapter of the Tri County Small Area Studies (SAS) presents the recommendations for Santa Rosa County. The recommendations for Santa Rosa County consist of three components, as identified below:

Component

Comprehensive Plan Policy Proposed Amendments

Chapter 2: Economic Development Element

Chapter 3: Future Land Use Element

Chapter 4: Transportation Element

Chapter 11: Intergovernmental Coordination Element

Land Development Code Proposed Amendment

Article 11: Eglin Military Airport Zone (EMAZ)

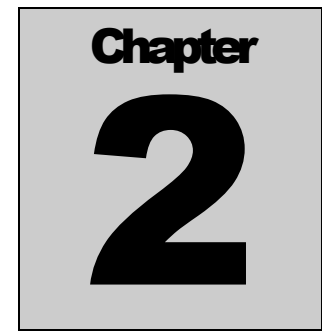
Recommended Real Estate Disclosure Notification



Santa Rosa County

Proposed Comprehensive Plan Amendment

Chapter 2, Economic Development Element



Economic Development Element

Goal 2.1 • To create wealth through the mobilization of human, financial, capital, physical and natural resources to generate marketable goods and services.

Public Purpose: To benefit the citizens of Santa Rosa County through the creation and retention of job opportunities and the expansion of the tax base.

Objective 2.1.A • The County will cooperate with TEAM Santa Rosa in order to accomplish projects and priorities that will serve to recruit and attract business employers that provide quality employment opportunities and increased incomes for the residents of Santa Rosa County.

Policy 2.1.A.1 • By 2010, the County shall complete the Santa Rosa County Industrial Park Master Plan.

Policy 2.1.A.2 • By 2010, the County in cooperation with TEAM Santa Rosa shall develop an innovative marketing campaign.

Policy 2.1.A.3 • By 2010, the County in cooperation with TEAM Santa Rosa shall prepare a Target Industries Study in order to target specific industries for relocation and/or expansion.

Policy 2.1.A.4 • The County shall continue to foster an environment that is suitable for small business development including ensuring that adequate commercially or industrially zoned sites are available to accommodate anticipated growth.

Policy 2.1.A.5 • The Community Planning, Zoning & Development Division shall cooperate with TEAM Santa Rosa in order to create and maintain an economic development database. This database shall include GIS information such as the number and location of available commercial or industrial sites.

Economic Development Element

Goal 2.1 • To create wealth through the mobilization of human, financial, capital, physical and natural resources to generate marketable goods and services.

Public Purpose:: To benefit the citizens of Santa Rosa County through the creation and retention of job opportunities and the expansion of the tax base.

Objective 2.1.B • To maintain current employment centers operating within Santa Rosa County.

Objective 2.1.C • To maintain Santa Rosa County's exceptional quality of life in order to attract new businesses to the area.

Objective 2.1.D • To maintain an infrastructure system that is capable of sustaining current economic growth as well as attracting future economic growth.

Policy 2.1.B.1 • The County shall continue to pursue the purchase of land adjacent to Eglin AFB and NAS Whiting Field in the County for the purposes of protecting these installations from encroachment of incompatible land uses, and to attract complementary business uses.

Policy 2.1.B.2 • The County shall continue to recognize and support the role of Eglin Air Force Base and NAS Whiting Field within the Tri-County region as significant contributors to the economic base by highlighting their respective direct, indirect, and induced revenue generation in County reports and studies.

Policy 2.1.B.3 • Pursuant to **FLUE Policy 3.3.B.6**, the County shall continue education and awareness efforts through various media including establishing links to similar internet websites and annual visits to Washington DC.. The County shall also develop a firm, but flexible economic development strategy that promotes the defense-related industry to attract mutually supportive businesses and jobs.

Policy 2.1.B.4 • The County shall continue to support the agriculture industry that operates within Santa Rosa County.

Policy 2.1.C.1 • The Land Development Code shall include policies aimed at providing an aesthetically pleasing living environment such as landscaping, open space preservation, signage, and other aesthetic regulations.

Policy 2.1.C.2 • Santa Rosa County recognizes that its abundant natural resources are an asset. These assets are important economically as they provide an exceptional quality of life for current and future residents of the County as well as

serve as a basis for tourism industry development.

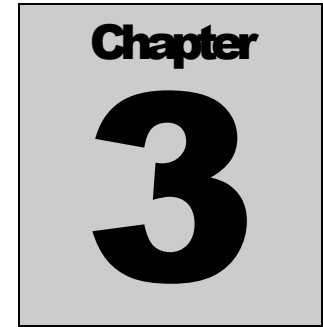
Policy 2.1.D.1 • The County shall continue to utilize its capital budgeting program, including the adopted five-year schedule of capital improvements to ensure that infrastructure is available at the time new economic development opportunities present themselves.



Santa Rosa County

Proposed Comprehensive Plan Amendment

Chapter 3, Future Land Use Element



Future Land Use Element

Goal 3.1 • Manage the future development of Santa Rosa County in a manner consistent with the ability to provide adequate infrastructure and protect important resources.

Public Purpose: To ensure the protection of valuable natural resources to the greatest extent possible by managing growth and to ensure that publicly funded infrastructure such as roads, potable water, sanitary sewer, solid waste collection systems, parks, and storm water management facilities are constructed to meet the demands of growth in an economically efficient manner.

Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions.

Policy 3.1.A.1 • The LDC shall remain consistent with the Escambia / Santa Rosa Counties Resource Management Plan (ESRCRMP), 1985 provided that nothing in this policy shall be interpreted to mean that the LDC cannot include provisions and regulations that are broader in scope or more stringent than those recommended by the ESRCRMP.

Policy 3.1.A.2 • The maximum densities and intensities permitted on a given parcel of land shall be based upon the suitability of topography and soil types for septic drainfield systems, potable water wells, and ability to physically support buildings and improvements, as determined by the Santa Rosa County Soils Map, the Department of Health, DEP, COE, and appropriate engineering manuals, in the review of proposed development projects.

Policy 3.1.A.3 • The development approval process shall ensure that new development and redevelopment includes appropriate stormwater management systems consistent with the adopted drainage level of service, natural drainage patterns, and soil conditions.

Future Land Use Element

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions...

Policy 3.1.A.4 • All future development shall be consistent with accepted planning practices and principles as defined by this Plan.

Policy 3.1.A.5 • All development orders and/or permits for development, including any redevelopment activities, shall be issued only if there are public facilities and services available with sufficient capacities to maintain the level of service standards adopted in this plan concurrent with the impacts of the proposed development.

Policy 3.1.A.6 • Development orders and/or permits may be issued conditioned upon the availability of facilities and services to meet the needs of development.

Policy 3.1.A.7 • The Future Land Use Map will contain provisions for higher density levels in urban areas or areas categorized as having urban infrastructure to limit urban sprawl and achieve an energy-efficient development pattern.

Policy 3.1.A.8 • The following permitted uses and densities and intensities of use are established for each land use category depicted on the Future Land Use Map (Map 3-1) The maximum total density permitted to be developed within the Development Area shall be calculated as acres of land area multiplied by maximum permitted density.

1) Agriculture Category: The agricultural category includes approximately 358,181 acres. The average density within the category is 1 dwelling unit per 8.5 acres. Uses within this category include routine agricultural and silvacultural activities,

Future Land Use Element

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions...

Policy 3.1.A.8 (Cont.)
 residential uses as herein described and commercial activities limited to those commercial endeavors ancillary to agricultural or silvacultural pursuits or in support of agricultural activities such as seed, feed and food outlets, farm equipment repair and the like. The average density will be accomplished pursuant to the following maximum limitations and based upon the buildable land within the category:

<u>PERCENT OF CATEGORY</u>	<u>DUs PER ACRE</u>
90%	1 DU/50 ac.
10%	1 DU/ 1 ac.

A 3:1 density bonus (i.e., maximum 3 du/1 acre) may be allowed for development located within the established Transportation Planning Area (TPA) that provides workforce/affordable housing meeting the criteria of the Florida Housing Finance Corporation for the local area (reference Policy 5.1.A.#); however, this density bonus shall not apply to the Garcon Point Protection Area, The Military and Public Airport Zones, the Category 3 Storm Surge Boundaries, or the Rural Area identified on the adopted impact fee map.

2) Single Family Residential Category: Uses within this category include single-family homes, group homes, institutional uses, and public and private utilities. This category shall be predominantly located in areas served by infrastructure or in urbanizing areas. This category shall not be located within the Garcon Point Protection Area (GPPA), the Navarre Beach Zoning Overlay District (NBZOD) or the Bagdad Historic District Overlay (BHDO). This category may also be located in areas where residential

Future Land Use Element

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions...

Policy 3.1.A.8 (Cont.)

development is desirable due to environmental sensitivity. The maximum allowable density within the category is four (4) dwelling units per acre of land. A 2.5:1 density bonus (i.e., maximum ten (10) dwelling units per one (1) acre of land) may be allowed for development located within the established Transportation Planning Area (TPA) that provides workforce/affordable housing meeting the criteria of the Florida Housing Finance Corporation for the local area (reference Policy 5.1.A.3); however, this density bonus shall not apply within Military and Public Airport Zones, Category 3 Storm Surge Boundaries, the Rural Area identified on the adopted impact fee map, or the overlay districts noted above.

3) Medium Density Residential Category: Uses within this category include single-family homes, multi-family residential structures, group homes, institutional uses, and public and private utilities. This category shall be predominantly located in areas served by infrastructure or in urbanizing areas. This category shall not be located within the Garcon Point Protection Area (GPPA), the Navarre Beach Zoning Overlay District (NBZOD) or the Bagdad Historic District Overlay (BHDO). The maximum allowable density within the category is ten (10) dwelling units per acre of land. A 1.8:1 density bonus (i.e., maximum eighteen (18) dwelling units per one (1) acre of land) may be allowed for development located within the established Transportation Planning Area (TPA) that provides workforce/affordable housing meeting the criteria of the Florida Housing Finance Corporation for the local area (reference Policy 5.1.A.3); however, this density bonus shall not apply within Military and Public Airport Zones, Category 3 Storm Surge

Future Land Use Element

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions...

Policy 3.1.A.8 (Cont.)

Boundaries, the Rural Area identified on the adopted impact fee map, or the overlay districts noted above.

4) Residential Category: Uses within this category include single-family homes, multi-family residential structures, group homes, institutional uses, and public and private utilities. This category shall be predominantly located in areas served by infrastructure or in urbanizing areas. This category shall not be located within the Garcon Point Protection Area (GPPA), the Navarre Beach Zoning Overlay District (NBZOD) or the Bagdad Historic District Overlay (BHDO). The maximum allowable density within the category is eighteen (18) dwelling units per acre of land.

5) Garcon Point Rural Residential Category: Permitted uses within this category include single family homes, institutional uses and public and private utilities. This category shall only be located within the Garcon Point Protection Area (GPPA) where low density residential development is desirable due to environmental sensitivity and lack of sanitary sewer infrastructure. The maximum allowable density within the category is two (2) dwelling units per acre of land.

6) Garcon Point Single Family Residential Category: Permitted uses within this category include single family homes, institutional uses and public and private utilities. This category shall only be located within the Garcon Point Protection Area (GPPA) where low density residential development is desirable due to environmental sensitivity. The installation of centralized sewer shall be required for

Future Land Use Element

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions...

Policy 3.1.A.8 (continued)

any petitions to rezone/ amend to densities greater than two (2) dwelling units per acre. The maximum allowable density within the category is four (4) dwelling units per acre of land.

7) Conservation / Recreation Category:

Permitted uses within this category include both active recreation sites and passive conservation areas. Active recreation areas include but are not limited to boat launching facilities, basketball courts, tennis courts, baseball and softball fields, meeting halls and the like. Impervious cover shall be limited to 80% of the site. Passive conservation areas include open spaces, picnic areas, wilderness and wetlands preserves, scenic vistas and the like. Uses allowed in these areas shall be strictly passive in nature, and impervious cover shall be limited to not more than 10% of the site.

8) Commercial Category: Permitted uses within this category include all uses that are commercial in nature as well as live/work uses and public and private utilities. The intensity of use within this category shall be further defined by limiting the maximum amount of impervious cover allowed to 85 percent. Also, the intensity of use shall be regulated by a floor area ratio of 1.07.

9) Industrial Category: Permitted uses within this category include all uses that are industrial in nature and public and private utilities. The intensity of use within this category shall be further defined by limiting the maximum amount of impervious cover allowed to 85 percent. Also, the intensity of use shall be regulated by a floor area ratio of 1.07.

Future Land Use Element

Goal 3.1 • Manage the future development of Santa Rosa County in a manner consistent with the ability to provide adequate infrastructure and protect important resources.

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions...

Policy 3.1.A.8 (continued)

10) Marina Category: Permitted uses within this category include marina, commercial and residential. The intensity of use within this category shall be further defined by limiting the maximum amount of impervious cover allowed to 75 percent and the floor area ratio to 1.07. Further requiring a minimum of 25 percent of the site to be set aside for open landscape area, in accordance with the shoreline protection standards found in the Santa Rosa County Land Development Code. The maximum allowable residential density shall be four (4) dwelling units per acre.

11) Mixed Residential / Commercial Category: The intent of this category is to promote innovative arrangements of development types, to promote natural resource enhancement and to promote open spaces around buildings. This category of land use allows an intense mixture of residential and commercial activity. Hotels and motels, medical related facilities, general commercial uses (convenience and consumer retail, professional offices, service facilities, etc.), recreational and parking uses are allowed in this category. Uses within the category shall be approximately 70% residential and 30% commercial (includes tourist-related uses) based upon the buildable areas within the category as a whole, with the exception of the Navarre Town Center Area where this residential/commercial mix ratio may deviate by +/- 10 percent if compatible with the surrounding uses and consistent with the intent of this category. The maximum allowable density within the category is thirty (30) dwelling units per one (1) acre of land, with the exception of the Navarre Town Center Area where the maximum allowable density is ten (10) dwelling units per one (1) acre of land. The maximum allowable density within the category is

Future Land Use Element

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions...

Policy 3.1.A. 8 (continued)

11) Mixed Residential / Commercial Category: thirty (30) dwelling units per one (1) acre of land. The intensity of use within this category shall be further defined by limiting the maximum amount of impervious cover allowed to 85 percent and a floor area ratio of 1.07.

12) Bagdad Historic District Category: The intent of this category is to encourage traditional neighborhood design including a mixture of commercial and residential uses in keeping with the historic character of the Bagdad area and ensuring the area's preservation as a working waterfront as defined by State statute. This category shall only be located within the Bagdad Historic District. Permitted uses within this category include all uses that are neighborhood commercial, institutional, and residential in nature as well as live/work uses. Publicly owned land in Bagdad providing public access to the water will be maintained and/or improved to ensure continued public waterfront access. Small scale commercial uses related to the waterfront access uses are encouraged so long as they are compatible with existing adjacent uses, are compliant with Bagdad Historic District zoning and development design criteria. The intensity of use within this category shall be defined by limiting the maximum amount of impervious cover allowed to 85 percent and the floor area ratio to 1.07. The maximum allowable residential density within the category is eight (8) dwelling units per one (1) acre of land.

13) Navarre Beach Low Density Residential Category: Permitted uses within this category include single family homes and accessory structures. This category shall only be located in

Future Land Use Element

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions...

Policy 3.1.A.8 (continued)

Navarre Beach where low density residential development is desirable due to environmental sensitivity and threat of natural disaster destruction. The maximum allowable density within the category is four (4) dwelling units per acre of land.

14) Navarre Beach Medium Density

Residential Category: Permitted uses within this category include single family and multi family homes (townhomes, duplexes, triplexes, quadraplexes, condominiums) and accessory structures. This category shall only be located in Navarre Beach where lower density residential development is desirable due to environmental sensitivity and threat of natural disaster destruction. The maximum allowable density within the category is ten (10) dwelling units per acre of land.

15) Navarre Beach Medium-High Density

Residential Category: Permitted uses within this category include single family and multi family homes (townhomes, duplexes, triplexes, quadraplexes, condominiums) and accessory structures. This category shall only be located in Navarre Beach where lower density residential development is desirable due to environmental sensitivity and threat of natural disaster destruction. The maximum allowable density within the category is four units per original platted lot.

16) Navarre Beach High Density Residential:

Permitted uses within this category include single family and multi family residential uses (townhomes, duplexes, triplexes, quadraplexes, condominiums) and accessory structures. This

Future Land Use Element

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions...

Policy 3.1.A.8 (continued)
category shall only be located within commercial core area of Navarre Beach. The maximum allowable density within the category is thirty (30) dwelling units per acre of land.

17) Navarre Beach Public & Private Utilities and Facilities Category: Uses within this category include public and private utilities and facilities. This category shall only be located in Navarre Beach.

18) Navarre Beach Mixed Residential / Commercial Category: The intent of this category is to promote innovative arrangements of development types, to promote natural resource enhancement and to promote open spaces around buildings. This category of land use allows an intense mixture of residential and commercial activity. Hotels and motels, general commercial uses (convenience and consumer retail, professional offices, service facilities, etc.), recreational and parking uses are also allowed in this category. Uses within the category shall be approximately 70% residential and 30% commercial (includes tourist-related uses) based upon the buildable areas within the category. This category shall only be located within the commercial core area of Navarre Beach. The maximum allowable density within the category is thirty (30) dwelling units per one (1) acre of land.

19) Navarre Beach Commercial Category: The intent of this category is to provide for commercial uses such as hotels and motels, general commercial uses (convenience and consumer retail, professional offices, service facilities, etc.), restaurants, commercial piers and marinas. Uses within the category shall be primarily commercial;

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions...

Policy 3.1.A.8 (continued)

however, residential uses within the Navarre Beach Commercial Category will be allowed when part of a predominantly commercial development (a minimum of 50% of land area devoted for commercial activities) or a multi-story structure with residential units above the first floor. The maximum allowable residential density within the commercial core area is thirty (30) dwelling units per one (1) acre of residentially-developed land; the maximum allowable residential density outside of the commercial core area is eighteen (18) dwelling units per one (1) acre of residentially-developed land. The intensity of use within this category shall be defined by limiting the maximum amount of impervious cover allowed to 80 percent. The intensity of use shall be further limited by a maximum height limit within the commercial core of sixteen (16) habitable stories plus one (1) additional story for parking, or four (4) habitable stories with one (1) additional story for parking outside of the commercial core area.

20) Rosemary Sound Overlay: The intent of this policy is to provide flexibility and environmental sensitivity in the application of land uses by allowing single family and multi-family residential and non-residential uses to be blended over several parcels under a common plan of development. The maximum number of residential units in the combined parcels is 715, which is less than the 851 total number of units allowed within each of the individual parcels. For the Rosemary Sound development, the future land use categories shall be blended within one Overlay boundary, which will allow for the clustering of residential and non-residential uses among three future land use categories. The Rosemary Sound Overlay is not a separate land

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions...

Policy 3.1.A.8 (continued)
use category, but serves as an indicator on the Future Land Use Map that the underlying uses have blended their uses and residential densities. In addition to this text amendment, the Overlay shall be adopted as a Future Land Use Map amendment and shall be clearly marked and explained on the County's Future Land Use Map. The Overlay will be implemented through the Planned Unit Development (PUD) zoning process. The southern portion of the site is currently located within the Coastal High Hazard Area (CHHA). Based on recommendations by the Florida Department of Community Affairs and the Coastal High Hazard Study Committee Report dated February 2006, the CHHA boundary line is subject to change to reflect accurate environmental features and conditions. The CHHA currently has a future land use category of Single Family Residential with associated development rights of eighty-two (82) dwelling units (20.58 AC x 4 DU/AC=82). Future single-family or multi-family development in the CHHA, therefore, is limited to no more than eighty-two (82) dwelling units. Because the boundaries of the CHHA are subject to change, site design and building typology in the CHHA will be based on the CHHA line in effect at the time of development. Wetland protection will comply with Santa Rosa Comprehensive Plan Policy 8.1.A.1 and all applicable land development regulations.

Policy 3.1.A.9 • Water and wastewater treatment facilities shall be allowed in the Future Land Use designations as provided in Policy 3.1.A.8. The design and construction of such facilities shall protect

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure. , efficient use of available energy sources and the reduction of greenhouse gas emissions..

Policy 3.1.A.9 (continued)
natural resources and environmentally sensitive areas and shall be adequately buffered from all non-compatible uses.

Policy 3.1.A.10 • Reserved

Policy 3.1.A.11 • Proposed residential developments shall be required to meet subdivision requirements of Chapter 177, F.S., and the County's Land Development Code with regard to platting and providing improvements such as roads, drainage, and other facilities and services.

Policy 3.1.A.12 • **Future Land Use Maps:** The following maps make up the Santa Rosa County Future Land Use Map Series and are, by reference, made a part of this ordinance including all future amendments, revisions and updates:

The general Future Land Use Map (Map 3-1) depicting all land uses described in Policy 3.1.A.6;
Public Potable Water Wells and Well Head Protection Areas Map (Map 3-2);
Rivers, Bays, Lakes, Floodplains and Harbors Map (Map 3-3);
Wetlands Map (Map 3-4);
Potential Wetlands by Soil Type Map (Map 3-5);
and Coastal High Hazard Area Map (Map 3-6).
Soils Map (by soil type) (Map 3-7)
Educational Facilities Map (Map 3-8)
Public Land and Facilities Map (Map 3-9)

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions...

Policy 3.1.A.12 (continued)
Historic Resources Map (Map 3-10)

Amendments: The Future Land Use Maps may be amended by following the requirements of Section 5.13 of this ordinance as well as the provisions of s.163.3177, F.S. s.163.3187. F.S.

Zoning Maps: The LDC shall contain zoning districts and zoning maps. The Future Land Use Maps are not Zoning Maps, but reflect existing land use patterns plus logical extensions of land use patterns and locations of future land uses. The Zoning Ordinance and Zoning Maps will implement the Future Land Use Maps. Thus, within any given future land use category there may one or more zoning district designations. For example, the General Residential category will include several zoning districts to implement the land use category. The zoning districts will be delineated on Zoning Maps as opposed to the Future Land Use Maps.

Implementation: The Future Land Use Maps will be implemented through inclusion within the LDC of the necessary regulatory devices to promote, control and regulate land uses.

Policy 3.1.A.13 • Permitted dwelling units for the following parcels are limited to the number of units indicated below:

Parcel Numbers	Maximum Allowable Dwelling Units
23-2N-29-0000-00100-0000, 23-2N-29-0000-00101-0000, 26-2N-29-0000-00100-0000, 26-2N-29-0000-00200-0000, 27-2N-29-0000-00300-0000 (combined)	900

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions...

Policy 3.1.A.13 (continued)

Parcel Numbers	Maximum Allowable Dwelling Units
28-2N-29-0000-00300-0000	60
14-1N-29-0000-00200-0000	450
27-1N-29-0000-01700-0000	72
31-2N-28-0000-02600-0000	99
35-2N-27-0000-00102-0000 (portion west of S.A. Jones Road) and 34-2N-27-0000-00200-0000 (combined)	800

Policy 3.1.A.14 • Permitted Commercial and /or Industrial Development

Case	Parcel Numbers	Maximum Allowable Square Footage
07-R-044	APO 26-2N-29-0000-00200-0000	198,385
07-R-045	08-1N-29-0000-01400-0000	221,156
07-R-046	APO 25-2N-29-0000-00100-0000	72,600
07-R-050	13-1N-29-0000-01200-0000	26,000
07-R-054	11-1N-29-3100-01000-0010	16,400
07-R-092	APO 34-2N-29-0000-00100-0000 34-2N-29-0000-00101-0000 34-2N-29-0000-00104-0000	70,000
07-R-093	13-1N-29-0000-01005-0000	41,600
07-R-094	APO 34-2N-29-0000-00623-0000	250,000
08-R-039	26-1N-29-0000-00201-0000 27-1N-29-0000-01002-0000 28-1N-29-0000-00100-0000 29-1N-29-0000-00100-0000 29-1N-29-0000-00101-0000 29-1N-29-0000-00102-0000 29-1N-29-0000-00300-0000 30-1N-29-0000-00200-0000 31-1N-29-0000-00302-0000 34-1N-29-0000-00400-0000 34-1N-29-0000-00500-0000 35-1N-29-0000-02502-0000 35-1N-29-0000-02503-0000 35-1N-29-0000-03002-0000	1,240,000

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions...

Objective 3.1.B • To encourage the use of innovative land development regulations for the purposes of creating mixed use developments, developments that preserve natural resources or farmland, and developments that combat urban sprawl.

Policy 3.1.A.15 • At least 45 % of the developable land within the Navarre Beach Zoning Overlay District shall remain within the Low Density Residential and Conservation/Recreation Future Land Use Map Designations.

Policy 3.1.A.16 • By December 2011, the county will prepare a study of the future Land Use Map with regard to energy-efficient land use patterns. This study will describe typical energy-efficient land use patterns, evaluate the County's success in achieving an energy-efficient pattern of land use; and account for existing and future electric power generation and transmission systems. As part of this study, a map depicting energy conservation in the County will be developed for inclusion in the Future Land Use Element Map Series.

Policy 3.1.A.17 • By December 2012, the county will identify available baseline greenhouse gas emission data and develop strategies to reduce greenhouse gas emissions in the future.

Policy 3.1.B.1 • The County shall encourage farmland retention through investigation of the County's provision of various incentives for farmland protection, such as voluntary agricultural districts, agricultural and conservation easements, and through the agricultural exemption (greenbelt) for property tax assessments.

Policy 3.1.B.2 • All developments shall provide for safe, convenient, and appropriately designed traffic circulation on the development site, including provisions for needed parking.

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Public Purpose: To ensure the protection of valuable natural resources to the greatest extent possible by managing growth and to ensure that publicly funded infrastructure such as roads, potable water, sanitary sewer, solid waste collection systems, parks, and storm water management facilities are constructed to meet the demands of growth in an economically efficient manner.

Objective 3.1.B • To encourage the use of innovative land development regulations for the purposes of creating mixed use developments, developments that preserve natural resources or farmland, and developments that combat urban sprawl.

Policy 3.1.B.3 • The County shall regulate the size, number, location and design of signs to ensure compatibility of signs with land use categories, development types, densities, and intensities.

Policy 3.1.B.4 • The County shall foster the compatibility of adjacent land uses by requiring buffers designed to protect the lower intensity use from the more intensive use (agriculture from residential, residential from commercial, etc.). The buffer shall function to:

- 1) Protect each land use, one from the other, from the intrusive effects of adjacent land use activities.
- 2) Protect agricultural activities from trespass, pets, vehicles, noise and other disruptive impacts that may be associated with non-agricultural land uses.
- 3) Protect non-agricultural land uses from normal agricultural activities, such as the application of pesticides and fertilizers, and the creation of noise, glare, odor, dust and smoke.
- 4) The negative impacts of the uses upon each other must be minimized or eliminated by the buffer such that the long-term continuance of either use is not threatened by such impacts. In other words, incompatibility between uses is eliminated (or minimized) and the uses may be considered compatible pursuant to Rule 9J-5, F.A.C.

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Objective 3.1.B • To encourage the use of innovative land development regulations for the purposes of creating mixed use developments, developments that preserve natural resources or farmland, and developments that combat urban sprawl.

Policy 3.1.B.4 (continued)

5) Types of buffers: The buffer may be a landscaped natural barrier, a natural barrier or a landscaped or natural barrier supplemented with fencing or other man-made barriers, so long as the function of the buffer and intent of this policy is fulfilled.

Policy 3.1.B.5 • The County will continue to implement its program of purchasing agriculture and conservation easements for the purposes of preserving farmland and limiting development upon adjacent military facilities.

Policy 3.1.B.6 • By 2010, the County will work with the State Division of Forestry to evaluate the potential impacts that may result from the development of out parcels within the Blackwater State Forest and identify alternatives for addressing those impacts. Upon completion, the County will amend the Comprehensive Plan and Land Development Code as appropriate to implement the recommended alternatives.

Policy 3.1.B.7 • It is the intent of Santa Rosa County to ensure that adequate open space is provided through the following: (a) active or passive recreation sites; (b) landscaped buffers; (c) protected natural resource lands; (d) protected environmentally sensitive lands; (e) areas devoted to drainage and stormwater retention; (f) landscaping requirements; and protected agriculture and silviculture lands..

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Objective 3.1.C • The County shall provide for the redevelopment and renewal of blighted or under utilized areas.

Objective 3.1.D • To encourage the elimination or reduction of uses inconsistent with the community's character and future land uses.

Policy 3.1.C.1 • The County shall continue its efforts to preserve and protect, through a unified development plan, the community of Bagdad.

Policy 3.1.C.2 • The County shall direct its Community Development Block Grant efforts to those areas within the County meeting the program requirements promulgated by the U.S. Department of Housing and Urban Development.

Policy 3.1.C.3 • The County will continue to utilize and administer its provisions for removal or repair of structures that are unsafe or constitute a health hazard. The provisions will be, or parallel, the Standard Unsafe Building Code. Also, the County will continue to use CDBG funds for improvement to areas or structures where unsafe or substandard conditions exist.

Policy 3.1.D.1 • Expansion of non-conforming land uses which are inconsistent with this Plan, including the Future Land Use Map, is prohibited.

Policy 3.1.D.2 • The County shall continue enforcement of the limitations placed on non-conforming uses of buildings, non-conforming uses of land, changes in use classifications and districts, and restoration and occupancy of damaged buildings as a means to eliminate expansion of non-conforming land uses which are inconsistent with this Plan or the Future Land Use Maps.

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Objective 3.1.E • To ensure the protection of natural resources and historical resources.

Policy 3.1.E.1 • Development in sensitive natural areas will be avoided to the maximum extent feasible. In the event development must be permitted in such areas, adverse impacts shall be mitigated through applicable state and federal regulations.

Policy 3.1.E.2 • The County shall provide for the use of clustering and on-site density transfer for the protection of natural and historic resources. To achieve sufficient clustering, density transfers may be accomplished on a one-to-one/half (1:0.5) basis. Note: Sufficient clustering is defined as that which is required to achieve protection of the natural and historic resources only.

Policy 3.1.E.3 • Development which may impact sensitive natural resources may be required to utilize reduced construction "footprints," modified construction techniques, innovative construction techniques, land use and development techniques which minimize negative environmental impacts or results, and the like.

Policy 3.1.E.4 • Consistent with Policy 8.1.A.1, buffers will be created between development and Escambia Bay, Blackwater Bay, East Bay and the basins and bayous of these water bodies. The purpose of the buffer is to protect natural resources from the activities and impacts of development.

Policy 3.1.E.5 • The extraction of natural resources shall be permitted only where compatible with adjacent land uses and when minimal resource degradation will occur. Further, resource extraction shall be strictly prohibited within a 200 foot zone around potable water wells or wellfields. Note: The determination of minimal

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Objective 3.1.E • To ensure the protection of natural resources and historical resources.

Policy 3.1.E.5 (continued) degradation, if necessary, will be made in cooperation with the appropriate State or Federal Agency regulating resource extraction activities. Further, resource extraction in environmentally sensitive areas which cannot be restored shall be prohibited. For the purposes of this policy, routine silvicultural and agricultural activities are not considered resource extraction activities. Also, see Policies 6.4.E.3 and 8.1.A.8.

Policy 3.1.E.6 • The County shall use the latest version of the Flood Damage Prevention Ordinance promulgated by the FEMA to determine the location of the 100-year floodplain and flood prone areas and development shall be limited in those areas, consistent with FEMA requirements.

Policy 3.1.E.7 • The County shall continue to request and utilize funding from the Florida Department of State, Division of Historic Resources to assist in the protection of historical and archeological resources, as determined necessary.

Policy 3.1.E.8 • The County adopts wellhead protection zones of 500 foot radius for Floridan Aquifer and Sand and Gravel Aquifer public supply water wells, measured from the center of the wellhead. Activity within these zones will be limited according to the standards found in Policy 6.4.E.3 of the Infrastructure Element.

Policy 3.1.E.9 • The County will coordinate with the Florida Department of State, Division of Historical Resources to ensure the identification and preservation of significant archeological and/or historic sites or structures within the

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Objective 3.1.E • To ensure the protection of natural resources and historical resources

Policy 3.1.E.9 (continued)

County, including all sites listed on the Florida Master Site File. The County will require the cessation of land disturbing activities any time artifacts with potential historical significance are revealed during construction activities on any site with potential historical significance. The purpose of the cessation is to allow time to determine the significance of any artifact or historical evidence found on the site. The cessation may be lifted upon such determination. Normally, determination will be made by those approved to make such determination by the Office of the Secretary of State, Division of Historical Resources.

Policy 3.1.E.10 • The established development pattern and distinctive architectural character of the Bagdad Historic District will be preserved through the restoration of existing buildings and construction of compatible new buildings. Efforts shall be made to insure that future development is compatible with and enhances the scale of the existing structures and the period of architecture characteristic of the era.

Objective 3.1.F • To continually coordinate coastal area population densities with the Santa Rosa Hurricane Evacuation Plan.

Policy 3.1.F.1 • Population densities shall be limited to those limitations reflected on the Future Land Use Map Series and as described in Policy 3.1.G.6.

Policy 3.1.F.2 • The County shall promote, to the extent possible, improvements to the critical roadway segments delineated in the Northwest Florida Hurricane Evacuation Study, U.S. Army Corps of Engineers et. al., July 1999. Promotion of roadway improvements shall be accomplished through the County's participation with the Pensacola MPO and interaction with the FDOT.

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Objective 3.1.F • To continually coordinate coastal area population densities with the Santa Rosa Hurricane Evacuation Plan.

Objective 3.1.G • To discourage the proliferation of urban sprawl that might create a financial hardship for the County at some point in the future.

Policy 3.1.F.3 • Densities and intensities of land use will be regulated consistent with the goals, objectives and policies of this Plan in order to maintain the road clearance time as reflected in Policy 7.1.F.3.

Policy 3.1.G.1 • Prior to the County embarking on construction of new capital improvements, the County will consider the feasibility of upgrading or rehabilitating existing facilities to determine if the rehabilitation of present facilities would be in the best interest of the County and its citizens.

Policy 3.1.G.2 • The County shall use its fiscal resources to encourage "infill" development. Nothing in this policy shall preclude the County from constructing new facilities, structures or buildings if proven financially feasible or determined to be in the public interest.

Policy 3.1.G.3 • In north Santa Rosa County urban land uses will be located adjacent to or near the cities of Milton and Jay and the communities of Chumuckla, Fidelis and Berrydale. Other convenience and service uses may be located at or near transportation and activities nodes and near military installations. Note: For the purposes of this Plan, residential urban land uses are defined as 3.1 dwelling units per acre or more.

Policy 3.1.G.4 • No future land use category may be changed and no rezoning may be approved unless a finding is made that the change in land use or land use classification or zoning category will promote compact development and discourage urban sprawl. The Santa Rosa County Board of County Commissioners shall be responsible for making such finding upon receipt of a report from the LPA.

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Objective 3.1.G • To discourage the proliferation of urban sprawl that might create a financial hardship for the County at some point in the future.

Policy 3.1.G.5 • Requested FLUM changes from an Agriculture Category to a Residential Category shall be considered using the following criteria:

- A) Consistency with this Plan;
- B) Compatibility of the proposed plan of development with the surrounding areas, compatibility may be achieved through design
- C) Whether or not the proposed amendment is located adjacent to areas already within a Residential category;
- D) The availability of adequate infrastructure, as described in Policy 3.1.G.6 below, and as provided through the County's concurrency management system; and
- E) The suitability of the proposed site for the proposed type of development areas where infrastructure capacities are in place

Policy 3.1.G.6 • Land use densities may be increased (pursuant to Plan amendments) in urban can accommodate the additional demand created by increased densities. This policy is intended to direct higher density land uses to those areas of the County with infrastructure capacities sufficient to meet demands and to those areas of the County with infrastructure capacities in excess of current or projected demand. Further, it is the intent of this policy that the rural, agrarian planned uses of north Santa Rosa County be preserved and protected to the maximum extent possible without violating the rights of the owners of the property to maximize the use of their land in agricultural endeavors including the formation of capital to

Future Land Use Element

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Objective 3.1.G • To discourage the proliferation of urban sprawl that might create a financial hardship for the County at some point in the future.

Policy 3.1.G.6 (continued) facilitate such endeavors (i.e., borrowing against property or equipment).

Policy 3.1.G.7 • Petitions to rezone property from lower density residential zoning districts to higher density residential zoning districts that are within any Residential FLUM category shall be evaluated using the following criteria:

- A) Compatibility of the proposed plan of development with the surrounding areas, compatibility may be achieved through design;
- B) The availability of adequate infrastructure, as described in Policy 3.1.G.6 above and as provided for through the County's concurrency management system;
- C) Consistency with this Plan; and
- E) The suitability of the proposed site for the proposed type of development.

Objective 3.1.H • The County shall insure the availability of suitable land for utility facilities necessary to support proposed development.

Policy 3.1.H.1 • The County shall include land acquisition within its Capital Improvements Element (reference Chapter 10 of this Plan) and within its Capital Improvements Program when necessary to provide for public lands for county owned utility facilities.

Policy 3.1.H.2 • The County shall continue to require dedication of adequate rights-of-way for use as roadways and by utilities for extensions or improvements.

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Objective 3.1.I • Maintain consistency between development regulations imposed on Navarre Beach with the general covenants and restrictions attached to the lease agreements for private sector improvements to property on Navarre Beach.

Note:

Navarre Beach is that portion of Santa Rosa Island east of the Gulf Island National Seashore and west of Eglin AFB property on Santa Rosa Island immediately south of the mainland portion of Santa Rosa County. The entire Navarre Beach area is under public ownership. All private sector development is conducted pursuant to lease agreements with public agencies, including the Board of County Commissioners of Santa Rosa County.

Objective 3.1J • Provide for the consideration of Transfer of Development Rights (TDR) from active agriculture areas, PAZs and MAZs to locations that can accommodate additional density and/or intensity with adequate infrastructure and public facilities and services.

Policy 3.1.I.1 • Development on Navarre Beach shall be consistent with the general covenants and restrictions imposed upon all properties in Navarre Beach and as found in Deed Book 295, Page 303 of the Records of Escambia County.

Policy 3.1.I.2 • Development of the leased parcels on Navarre Beach may continue provided that:

- A) Development is consistent with this Comprehensive Plan and regulations governing development in the Navarre Beach administrative area;
- B) The development is consistent with the lease agreement governing the parcel; and
- C) The County has reviewed the lease agreement and has determined that the provisions within the agreement provide for the density and/or intensity of use requested by the applicant for development approval. Note: For those parcels which have been leased and said lease does not specify the density or intensity of use, then such density or intensity shall be limited to the density/intensity restrictions within this Comprehensive Plan (reference Policy 3.1.A.8 and the FLUM)

Policy 3.1.J.1 • The County shall evaluate the benefits of initiating a TDR program which, if pursued, will include the identification of sending and receiving areas as well as program application and administration requirements. This program may be considered an alternative to land acquisition in the mitigation of encroachment to

military installations within the MAZs and PAZs when feasible and determined to not adversely impact the military training activities occurring in or around Eglin AFB or NAS Whiting Field.

Future Land Use Element

Goal 3.2 • make public schools a cornerstone of community planning and design.

Public Purpose: To ensure the continued coordination and cooperation between the County's growth management program and the siting or location of public school facilities. It is the intent of these policies to recognize the impact of public schools on the development of communities as well as the impact of the County's growth and development on the public school system.

Objective 3.2.A • Enhance community/neighborhood design through the joint use of public educational facilities and the integration of public educational facilities with neighborhoods.

Policy 3.2.A.1 • When possible, encourage the location of parks, recreation and community facilities in new and existing communities in conjunction with school sites.

Policy 3.2.A.2 • Enhance community/neighborhood design through effective public school facility design and siting standards.

Policy 3.2.A.3 • Work with the Santa Rosa County School Board and charter school sponsors to identify new school sites that would be in locations to provide logical focal points for community activities and serve as the cornerstone for innovative community design standards.

Policy 3.2.A.4 • Provide school sites and facilities through planned neighborhoods, unless precluded by existing development patterns.

Policy 3.2.A.5 • Support and encourage the location of new elementary and middle schools, unless otherwise required, as components of residential neighborhoods.

Policy 3.2.A.6 • Coordinate with the School Board to identify locations for new high schools on the periphery of residential neighborhoods, where access to major roads is available.

Objective 3.2.B • Maximize opportunities to share information to promote and optimize intergovernmental coordination for the purposes of effectively operating the public school system in a multi-jurisdictional environment.

Policy 3.2.B.1 • The Santa Rosa County School Board shall submit an annual General education Facilities Report to the County no later than October 1st. The Educational Facilities Report shall contain information detailing existing educational facilities and their locations as well as their projected needs.

Future Land Use Element

Goal 3.2 • make public schools a cornerstone of community planning and design.

Public Purpose: To ensure the continued coordination and cooperation between the County's growth management program and the siting or location of public school facilities. It is the intent of these policies to recognize the impact of public schools on the development of communities as well as the impact of the County's growth and development on the public school system.

Objective 3.2.B • Maximize opportunities to share information to promote and optimize intergovernmental coordination for the purposes of effectively operating the public school system in a multi-jurisdictional environment.

Policy 3.2.B.2 • The process for development of future public schools shall include an orderly and timely review. This review shall take into consideration Department of Education criteria and standards, School Board policies and procedures and County ordinances related to development.

Policy 3.2.B.3 • Coordinate with the School Board to establish procedures and standards for public school siting as part of area wide planning studies.

Policy 3.2.B.4 • Public schools shall be an allowable use in the following Future Land Use Map categories: Commercial; Agriculture; Single Family Residential; Medium Density Residential; Residential; Garcon Point Rural Residential; Garcon Point Single Family Residential, Mixed Residential / Commercial and Bagdad Historic District.

Policy 3.2.B.5 • Public schools may be located in agricultural land use categories, if no physically and economically feasible site exists in non-agricultural categories, or the site is adjacent to urban residential areas, or when necessary to serve student populations that are mainly located in rural areas.

Future Land Use Element

Goal 3.3 • To protect the current and long term viability of military and public airfields for purposes of promoting a diverse local economy that supports rewarding jobs and quality of life for County residents, and support effective and safe training environments for the Nation’s military forces while protecting the health and safety of the County’s citizens.

Objective 3.3.A • The County will ensure that future development within adopted Military Airport Zones (MAZs) and Public Airport Zones (PAZs) will not negatively impact current and long-term viable use of the airfield, will promote health and welfare by limiting incompatible land uses, and allow compatible land uses within such areas.

Policy 3.3.A.1 • The County hereby establishes military airport zones (MAZ), including the Eglin Military Airport Zone (EMAZ), and public airport zones (PAZ) that will serve as overlay districts, within which growth management policies and regulatory techniques shall guide land use activities and construction in a manner compatible with the long-term viability of airports and military installations and the protection of public health and safety.

For Naval Air Station Whiting Field North and South, and for Naval Outlying Landing Fields Spencer, Harold, Santa Rosa, Holley, and Pace, the MAZ boundaries extend approximately one half mile from the perimeter of each airfield and encompass all Air Installation Compatible Use Zones (AICUZ) and noise zones. For NOLF Choctaw, MAZ boundaries encompass that area west of State Road 87, north and east of East Bay and south of the Yellow River. For the Eglin Military Airport Zone, the EMAZ area generally includes the area two to five miles west of the Okaloosa County line and one to two miles from the north side of Eglin Air Force Base.

For Peter Prince Airport, the PAZ boundaries extend one half mile from the runway.

MAZ and PAZ boundaries appear on Maps 3-11 through 3-18 of the Future Land Use Map Series.

Policy 3.3.A.2 • Future Land Use Map amendments and rezonings within the southeast

area of the NOLF Choctaw MAZ, that would allow for increased gross residential densities are limited to no more than four dwelling units per acre. Within all other MAZs, including the EMAZ, and PAZs, Future Land Use Map amendments and rezonings that would allow for increased gross residential densities are prohibited.

Future Land Use Element

Goal 3.3 • To protect the current and long term viability of military and public airfields for purposes of promoting a diverse local economy that supports rewarding jobs and quality of life for County residents, and support effective and safe training environments for the Nation's military forces while protecting the health and safety of the County's citizens.

Objective 3.3.A • The County will ensure that future development within adopted Military Airport Zones (MAZs) and Public Airport Zones (PAZs) will not negatively impact current and long-term viable use of the airfield, will promote health and welfare by limiting incompatible land uses, and allow compatible land uses within such areas.

Policy 3.3.A.2 (continued)

Exceptions may be considered only when a proposed rezoning is necessary in order to rectify a zoning designation for a parcel that is inconsistent with the zoning of adjacent properties, providing such exception would not adversely affect existing and/or planned military operations. It is the intent of this policy that those exceptions are rare.

Policy 3.3.A.3 • Conservation and agriculture uses adjacent to military airfields provide a buffer between the airfield and incompatible development; therefore, the County will, whenever feasible, support efforts to purchase conservation lands, conservation easements or agriculture easements, and will encourage the establishment of conservation or agriculture easements as components of development plans to serve as buffers.

Policy 3.3.A.3.1 • The County may consider, if necessary, the use of a third party non-governmental organization (i.e. The Nature Conservancy, etc.) to facilitate and manage conservation and agriculture easements in perpetuity.

Policy 3.3.A.4 • The County shall encourage the location of compatible commercial and industrial

uses adjacent to or within MAZ, EMAZ and PAZ boundaries at locations where roads, water, and sewer service are available or planned to be available at the time of development, and such uses will not adversely impact existing established residential neighborhoods.

Policy 3.3.A.5 • The County shall review Comprehensive Plan amendments for compatibility with the Whiting Field Air Installation Compatible Use Zone program. The Santa Rosa County Board of County Commissioners may deny a petition for a Comprehensive Plan amendment if determined that such amendment is incompatible with the AICUZ program.

Future Land Use Element

Goal 3.3 • To protect the current and long term viability of military and public airfields for purposes of promoting a diverse local economy that supports rewarding jobs and quality of life for County residents, and support effective and safe training environments for the Nation's military forces while protecting the health and safety of the County's citizens.

Objective 3.3.B • Continue to foster meaningful intergovernmental coordination between the County, the military and the Federal Aviation Administration to ensure that land use decisions are not in conflict with military operations or federal aviation standards, and that such decisions promote the health and safety of the public.

Policy 3.3.B.1 • The County shall protect the current and long-term viability of military installations and airports through effective coordination and communication with NAS Whiting Field, Eglin Air Force Base and the U.S. Department of Defense, as memorialized in a Memorandum of Understanding (MOU) to be executed between the County and each military installation. Any MOU will delineate the process and responsibilities of Santa Rosa County and the military in land use planning decisions that occur within or proximate to the applicable MAZ. The MOU will include, but not be limited to, standards for membership of planning boards and commissions, early notification requirements, development review and feedback, and points of contact for the County and the military installations.

Policy 3.3.B.1.1 Any MOU executed between the County and the military should include provisions that ensure that an appropriate military representative is identified and included in all relevant planning activities:

- a. All proposed comprehensive plan amendments, land development regulation changes, rezonings, subdivisions, site plans, waivers, exceptions, variances, planned unit developments and similar applications which, if approved, would affect the intensity, density, or use of the land within established MAZs shall be transmitted to the military representative for review and comment prior to final action.
- b. The designated military representative shall be invited to participate in all regional planning and development-related processes and meetings, including the review of planning and development

Objective 3.3.B • Continue to foster meaningful intergovernmental coordination between the County, the military and the Federal Aviation Administration to ensure that land use decisions are not in conflict with military operations or federal aviation standards, and that such decisions promote the health and safety of the public.

- approvals within established MAZs.
- c. Applications for development orders requesting a variance or waiver from height or lighting restrictions or noise attenuation/reduction requirements within an established MAZ or EMAZ shall be referred to the appropriate military representative for review and comment.

Policy 3.3.B.2 • Unless otherwise specified in a future MOU executed between the County and the military, the Local Planning Board will include, as ex-officio members, a representative from each military installation, or other appropriate local Department of Defense representatives, to advise on land use and development issues that potentially impact military facilities, installations and operations.

Policy 3.3.B.3 • Unless otherwise specified in a future MOU executed between the County and the military, all applications for site plan or subdivision review, variances, conditional uses, and special exceptions located within a MAZ shall be referred to the appropriate local Department of Defense and military installation officials for review and comment prior to County action.

Policy 3.3.B.4 • The location of any telecommunications tower will require written evidence that it meets the approval of the appropriate local Department of Defense officials.

Policy 3.3.B.5 • The County shall require applicants of development within Peter Prince PAZ or other areas of the County to obtain necessary approvals from the Federal Aviation Administration (FAA) for development encroaching jurisdictional airspace controlled by the FAA.

Policy 3.3.B.6 • The County will coordinate with NAS Whiting Field and Eglin Air Force Base representatives regarding the County's economic development program. Such coordination will occur primarily through TEAM Santa Rosa and may include such things as ex-

Future Land Use Element

Goal 3.3 • To protect the current and long term viability of military and public airfields for purposes of promoting a diverse local economy that supports rewarding jobs and quality of life for County residents, and support effective and safe training environments for the Nation's military forces while protecting the health and safety of the County's citizens.

Objective 3.3.B • Continue to foster meaningful intergovernmental coordination between the County, the military and the Federal Aviation Administration to ensure that land use decisions are not in conflict with military operations or federal aviation standards, and that such decisions promote the health and safety of the public.

Objective 3.3.C • Inform prospective residents and property owners within a MAZ, EMAZ or PAZ of the impacts inherent to military installations and airports, including but not limited to noise and other similar nuisances and accident potential risks.

Objective 3.3.D • Santa Rosa County

Policy 3.3.B.6 (continued)
office membership on the TEAM Santa Rosa Board of Directors and joint use of military facilities for commercial, industrial, or community activities when appropriate.

Policy 3.3.C.1 • Within MAZs, PAZs and any other appropriate area as determined by the County, the proximity of property to an airfield must be disclosed for all real estate sales and lease transactions by the seller and lessor at the earliest possible time during the transaction process.

Policy 3.3.C.2 • The County will facilitate the provision of information to the public regarding the location of military and public airfields and impacts typically associated with these facilities through such means as posting maps on the County's website, installing signage near airfields where appropriate, and requiring MAZ, EMAZ and PAZ, accident potential zone, and noise zone information on site plans and subdivision plats.

Policy 3.3.C.2.1 • The County shall require a disclosure notice on preliminary and final site plans and subdivision plats, planned unit developments, and other zoning and subdivision actions, developments of regional impact, real estate transfers, and recorded covenants.

Policy 3.3.D.1 • The County shall support federal, state, other local government agencies and non-

supports the use of state and federal funds to acquire land for conservation and buffering of Eglin AFB and NAS Whiting Field.

governmental agencies to secure and strengthen land conservation efforts through such initiatives as the Florida Greenway Corridor and Florida Forever.

Policy 3.3.D.2 • The County shall prioritize lands to be acquired and used for buffering around military installations based on public safety needs, military requirements, willing sellers, and available funding.

Objective 3.3.E • The County seeks to protect the public health and safety and promote economic vitality by preserving military missions at Eglin Air Force Base and other military installations in the County through the prevention of radio frequency interference within the 5.4 to 5.9-GHz bandwidth.

Policy 3.3.E.1 • The County shall adopt a Radio Frequency Interference Ordinance (Ordinance) that requires disclosure of and prohibits the operation of electronic equipment within the 5.4 to 5.9 GHz bandwidth anywhere in the County, as well as review of applications by major civilian spectrum operators by Eglin Air Force Base and any other pertinent military installations.

A. The County shall require any applicant of a development order, business license, and building or construction permit (including electrical permit) to disclose on the application any electronic equipment that may operate on the premises within the 5.4 to 5.9 GHz bandwidth.

B. All new major civilian spectrum operators within the County, including industry, public safety agencies, telecommunications, and broadcast media, shall provide on any application described in A, the technical parameters on the proposed spectrum use, including the maximum power authorized from a transmitter, maximum antenna height, amount of spectrum occupied by transmitter signal and the geographic area to be served by the communication devices. Before an application shall be approved, the County shall transmit the application to the military installations in the County for a determination of any radio frequency interference impacts to military activities. The County may approve, deny or approve an application with conditions that may result in the incorporation of appropriate filtering, shielding or other mitigation techniques.

Objective 3.3.E • The County seeks to protect the public health and safety

Policy 3.3.E.2 • The County shall promote awareness of radio frequency interference issues by distributing educational materials provided by

and promote economic vitality by preserving military missions at Eglin Air Force Base and other military installations in the County through the prevention of radio frequency interference within the 5.4 to 5.9-GHz bandwidth

Eglin Air Force Base to the general public, as well as to applicants for business licenses, building permits or development orders that may include or accommodate any electronic equipment, such as LAN and microwave communication equipment, operating within the 5.4 to 5.9 GHz bandwidth.

Policy 3.3.F.1 • The County shall require buildings and towers to not exceed or penetrate the approach surface, transition surfaces, horizontal surfaces or conical surfaces associated with any military airfield or airport in a manner which would obstruct aircraft operations, air navigation, or line-of-sight communications.

Policy 3.3.F.2 • The County shall require all applications for any vertical structure that is inconsistent with **Policy 3.3.F.1**, the inclusion of a statement from the pertinent military installation that the proposed structure would not interfere with the installation's existing or planned mission. This policy does not supersede or negate compliance requirements with the federal obstruction standards contained in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77).

Objective 3.3.F • The County shall minimize safety concerns and obstruction of navigable airspace within MAZs, including the EMAZ, and PAZs.

Policy 3.3.G.1 • Santa Rosa County, in coordination with Walton County and the Tri-County region and consistent with **IC Policy 11.1.B.1**, shall participate in the Northwest Florida Region of the Continuing Florida Aviation System Planning Process (CASPP), which publicly monitors aviation operations to determine appropriate development requirements to ensure coordination between aviation demand and land use decisions in the region.

Policy 3.3.H.1 • The County shall adopt outdoor lighting regulations that require lights to be fully shielded with positive optical control so that all light emitted by a fixture, either directly from the lamp or indirectly from the fixture, is projected below a horizontal plane extending from the bottom of the light fixture. No building permit shall be granted within any established MAZs and PAZs unless this requirement is met.

Objective 3.3.G • Ensure the availability of unobstructed airspace for military aviation and other military-related operations, while maintaining the health and safety of the general public.

Policy 3.3.H.2 • The County shall require that lights or illumination of street, parking, signs or use of land and structures be arranged and operated in such a manner that is neither distracting nor creates a dangerous environment to pilots and aircraft operating within the established MAZs and PAZs. A lighting plan for development projects within any MAZ or PAZ will be required for review and approval prior to the issuance of a building permit.

Objective 3.3.H • Ensure the safety of pilots and viability of military-related, night training operations within the established MAZs and PAZs through the use and installation of lighting practices that reduce glare and light trespass.

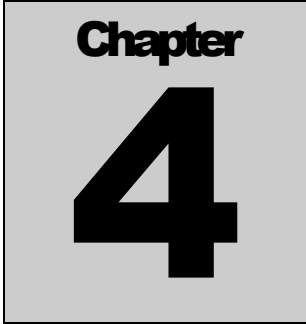
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Santa Rosa County

Proposed Comprehensive Plan Amendment

Chapter 4, Transportation Element



Transportation Element

Goal 4.1 • To provide a safe, cost effective, and functional transportation system for all residents of and visitors to Santa Rosa County that appropriately balances access and mobility needs.

Public Purpose: To establish and maintain the desired transportation system in Santa Rosa County and particularly to plan for future motorized and non-motorized traffic circulations systems. Future traffic circulation systems are supported by goals, objectives, and policies contained herein, and are depicted on the Future Transportation Map Series in this element (reference Figures 4-1 through 4-4).

Objective 4.1.A • Continue to provide and maintain a safe, convenient, efficient, and cost effective arterial and collector roadway network for present and future residents by implementing the regulations and guidelines specified in the following policies.

Policy 4.1.A.1 • The Land Development Code shall contain regulations that provide for future developments to pay all costs associated with the construction of internal roads. Nothing in this Policy shall be interpreted to preclude the County from requiring the development to pay all costs to the County associated with the construction of any road or roadway improvement made necessary by the development that is not necessarily internal to the development.

Policy 4.1.A.2 • The Land Development Code shall continue to include construction standards, based primarily on FDOT Standard Specifications and standard AASHTO tests, so that future roads can be constructed pursuant to the applicable standards and accepted by the County into the County system. These standards were adopted into the Land Development Code on August 22, 1991 and address subgrade, excavation, curb and gutter, base and surfacing.

Transportation Element

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Public Purpose: To establish and maintain the desired transportation system in Santa Rosa County and particularly to plan for future motorized and non-motorized traffic circulations systems. Future traffic circulation systems are supported by goals, objectives, and policies contained herein, and are depicted on the Future Transportation Map Series in this element (reference Figures 4-1 through 4-4).

Objective 4.1.A • Continue to provide and maintain a safe, convenient, efficient, and cost effective arterial and collector roadway network for present and future residents by implementing certain regulations and guidelines through the enactment and enforcement of the Land Development Code.

Policy 4.1.A.3 • All new development projects with internal circulation and or parking needs shall be required to provide safe and convenient on-site traffic flow, labor intensive transportation facilities, and sufficient automobile and bicycle parking to accommodate the needs of the development project.

Policy 4.1.A.4 • The Land Development Code shall continue to address and regulate the control of connection points to arterials and major collectors and increase the number of interconnections among developments in order to facilitate safe and efficient access. The regulations established by the Land Development Code are based primarily on the standards in Florida Department of Transportation Rules 14-96 and 14-97. These regulations shall also include requirements for joint, internalized and cross access, driveway and parking lot design and other principles and guidelines recommended by the Center for Urban Transportation Research (CUTR). Access management standards have been adopted into the Land Development Code for arterials, urban and rural major collectors county wide.

Policy 4.1.A.5 • The Land Development Code shall continue to require building setbacks on all collector and arterial roadways for the purpose of preventing building encroachment and thus permitting future safe and efficient traffic circulation at a minimal cost. For new development, building setbacks on arterial roadways shall be 50 feet; building setbacks on collector roadways shall be 25 feet. Variances to

Transportation Element

Goal 4.1 • To provide a safe, cost effective, and functional transportation system for all residents of and visitors to Santa Rosa County that appropriately balances access and mobility needs.

Public Purpose: To establish and maintain the desired transportation system in Santa Rosa County and particularly to plan for future motorized and non-motorized traffic circulations systems. Future traffic circulation systems are supported by goals, objectives, and policies contained herein, and are depicted on the Future Transportation Map Series in this element (reference Figures 4-1 through 4-4).

Objective 4.1.A • Continue to provide and maintain a safe, convenient, efficient, and cost effective arterial and collector roadway network for present and future residents by implementing certain regulations and guidelines through the enactment and enforcement of the Land Development Code.

Objective 4.1.B • Assure that the transportation system supports the County's growth management goals and is consistent with local, regional, and state plans through the continual coordination of land use planning with transportation planning.

Policy 4.1.A.5 (cont.) these setbacks may be granted when strict application of the requirement limits all reasonable use of the property as allowed by the Future Land Use Map.

Policy 4.1.A.6 • Santa Rosa County shall coordinate with the Florida Department of Transportation on access related decisions that impact the State Highway System.

Policy 4.1.B.1 • All land use decisions shall be consistent with the adopted Future Land Use Map and the adopted Future Transportation Map.

Policy 4.1.B.2 • The County Planning Director or his/her designee shall review all plans and proposals for development or redevelopment within the County utilizing the Future Land Use Map and the Future Transportation Map adopted herein. The review shall include a determination of consistency with these maps. Note: This review is not limited to these particular maps but must include them.

Policy 4.1.B.3 • Coordinate transportation improvements with the Future Land Use Element and maintain consistency between land use decisions and transportation system improvements.

Transportation Element

Goal 4.1 • To provide a safe, cost effective, and functional transportation system for all residents of and visitors to Santa Rosa County that appropriately balances access and mobility needs.

Public Purpose: To establish and maintain the desired and projected transportation system in Santa Rosa County and particularly to plan for future motorized and non-motorized traffic circulations systems. Future traffic circulation systems are supported by goals, objectives, and policies contained herein, and are depicted on the Future Transportation Map Series in this element (reference Figures 4-1 through 4-4).

Objective 4.1.C • Promote a cooperative, continuing and comprehensive area transportation planning process by continually coordinating the County's decision-making process with the plans and programs of the Florida-Alabama Transportation Planning Organization (TPO), the Okaloosa-Walton Transportation Planning Organization, the Florida Department of Transportation (FDOT) and other local, regional, state, and national agencies as appropriate.

Objective 4.1.D • Establish and maintain a concurrency management system for the existing elements of the transportation system based on adopted levels of service for state and county roads within the County's jurisdiction.

Policy 4.1.C.1 • The County will continue to participate in the preparation of the TPO's short and long range plans. The County's participation will continue to be the provision of representation on the TPO and its committees thus assuring that necessary and desirable projects within Santa Rosa County are consistent with this Plan and with the overall transportation objectives of the County.

Policy 4.1.D.1 • The Santa Rosa County concurrency management system will accumulate all development impacts to roadways, both above and below threshold standards, to determine the cumulative impact of individual development orders. Cumulative impacts of all development will be monitored in order to maintain adopted level of service (LOS) standards (See Policy 4.1.D.8).

Policy 4.1.D.2 • Improvements needed to restore the adopted level of service will be shown in the schedule of capital improvements (see policies 10.1.E.2 and 10.1.E.3)

(A) In addition to a 5-year schedule, the County will maintain a long term concurrency management system for those transportation facilities that exceed capacity or are projected to exceed capacity within the 5 year time frame. The long term concurrency

Transportation Element

Goal 4.1 • To provide a safe, cost effective, and functional transportation system for all residents of and visitors to Santa Rosa County that appropriately balances access and mobility needs.

Public Purpose: To establish and maintain the desired and projected transportation system in Santa Rosa County and particularly to plan for future motorized and non-motorized traffic circulations systems. Future traffic circulation systems are supported by goals, objectives, and policies contained herein, and are depicted on the Future Transportation Map Series in this element (reference Figures 4-1 through 4-4).

Objective 4.1.D • Establish and maintain a concurrency management system for the existing elements of the transportation infrastructure.

Policy 4.1.D.2 • (continued)

management system, not to exceed 15 years, will be established for the following

Seg. #	Road	Trips exceeding capacity in FY13
41	CR 184A Berryhill Road from CR 197 Chumuckla Hwy to SR 89 Dogwood Dr	190
45	CR 197 Chumuckla Hwy from US 90 to CR 184 Quintette Road	115
65	West Spencerfield Road from US 90 to CR 184A Berryhill Road	287
7	US 90 from Woodbine Road to East Spencer Field Road	475
8	US 90 from East Spencer Field Road to Bell Lane	168
36	SR 281 Avalon Blvd. from I-10 to Cyanamid Road	63
47	CR 197A Woodbine Road from US 90 to Guernsey Road	8
49	CR 197A Bell Lane from CR 191B/CR 281B Sterling Way to US 90	773
64	East Spencer Field Road	356
43	CR 191B/CR 281B Sterling Way from CR 197A Bell Lane to SR 281 Avalon Boulevard	115

(B) Elimination, deferral, or delay of a programmed improvement needed to restore the adopted level of service will be accomplished by amendment.

Transportation Element

Goal 4.1 • To provide a safe, cost effective, and functional transportation system for all residents of and visitors to Santa Rosa County that appropriately balances access and mobility needs.

Public Purpose: To establish and maintain the desired and projected transportation system in Santa Rosa County and particularly to plan for future motorized and non-motorized traffic circulations systems. Future traffic circulation systems are supported by goals, objectives, and policies contained herein, and are depicted on the Future Transportation Map Series in this element (reference Figures 4-1 through 4-4).

Objective 4.1.D • Establish and maintain a concurrency management system for the existing elements of the transportation infrastructure.

Policy 4.1.D.3 • When a collector or arterial road reaches 85% of its adopted AADT maximum level of service volume, the County will undertake a more detailed peak hour/peak directional analysis of the roadway. This analysis will include computerized modeling. All new developments impacting this roadway will then be required to provide more detailed peak hour/peak directional traffic analysis in order to determine whether or not a concurrency certificate can be issued.

Policy 4.1.D.4 • A development that is deemed to have a de minimus impact pursuant to Rule 9J-5.0055(3)(c)6, FAC, shall not be subject to concurrency requirements, only if all of the conditions specified in subsection 163.3180(c), F.S., are met. The County will submit a summary of the de minimus records with the annual update of the capital improvements element.

Policy 4.1.D.5 • Each year the Community Planning, Zoning & Development Division shall include within its annual concurrency review, an analysis of the traffic volumes and system demands in order to further monitor and identify the impacts of new growth on the transportation and traffic circulation system of the County. The Division shall include, within its report, an analysis of said impacts and will include recommendations to the Board of County Commissioners regarding any necessary improvements.

Policy 4.1.D.6 • For facilities on the Florida Intrastate Highway System as defined in Section 338.001, F.S., or Transportation Regional Incentive Program (TRIP) funded facilities, the County adopts.

Transportation Element

Goal 4.1 • To provide a safe, cost effective, and functional transportation system for all residents of and visitors to Santa Rosa County that appropriately balances access and mobility needs.

Public Purpose: To establish and maintain the desired and projected transportation system in Santa Rosa County and particularly to plan for future motorized and non-motorized traffic circulations systems. Future traffic circulation systems are supported by goals, objectives, and policies contained herein, and are depicted on the Future Transportation Map Series in this element (reference Figures 4-1 through 4-4).

Objective 4.1.D • Establish and maintain a concurrency management system for the existing elements of the transportation infrastructure.

Policy 4.1.D.6 (continued)

the level of service (LOS) standard established by the Florida Department of Transportation by rule.

Policy 4.1.D.7 • Santa Rosa County shall collect the necessary transportation system data needed to determine concurrency on an annual basis at a minimum.

Policy 4.1.D.8 • Santa Rosa County hereby adopts the peak hour (100th highest average hour) Level of Service Standards for roadways found in Table 4.1. The LOS standard is “C” for all arterial roads on the Florida Intrastate Highway System (FIHS) or the Strategic Intermodal System (SIS). The LOS standard for roads funded by the Transportation Regional Incentive Program (TRIP) is in accordance with Rule 14-94, Florida Administrative Code. The LOS standard is “D” for all other arterial, and collector roads, with the exception of the following:

<u>Roadway</u>	<u>LOS Standard</u>
<u>SR 87S from I-10 to US 90 (not on the FIHS/SIS)</u>	<u>“C” for consistency with the segment south of it on the FIHS/SIS</u>
<u>CR 399 Navarre Beach Bridge and Causeway</u>	<u>“E”</u>
<u>SR 281 Avalon Boulevard north of I-10</u>	<u>“Backlogged” but capacity improvements are underway</u>

TABLE 4.1

Roadway	Segment	Adopted LOS	Functional Classification
SR 4	Entire Roadway	(D)	Minor Arterial
SR 8 (I-10) <i>FIHS FACILITY</i>	Entire Roadway	(C)	Principal Arterial Interstate
SR 10 (US 90)	Entire Roadway	(D)	Minor Arterial
SR 30 (US 98)	Gulf Breeze City Limits to Okaloosa County Line	(D)	Other Principal Arterial
SR 87N	SR 10 (US 90) to Alabama State Line	(D)	Minor Arterial
SR 87S	SR 8 (I-10) to SR 10 (US 90)	(C)	Minor Arterial
SR 87S <i>FIHS FACILITY</i>	SR 30 (US 98) to SR 8 (I-10)	(C)	Minor Arterial
SR 89N	SR 87N to Alabama State Line	(D)	Minor Arterial
SR 89N (Dogwood Drive)	SR 10 (US 90) to SR 87N	(D)	Minor Arterial
SR 281 (Avalon Boulevard)	South of SR 8 (I-10)	(D)	Minor Arterial
SR 281 (Avalon Boulevard)	SR 8 (I-10) to SR 10 (US 90)	Backlogged*	Minor Arterial
S CR 399 (Navarre Beach Bridge)	Gulf Boulevard to SR 30 (US 98)	(E)	Urban Collector
CR 399 (Gulf Boulevard)	CR 399 (Navarre Beach Bridge) to Escambia County Line	D	Urban Collector
CR 399 (East Bay Boulevard)	SR 30 (US 98) to SR 87S	(D)	Urban Collector
CR 89 (Ward Basin Road)	Entire Roadway	(D)	Minor Arterial / Rural Minor Collector
CR 184 (Hickory Hammock Road)	Entire Roadway	(D)	Urban Collector / Rural Minor Collector
CR 184 (Quintette Road)	Entire Roadway	(D)	Urban Collector / Rural Major Collector
CR 184A (Berryhill Road)	CR 197 (Chumuckla Highway) to Milton City Limits	(D)	Urban Collector
CR 191 (Munson Highway)	SR 87N to SR 4	(D)	Urban Collector / Rural Major Collector
CR 191 (Garcon Point Road)	SR 281(Avalon Boulevard) to Milton City Limits	(D)	Rural Minor Collector / Minor Arterial
CR 191 (Willard Norris Road)	CR 197(Chumuckla Highway) to SR 89N (Dogwood Drive)	(D)	Rural Minor Collector / Urban Collector
CR 191B/281B (Sterling Way/Cyanamid Road)	Entire Roadway	(D)	Urban Collector

TABLE 4.1 (continued)

CR 197 (Chumuckla Highway)	SR 10 (US 90) to CR 191 (Willard Norris Road)	(D)	Minor Arterial / Urban Collector / Rural Major Collector
CR 197 (Floridatown Road)	Diamond Street to SR 10 (US 90)	(D)	Urban Local
CR 197A (Woodbine Road)	Entire Roadway	(D)	Urban Collector
CR 197A (Bell Lane)	Entire Roadway	(D)	Urban Collector
CR 87A (Langley Street)	SR 87N to Whiting Field Main Gate	(D)	Urban Collector
CR 182 (Allentown Road/ School Road)	Entire Roadway	(D)	Rural Minor Collector
CR 191A (Old Bagdad Highway)	Entire Roadway	(D)	Urban Collector
CR 191A (Oriole Beach Road)	Entire Roadway	(D)	Urban Local
CR 191B (Soundside Drive)	Entire Roadway	(D)	Urban Local
East Spencer Field Road	Entire Roadway	(D)	Urban Collector
CR 197B (West Spencer Field Road)	Entire Roadway	(D)	Urban Collector
Pine Blossom Road	Entire Roadway	(D)	Not classified
Glover Lane	SR 10 (US 90) to CR 184A (Berryhill Road)	(D)	Not classified
CR 191A (Mulat Road)	CR 191B (Sterling Way) to SR 281 Avalon Boulevard	(D)	Urban Local
Hamilton Bridge Road	East Spencer Field Road to Milton City Limits	(D)	Urban Collector
* The maximum daily traffic volume allowed is 20,020 Average Annual Daily Trips			

Source: Federal Functional Classifications consistent with Federal-Aid Road Report, December 13, 2008, published by the Florida Department of Transportation Statistics Office available online at <http://www.dot.state.fl.us/planning/statistics/fedaaid/>. The federal functional classification handbook and boundary information can be found at <http://www.dot.state.fl.us/planning/statistics/hwsys/>.

Transportation Element

Goal 4.1 • To provide a safe, cost effective, and functional transportation system for all residents of and visitors to Santa Rosa County that appropriately balances access and mobility needs.

Public Purpose: To establish and maintain the desired and projected transportation system in Santa Rosa County and particularly to plan for future motorized and non-motorized traffic circulations systems. Future traffic circulation systems are supported by goals, objectives, and policies contained herein, and are depicted on the Future Transportation Map Series in this element (reference Figures 4-1 through 4-4).

Objective 4.1.D • Establish and maintain a concurrency management system for the existing elements of the transportation infrastructure.

Policy 4.1.D.9 • For transportation facilities, at a minimum, one of the following concurrency criteria shall be met:

- 1) At the time a development order or building permit is issued, the necessary facilities and services shall be in place or under actual construction; or
- 2) A development order for building permit is issued subject to the condition that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than three (3) years after this issuance of a certificate of occupancy as provided in the adopted five year schedule of capital improvements. The schedule of capital improvements may recognize and include transportation projects included in the first three years of the applicable, adopted Florida Department of Transportation five year work program; or
- 3) At the time a development order or building permit is issued, the necessary facilities and services are the subject of a binding executed development agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction not more than three (3) years after the issuance of a certificate of occupancy; or
- 4) At the time a development order or building permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement pursuant to Section 163.3220, F.S., or development order issued

Transportation Element

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Objective 4.1.D • Establish and maintain a concurrency management system for the existing elements of the transportation infrastructure.

Policy 4.1.D.9 (continued)
pursuant to Section 163.3220, F.S., or development order issued pursuant to Chapter 380, F.S. to be in place or under actual construction not more than three (3) years after the issuance of a certificate of occupancy.

5) At the time a development order is issued the applicant has agreed, in an enforceable agreement, to contribute a proportionate fair-share amount towards construction of an improvement or service programmed in the schedule of capital improvements or to be added at its next update.

Policy 4.1.D.10 • To ensure continued mobility within the US 90 corridor, the County will:

(1) Actively participate in the update of the TPO's Transit Development Plan with the goal of providing express transit service along the US90 corridor as identified on the Future Transportation Map series (maps 4-1, 4-2, and 4-3)

(2) Continue to implement recommendations of the *2002 US 90 Corridor Management Report*;

(3) Facilitate parallel mobility within the corridor to the maximum extent possible by requiring or providing parallel roads, interconnection of development, sidewalks and bike lanes whenever feasible;

(4) Continue to work with FDOT to improve traffic flow at key intersections.

Transportation Element

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Objective 4.1.E • Give the highest priority to transportation projects that will relieve existing traffic congestion.

Policy 4.1.E.1 • The County shall use measures of congestion to prioritize transportation projects in the Capital Improvements Element.

Policy 4.1.E.2 • The County shall continue to request, recommend, and support immediate roadway improvements in order to relieve the congestion on the segment of US 90 between Canal Street and SR 87S.

Policy 4.1.E.3 • The County shall continue to request, recommend, and support immediate roadway improvements in order to relieve the congestion on the segment of SR 281 (Avalon Boulevard) between 1-10 and US 90.

Policy 4.1.E.4 • The County shall continue to request, recommend, and support immediate roadway improvements in order to relieve the congestion on all segments of US 98.

Policy 4.1.E.5 • Maps 4-1 through 4 show the planned future transportation system for Santa Rosa County and is incorporated herein by reference.

Objective 4.1.F • Provide a transportation system that optimizes preservation and efficiency of existing transportation facilities by minimizing the need for new highway construction through identification of strategies to reduce travel demand, encourage alternate modes and implement traffic operations improvements.

Policy 4.1.F.1 • The County will coordinate with the Florida-Alabama Transportation Planning Organization (TPO) in the development of the Traffic Operations Project Priorities for inclusion in the five year Transportation Improvement Program and in the development of the Transit Development Plan.

Transportation Element

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Objective 4.1.F • Provide a transportation system that optimizes preservation and efficiency of existing transportation facilities by minimizing the need for new highway construction through identification of strategies to reduce travel demand, encourage alternate modes and implement traffic operations improvements.

Policy 4.1.F.2 • Prior to approving new road construction projects for the purposes of adding capacity the County shall investigate the feasibility of alternative improvements to the existing roadway system such as: intersection improvements; synchronization of traffic signals; traffic calming measures; installation of auxiliary lanes; redesign and realignment of roadways; and multi-modal systems.

Policy 4.1.F.3 • The Santa Rosa County Land Development Code will continue to include provisions for entering into development agreements in order for developers to implement infrastructure improvements as a condition of a development order.

Policy 4.1.F.4 • Santa Rosa County shall coordinate with the MPO on the development of the Bicycle and Pedestrian Plan. The County will seek to include projects identified in this plan in the Capital Improvements Element when financially feasible or seek outside funding, from sources such as TPO set aside, Transportation Enhancement, Community Traffic Safety Team, Safe Routes to School, and others, to advance their completion.

Policy 4.1.F.5 • The Santa Rosa County Land Development Code shall require residential and commercial project designs to incorporate interior connections and interconnections to reduce traffic on major arterials, collectors and intersections.

Transportation Element

Goal 4.1 • To provide a safe, cost effective, and functional transportation system for all residents of and visitors to Santa Rosa County that appropriately balances access and mobility needs.

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Objective 4.1.F • Provide a transportation system that optimizes preservation and efficiency of existing transportation facilities by minimizing the need for new highway construction through identification of strategies to reduce travel demand, encourage alternate modes and implement traffic operations improvements.

Objective 4.1.G • Establish strategies that will facilitate the use of alternatives to traveling on the Florida Intrastate Highway System to protect its interregional and intrastate functions.

Policy 4.1.F.6 • Santa Rosa County shall coordinate with the West Florida Commuter Assistance Program in an effort to reduce single occupancy vehicle trips, increase commuter travel options and implement employer based transportation demand management strategies in order to enhance the efficiency of the existing transportation infrastructure, decrease vehicle miles traveled, reduce recurring congestion and, specifically, to preserve existing capacity during peak daily travel times.

Policy 4.1.F.7 • The County shall explore grant opportunities and other funding sources to implement transit as an alternate mode of travel in accordance with Transit Development Plans, Transportation Planning Organization Long Range Transportation Plans, and the Santa Rosa County Transit Feasibility Study conducted in 2007.

Policy 4.1.G.1 • The County supports the continued utilization of the Garcon Point Bridge as an alternative to SR 87, which is part of the Florida Intrastate Highway System, in order to minimize local traffic on this facility.

Policy 4.1.G.2 • The County shall, as necessary, ensure that development includes features that encourage cross access, bicycle use and pedestrian movement to minimize utilization of the major roadway network, particularly in urban or urbanizing areas.

Transportation Element

Goal 4.1 • To provide a safe, cost effective, and functional transportation system for all residents of and visitors to Santa Rosa County that appropriately balances access and mobility needs.

Public Purpose: To establish and maintain the desired and projected transportation system in Santa Rosa County and particularly to plan for future motorized and non-motorized traffic circulations systems. Future traffic circulation systems are supported by goals, objectives, and policies contained herein, and are depicted on the Future Transportation Map Series in this element (reference Figures 4-1 through 4-4).

Objective 4.1.H • Encourage accessible public transportation for the transportation disadvantaged.

Policy 4.1.H.1 • Continue to support the coordination of local social service transportation by the designated provider.

Policy 4.1.H.2 • Continue to work with the Florida-Alabama Transportation Planning Organization (TPO) on the development of the Transportation Disadvantaged Service Plan.

Objective 4.1.I • Minimize adverse impact on the economy, environment, natural and scenic views and existing developments by balancing the location, design, construction and operation of the transportation system with existing development and environmental features.

Policy 4.1.I.1 • Coordinate transportation decisions with the goals and policies of TEAM Santa Rosa.

Policy 4.1.I.2 • Design and build transportation facilities to reflect the scale and character of surrounding development and natural features.

Policy 4.1.I.3 • Provide or require the provision of non-motorized transportation facilities to link residential areas with recreational, public institutional and commercial areas in a safe manner. These facilities can include, but are not limited to, sidewalks, multi-use paths, pavement striping and signage.

Objective 4.1.J • Provide measures to relieve financial constraints on improvements to the transportation system.

Policy 4.1.J.1 • Encourage greater state and federal participation in funding transportation projects and local adoption of measures to augment these revenue sources if needed.

Policy 4.1.J.2 • Seek outside grant funding to construct or advance construction of transportation projects within Santa Rosa County.

Transportation Element

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Objective 4.1.J • Provide measures to relieve financial constraints on improvements to the transportation system.

Objective 4.1.K • To provide safe, economical and attractive aviation facilities to meet the aviation demand requirements of the County.

Objective 4.1.L • Coordinate the surface transportation system with airports and related facilities.

Policy 4.1.J.3 • Equitably distribute transportation costs by requiring development projects to construct appropriate transportation improvements on the public transportation system in accordance with the development's proportional impact. These improvements can include, but are not limited to, ingress/egress lanes, traffic control measures and turn lanes within the development's area of impact.

Policy 4.1.K.1 • The Santa Rosa County Land Development Code contains regulations addressing noise abatement, the height of structures, land use compatibility and Airport Environs Overlay Zones.

Policy 4.1.K.2 • The County will support the Peter Prince Airport improvements identified as desirable in the 2000 "Master Plan Update".

Policy 4.1.K.3 • All development and expansion of existing or proposed aviation facilities shall be consistent with the adopted herein Future Land Use Map and the goals, objectives, and policies of the Conservation and Coastal Management Elements of this Plan.

Policy 4.1.L.1 • The County will continue to cooperate with the Florida-Alabama Transportation Planning Organization (TPO) and the Florida Department of Transportation in order to provide access and mobility to Peter Prince Airport.

Policy 4.1.L.2 • The County will continue to cooperate with Chessie System Xpress Transportation(CSX), Inc. and the Florida

Transportation Element

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Public Purpose: To establish and maintain the desired and projected transportation system in Santa Rosa County and particularly to plan for future motorized and non-motorized traffic circulations systems. Future traffic circulation systems are supported by goals, objectives, and policies contained herein, and are depicted on the Future Transportation Map Series in this element (reference Figures 4-1 through 4-4).

Objective 4.1.L • Coordinate the surface transportation system with airports and related facilities.

Objective 4.1.M • The County shall continue to coordinate its transportation and land use planning activities with the military.

Objective 4.1.N • Preserve corridors for improvement of the transportation network to maintain adopted level of service standards.

Policy 4.1.L.2 (continued)

Department of Transportation so that access to Peter Prince Airport by rail is maintained.

Policy 4.1.M.1 • The County shall encourage and guide new transportation infrastructure and infrastructure improvements away from PAZs and MAZs to protect the public health and safety and enable compatible future growth. Other development within those areas is compatible and may require these improvements (i.e. the aviation industrial park that Santa Rosa County is planning adjacent to Whiting, and with the full support of the Navy.)

Policy 4.1.N.1 • Identify corridors to be preserved for improvement of the transportation network on the Future Transportation Map Series. Corridor preservation applies to

- (1) addition of lanes to existing roads;
- (2) new alignments where no road currently exists;
- (3) multimodal facilities such as paths and transit facilities; and
- (4) intersection improvements.

Policy 4.1.N.2 • A transportation corridor preservation ordinance will be developed for the purpose of protecting rights-of-way for improvement of existing facilities and for future new alignments and facilities identified on the Future Transportation Map Series.

Transportation Element

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Objective 4.1.O • Implement strategies to reduce green house gas emissions through transportation planning, multimodal transportation services, and infrastructure improvements. Increasing traffic congestion and vehicle miles traveled (VMT) contribute to the rise in green house gases. Therefore, transportation planning, multimodal transportation services and infrastructure improvements aimed at reducing the growth of traffic congestion and VMT will help to reduce green house gas emissions.

Policy 4.1.O.1 • The County shall continue to participate in the Florida-Alabama Transportation Planning Organization (TPO) Congestion Management Process to reduce congestion on roads within the County's jurisdiction.

Policy 4.1.O.2 • The County shall continue to participate in the Florida-Alabama TPO Traffic Signal Working Group to advocate the set aside of federal/state funds for traffic signal timing on a regular basis and to identify corridors for traffic signal timing within the County's jurisdiction.

Policy 4.1.O.3 • The County shall continue to work with the Florida-Alabama TPO Technical Coordinating Committee to identify intersections in need of pedestrian actuated crossing signals, which reduce congestion by only allowing time for pedestrian crossing in the signal timing cycle if pedestrians are physically present, thus allowing more time for passage of through traffic and less time for engine idling.

Policy 4.1.O.4 • If Santa Rosa County becomes designated as non-attainment of the ozone air quality standard, the County will participate in the interagency planning process and other measures to ensure conformity with the ozone budget. As a by-product of the conformity planning process for ozone, green house gases will also be reduced since the same measures to reduce formation of ozone at ground level (reducing traffic congestion and reducing vehicle miles traveled) will also result in reduction of green house gases.

Policy 4.1.O.5 • The County shall participate in the update of the US 90 and 98 Corridor Management Plans whose goals are to identify

Transportation Element

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Policy 4.1.O.5 (continued)
short term projects to improve transportation systems operation and safety. Projects are implemented as funding becomes available.

Policy 4.1.O.6 • The County shall continue to participate with the Florida-Alabama TPO in development of the TPO's plan for bicycle/pedestrian facilities to be funded by federal and state set aside funds in the TPO planning process. In addition, the County shall develop its own plan for bicycle/pedestrian projects targeted to other funding sources such as grant programs and county revenues.

Policy 4.1.O.7 • In coordination with the Community Transportation Coordinator, the Florida-Alabama TPO and the Florida Department of Transportation, the County shall consider expansion of public transportation services.

Policy 4.1.O.8 • If fixed route public transportation is planned, stops will include major traffic generators or attractors and will try to connect people with destinations depending on the purpose of the route: access to jobs, shopping, recreation, medical, education, etc.

Policy 4.1.O.9 • The County shall continue to work with the West Florida Commuter Services program staff and Florida Department of Transportation to facilitate car pooling and van pooling.

Transportation Element

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Objective 4.1.O • Implement strategies to reduce green house gas emissions through transportation planning, multimodal transportation services, and infrastructure improvements. Increasing traffic congestion and vehicle miles traveled (VMT) contribute to the rise in green house gases. Therefore, transportation planning, multimodal transportation services and infrastructure improvements aimed at reducing the growth of traffic congestion and VMT will help to reduce green house gas emissions.

Policy 4.1.O.10 • New subdivisions shall incorporate sidewalks within the subdivision and leading to schools based on traffic volumes and proximity to schools.

Policy 4.1.O.11 • New developments should connect with adjacent developments to decrease patrons' vehicle miles traveled and to improve the efficiency of the roadway.

Policy 4.1.O.12 • The County will support connections and improvement of Old State Road 1 (Old Brick Road), the Blackwater Heritage Trail, and the Bagdad Heritage Trail as alternate modes of travel between Milton, Bagdad, East Milton, and Naval Air Station Whiting Field.

Policy 4.1.O.13 • The County shall support trails, sidewalks, and connections that serve multimodal travel as an alternative to motor vehicle travel on US 98 and US 90.



Santa Rosa County

Proposed Comprehensive Plan Amendment

Chapter 11, Intergovernmental Coordination Element

Chapter
11

Intergovernmental Coordination Element

Goal 11.1 • To provide coordination of this Comprehensive Plan with all municipalities located within the County, all adjacent Counties, all adjacent Cities if applicable, and all other entities providing services within the County.

Public Purpose: To provide efficient and coordinated comprehensive planning to the citizens of Santa Rosa County.

Objective 11.1.A • To coordinate this Plan with the plans of the Santa Rosa County School Board, other units of local government providing services but not having regulatory authority over the use of land, the municipalities within the county, and with adjacent counties during the planning time frame covered by this Plan.

Policy 11.1.A.1 • The Community Planning, Zoning & Development Division shall include within its yearly review efforts an analysis of the coordination between plans of affected governments.

Policy 11.1.A.2 • Implementation of this Plan shall involve communication, coordination and cooperation between the County and Municipalities within the County, adjacent Counties and those authorities and agencies providing facilities and services. This will include, but not be limited to, coordination with the County Property Appraiser, Clerk of the Court, and Health Department to increase customer awareness of land use and zoning regulations.

Policy 11.1.A.3 • By December 2010, execute an inter-local agreement between the County and the municipalities in the county setting forth provisions for annexation, land use amendments, and the siting of Locally Undesirable Land Uses (LULU's). Accordingly, LULU's located within one (1) mile of an adjacent local government's boundary shall notify the surrounding local governments of this proposal.

Intergovernmental Coordination Element

Goal 11.1 • To provide coordination of this Comprehensive Plan with all municipalities located within the County, all adjacent Counties, all adjacent Cities if applicable, and all other entities providing services within the County.

Public Purpose: To provide efficient and coordinated comprehensive planning to the citizens of Santa Rosa County.

Objective 11.1.A • To coordinate this Plan with the plans of the Santa Rosa County School Board, other units of local government providing services but not having regulatory authority over the use of land, the municipalities within the county, and with adjacent counties during the planning time frame covered by this Plan.

Policy 11.1.A.4 • The County shall utilize the review and comment procedures established by the West Florida Regional Planning Council (WFRPC) and the Florida Department of Community Affairs (DCA) for Comprehensive Plans and Plan amendment proposals of other local governments in order to ensure consistency between this Plan and the Comprehensive Plans of municipalities within the county and adjacent counties.

Policy 11.1.A.5 • The County shall coordinate the population projections and growth data and to accomplish the implementation of public school location criteria with the Santa Rosa County School Board and all the municipalities within the County in accordance with the interlocal agreement. The interlocal agreement will at a minimum address the following:

(A.) Collaboration of Department of Education enrollment projections with the population projections used in this Plan; and

(B.) Coordination between school siting compatibility requirements pursuant to Sections 1013.36 and 1013.33, F.S., including integration if the educational plan survey (required to be submitted every five years pursuant to Section 1013.31, F.S.), the general educational facilities report (required to be submitted annually pursuant to Section 1013.31, F.S.), and applicable policies and procedures of the school board with the Future Land Use Map found in this Plan and the Santa Rosa County Land Development Code.

Policy 11.1.A.6 • the County shall, through the Utility Board established by Ordinance 2001-03, monitor utility system capacity. Annually each Utility will survey their present operations and

Intergovernmental Coordination Element

Goal 11.1 • To provide coordination of this Comprehensive Plan with all municipalities located within the County, all adjacent Counties, all adjacent Cities if applicable, and all other entities providing services within the County.

Public Purpose: To provide efficient and coordinated comprehensive planning to the citizens of Santa Rosa County.

Objective 11.1.A • To coordinate this Plan with the plans of the Santa Rosa County School Board, other units of local government providing services but not having regulatory authority over the use of land, the municipalities within the county, and with adjacent counties during the planning time frame covered by this Plan.

Objective 11.1.B • To coordinate the impacts of development proposed by this Plan upon development in adjacent municipalities, counties, the region, and the state during the planning time frame covered by this Plan.

Policy 11.1.A.6 (continued)

determine its capacity to meet present needs, projected needs for a period of at least 10 years and determine if the Utility will be able to adequately service the needs of future growth. This information and the information provided in each Utility's Annual Operating Report will be used in coordinating the comprehensive plan with the Regional Water Supply Plan.

Policy 11.1.A.7 •

a. The County shall assess projected water needs and sources for at least a ten year planning period as part of creating and maintaining a Water Supply Facilities Work Plan (Work Plan) within the Potable Water Element. Capital projects planned during the first five years of the Work Plan shall also be shown in the Capital Improvements element.

b. The Work Plan shall address each major type of water supply project – groundwater use optimization, conservation, reuse, and development of alternative water supply sources and water resources. For each project type, a detailed description of the project schedule, major activities and capital projects shall be provided and updated, as necessary.

Policy 11.1.B.1 • The County shall maintain its membership on the West Florida Regional Planning Council, the Transportation Planning Organization, and other active multi-regional and multi-jurisdictional bodies such as the Strategic Partnership Committee, the Okaloosa County Comprehensive Plan Committee, and the Bay Area Resource Council.

Intergovernmental Coordination Element

Goal 11.1 • To provide coordination of this Comprehensive Plan with all municipalities located within the County, all adjacent Counties, all adjacent Cities if applicable, and all other entities providing services within the County.

Public Purpose: To provide efficient and coordinated comprehensive planning to the citizens of Santa Rosa County.

Objective 11.1.B • To coordinate the impacts of development proposed by this Plan upon development in adjacent municipalities, counties, the region, and the state during the planning time frame covered by this Plan.

Policy 11.1.B.2 • The County shall continue to review the Comprehensive Plan and any Plan amendments for consistency with the State Comprehensive Plan (Chapter 187, F.S.), the Strategic Regional Policy Plan, the Local Government Comprehensive Planning and Land Development Regulation Act (Chapter 163, F.S.) and the Minimum Criteria for Review of Local Government Comprehensive Plans and Plan Amendments and Determination of Compliance (Rule 9J-5, F.A.C.).

Policy 11.1.B.3 • The informal mediation process established by the West Florida Regional Planning Council will be used to mediate conflicts with other local governments which cannot be resolved.

Policy 11.1.B.4 • Pensacola Junior College (PJC) Milton Campus has adopted a campus master plan pursuant to applicable state statutes and rules. The County shall coordinate with PJC to assure that their development needs and overall community needs are addressed and conflicts between this Plan and the Campus Master Plan are minimized.

Policy 11.1.B.5 • The County shall continue to participate in the functions of the Bay Area Resource Council (BARC) for the purposes of attaining consistent and coordinated management of the County's bays and estuaries that also fall under the jurisdiction of neighboring local governments.

Intergovernmental Coordination Element

Goal 11.1 • To provide coordination of this Comprehensive Plan with all municipalities located within the County, all adjacent Counties, all adjacent Cities if applicable, and all other entities providing services within the County.

Public Purpose: To provide efficient and coordinated comprehensive planning to the citizens of Santa Rosa County.

Objective 11.1.C • To ensure coordination in the establishment and implementation of level of service standards for public facilities with any state, regional, or local entity having operational and maintenance responsibility for such facilities.

Policy 11.1.C.1 • The County shall review the Comprehensive Plan, relevant Plan amendments and other development plans in order to assess any impacts on the comprehensive plans of adjacent local governments.

Policy 11.1.C.2 • The County shall disseminate information on developments in Santa Rosa County that may impact upon adjacent local governments and shall require the notification of affected jurisdictions of proposed development in cases where the proposed development would impact the infrastructure of another local government.

Policy 11.1.C.3 • The Community Planning Zoning & Development Division Director or his/her designated appointee shall participate in meetings of the Okaloosa County Comprehensive Plan Committee.

Policy 11.1.C.4 • The Community Planning Zoning & Development Division shall include the following as part of its review efforts.

(A.) An analysis of the effectiveness of the conflict resolution process described in Policy 11.1.B.3;

(B.) The adequacy of LOS standards which have been established by this Ordinance on an annual basis;

(C.) An analysis of the adequacy of procedures established to review proposed development within the existing Comprehensive Plan of Santa Rosa County and/or the plans of adjacent local governments; and

Intergovernmental Coordination Element

Goal 11.1 • To provide coordination of this Comprehensive Plan with all municipalities located within the County, all adjacent Counties, all adjacent Cities if applicable, and all other entities providing services within the County.

Public Purpose: To provide efficient and coordinated comprehensive planning to the citizens of Santa Rosa County.

Objective 11.1.C • To ensure coordination in the establishment and implementation of level of service standards for public facilities with any state, regional, or local entity having operational and maintenance responsibility for such facilities.

Objective 11.1.D • The County shall continue to coordinate with appropriate federal and state agencies in the designation of new dredge spoil disposal sites within the county.

Policy 11.1.C.4 (continued)

(D.) An analysis and/or review of development proposed in this Plan or any amendment to this Plan in relationship to the adopted LOS standards also found in this Plan and those of other governmental entities if applicable.

Policy 11.1.C.5 • By December 2010, the County will execute letters of agreement which establish standards and methods for setting or changing LOS standards with other entities providing such service and may include:

(A.) FDOT for State Roads; and

(B.) Purveyors of water and sewer services.

Policy 11.1.C.6 • The County shall utilize the MPO, and meetings with the FDOT, state environmental permitting agencies, adjacent counties and municipalities, and any local entity having responsibilities in providing facilities and services concurrent with the impacts of development, to exchange information and coordinate adopted levels of service standards.

Policy 11.1.C.7 • The County shall continue to maintain information on level of service standards.

Policy 11.1.D.1 • The County shall coordinate with the appropriate federal and state agencies and the public in identifying dredge spoil disposal sites.

Intergovernmental Coordination Element

Goal 11.1 • To provide coordination of this Comprehensive Plan with all municipalities located within the County, all adjacent Counties, all adjacent Cities if applicable, and all other entities providing services within the County.

Public Purpose: To provide efficient and coordinated comprehensive planning to the citizens of Santa Rosa County.

Objective 11.1.D • The County shall continue to coordinate with appropriate federal and state agencies in the designation of new dredge spoil disposal sites within the county.

Objective 11.1.E • The County shall continue to identify interface planning topics and areas of concern that involve inter-agency coordination with other jurisdictions that would benefit from joint planning efforts.

Policy 11.1.D.2 • Any conflicts between the County and another public agency regarding a dredged spoil disposal site that cannot be resolved locally will be resolved through the Coastal Resources Interagency Management Committee's dispute resolution process.

Policy 11.1.E.1 • By December 2010, the County shall initiate a formal coordination mechanism with the municipalities in the County, the School Board and adjacent counties to identify and consider the following areas of mutual concern:

(A.) Improved communication between the County and other local, regional, and state agencies;

(B.) Joint processes for collaborative planning and decision making on population projections and public school siting, the location and extension of public facilities subject to concurrency and the siting of facilities with countywide significance including locally unwanted land uses (LULU's) whose nature and identity shall be established within the formal coordination mechanism;

(C.) Consistency between the County Comprehensive Plan, the Comprehensive Plans of municipalities within the county, the plans of adjacent counties, the plans of the School Board and the plans of other units of local government providing services but not having regulatory authority over the use of land;

(D.) Activities having extra-jurisdictional impacts;

(E.) Concurrency management systems and level of service standards;

Intergovernmental Coordination Element

Goal 11.1 • To provide coordination of this Comprehensive Plan with all municipalities located within the County, all adjacent Counties, all adjacent Cities if applicable, and all other entities providing services within the County.

Public Purpose: To provide efficient and coordinated comprehensive planning to the citizens of Santa Rosa County.

Policy 11.1.E.1 (Cont.)

(F.) Expected impacts of development;

(G.) Notification of affected jurisdictions;

(H.) Measures to mitigate impacts of development;

(I.) Requirements for the siting of facilities with county-wide significance.

(J) A process to resolve disputes, and;

(K.) The possibility of joint planning agreements with municipalities prior to municipal annexations and incorporations.

Policy 11.1.E.2 • The County shall continue to utilize meetings as necessary to provide coordination between Santa Rosa County planning activities and the planning activities of the municipalities within the County, adjacent counties, the School Board and the military. The County shall continue to participate in the Strategic Partnership Initiative Committee as well as the Okaloosa County Comprehensive Plan Committee for the purposes of coordination of planning activities. Further, the County shall encourage the participation of military representation in other planning committees and partnerships as it relates to the MAZ and the future growth of the proximate region and future military mission growth.

Policy 11.1.E.3 • The County shall continue to coordinate with private water and sewer providers to obtain the location of private water and sewer lines within their respective service areas as well as other pertinent information.

Policy 11.1.E.4 • The County shall coordinate with all the public and private water supply providers, municipal governments, and the water management district to share and update information to meet the ongoing water supply needs, including the revision of the water supply work plan as necessary.

Policy 11.1.E.5 • The County shall coordinate with the public and private water supply providers, municipal governments and the water management district to implement Alternative Water Supply Projects identified in the Northwest Florida Water Management District Regional Water Supply Plan for Water Supply Planning Region II, maintaining and updating of level of service standards, resource allocations, changes in service areas, and potential areas for annexation.

Intergovernmental Coordination Element

Goal 11.2 • Collaborate and coordinate with the School board of Santa Rosa County (School Board) to ensure high quality public school facilities which meet the needs of Santa Rosa County's existing and future population.

Public Purpose: To collaborate and coordinate with the School Board of Santa Rosa County (School Board) to ensure high quality public school facilities which meet the needs of Santa Rosa County's existing and future population.

Objective 11.2.A • The County will implement the interlocal agreement with the school board, and municipalities providing for close coordination and evaluation of development proposals.

Policy 11.2.A.1 • General types of provisions that will be included in the inter-local agreement in order to advise the school board, and municipalities of proposed developments which would impact their jurisdiction include:

1. Transmission of an annual memo from the Santa Rosa County Planning Department to the above entities describing proposed developments and planning activities. The due date is February 1st.
2. Provision for feedback process/information exchange so the above entities can inform the Planning Department of any potential adverse impact(s) from proposed developments and/or conflicting planning activities through either direct written or telephonic communications, participation on the Local Planning Agency.

Objective 11.2.B •
Intergovernmental Coordination

Santa Rosa County shall strive to maintain and enhance joint planning processes and procedures for coordination of public education facilities for planning and decision-making.

Policy 11.2.B.1 • On an annual basis, Santa Rosa County shall ask the School Board to provide information from their five-year District Education Facilities Work Plan to determine the need for additional school facilities. The School Board shall provide to the county, each year, a general education facilities report. The educational facilities report shall contain information detailing existing facilities and their locations and projected needs. A draft is due to the County/Cities by August 31st and the approved document is due within 15 days after its adoption.

Intergovernmental Coordination Element

Goal 11.2 • Collaborate and coordinate with the School board of Santa Rosa County (School Board) to ensure high quality public school facilities which meet the needs of Santa Rosa County's existing and future population.

Public Purpose: To collaborate and coordinate with the School Board of Santa Rosa County (School Board) to ensure high quality public school facilities which meet the needs of Santa Rosa County's existing and future population.

Objective 11.2.B • Intergovernmental Coordination

Santa Rosa County shall strive to maintain and enhance joint planning processes and procedures for coordination of public education facilities for planning and decision-making.

Policy 11.2.B.2 • In order to coordinate the effective and efficient provision and siting of public educational facilities with associated infrastructure and services within Santa Rosa County, the Santa Rosa County Board of County Commissioners, the Santa Rosa County School Board, and the municipalities of Gulf Breeze, Jay, and Milton shall meet jointly. Such efforts may include:

1. Coordinated submittal and review of the annual capital improvement program of Santa Rosa County, the annual educational facilities report and Five-year School Plan Survey of the Santa Rosa County School Board by December 1st.
2. Coordinated review and assessment of the associated costs and expenditures of siting and developing schools with needed public infrastructure.
3. Coordinated review of residential planned developments or mixed use planned developments involving residential development.
4. Use of a unified data base including population (forecasts of student population), land use and facilities.
5. Use of the Parks/Schools Planning Group (with representatives from each of the entities) to review coordinated siting of schools with parks for multi-functional use. Directives resulting from the joint meeting shall be incorporated into the Comprehensive Plan, Land Development Regulations, and other appropriate mechanisms as deemed necessary.

Intergovernmental Coordination Element

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Santa Rosa County

Proposed Land Development Code Amendment

Article 11, Airport Environs
Eglin Military Airport Zone (EMAZ) Ordinance

11.00.00 FINDINGS

The Board of County Commissioners of Santa Rosa County has considered, among other things, the character of the operations conducted and proposed to be conducted at the various airports in the applicable areas of Santa Rosa County, the nature of the terrain and the character of the area within the airport hazard area; the current uses of property and the uses for which it is applicable, and the Board finds as follows:

- A. There exist airports and military airfields within Santa Rosa County and in proximity to Santa Rosa County whose operations are potentially inimical to the health, safety and general welfare of the citizens of Santa Rosa County;
- B. Airport hazards endanger the lives and property of users of airports and occupants and owners of property in their vicinity;
- C. Airports produce noise which is not compatible with residential uses and certain commercial and industrial uses;
- D. Training and operational missions at the Eglin Reservation, Naval Air Station Whiting Field and numerous Naval Outlying Landing Fields (NOLFs) require critical approach and departure corridors for fixed and rotary wing aircraft and low-level flight within defined Military Training Routes, which occur at very low altitudes within Santa Rosa County;
- E. The addition of ambient light, generated by off-installation sources, has the potential to diminish or preclude night training using night vision devices by military personnel;
- F. Obstructions reduce the size of the area available for the landing, taking off and maneuvering of aircraft, thus tending to destroy or impair the utility of the airport and the public investment therein;
- G. Military missions and activities within the Eglin Reservation require the frequent detonation of ordnance, firing of artillery and other training activities that collectively generate impulse noise that is not compatible with noise sensitive land uses;
- H. The creation or establishment of an airport hazard injures the community served by the airport in question; and
- I. In the interest of the public health, safety and general welfare, the creation or establishment of airport hazards must be prevented.

11.01.00 APPLICABILITY

The regulations on land use set forth herein are applicable to all lands within the delineated zones and surfaces set forth in this article. The delineated zones shall be an overlay district established and delineated on the adopted zoning maps.

11.02.00 CONFLICTING REGULATIONS

In the event of conflict between any regulations in this article and any other regulations applicable to the same property, the more stringent limitation or regulation shall govern and prevail.

11.03.00 PUBLIC AIRPORT ZONES AND SURFACES

The following definitions describe special zones or surfaces within, adjacent to or near a public airport. These special zones or surfaces are used to protect specific airspace areas or specific ground areas within the airport environ. All imaginary surfaces shall be consistent with the most recent applicable definitions set forth in Federal Air Regulations (FAR) Part 77 (Obstructions to Navigable Airspace).

- A. **Primary Surface:** means an area longitudinally centered on a runway, extending 200 feet beyond each paved end. For Peter Prince Field, the Primary Surface is the areas within 200 linear feet from the edge of the runway end and a width of 500 feet.
- B. **Runway Protection Zone (RPZ):** The RPZ extends from each end of the primary surface to enhance the protection of people and property on the ground. The Runway Protection Zone is trapezoidal in shape and centered about the extended runway centerline. The RPZ dimension for a particular runway end is a function of the type of aircraft and the approach visibility minimum associated for that runway end. For Peter Prince Airport, the dimensions for the RPZ shall be that which is established within the most recent Peter Prince Airport Master Plan approved by the Board of County Commissioners. The dimensions for Peter Prince Airport's Runway Protection Zone for runways 18 and 36 are as follows (and as illustrated below):

Peter Prince Runway Protection Zone Dimensions

RPZ Dimensions	Measurement
Inner Width	500 feet
Outer Width	700 feet
Length	1,000 feet

- C. **Approach Surface (AS):** A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end. The approach surface for Runway 18 and 36 for Peter Prince Field is as follows:

RPZ Dimensions	Measurement
Inner Width	500 feet
Outer Width	1,500 feet
Length	5,000 feet
Slope	20:1

- D. **Approach Surface Floor (ASF):** The ground or water surface beneath the approach surface. For Peter Prince Airport (public), for purposes of this ordinance, the approach surface floor shall extend 5,000 feet from the ends of the primary surface established as of July 1, 2004. The approach surface floor may extend beyond the approach

surface established within the most recent Peter Prince Airport Master Plan. Any portion of the approach surface floor extending beyond the outer end of the approach surface will have the same width as the greatest width of the approach surface.

- E. **Horizontal Surface:** The horizontal surface is a horizontal plane located 150 feet above the established airport elevation, covering an area from the transitional surface to the conical surface. The perimeter is constructed by swinging arcs from the center of each end of the primary surface and connecting the adjacent arcs by lines tangent to those areas. For Peter Prince Airport, the horizontal surface extends 10,000 feet in radii from the end of the primary surface.
- F. **Conical Surface:** A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.
- G. **Conical Surface Floor (CSF):** The ground or water surface beneath the conical surface.
- H. **Transitional Surface:** Transitional surfaces extend outward and upward at right angles to the runway centerline and are extended at a slope of seven (7) feet horizontally for each foot vertically (7:1) from the sides of the primary and approach surfaces. The transitional surfaces extend to where they intercept the horizontal surface at a height of 150 feet above the runway elevation.
- I. **Public Airport Zone (PAZ):** The Public Airport Zone is an overlay district that addresses land use compatibility with airport operations and structure height within the immediate airport vicinity most affected by take-off and landing patterns and airport ground activities. It covers an area extending one-half mile from the runway. The Public Airport Zone includes any portion of imaginary surfaces defined by Federal Aviation Regulations (FAR, Part 77) that lie within its half-mile perimeter. Serving principally to protect the airport from the encroachment of incompatible development, the Public Airport Zone also serves to protect health, safety, and quality of life for people living, working, or visiting the area most affected by airport activities.
- J. **Public Airport Influence Area (PAIA):** The Public Airport Influence Area (PAIA) extends a distance of two miles from the runway centerline and contains those areas defined by Federal Aviation Regulations (FAR, Part 77) as imaginary surfaces. It serves principally to address land uses and structure heights that may create potential threat to flight safety and operation for aircraft approaching or departing an airport.
- K. **Public Airport Notification Zone:** Public Airport Notification Zones are those areas within which notification of airfield proximity is required when property is sold or leased. The notification zone for Peter Prince is the same area as the Public Airport Zone.

11.03.01 HEIGHT LIMITATIONS WITHIN PUBLIC AIRPORT ENVIRONS

A building, structure, use or tree that penetrates any of the Federal Aviation Administration's designated imaginary surfaces or zones constitutes an obstruction, as defined by Federal Air Regulations (FAR), Part 77. Height of buildings, structures, or trees within environs surrounding a public airport shall not create an unreasonable threat to aircraft operations and safety.

- A. Any property or area located in more than one of the zones or surfaces described in this section shall be considered to be only in the zone or surface with the more restrictive height limitation.
- B. Except as otherwise provided, no structure shall be constructed or maintained, or tree permitted to grow within any zone or surface created herein in excess of the height limitations established herein. In addition, no structure or obstruction will be permitted within Santa Rosa County that could potentially change minimum obstruction clearance altitude, minimum descent altitude or a decision height.
- C. A structure or tree will not exceed 35 feet in height; or, if greater than 35 feet in height, will not penetrate the approach, transitional, horizontal, or conical surface zones of the airport for any existing or planned approaches as defined by FAR, Part 77. The height of structures and trees within a Public Airport Environ shall comply with restrictions set forth in Table 11-1.

Table 11-1. Height Restrictions for Peter Prince Airport Environ

Structure Type	Runway Protection	Approach Surface Floor	PAZ	Conical Surface	Structure Type
Single Family Residential Structure	Structure Not Allowed	1	1	1	1
Multiple Family Residential Structure	Structure Not Allowed	1	Structure Not Allowed	1	1
Non-Residential (Habitable Space)	Structure Not Allowed	1	1	1	1
Non-Residential Façade (Non-Habitable Space), Steeples, Chimneys, Smoke Stacks	Structure Not Allowed	50'	50'	1	1
Communication Towers/Radio or TV Transmission Towers	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	150'	150'
Water Tower	Structure Not Allowed	Structure Not Allowed	50'	150'	150'
Above Ground Local Utility or Electric Service Lines, Small Wind Energy Systems	Structure Not Allowed	1	1	1	1
Regional Electric Transmission Lines	Structure Not Allowed	150'	Structure Not Allowed	150'	150'

1. Height restricted by applicable zoning category unless otherwise restricted by this ordinance

11.03.02 NEW PUBLIC OR PRIVATE AIRPORTS

Development or expansion of any public or private airport, airfield, or landing strip, developed or expanded after the effective date of this Article, requires the establishment of a public airport overlay zone (PAZ) through an ordinance adopted by the County Commission. Airports or runways shall only be located on property assigned an Industrial zoning category on the official zoning map. Airports owned or controlled by a military branch are not public airports for the purposes of this Article.

All new public or private airports, heliports, or landing fields shall be designed so that the incidence of aircraft passing near preexisting dwellings or places of public assembly is minimized. New public or private airports shall be located in areas where air traffic will not expose residential uses to more than 55 decibel (day/night average) noise levels.

11.03.03 USE RESTRICTIONS

Notwithstanding any provision of Article Six of this ordinance, the permitted land use for any property within a Public Airport Zone or Public Airport Influence Area shall be modified as set forth in Table 11-2.

- A. Any property or area located in more than one of the zones or surfaces described in Section 11.03.00 shall be considered only in the zone or surface with the more restrictive or limited use.
- B. Incompatible Uses or Activities: Uses or activities determined to be incompatible with airport operations, or contribute to a potential threat to flight safety, are prohibited within the designated zone or surface. An “N” appearing under a zone or surface category in Table 11-2 means that the use or activity is incompatible and not allowed.
- C. Compatible Uses or Activities: Article Six provides generalized description of permitted uses and activities for each zoning category. Table 11-2 provides a more detail description of uses and activities that are determined to be compatible with airport operations and aircraft flight safety for public airports. A land use is a permissible use within an airport zone or imaginary surface category if such use is allowed within the underlying zoning category, as defined in Article Six, and if denoted as a compatible use within Table 11-2. A land use is compatible in an airport zone or imaginary surface if denoted by a “Y” in Table 11-2.
- D. Conditional Uses or Activities: Certain land uses are incompatible with and prohibited within an airport environ zone or surface except when a development complies with conditions or specific development standards that create compatibility. Land uses denoted with a “C” in Table 11-2 are not allowed unless determined to be compliant with conditional use criteria set forth in Section 11.03.04.

Table 11-2. Use Restrictions within Public Airport Environs Zones and Surfaces

Single Family Dwelling	N	Y	Y	Y
Multifamily Dwellings, Including Duplexes	N	N	N	Y
Transient Lodging Including Hotels And Group Quarters	N	N	Y	Y
Food And Kindred Products; Textile Mill Products; Paper Mills; Any Use Industrial Activity Generating Smoke Or Steam Reaching 150 Feet Above Ground Level	N	N	N	N
Apparel; Chemicals & Allied Products Activities; Petroleum Refining & Related Rubber & Misc. Plastic Products	N	N	N	C
Lumber & Wood Products; Furniture & Fixtures; Paper And Allied Products; Printing & Publishing; Stone, Clay & Glass Products; Primary Metal Industries; Fabricated Metal Products; Product Assembly; Motor Freight		N	N	Y
Professional, Scientific & Control Instruments	N	N	Y	Y
Any Manufacturing Sensitive To Ground or Air Vibration	N	N	N	C
Printing And Publishing	N	Y	Y	Y
Aerospace Product, Parts Manufacturing, Or Related Activities	N	N	Y	Y
Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services	N	N	Y	Y
Telemarketing Bureaus	N	N	N	Y
Hospitals, Medical Offices	N	N	C	Y
Telecommunication Towers	N	N	N	Y
Water Impoundments; Wet Stormwater Ponds	N	N	Y	Y
Aviaries; Pigeonry Including Pigeon Lofts Or Racing	N	N	N	N
Outdoor Aquaculture And Fish Hatcheries	N	N	N	N
Agriculture Except Livestock	Y	Y	Y	Y
Livestock Farming; Animal Productions; Animal Breeding; Kennels	N	C	Y	Y
Crop Farming Requiring Disturbance of Soil	N	Y	Y	Y
Forestry Activities	N	C	Y	Y
Exotic Farm Animals (Ostrich, Emus, Alpaca, etc.)	N	N	N	Y
Mining Activities (Including Borrow Pits)	N	Y	Y	Y
Wholesale Trade; Building Material; Hardware; Farm Equipment (Retail); Auto, Marine, Aviation (Retail)	N	N	Y	Y
General Merchandise (Retail); Food Retail; Apparel And Accessories(Retail); Shopping Centers	N	N	Y	Y
Furniture; Home Furnishings (Retail)	N	N	Y	Y
Eating & Drinking Establishments	N	N	C	Y
Eating & Drinking Establishments, Outdoor Seating	N	N	N	Y
Fire Work Sales	N	N	N	Y
Outdoor Food Vendors	N	N	Y	Y
Warehousing And Storage Services	N	Y	Y	Y

Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services	N	N	Y	Y
Repair Services; Contract Construction Services	N	Y	Y	Y
Automobile Service Stations	N	N	Y	Y
Wetland Mitigation	N	N	C	C
Nature Exhibits, Zoos	N	N	Y	Y
Government Services	N	N	Y	Y
Educational Services (Including Private Schools); Cultural Activities; Libraries	N	N	C	Y
Civic Or Non-Profit Social Organizations	N	N	Y	Y
Cemeteries	N	N	Y	Y
Religious Buildings; Chapels	N	N	Y	Y
Public Assembly	N	N	C	Y
Playground; Neighborhood Parks	N	C	Y	Y
Community & Regional Parks	N	N	Y	Y
Spectator Sports Including Arenas Or Stadiums	N	N	Y	Y
Golf Courses; Driving Ranges (no lighted facilities)	N	N	Y	Y
Lighted Golf Courses; Driving Ranges	N	N	N	Y
Riding Stables; Equestrian Facilities	N	N	N	Y
Entertainment Assembly; Amphitheater; Music Shell	N	N	N	Y
Amusement Or Theme Parks; Miniature Golf, Go-Carts	N	N	Y	Y
Resorts And Campgrounds; RV Parks	N	N	N	Y
Outdoor Gun Clubs, Shooting Or Archery Ranges	N	N	N	C
Movie Theatres, Live Theatre, Auditoriums, Concert Halls	N	N	N	Y
Outdoor Movie Theatres, Light/Laser Shows	N	N	C	C
Wet stormwater ponds	N	Y	N	Y
Railroads	N	Y	Y	Y
Automobile Or Truck Parking	N	C	Y	Y
Unpaved Local Streets	C	Y	Y	Y
Highways And Paved Streets	N	C	Y	Y
Solid Waste Disposal (Landfills, Incineration, Etc.)	N	N	N	N
Construction and Demolition (C&D) Debris Disposal Facilities	N	N	N	Y
Land Clearing Debris Disposal Facilities	N	N	N	Y
Abbreviations/Acronyms Associated with Table 11-2				
RPZ – Runway Protection Zone for public airfield				
ASF – Approach Surface Floor				
PAZ – Public Airport Zone				
PAIA – Public Airport Influence Area				
C – Conditional use				
N – Use located in a zone or surface is incompatible with airport activities and is prohibited				
Y – Use is compatible within the zone or surface indicated				

11.03.04 CONDITIONAL USE CRITERIA

This subsection section is used in conjunctions with Table 11-2 for the purposes of placing regulatory conditions on proposed development or uses to establish land use compatibility with public airport operations. These criteria are to be applied to those land uses denoted under a zone or surface as a conditional use.

- A. The site size, dimensions, location, topography and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, and traffic as well as noise, vibration, odor or dust generated by airport activities.
- B. The negative impacts of the proposed use on aircraft flight safety and on the use of airport facilities can be mitigated through application of other Code standards, or other reasonable conditions of approval. A property owner demonstrates that exhaust, emissions, light, glare, or dust will not reduce the effective use of the airport or increase risk for hazards or accidents within the Public Airport Zone.
- C. All required public facilities have adequate capacity to serve the proposal.

11.04.00 MILITARY AIRPORT ZONES AND SURFACES

Section 11.04.00 and subsections herein apply to all military airport zones and surfaces associated with military installations and airfields located within Santa Rosa County or having impacts on land within Santa Rosa County. Further, certain areas in proximity to Eglin Air Force Base (the Eglin Military Airport Zone Subzones) are subject to additional or slightly different regulations from Section 11.04.00. The regulations that are unique and specific to the Eglin Military Airport Zone Subzones are included in Section 11.05.00.

11.04.01 Definitions

The following definitions describe special zones within, adjacent to or near a military airport. These special zones are used to protect specific airspace areas or specific ground areas within the military airport environ.

- A. **Accident Potential Zone 1:** Accident Potential Zone (APZ) 1 is an area beyond the clear zone that exhibits a measurable potential for accidents relative to the clear zone. The APZ may curve to follow flight tracks.
- B. **Accident Potential Zone 2:** APZ 2 is an area beyond APZ 1 that exhibits a measurable potential for aircraft accidents relative to APZ 1 or the clear zone. The APZ may curve to follow flight tracks.
- C. **Air Installation Compatible Land Use Zone (AICUZ).** A Department of Defense (DoD) program that seeks to develop a cooperative relationship between communities and military installations and provides land use compatibility guidelines designed to protect public health and safety, as well as maintain military readiness. As designed, the AICUZ study prepared for an installation evaluates three components: noise, vertical obstructions, and accident potential zones.

- D. **Airport Elevation.** Means the established elevation of the highest point on the usable land area measured in feet from sea level.
- E. **Airport Hazard.** Means any structure or plant (e.g., tree, shrub, etc.) or use of land which obstructs air space required for the flight of aircraft or which obstructs or interferes with the control or tracking and/or data acquisition in the landing, taking off or flight of an airport, or at any installation or facility relating to flight, and tracking and/or data acquisition of the flight craft; is hazardous, interferes with or obstructs such landing, taking off or flight of aircraft or which is hazardous to or interferes with tracking and/or data acquisition pertaining to flight and flight vehicles.
- F. **Ambient Noise:** The total of all noise in the environment, other than the noise from the source of interest (also referred to as background noise).
- G. **Approach Surface:** The area longitudinally centered on each runway centerline, with an inner boundary 200 feet from the end of the runway and the same width as the primary surface then extending outward for a distance of 50,000 feet expanding uniformly in width to 16,000 feet at the outer boundary. Height limits within the approach surface commence at the height of the runway end and increases at the rate of one foot vertically for every 50 feet horizontally for a distance of 25,000 feet at which point it remains level at 500 feet above airport elevation to the outer boundary.
- H. **A-Weighted Decibel (dBA):** The most commonly weighted sound filter used to measure perceived loudness versus actual sound intensity. The human ear responds differently to frequencies. For example, the human hearing system perceives mid-frequency sounds as louder than low and high frequency sounds. To accommodate this condition when measuring sound levels, filters need to be installed into sound meters. The results are a more accurate measurement of sound for the human hearing system.
- I. **Candela:** The unit of measure indicating the luminous intensity (candlepower) of a light source in a specific direction.
- J. **Clear Zone (CZ):** The CZ is an area immediately beyond the end of a runway and exhibits the greatest potential for occurrence of aircraft accidents. The CZ begins at the end of the runway and extends outward 3,000 feet. The CZ width is 3,000 feet (1,500 feet to either side of the runway centerline).
- K. **Compatible Land Use:** Any use of land adjacent to or in the immediate vicinity of airport, airfield, or military operations area that does not endanger the health, safety, and welfare of the owners, occupants, or users of the land due to levels of noise or vibrations or the risk of personal injury or property damage created by the operations of the airport, airfield, or military use, including the taking off, landing or flight of aircraft. A compatible use also does not endanger the health, safety, and welfare of military personnel engaged in training or operational assignment or adversely impact the mission conducted.

- L. **Conical Surface:** A surface extending from the periphery of the inner horizontal surface outward and upward at a slope of 20:1 for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield clearance.
- M. **C-Weighted Day-Night Sound Level (CDNL):** A unit of measurement for short duration, high intensity with abrupt onset and rapid decay. It is used to evaluate impulsive noise and vibrations generated by explosive charges and large-caliber weapons, such as artillery and mortars.
- N. **Decibel (dB):** A unit of measurement of the intensity of sound or sound pressure. The dBA Aircraft Noise Metric is a single event maximum sound level measure used to describe peak noise levels of representative aircraft flyovers as related to speech interference.
- O. **Direct Light:** Light emitted directly from the lamp, off of the reflector diffuser, or through the refractor or diffuser lens of a luminaire.
- P. **Eglin Military Airport Zone (Eglin MAZ):** The Eglin Military Airport Zone (Eglin MAZ) is an overlay district providing regulatory measures and zoning standards to achieve land use compatibility and protection of public health and safety in the areas exposed to impacts generated by military flight or ground activities occurring at, near, or above the Eglin Reservation. The Eglin MAZ comprises all areas within the Eglin MAZ boundary, including smaller subareas (Subzones) that are subject to additional regulations.
- Q. **Eglin MAZ Boundary:** The Eglin MAZ boundary is as depicted on the attached map which is incorporated as part of the EMAZ overlay to the Zoning Map.
- R. **Eglin MAZ Subzones:** The Eglin MAZ Subzones are areas within the Eglin MAZ that are subject to unique regulations to protect the public health and safety from noise, vibration, risk of personal injury, property damage or other effects from specific missions (operations, training and other activities) occurring at or associated with Eglin Air Force Base / Eglin Reservation. The Subzones created by this Article are identified in Section 11.05.02. Within the Eglin MAZ are subzones as depicted on the Eglin MAZ Subzones Map which is incorporated as part of the MAZ overlay to the Zoning Map.
- S. **Full Cutoff:** Describes a luminaire light distribution where 100 candela per 1,000 lamp lumens (ten percent) may emit at all vertical angles beginning at 80 degrees up from nadir to less than 90 degrees, and 0 (zero) candela per 1,000 lamp lumens (zero percent) is allowed at 90 degrees (horizontal plane) and all angles above. This applies to all horizontal angles around the luminaire. A full cutoff luminaire is also fully shielded. (See Exhibit 11-1).

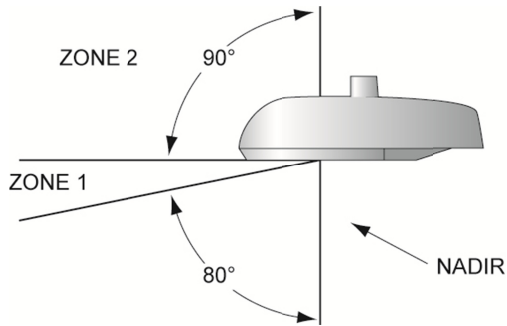


Exhibit 11-1 Light Shielding

- T. **Fully Shielded:** A lighting fixture constructed in such a manner that all light emitted by the fixture, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal plane as determined by photometric test or certified by the manufacturer. A fully shielded fixture is not necessarily full cutoff.
- U. **Glare:** The sensation produced within the visual field by luminance that is sufficiently greater than the luminance to which the eyes are adapted, causing annoyance, discomfort, or loss in visual performance and visibility.
- V. **Horizontal Surface.** A horizontal plane one-hundred-fifty (150) feet above the established airport elevation, the perimeter of which in plan view coincides with the perimeter of the horizontal zone.
- W. **“IESNA” (or “IES”):** An acronym for the Illuminating Engineering Society of North America. The IESNA makes recommendations for outdoor lighting but does not set outdoor lighting community standards which are set through local regulations.
- X. **Illuminance:** The quantity of light arriving at a surface measured in foot-candles.
- Y. **Inner-Horizontal Surface:** The area encompassing the runway, primary surface and clear zone with an outer perimeter formed by swinging arcs from the end of each runway centerline and connecting adjacent arcs by lines tangent to these arcs. The radius of the arcs are 7,500 feet. No structure or obstruction will be permitted in the inner-horizontal surface of a greater height than 150 feet above airport elevation.
- Z. **Interference:** Interference is the inability to effectively distribute or receive a particular frequency because of similar frequency competition. As the use of the frequency spectrum increases (such as the rapid increase in cellular phone technology over the last decade) and as development expands near military installations and operational areas, the potential for frequency spectrum interference increases.
- AA. **Intermittent Lighting:** Luminaires that do not remain on for more than five minutes.
- BB. **Ldn (Yearly Day-Night Average Sound Level) –** The 24-hour average sound level, in decibels, for the period from midnight to midnight, obtained after the addition of ten

decibels to sound levels for the periods between 10:00 p.m. and 7:00 a.m. the following day, averaged over a span of one year.

- CC. **Lumen:** A unit of luminous flux. For purposes of this Ordinance, the lumen-output values shall be the initial lumen output ratings of a lamp. The lumen rating associated with a specific lamp is generally indicated on its packaging or may be obtained from the manufacturer.
- DD. **Luminaire:** A complete lighting fixture consisting of a lamp or lamps together with the parts designed to distribute the light, to position and protect the lamps and to connect the lamps to the power supply.
- EE. **Military Airport Zone (MAZ):** The Military Airport Zone (MAZ) is an overlay district providing regulatory measures and zoning standards to achieve land use compatibility and protection of public health and safety in the areas exposed to impacts generated by military flight or ground activities occurring at, near, or above military airports.

For Naval Air Station Whiting Field North and South, and for Naval Outlying Landing Fields Spencer, Harold, Santa Rosa, Holley, and Pace, the MAZ boundaries extend one half mile from the perimeter of each airfield and encompass all Air Installation Compatible Use Zones (AICUZ) and noise zones. For NOLF Choctaw, MAZ boundaries are as depicted on the attached map which is incorporated as part of the MAZ overlay to the Zoning Map.

For Eglin Air Force Base, the MAZ (Eglin MAZ) boundary is as depicted on the attached map which is incorporated as part of the MAZ overlay to the Zoning Map. Within the Eglin MAZ are subzones as depicted on the Eglin MAZ Subzones Map which is incorporated as part of the MAZ overlay to the Zoning Map. The Eglin MAZ Subzones are subject to the provisions of Section 11.05.00.

- FF. **Military Airport Influence Area (MAIA):** An MAIA extends two miles from a runway. It serves principally to address land uses and structure heights that may create potential threat to flight safety and operation for aircraft approaching or departing an airport or within a local flight pattern.
- GG. **Military Airport Notification Zone:** Military Airport Notification Zones are those areas within which notification of airfield proximity is required when property is sold or leased. For Naval Air Station Whiting Field North and South, and for Naval Outlying Landing Field Holley, the notification zone boundaries extend one mile from the perimeter of each airfield. For Naval Outlying Fields Spencer, Harold, Santa Rosa and Pace, the notification zone boundaries extend one half mile from the perimeter of each airfield. For NOLF Choctaw, the notification zone boundaries encompass that area as depicted on the attached map which is incorporated as part of the Notification Zones overlay to the Zoning Map. For Eglin Air Force Base, the notification zone boundaries encompass the EAFB MAZ and that area bounded by the East Bay River on the north; the Okaloosa County Line on the east; Santa Rosa Sound on the south; and the western boundary of sections 8, 16, and 21- in township 2 South and range 26 west, and a line

approximately 540 feet north of and parallel to the southern boundary of section 8 in township 2 South and range 26 west on the west.

- HH. **Military Training Route (MTR):** Military Training Routes (MTRs) are corridors of a defined width established and designated by the Federal Aviation Administration (FAA) and Department of Defense (DoD) specifically for military training. Within these corridors, military aircraft are permitted to conduct military training/RDT&E below 10,000 feet above mean sea level (MSL) in excess of 250 knots indicated airspeed (KIAS). Additional military training areas are the Slow Speed Low Altitude Training Route (SR), where flight must be below 1,500 feet AGL and at or below 250 KIAS, and the LLTA area, which are large geographic areas where random low altitude operations are conducted at airspeeds below 250 KIAS.
- II. **Nadir:** The direction pointing vertically down from the lowest light emitting part of the luminaire (see Exhibit 11-1 for an example).
- JJ. **Noise:** Unwanted sound that interferes with normal activities or otherwise diminishes the quality of the environment. Noise may be intermittent or continuous, steady or impulsive. The source of the noise may be stationary or transient. The physical characteristics of noise or sound include its intensity, frequency, and duration.
- KK. **Noise Contour:** A line connecting points of similar day-night average sound levels measured from a specific noise source.
- LL. **Noise Exposure Map:** A scaled, geographic depiction of an airport, its noise contours and surrounding area.
- MM. **Noise Level Reduction (NLR):** The amount of reduction in noise for any given point as achieved through the incorporation of noise attenuation measures incorporated into the design and construction of buildings. These reductions may be incorporated during initial construction or as additional construction for existing buildings.
- NN. **Nonconforming Use:** Any existing use of land which is inconsistent with the provisions of Section 11.05.00, Eglin Military Airport Zone Subzones of Article 11 of the Santa Rosa County Land Development Code, effective as of (DATE).
- OO. **Opaque:** The inability of a material to transmit light from an internal illumination source.
- PP. **Outdoor Lighting:** Illumination of an outside area or object by any manmade device that is located outdoors and produces light.
- QQ. **Outer-Horizontal Surface:** The area extending outward from the outer periphery of the conical surface is 500 feet above airport elevation.
- RR. **Primary Runway:** An existing or planned paved runway as shown on the official Airport Layout Plan for the airport and on which a majority of the approaches to and departures from the airport occur.

- SS. **Primary Surface:** A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends two-hundred (200) feet beyond each end of that runway; but when the runway has no specially hard surface, or planned hard surface, the primary surface ends at each end of that runway. An area longitudinally centered on each runway and extending 200 feet beyond the runway end. The width of the primary surface varies for the type of aircraft accommodated as follows:
1. Jets and large turbo-prop aircraft - 1,500 feet.
 2. Prop and small turbo-prop aircraft - 1,000 feet.
- TT. **Runway:** A defined area on an airport prepared for landing and take-off of aircraft along its length.
- UU. **Sound Attenuation:** The reduction of sound intensity by various means (e.g., air, humidity, porous materials); diminution of the intensity of sound energy propagating in a medium; caused by absorption, spreading, and scattering.
- VV. **Sound Transmission Class (STC):** A single-figure rating of the sound insulating properties of a partition as determined by methods described in "Determination of Sound Transmission Class", American Society of Testing and Materials designation E413-73.
- WW. **Standard Land Use Coding Manual (SLUCM):** A standard system for identifying and coding land use activities. "Standard Land Use Coding Manual", Urban Renewal Administration/ Housing and Home Finance Agency and Bureau of Public Roads, Department of Commerce, First Edition, 1965.
- XX. **Structure:** An object, including a mobile object, constructed or installed by man, including, but not limited to, buildings, antennas, communication or other towers, cranes, smokestacks, earth formations, wind generation structures, and overhead transmission lines.
- YY. **Trespass Lighting:** Light emitted by a luminaire that spills outside the boundaries of the property on which the luminaire is sited.
- ZZ. **Transitional Surface:** The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the runway centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface.

11.04.02 HEIGHT LIMITATIONS WITHIN MILITARY AIRPORT ENVIRONS

- A. Any property within the Eglin MAZ and not within an Eglin MAZ Subzone shall be subject to this Section 11.04.02. The regulations in Section 11.05.00 concerning height limitations shall apply to any property within any Eglin MAZ Subzone.
- B. Any property or area located in more than one of the zones or surfaces described in this section shall be considered to be only in the zone or surface with the more restrictive height limitation.
- C. Except as otherwise provided, no structure shall be constructed or maintained, or tree permitted to grow within any zone or surface created or referenced herein in excess of the height limitations established herein. In addition, no structure or obstruction will be permitted within Santa Rosa County that could potentially change minimum obstruction clearance altitude, minimum descent altitude or a decision height.
- D. A structure will not exceed 35 feet in height; or, if greater than 35 feet in height, will not penetrate any existing or planned inner horizontal surface, conical surface, outer horizontal surface, approach clearance surface, or transitional surface established pursuant to FAR, Part 77, for military airports.
- E. A building, structure, use or tree that penetrates any imaginary surfaces or zones for military airports, as defined by Federal Aviation Regulation, Part 77, constitutes an obstruction. Height of buildings, structures, or trees within military airport environs shall not create an unreasonable threat to aircraft operations and safety. Height limitations established for each designated zones or surfaces for military airport environs are provided within Table 11-3.

Table 11-3. Height Restrictions for Military Airport Zones

Structure Type	Clear Zone	APZ 1	APZ 2	MAZ	MAIA
Single Family Residential Structure	Structure Not Allowed	35'	35'	35'	1
Multiple Family Residential Structure	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	1
Non-Residential (Habitable Space)	Structure Not Allowed	35'	50'	50'	1
Non-Residential Façade (Non-Habitable Space), Steeples, Chimneys, Smoke Stacks	Structure Not Allowed	35'	50'	50'	1
Communication Towers/Radio or TV Transmission Towers	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	150'
Water Tower	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	50'
Above Ground Utility or Electric Service Lines, Small Wind Energy Systems	Structure Not Allowed	(1)	(1)	(1)	(1)
Regional Electric Transmission Lines	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	150'

(1) Height restricted by applicable zoning category unless otherwise restricted by this ordinance.

11.04.03 USE RESTRICTIONS

Notwithstanding any provision of Article Six of this ordinance, the permitted land use for any property within a Military Airport Zone or a Military Airport Influence Area shall be modified as set forth in Table 11-4. Any property within the Eglin MAZ and not within an Eglin MAZ Subzone shall be subject to this Section 11.04.03. The regulations in Section 11.05.00 concerning use restrictions shall apply to any property within any Eglin MAZ Subzone.

- A. Any property or area located in more than one of the zones or surfaces described in Section 11.04.00 shall be considered only in the zone or surface with the more restrictive or limited use.
- B. **Incompatible Uses or Activities:** Uses or activities determined to be incompatible with airport operations, or contribute to a potential threat to flight safety, are prohibited within the designated zone or surface. An “N” appearing under a zone or surface category in Table 11-4 means that the use or activity is incompatible and not allowed in that zone or area.
- C. **Compatible Uses or Activities:** Article Six provides generalized description of permitted uses and activities for each zoning category. Table 11-4 provides a more detail description of uses and activities that are determined to be compatible with airport operations and aircraft flight safety. A “Y” appearing under a zone or surface category in Table 11-4 means that the use or activity is permitted if the property or area is assigned a zoning category pursuant to Article Six and a future land use designation pursuant to the Future Land Use Map of the Comprehensive Plan.
- D. **Conditional Uses or Activities:** The land uses permitted by Article Six are incompatible with and prohibited within a zone or surface except if such use complies with conditions or standards creating compatibility. A conditional use established under this section is only allowed where the underlying zoning allows such use pursuant to Article Six. Such uses or activities classified as a conditional use are denoted in Table 11-4 by a “C” under the applicable zone or surface. Conditional use criteria or additional development standards are described in Section 11.04.03.

Table 11-4. Potential Compatible Uses within Military Airport Zones

Single Family Dwelling	N	C,1	C,2	Y	Y
Multifamily Dwellings, Including Duplexes	N	N	N	N, 7	Y
Transient Lodging Including Hotels And Group Quarters	N	N	N	Y	Y
Food And Kindred Products; Textile Mill Products; Paper Mills; Any Use Industrial Activity Generating Smoke Or Steam Reaching 150 Feet Above Ground Level	N	N	N	N	N
Apparel; Chemicals & Allied Products Activities; Petroleum Refining & Related Rubber & Misc. Plastic	N	N	N	N	C

Products					
Lumber & Wood Products; Furniture & Fixtures; Paper And Allied Products; Printing & Publishing; Stone, Clay & Glass Products; Primary Metal Industries; Fabricated Metal Products; Product Assembly; Motor Freight;	N	N	Y	Y	Y
Professional, Scientific & Control Instruments	N	N	N	Y	Y
Printing And Publishing	N	Y	Y	Y	Y
Aerospace Products, Parts Manufacturing, Or Related Activities	N	N	C	Y	Y
Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services	N	N	Y	Y	Y
Telemarketing Bureaus	N	N	N	N	Y
Warehousing And Storage Services	N	Y	Y	Y	Y
Hospitals, Medical Offices, Nursing Homes	N	N	N	C,4	Y
Telecommunication Towers	N	N	N	N	Y
Water Impoundments; Wet Stormwater Ponds	N	C	C	Y	Y
Aviaries; Pigeonry Including Pigeon Lofts Or Racing	N	N	N	N	N
Outdoor Aquaculture And Fish Hatcheries	N	N	N	N	N
Agriculture Except Livestock	Y	Y	Y	Y	Y
Livestock Farming; Animal Productions; Animal Breeding; Kennels	N	C,5	C,5	Y	Y
Crop Farming Requiring Soil Disturbance	N	Y	Y	Y	Y
Forestry Activities	N	C	Y	Y	Y
Exotic Farm Animals (Ostrich, Emus, Alpaca, etc.)	N	N	N	N	Y
Mining Activities (Including Borrow Pits)	N	Y	Y	Y	Y
Wholesale Trade; Building Material; Hardware; Farm Equipment (Retail); Auto, Marine, Aviation (Retail)	N	N	N	Y	Y
General Merchandise (Retail); Food Retail; Apparel And Accessories(Retail); Shopping Centers	N	N	Y	Y	Y

Furniture; Home Furnishings (Retail)	N	N	C	Y	Y
Eating & Drinking Establishments	N	N	N	C	Y
Eating & Drinking Establishments, Outdoor Seating	N	N	N	C	Y
Fire Work Sales	N	N	N	N	Y
Outdoor Food Vendors	N	N	N	Y	Y
Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services	N	N	Y	Y	Y
Repair Services; Contract Construction Services	N	Y	Y	Y	Y
Automobile Service Stations	N	N	Y	Y	Y
Wetland Mitigation	N	C,6	C,6	C,6	C,6
Nature Exhibits, Zoos	N	N	N	Y	Y
Public, Public Assembly, Quasi-Public Services					
Government Services	N	N	N	Y	Y
Educational Services (Including Private Schools); Cultural Activities; Libraries	N	N	N	C	Y
Civic Or Non-Profit Social Organizations	N	N	Y	Y	Y
Cemeteries	N	Y	Y	Y	Y
Religious Buildings; Chapels	N	N	N	Y	Y
Public Assembly	N	N	N	N	Y
Outdoor Recreation and Entertainment					
Playground; Neighborhood Parks	N	C	C	Y	Y
Community & Regional Parks	N	N	N	Y	Y
Spectator Sports Including Arenas Or Stadiums	N	N	N	Y	Y
Golf Courses; Driving Ranges (no lighted facilities allowed)	N	N	Y	Y	Y
Lighted Golf Courses; Driving Ranges	N	N	N	N	Y
Riding Stables; Equestrian Facilities	N	N	N	N	Y
Entertainment Assembly; Amphitheater; Music Shell	N	N	N	N	Y
Amusement Or Theme Parks; Miniature Golf, Go-Carts	N	N	Y	Y	Y
Resorts And Campgrounds; RV Parks	N	N	N	N	Y
Outdoor Gun Clubs, Shooting Or Archery Ranges	N	N	N	N	C
Movie Theatres, Live Theatre, Auditoriums, Concert Halls	N	N	N	N	Y
Outdoor Movie Theatres, Light/Laser Shows	N	N	N	N	C

Land Use	CZ	APZ 1	APZ 2	MAZ	MAIA
Transportation, Communication and Utilities					
Wet stormwater ponds	N	N	N	N	Y
Railroads	N	Y	Y	Y	Y
Automobile Or Truck Parking	N	C	Y	Y	Y
Unpaved Local Streets	C	Y	Y	Y	Y
Highways And Paved Streets	N	C	Y	Y	Y
Solid Waste Disposal (Landfills, Incineration, Etc.)	N	N	N	N	N
Construction and Demolition (C&D) Debris Disposal Facilities	N	N	N	N,8	Y
Land Clearing Debris Disposal Facilities	N	N	N	N,8	Y

1. Density limited to one unit per five acres. Subdivision design and building location may be subject to Article 4.
2. Density not to exceed two units per one acre or existing zoning density, whichever is less. Subdivision design and building location may be subject to Article Four.
3. No more than four units per individual building.
4. Must be located outside any existing or future noise zone with a 55 DNL¹ or greater.
5. Grazing allowed but feedlots and intensive stock yards are prohibited.
6. Mitigation must occur outside the APZ unless alternative site is not approved by the applicable state agency.
7. Multifamily up to 4 units per building may be allowed within the NOLF Holley MAZ.
8. C&D and LCD disposal facilities may be allowed with conditional use approval within that portion of the NOLF Choctaw MAZ located east of Highway 87S.

(Modified Ord. No. 2006-04, 2-9-06; Ord. No. 2007-18, 7-6-07)

Abbreviations/Acronyms for Table 11-4

CZ – Clear zone for a military airport or airfield

APZ1 – Accident potential zone category one

APZ2 – Accident potential zone category two

MAIA – Military Airport Influence Area

¹ DNL: Day/night average sound level means the twenty-four hour average sound level in decibels obtained after the addition of ten decibels to the night-time sound level measured from 10:00 p.m. to 7:00 a.m.

11.04.04 CONDITIONAL USE CRITERIA

This section is to be used with Table 11-4 for the purposes of placing regulatory conditions on proposed development or uses to establish land use compatibility with military airport operations. These criteria are to be applied to those land uses denoted under a zone or surface as a conditional use.

- A. The site size, dimensions, location, topography and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, and traffic as well as noise, vibration, odor or dust generated by military airport or ground activities.
- B. Noise, vibration, odor or dust generated by military airport or ground activities can be mitigated through application of other Code standards, or other reasonable conditions of approval.
- C. The negative impacts of the proposed use on aircraft flight safety and on the use of airport facilities can be mitigated through application of other Code standards, or other reasonable conditions of approval. A property owner demonstrates that exhaust, emissions, light, glare, dust will not reduce the effective use of the airport or increase risk for hazards or accidents within the Public Airport Zone.
- D. All required public facilities have adequate capacity to serve the proposal.
- E. The use is not located underneath the normal entry or departure flight track within the MAZ.
- F. Sound attenuation is provided pursuant to the specifications in Section 11.05.09.

11.04.05 EXISTING LOTS

Within zones A, B1, C1, OLF Holley, single family dwellings, up to a density of four units per acre, may be placed or constructed on any existing or future lot despite the fact that it does not conform with the minimum lot requirements set forth in Table 11-4.

Within zone B1 for OLF Spencer, one single family dwelling may be constructed on a lot which was of record or subject to a written contract for purchase as of September 1, 2002, despite the fact that it does not conform with the minimum lot requirements set forth in Table 11-4, providing that all other applicable regulations and ordinances are complied with. The location of any single family home constructed on such nonconforming lot shall be reviewed and approved by the Planning Department so as to minimize airport hazards.

11.04.06 EXCLUSIONS AND EXEMPTIONS

This regulation will NOT be used to control or restrict the following.

- A. **Agricultural Use.** This regulation shall not be used to regulate any operational aspect of an agricultural use, including the cultivation and harvesting of crops, land management activities (controlled burning, clearing, spraying, trimming), livestock management, hunting, or use and application of water. Construction of new facilities is subject to this regulation.

- B. **Existing Structures.** This regulation does not restrict or limit the use of legally established, existing land uses and structures as of the effective date of this regulation.
- C. **Approved Construction Plans.** Construction plans approved prior to the effective date of this regulation shall be recognized as a legal non-conforming use.

11.05.00 EGLIN MILITARY AIRPORT ZONE SUBZONES

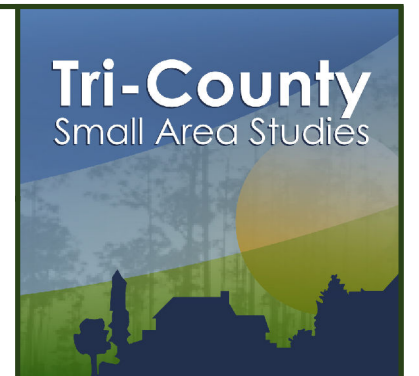
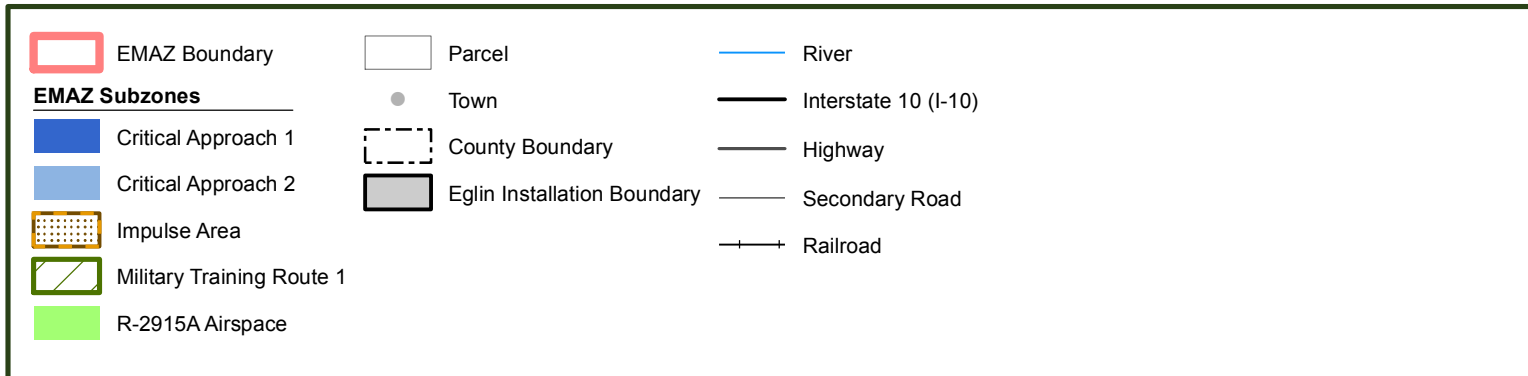
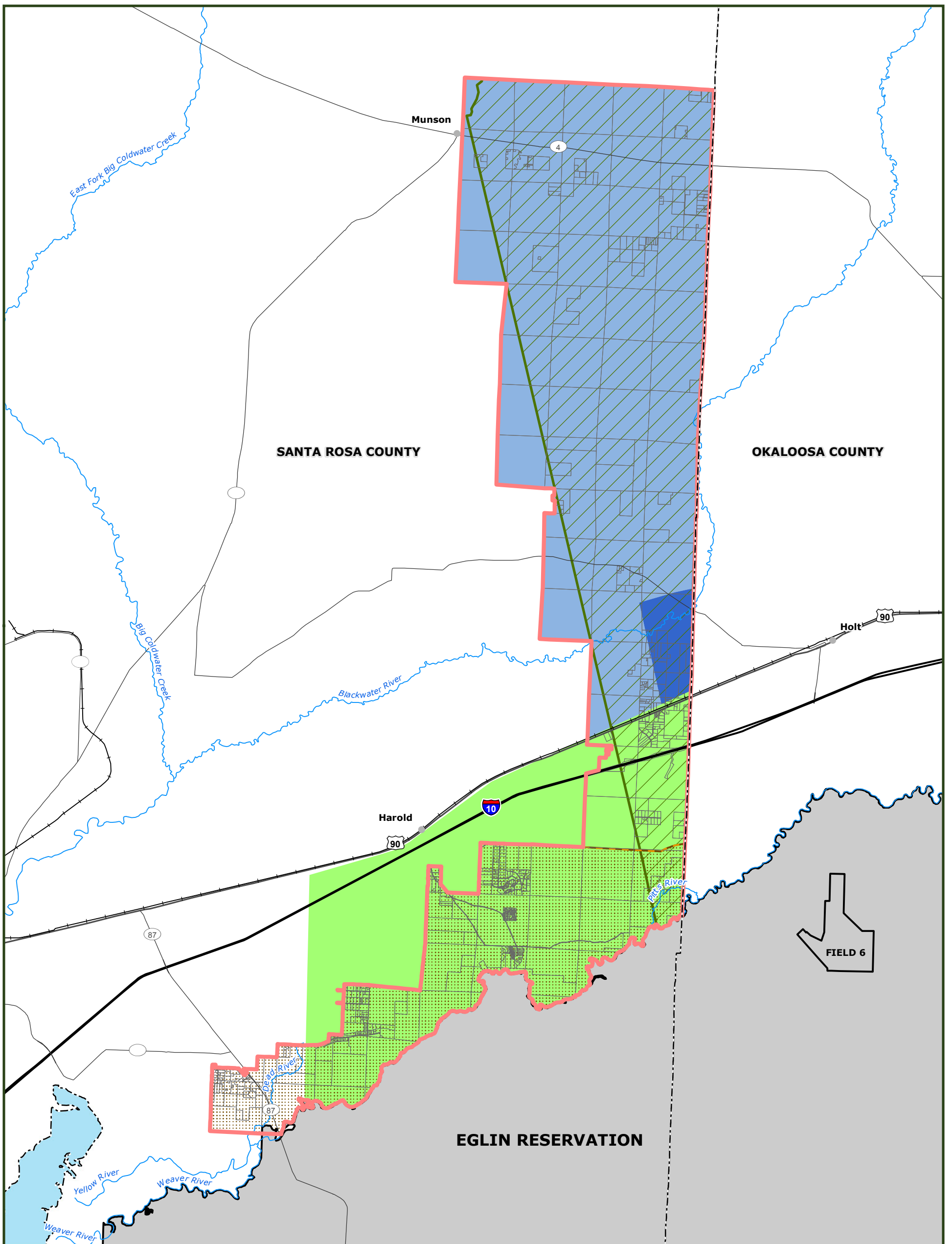
Section 11.05.00 of this Article applies exclusively to properties within the Eglin Military Airport Zone (Eglin MAZ) Subzones, as defined herein. Properties within the Eglin MAZ, but NOT within any Eglin MAZ Subzone, shall be subject to the regulations in Section 11.04.00 only.

11.05.01 DESIGNATION OF EGLIN MAZ SUBZONES

In order to carry out the provisions of these regulations, there are created and established specific Eglin MAZ Subzones for the purposes of regulating the uses of land within each Subzone to address conditions related to noise, safety and other compatibility issues associated with training and operations conducted from or associated with Eglin AFB / Eglin Reservation. Within the Eglin MAZ are subzones, as depicted on the Eglin MAZ Subzones Map, which is incorporated as part of the MAZ overlay to the Zoning Map. The development standards and types of land uses allowed under Article Six of this Ordinance may be further restricted or controlled based on the location of property within a Subzone.

Exhibit 11-2, Eglin MAZ Subzones Map, shows the location of the Eglin MAZ Subzones. All Eglin MAZ Subzones shall be located within the Eglin MAZ. The Subzones are defined as follows:

- A. **Impulse Area Subzone.** The Impulse Area Subzone is defined as the area within one-mile of the northern boundary of the Eglin Reservation boundary. The Impulse Area is an area that is subject to increased levels of impulse, or explosive noise generated from missions conducted on Eglin Reservation. This Subzone comprises a portion of the MAZ III area depicted in the Eglin AFB JLUS, based on the Eglin AFB RAICUZ Study.
- B. **Critical Approach 1 Subzone.** The Critical Approach 1 Subzone is defined as the area within which aircraft approach and depart at low levels from the runway. This Subzone area is based on the Eglin AFB RAICUZ Study.
- C. **Critical Approach 2 Subzone.** The Critical Approach 2 Subzone is defined as the area within which aircraft approach and depart at low to moderate levels from the runway. This Subzone area is based on the Eglin AFB RAICUZ Study.
- D. **MTR 1 Subzone.** The MTR 1 Subzone is defined as the area that includes the MTRs, Slow Speed Low Altitude Training Route (SRs) and the Low Level Training Area (LLTAs) corridors (with floors between 100 feet and 200 feet AGL) that have been established and designated by the Federal Aviation Administration (FAA) specifically for military training. This Subzone area is based on the corridors identified in the Eglin AFB RAICUZ Study.



11.05.02 UPDATES TO EGLIN MAZ SUBZONES

If the military missions at Eglin Air Force Base / Eglin Reservation change and/or AICUZ or RAICUZ studies are updated in the future (and available to the public), Santa Rosa County shall update Section 11.05.00 and Exhibit 11-2, Eglin MAZ Subzones Map, to reflect any changes in noise contours, accident potential zones and any other items that may affect any Subzone.

11.05.03 SUBZONE BOUNDARIES

The following rules shall apply where the boundary of any Eglin MAZ Subzone is uncertain:

- A. If any part of a lot or parcel is within an Eglin MAZ Subzone, all of the lot or parcel shall be subject to these regulations.
- B. Where a lot or parcel is within more than one Eglin MAZ Subzone, the requirements of the more restrictive Subzone shall apply to the entire parcel or lot.
- C. Boundaries indicated as following the centerlines of streets, alleys or easements shall be construed to follow such centerlines.
- D. Boundaries following platted lot lines shall be construed as following such lot lines.

11.05.04 HEIGHT LIMITATIONS WITHIN EGLIN MAZ SUBZONES:

- A. All provisions of Section 11.05.05, Subzone Boundaries, apply.
- B. Except as otherwise provided, no structure shall be constructed or maintained, or tree permitted to grow within any Subzone created or referenced herein in excess of the height limitations established herein. In addition, no structure or obstruction will be permitted within Santa Rosa County that could potentially change minimum obstruction clearance altitude, minimum descent altitude or a decision height.
- C. A structure will not exceed 35 feet in height; or, if greater than 35 feet in height, will not penetrate any existing or planned inner horizontal surface, conical surface, outer horizontal surface, approach clearance surface, or transitional surface established pursuant to FAR, Part 77, for military airports.
- D. A building, structure, use or tree that penetrates any imaginary surfaces or zones for military airports, as defined by Federal Aviation Regulation, Part 77, constitutes an obstruction. Height of buildings, structures, or trees within military airport environs shall not create an unreasonable threat to aircraft operations and safety. Height limitations established for each designated zone or surfaces for military airport environs are provided within Table 11-5.
- E. Any application to the County to allow any structure to exceed the height restrictions in this Section shall include a written statement from the Commander of Eglin Air Force Base (through the 96th Civil Engineer Group) that the proposed structure either would or would not interfere with any existing or planned future mission.

Table 11-5. Height Restrictions for Eglin MAZ Subzones (Note 1)

Structure Type	IMPULSE	CA 1	CA 2	MTR 1
Single Family Residential Structure	35'	35'	35'	35'
Multiple Family Residential Structure	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed
Non-Residential (Habitable Space)	35'	35'	50'	50'
Non-Residential Façade (Non-Habitable Space), Steeples, Chimneys, Smoke Stacks	50'	35'	50'	50'
Communication Towers/Radio or TV Transmission Towers	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed
Water Tower	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed
Above Ground Utility or Electric Service Lines, Small Wind Energy Systems	(1)	(1)	(1)	(1)
Regional Electric Transmission Lines	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed

(1) Height restricted by applicable zoning category unless otherwise restricted by this ordinance.

11.05.05 USE RESTRICTIONS WITHIN EGLIN MAZ SUBZONES

Notwithstanding any provision of Article Six of this ordinance, the permitted land use for any property within an Eglin MAZ Subzone shall be modified as set forth in Table 11-6, Compatible Uses within Eglin MAZ Subzones.

A. All provisions of Section 11.05.05, Subzone Boundaries, apply.

B. Incompatible Uses or Activities: Uses or activities determined to be incompatible with Subzone activities, Eglin Reservation operations, or contribute to a potential threat to flight safety, are prohibited within the designated Subzone. An “N” appearing under a Subzone category in Table 11-6 means that the use or activity is incompatible and prohibited in that Subzone area.

C. Compatible Uses or Activities: Article Six provides generalized description of permitted uses and activities for each zoning category. Table 11-6 provides a more detailed description of uses and activities that are determined to be compatible with Subzone activities, Eglin Reservation operations and aircraft flight safety. A “Y” appearing under a Subzone category in Table 11-6 means that the use or activity is permitted if the property or area is assigned a zoning category pursuant to Article Six and a future land use designation pursuant to the Future Land Use Map of the Comprehensive Plan, and the use is in conformance with the lesser of the density/intensity restrictions on Table 11-6 or in the underlying zoning category or future land use map designation.

D. Conditional Uses or Activities: The land uses permitted by Article Six are incompatible with and prohibited within a Subzone except if such use complies with conditions or standards creating compatibility. A conditional use established under this Section 11.05.07 is only allowed where the underlying zoning allows such use pursuant to Article Six. Such uses or activities classified as a conditional use are denoted in Table 11-6 by a “C” under the applicable zone or surface. Conditional use criteria or additional development standards are described in Section 11.05.08.

Table 11-6 Potential Comptible Uses within Eglin MAZ Subzones

		Impulse Area	Critical Approach 1	Critical Approach 2	MTR 1	
Residential		Density				
Single units, detached	Any density	Y1	Y	Y	Y	
Duplexes	Any density	P	P	P	P	
Multifamily Dwellings and Other Detached and Attached Residential	Any density	P	P	P	P	
Transient Lodging Including Hotels and Group Quarters	Any density	P	P	P	P	
Industrial/Manufacturing						
Any Industrial/Manufacturing Use That Generates Smoke or Steam Reaching 150 Feet Above Ground Level	NA	P	P	P	P	
Food and Kindred Products; Textile Mill Products; Paper Mills	NA	P	P	P	P	
Apparel; Chemicals & Allied Products Activities; Petroleum Refining & Related Rubber & Misc. Plastic Products	NA	P	P	P	P	
Lumber & Wood Products; Furniture & Fixtures; Paper And Allied Products; Printing & Publishing; Stone, Clay & Glass Products; Primary Metal Industries; Fabricated Metal Products; Product Assembly; Motor Freight;	NA	Y1	Y	Y	Y	
Professional, Scientific & Control Instruments	NA	P	Y	Y	Y	
Aerospace Products, Parts Manufacturing, Or Related Activities	NA	Y1	Y	Y	Y	
Printing and Publishing	NA	Y1	Y	Y	Y	
Miscellaneous Manufacturing	NA	Y1	Y	Y	Y	
Services						
Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services	NA	Y1	Y	Y	Y	
Telemarketing Bureaus	NA	P	P	P	P	
Warehousing And Storage Services	NA	Y1	Y	Y	Y	
Hospitals, Medical Offices, Nursing Homes	NA	P	P	C	C	
Communications and Utilities						
Telecommunications Towers	NA	P	P	P	P	
Utilities (electric, gas, water, sewage, transmission lines, facilities)	NA	Y2	Y2	Y2	Y2	
Man-made water impoundments, except stormwater impoundments (water features, golf ponds)	NA	Y	Y	Y	Y	
Man-made stormwater impoundments	NA	Y3	Y3	Y	Y	
Agriculture						
Aviaries; Pigeonry Including Pigeon Lofts Or Racing	NA	P	P	P	P	
Outdoor Aquaculture And Fish Hatcheries	NA	P	P	P	P	
Agriculture Except Livestock	NA	Y	Y	Y	Y	
Animal Husbandry Sevices (animal hospitals and clinics, kennels)	NA	Y	Y	Y	Y	
Livestock Farming; Animal Productions; Animal Breeding	NA	Y	Y	Y	Y	
Crop Farming Requiring Soil Disturbance	NA	Y	Y	Y	Y	
Forestry Activities	NA	Y	Y	Y	Y	
Exotic Farm Animals (Ostrich, Emus, Alpaca, etc.)	NA	P	P	P	P	
Mining And Extraction						
Mining Activities (Including Borrow Pits)	NA	Y	Y	Y	Y	
Commercial/Retail Trade						
Wholesale Trade	NA	Y1	Y	Y	Y	
Building Material; Hardware; Farm Equipment (Retail); Auto, Marine, Aviation (Retail)	NA	Y1	Y	Y	Y	
General Merchandise (Retail); Food Retail; Apparel And Accessories(Retail); Shopping Centers	NA	Y1	Y	Y	Y	
Furniture; Home Furnishings (Retail)	NA	Y1	Y	Y	Y	
Eating & Drinking Establishments	NA	C	C	C	C	
Eating & Drinking Establishments, Outdoor Seating	NA	C	C	C	C	
Fire Work Sales	NA	P	P	P	P	
Outdoor Food Vendors	NA	Y	Y	Y	Y	

Table 11-6 Potential Comptible Uses within Eglin MAZ Subzones

		Impulse Area	Critical Approach 1	Critical Approach 2	MTR 1
Personal & Business Services					
Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services	NA	Y1	Y	Y	Y
Repair Services; Contract Construction Services	NA	Y1	Y	Y	Y
Automobile Service Stations	NA	Y1	Y	Y	Y
Conservation					
Wetland Mitigation	NA	Y4	Y4	Y	Y
Zoos	NA	P	Y	Y	Y
Nature Exhibits	NA	Y	Y	Y	Y
Public, Public Assembly, Quasi-Public Services					
Government Services	NA	Y1	Y	Y	Y
Educational Services (Including Private Schools); Cultural Activities; Libraries	NA	C	C	C	C
Civic Or Non-Profit Social Organizations	NA	Y1	Y	Y	Y
Cemeteries	NA	Y	Y	Y	Y
Religious Buildings; Chapels	NA	Y1	Y	Y	Y
Public Assembly	NA	P	P	P	P
Outdoor Recreation and Entertainment					
Playground; Neighborhood Parks	NA	Y	Y	Y	Y
Community & Regional Parks	NA	Y	Y	Y	Y
Spectator Sports, Including Arenas or Stadiums	NA	P	P	Y	Y
Golf Courses; Driving Ranges (no lighted facilities allowed)	NA	Y	Y	Y	Y
Lighted Golf Courses; Driving Ranges	NA	P	P	P	P
Riding Stables; Equestrian Facilities	NA	Y	Y	Y	Y
Entertainment Assembly; Amphitheater; Music Shell	NA	P	P	P	P
Amusement or Theme Parks; Miniature Golf; Go-Carts	NA	P	P	Y	Y
Resorts and Campgrounds; RV Parks	NA	P	P	P	P
Outdoor Gun Clubs, Shooting or Archery Ranges	NA	P	P	P	P
Movie Theaters; Live Theater; Auditoriums, Concert Halls	NA	P	P	P	P
Outdoor Movie Theaters, Light/Laser Shows	NA	P	P	P	P
Transportation, Communication and Utilities					
Wet Stormwater Ponds	NA	Y3	Y3	Y3	Y3
Railroads	NA	Y	Y	Y	Y
Automobile or Truck Parking	NA	Y	Y	Y	Y
Unpaved Local Streets	NA	Y	Y	Y	Y
Highways and Paved Streets	NA	Y	Y	Y	Y
Solid waste disposal (landfills, debris disposal, incineration, etc.)	NA	P	P	P	P
Construction and Demolition (C & D) Debris Disposal Facilities	NA	P	P	P	P
Land Clearing Debris Disposal Facilities	NA	P	P	P	P

NOTES TO TABLE - STANDARDS FOR CERTAIN ALLOWED USES

- Y1 Noise attenuation STRONGLY recommended to reduce interior noise level to 45dB.
- Y2 Height restrictions apply, per Section 11.05.05.
- Y3 Stormwater impoundments up to 0.25 acres each allowed only if designed and constructed to completely drain within 24 hours and with anti-bird attractants. No stormwater impoundments allowed with any other water features / impoundments.
- Y4 Wetland mitigation recommended to be limited in these areas to impoundments of 0.25 acres each or less to avoid bird and aircraft collision hazards.

LEGEND:

Y	= Allowed. # Indicates standards apply. See Notes to Table.
C	= Conditional Uses. Section 11.05.07 applies.
P	= Not Allowed

11.05.06 SOUND ATTENUATION

This section applies to all designated Conditional Uses in Table 11-6, as well as Allowed Uses with a Y1 designation. Uses with a Y1 designation are allowed within the Impulse Area Subzone and are **STRONGLY RECOMMENDED** to include sound attenuation to maintain an indoor noise level to no more than 45dBA Ldn.

Development approval of any designated Conditional Use in an Eglin MAZ Subzone will be conditioned on the conformance with the sound attenuation standards in Table 11-7, as well as the requirements of 11.05.09 A-C, below, to reduce noise to an interior level of 45dBA Ldn.

Table 11-7. Eglin MAZ Subzone Sound Attenuation Standards

All Subzones	39	25
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- A. **New Construction.** New construction shall be designed with the minimum STC rating of the structure’s components provided in compliance with Table 11-7 and shall be designed to achieve an interior noise level no greater than 45 dBA Ldn.
- B. **Modification of an Existing Structure.** Any modification of an existing structure that requires a building permit shall meet the requirements of Table 11-7 if the following conditions exist:
 - 1. Any remodeling or renovation activities that involve more than 50% of a structure’s occupied space.
 - 2. Any remodeling or renovation activities that have a construction value of greater than 50% of the structure’s current market value;
- C. **Airport Noise Study Guidelines.** Noise attenuation requirements in new or existing structures shall meet the requirements of Table 11-7 and achieve an interior noise level not to exceed 45 dBA Ldn through the submittal of one of the following mechanisms, as required by Section 324 of the 2010 Florida building Code, to Santa Rosa County.
 - 1. **Testing Certificate.** A testing certificate from an accredited noise testing lab that the structure, if constructed to the submitted engineering plans, will achieve an average minimum dBA reduction equal to or greater than the reduction required; or
 - 2. **Engineering Judgment.** An engineering judgment signed and sealed by an engineer licensed in the State of Florida that the structure or addition, constructed to the submitted engineering plans, will achieve an average minimum dBA reduction equal to or greater than the reduction required; or
 - 3. **Standards Incorporation.** Integrating the standards contained in the “Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations” into building plans (prepared for the Department of the Navy by Wyle Research and Consulting, Arlington, Virginia (April 2005) on file with the Florida Building Commission and at www.flcom.org/pdf/wyle_sound_insulation.pdf.

11.05.07 ADDITIONAL VARIANCE REQUIREMENTS WITHIN EGLIN MAZ SUBZONES

Any variance application to modify any provision in Section 11.05.00 shall include a written statement from the Commander of Eglin Air Force Base (through the 96th Civil Engineer Group) that the variance request either will or will not interfere with any existing or planned future mission.

11.06.00 NONCONFORMING USES

Limitations which restrict non-conforming uses and/or non-complying buildings and structures in order to realize the legislative intent and purpose of this ordinance and the adopted Comprehensive Plan of Santa Rosa County shall adhere to and follow procedures and standards set forth in Article Nine.

11.07.00 PERMITS

No new structure or use may be constructed or established or any existing use or structure substantially changed or altered or repaired within a Military Airport Zone or Public Airport Zone unless a permit has been granted by the Building Inspection Department. Each application for a permit shall indicate the purpose for which the permit is desired with sufficient particularity to permit a determination as to whether the resulting use, structure or growth would conform to the regulations herein prescribed. If the determination is affirmative, the permit shall be granted. No permit shall be granted that would allow the creation of an airport hazard.

11.08.00 DISCLOSURE

No person shall sell, lease, nor offer for sale or lease any property within a Military Airport Notification Zone, Public Airport Notification Zone unless the prospective buyer or lessee has been duly notified through one or more of the following requirements.

A. Disclosure with Sale or Lease Contract

1. **Sale of Residential Property.** Any contract for the sale of residential property that is located in whole or part within a Public Airport Notification Zone or a Military Airport Notification Zone, shall include, as an attachment to the contract of sale, a Military or Public Airport Disclosure Notice, in a form approved by Santa Rosa County. The Military or Public Airport Disclosure Notice shall be dated and signed by the purchaser(s) and the seller(s). If the seller is represented by a real estate agent, the agent shall witness the signature(s) of the seller(s). The seller is responsible for providing a copy of the signed disclosure notice to NAS Whiting Field Aviation Planning Office (for properties within the Military Airport Notification Zone) and the Eglin 96th Civil Engineer Group (for properties within the Eglin Military Airport Zone). A disclosure notice form will be made available by the Santa Rosa County Planning and Zoning Department.
2. **Lease of Residential Property.** Any contract for the lease of a residential dwelling for more than seven months shall be subject to the notification requirements set forth in Subsection A.1.

3. **Consumer Protection.** The failure of a sales contract to comply with the requirements of Subsection A.1 shall enable a party to the contract who is aggrieved by such failure to rescind the contract at any time prior to settlement. The failure of a lease contract to comply with the requirements of Subsection A.2. shall enable a party who is aggrieved by such failure to rescind the contract at any time prior to the contract termination date. The right of rescission is not an exclusive remedy, and any other right or cause of action available to a party to the sales or lease contract shall remain.

F. **Realty Sales Offices and Marketing.** Sales offices used to market or sell new residential homes or mobile homes, including pre-construction sales, which will be constructed on lots located in a Military Airport Notification Zone or a Public Airport Notification Zone must display a map illustrating public airport or military installation property boundaries, accident potential zones, clear zones, runway protection zones, noise zones (55 decibel and greater in 5 decibel increments as illustrated in current AICUZ documents for the applicable military installation or airfield), and the Eglin MAZ Subzones. This display requirement also applies to temporary realty sales offices. Pamphlets illustrating the same information appearing on paper not less than 8.5" by 11" shall also be made available and placed in public view.

1. **Display Requirements.** The map shall be formatted to a (minimum) 24 inches by 36 inches and must be prominently displayed in a public area of the realty sales office. Copies of said map must be available on paper which is 8 ½ by 11 inches or larger in dimension and legible in color or black and white. The display and pamphlet must include a statement that additional information regarding the Military Airport Zones, including Eglin MAZ Subzones, Public Airport Zones and zoning is available both online and at the Santa Rosa County Planning and Zoning Department, including its most current telephone number or email contact for inquiries. The location of the residential development shall be denoted on the map or pamphlet.
2. **Temporary Permits.** A temporary permit shall not be issued for a realty sales office located in Santa Rosa County unless it contains a requirement for compliance with Subsections B.1. and B.4.
3. **Site Plan Permits.** A site plan approval for any commercial or office use within Santa Rosa County shall include a statement that any realty sales office use shall comply with the display requirements of this Section.
4. **Marketing Brochures.** Any real estate office or business within Santa Rosa County that produces a marketing brochure for residential home sales or rental units located on property wholly or partially within the Military Airport Notification Zone or Public Airport Notification Zone shall include in said brochure the following statement:

"Some or all of the property within this residential development lies within the Military Airport Notification Zone or Public Airport Notification Zone. Information regarding such overlay zones, including aviation and/or impulse noise impacts, aviation safety zones and other

topics related to the proximity of this property to public airports and military airfields, installations, and operations in this area, can be obtained from the Santa Rosa County Department of Planning, Zoning, and Development, Milton, Florida.”

- G. **Covenants and Restrictions.** Residential plats proposed within a Military Airport Notification Zone or Public Airport Notification Zone shall incorporate disclosure requirements within covenants and restrictions as set forth within Article Four.
- H. **Plats in Eglin MAZ Boundaries.** If the plat, either part or whole, lies within the boundaries of the Eglin MAZ, such boundaries shall be delineated on the plat. If the entire plat lies within the Eglin MAZ, the plat shall incorporate a statement that declares all property, as defined within its legal description, as located within the Eglin MAZ. If contiguous property is owned by the Department of Defense, it shall be _____ so _____ designated.

Any plat or portion thereof that lies within the Eglin MAZ shall include substantially similar language as that appearing in the following statement, as may apply to the property:

“On the date this plat was recorded, all or a portion of the property appearing within this plat lies within the Eglin Military Airport Zone and one or more associated Subzones. Use of or construction upon lands or waters within this plat may have additional restrictions set forth in ordinances of the Santa Rosa County Board of Commissioners or in covenants recorded in the official records of the Clerk of the Circuit Court for Santa Rosa County.”

11.09.00 OUTDOOR LIGHTING STANDARDS AND GLARE CONTROL TO PROMOTE FLIGHT SAFETY

11.09.01 PURPOSE AND INTENT

The purpose and intent of the provisions for the regulations of outdoor lighting within military and public airport environs is to reduce the potential for aircraft accidents related to pilot vision impairment or pilot confusion created by outdoor lighting.

Accordingly, it is the intent of this Code to encourage outdoor lighting practices and systems that will minimize light pollution, glare, and flash illumination that may interfere with a pilot’s or navigator’s ability to control or navigate aircraft. The intent is also to promote optimum conditions for effective night-time military flight operations and ground training.

For areas within any Eglin MAZ Subzone, additional lighting regulations are in Section 11.09.04

11.09.02 PROHIBITED LIGHTS OR SOURCES OF GLARE

A. Countywide. The following lighting is prohibited in Santa Rosa County unless duly authorized as temporary lighting or issued a special event permit:

1. When projected above a horizontal plane, beacons, search lights, laser source lights, strobe light, or any similar high intensity light used for promotional or entertainment purposes.
2. Laser light shows except as approved by the County through a special event permit.
3. Public outdoor display of fireworks or pyrotechnics.

B. Military Airport Zones (MAZ) or Public Airport Zones (PAZ). The following lighting or glare that can cause distraction, flash blindness, vision impairment, or visual interference while piloting or navigating an aircraft are prohibited within a MAZ or PAZ:

1. Series, lines, rows, or patterns of lights, whether supported by cables or other physical means, or laid upon a ground or building, that may resemble navigational or flight safety aids, landing pads, or lighting common to general or military aviation.
2. Lighting designed for the creation of sky glow to attract attention, in excess of the lighting used to provide safety, security, and utility.
3. Outdoor floodlighting by flood light projection above the horizontal plane.
4. Lighting fixtures and architectural detailing that use luminous tube lighting (neon, argon or krypton) on a building exterior or roof.
5. Internally lit awnings.
6. External illumination for signs.

11.09.03 LIGHTING STANDARDS WITHIN MILITARY AIRPORT OR PUBLIC AIRPORT ZONES.

The following standards apply to all non-military lands within an MAZ or PAZ, unless otherwise stated.

A. Outdoor Lighting Limitations within MAZs. Outdoor lighting shall only be used to accommodate minimum illumination for general safety, security and utility within a MAZ, but shall not be used for outdoor public assembly, commercial sales, product display, industrial activities, or other uses occurring outdoors or outside an enclosed building.

1. No trespass lighting within residential areas may exceed one and one half (1½) foot-candles at the property line, with the exception of intermittent lighting which can be up to two (2) foot-candles.
2. Any outdoor lighting installed on any non-residential property and which includes or exceeds two (2) foot-candles shall be fully shielded. Acceptable and unacceptable outdoor lighting fixtures are shown on Exhibit 11-3. Any

floodlight fixture must be directed to prevent direct radiation of light into the open sky at any angle above the horizontal plane as shown on Exhibit 11-4 and verified using a device similar to Exhibit 11-5. *Note: Exhibits 11-3 to 11-6 are in Section 11.09.04.*

B. Outdoor Recreation and Commercial Facilities. Outdoor lighting shall not be used to illuminate golf courses, golf practice driving ranges, and athletic fields or courts located within a Military Airport Zone or Public Airport Zone.

C. Parking Lot Lighting Standards. Lighting Standards (poles) shall be sized in such a manner that the top of any luminary does not exceed twenty-four (24) feet above adjacent grade. For all parking lots, outdoor lighting shall be fully-shielded and use low pressure sodium light fixtures. Applicable only to a MAZ, parking lot lighting for non-residential uses shall be turned off within one hour after a business or establishment is closed and shall not be turned on until one hour prior the business or establishment opening.

D. Type of Lighting. The use of low-pressure (LPS) sodium lighting for outdoor, unroofed areas shall be required for all non-military development within a Military Airport Zone or Public Airport Zone.

E. Landscape, Decorative, and Architectural Lighting

1. Luminaries used to illuminate flags, statues, steeples, monuments, and other tall narrow objects shall be illuminated with the type of luminary that directs the narrowest beam capable of illuminating the object.
2. Lighting on buildings for aesthetic purposes shall be directed downward from the top. No lighting will be placed on buildings for aesthetic purposes except as may be exempt in this Article for holiday seasons.

F. Shielding. Fixed lights, including street lights, must be fully-shielded. All light fixtures that are required to be shielded shall be installed in such a manner that the shielding is effective as described Section 11.08.102, Definitions, for fully or partially shielded fixtures.

G. Mounting. Moveable lights, such as spot lights attached to infrared-sensitive cameras, must be mounted such that the lights cannot be directed higher than twenty degrees below the horizontal, measured from the center of the light beam.

H. Automobile Canopies. All luminaries mounted on the under surface of automobile canopies for service stations, drive-in restaurants, or other commercial or industrial uses shall be fully shielded and utilize flat glass or flat plastic (acrylic or polycarbonate) covers.

11.09.04 ADDITIONAL LIGHTING STANDARDS WITH THE EGLIN MAZ SUBZONES

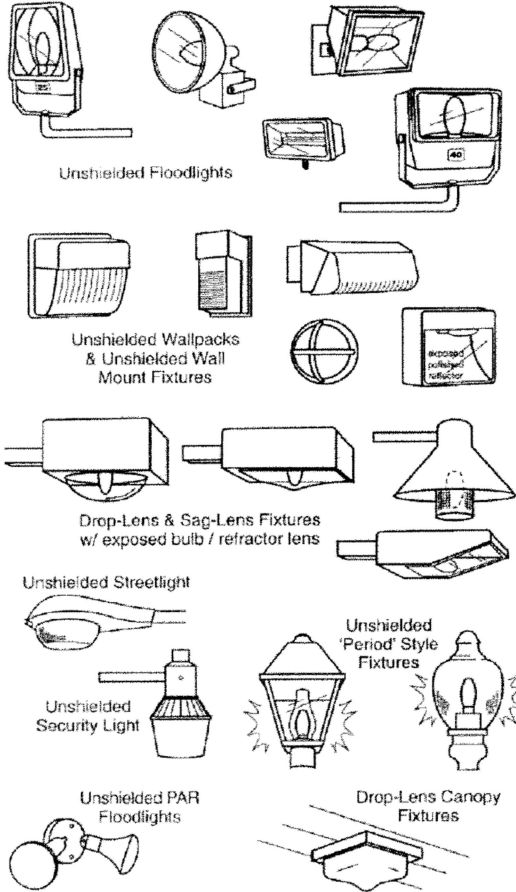
A. Applicability. The outdoor lighting regulations in this section are applicable only to the Eglin MAZ Subzones. These regulations are in addition to Section 11.09.00 regulations that apply to the overall Eglin MAZ. If there are any conflicts between the regulations in the different sections of this Article, the most restrictive shall apply to the Eglin MAZ Subzone areas.

- B. **Private Fixtures.** All privately installed standard streetlights must utilize full cutoff type luminaires that are installed level to the ground in two intersecting perpendicular planes (see Exhibit 11-6), and should be horizontally level in all directions.
- C. **Ornamental Fixtures.** New ornamental street lights must be specified as either IES "Full Cutoff" or IES "Cutoff" as determined by a valid photometric report. This report must be generated for the specified model by a qualified testing lab (testing to IES standards) and must include a full vertical evaluation through 180 degrees; otherwise that fixture will be unacceptable.
- D. **Exterior Lighting.** Any outdoor lighting installed on any non-residential property and which includes or exceeds two (2) foot-candles shall be full cutoff (no light output emitted above 90 degrees at any lateral angle around the fixture). Acceptable and unacceptable outdoor lighting fixtures are shown on Exhibit 11-3. Any floodlight fixture must be directed to prevent direct radiation of light into the open sky at any angle above the horizontal plane as shown on Exhibit 11-4 and verified using a device similar to Exhibit 11-5.

Examples of Acceptable / Unacceptable Lighting Fixtures

Unacceptable / Discouraged

Fixtures that produce glare and light trespass



Acceptable

Fixtures that shield the light source to minimize glare and light trespass and to facilitate better vision at night

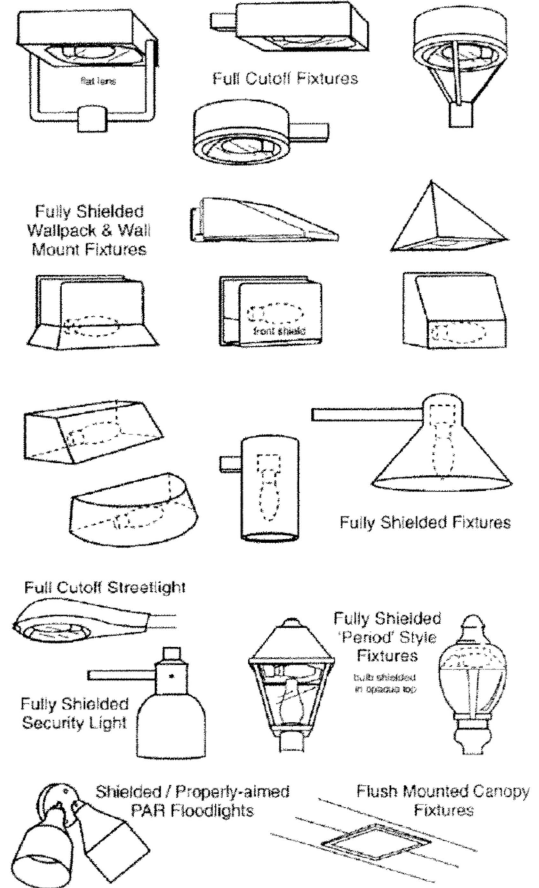


Exhibit 11-3

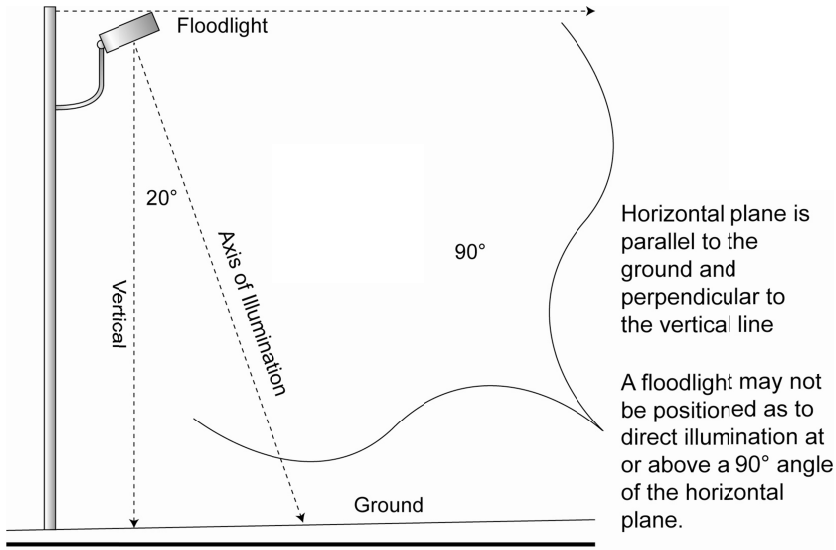


Exhibit 11-4

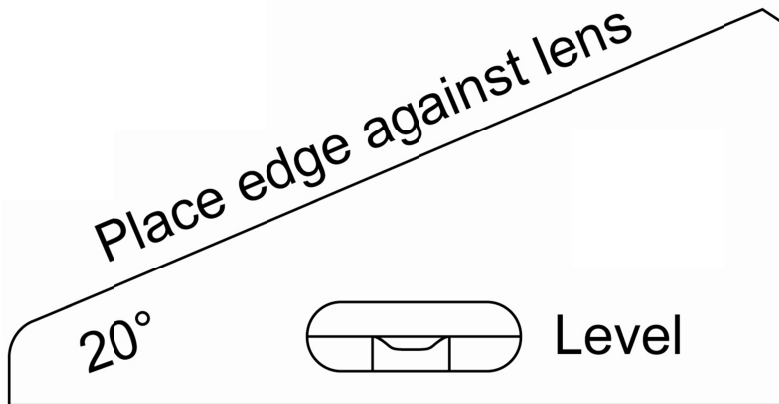


Exhibit 11-5

11.09.05 ADVERTISING SIGNS

Within any MAZ or PAZ, outdoor internally illuminated advertising signs shall be constructed with an opaque background and translucent letters and symbols. (Opaque means that the material must not transmit light from an internal illumination source.) Such signs shall be turned off at 9:00 pm or when the business is closed, whichever is later.

11.09.06 OUTDOOR LIGHTING PLAN

Within a Military or Airport Influence Area, except as exempted herein, an outdoor lighting plan shall be submitted with a site plan or subdivision application for any non-residential use to determine compliance with the requirements of this Article. The outdoor lighting plan shall be prepared by a professional engineer. Prior to approving a site plan or subdivision plan for which an outdoor lighting plan is required, the applicant must submit to the County a letter from the military installation indicating any comments or concerns.

11.09.07 EXEMPTIONS

The following outdoor lighting is exempt from this Article:

- A. Search lights, laser source lights, or any similar high-intensity lighting used in emergencies by police and fire personnel or at their direction; or for meteorological data gathering purposes undertaken with approval by the County.
- B. Airport lighting which is required for the safe and efficient movement of aircraft during flight, takeoff, landing, and taxiing is exempt from the provisions of this Section. All other outdoor lighting at airport facilities shall comply with the provisions of this Article
- C. Holiday or decorative lights illuminated November 20 through January 15 each year, so long as such lights placed on property or buildings within a Military Airport Zone or Public Airport Zone are not determined to adversely affect pilot vision or comprehension.
- D. All legal outdoor lighting in place prior to the effective date of this amended Section 11.09.07.
- E. Temporary outdoor lighting utilized during emergency or night-time repairs of roads or utilities until complete.
- F. Outdoor light produced directly through the combustion of fossil fuels.
- G. Lighting required by law to be installed on motor vehicles.

11.09.08 NONCONFORMING USES

Limitations which restrict non-conforming uses and/or non-complying buildings and structures in order to realize the legislative intent and purpose of this ordinance and the adopted Comprehensive Plan of Santa Rosa County shall adhere to and follow procedures and standards set forth in Article Nine.

11.09.09 TEMPORARY LIGHTING PERMITS

Outdoor lighting which is inconsistent with this Section may be allowed on a temporary basis for special events, construction activities, or temporary outdoor lighting needs for public assembly

or public safety so long as the outdoor lighting does not create a potential distraction, flash blindness, vision impairment, or visual interference for aircraft pilots or navigators and would not cause a potential unreasonable risk for flight safety or interfere with any public or military airport operation or with ground activities at military installations.

- A. The Planning Director may grant a permit for temporary lighting, as defined herein, if he/she finds the following:
 - 1. The purpose for which the lighting is proposed is not intended to extend beyond thirty (30) days;
 - 2. The proposed lighting is designed in such a manner as to minimize light pollution and trespass as much as is feasible;
 - 3. The proposed lighting will comply with the general intent of this Article;
 - 4. The permit will be in the public interest.
- B. The application for the Temporary Lighting Permit shall include the following information:
 - 1. Name and address of applicant and property owner;
 - 2. Location of proposed fixtures;
 - 3. Type, wattage and lumen output of lamp(s);
 - 4. Type and shielding of proposed fixtures;
 - 5. Intended use of the lighting;
 - 6. Duration of time for requested exemption;
 - 7. The nature of the exemption;
 - 8. Such other information as the Planning Director may request.
- C. The Planning Director shall endeavor to rule on the application within five (5) business days from the date of submission of the request and notify the applicant in writing of his/her decision. The Planning Director may grant one (1) renewal of the permit for an additional thirty (30) days if he/she finds that, because of an unanticipated change in circumstances, a renewal would be in the public interest. The Planning Director is not authorized to grant more than one (1) temporary permit and one (1) renewal for a thirty (30) day period for the same property within one (1) calendar year.
- D. Prior to issuing a temporary outdoor lighting permit, the Planning Director shall consider comments and recommendations from the County Airport Manager or from the local military installations, as may be applicable.

11.10.00 APPEALS

- A. Any person aggrieved, or taxpayer affected, by any decision of an administrative official or agency made in its administration of the regulations adopted under this article, or any governing body of a political subdivision, which is of the opinion that a

decision of such an administrative official or agency is an improper application of airport zoning regulations of concern to such governing body or board, may appeal to the Board of Adjustment the decisions of such administrative official or agency. Appeals shall be made and heard pursuant to Section 2.03.00 et. seq. of this ordinance.

- I. An appeal shall stay all proceedings in furtherance of the action appealed from, unless the agency or official from which the appeal is taken, certifies to the Board of Adjustment (BOA), after the notice of appeal has been filed with it, that by reasons of the facts stated in the certificate a stay would, in its opinion, cause imminent peril to life or property. In such cases, proceedings shall not be stayed otherwise than by an order of the BOA on notice to the agency from which the appeal is taken and on due cause shown.

11.11.00 BIRD/WILDLIFE AIRCRAFT STRIKE HAZARDS

Bird and/or wildlife habitation, forage, nesting, and movement patterns within an airport's approach and/or departure airspace, aircraft movement areas, loading ramps, or aircraft parking areas may cause conditions not only hazardous to pilot safety but also for surrounding developed areas. Human-made improvements, including but not limited to, retention ponds, roosting habitats on buildings, landscaping, agricultural or aquaculture activities, wetlands, solid waste collection sites, and golf courses, are bird/wildlife attractants. As such, these improvements should be carefully sited, designed and managed to minimize their attractiveness for birds/wildlife. Santa Rosa County will, to the extent practical, work with the Eglin AFB, to implement the Eglin AFB Bird and Wildlife Aircraft Strike Hazard (BASH) to minimize aviation related wildlife threats within the EMAZ Subzones.



Santa Rosa County

Recommended
Real Estate Disclosure Language

Instructions for the Airport Zone Disclosure Form

(1) Written notice that the residential property to be sold or leased is located within an established Airport Zone shall initially be disclosed verbally by the existing owner to the buyer/lessee as soon as possible after the buyer/lessee has expressed an interest to purchase/lease the property. All advertising materials for the property prepared by the owner/lessor should include the pertinent Airport Zone/ subzone information, all applicable zones, the name of the military airfield/installation or public airport, and where more information about Airport Zones/ subzones can be obtained. Information about disclosure requirements in the Airport Zones/ subzones, as well as other pertinent requirements, may be found in the Santa Rosa County Land Development Code, Article 11, by linking to the Santa Rosa County web page at <http://data2.santarosa.fl.gov/developmentservices/landdevcode.cfm>.

(2) Confirm if a property is located within an Airport Zone/ subzone (or any other applicable zone) by using the Santa Rosa County [Interactive GIS Mapping System](#) (GOMAPS). The GOMAPS can check if any of the Airport Zones/subzones apply to a particular parcel of land through the “Report” function. First, the property in question must be identified by either searching for the parcel using a street address, parcel number, or owner name, or by panning/zooming to the subject property in the main map view and using the “Identify” tool (make sure that “Parcel” is the layer set to identify). Then select “Reports” from the results window to pull up a list of available reports for the identified parcel. Then select the “Airfield Proximity Report” to have GOMAPS check if any Airport Zones/subzones apply to the property. You can check the [Regulations for Airport Environs website](#) for more detailed instructions.

Alternatively, the Santa Rosa County Department of Planning, Zoning, and Development may make the determination upon the written request of the property owner or agent. The request must include the street address of the subject property as well as the parcel identification number (tax identification number) for the property. Requests may be submitted via e-mail (developmentservices@santarosa.fl.gov).

(3) For sales transactions, a copy of the fully executed Airport Zone Disclosure Form shall be attached to the contract for sale. For lease transactions, a copy of the fully executed Airport Zone Disclosure Form must be attached to the lease agreement. For both sale and lease transactions, the Seller or Lessor is responsible for providing a copy of the fully executed Airport Zone Disclosure Form after closing of the sale or commencement of the lease to:

- (for US Navy facilities) Naval Air Station Whiting Field Aviation Planning Office, Operations Code 31, Room 110, 7550 USS Essex Street, Milton, Florida 32570-6155. The completed form may also be faxed to 850-623-7804, or e-mailed to randy.roy@navy.mil.

Instructions for the Airport Zone Disclosure Form (Cont'd)

- (4) Failure to complete this form and follow the provisions of Ordinance 2005-07 and the Santa Rosa County Land Development Code could subject a property owner and/or sales agent to penalties or fines as set forth in the laws and ordinances of Santa Rosa County. For more information regarding the designated areas listed above, the possible impacts due to the proximity of public or military airports, and the requirements of Ordinance 2005-07, please contact the Santa Rosa County Department of Community Planning, Zoning, and Development at 850-981-7075 or visit the website at <http://data2.santarosa.fl.gov/developmentservices>.

STATE OF FLORIDA
COUNTY OF SANTA ROSA

Airport Zone Disclosure Form

ATTENTION: Pursuant to Santa Rosa County Ordinance 2005-07, any owner of residential property who sells or leases that property is required to disclose to buyers or lessees (for leases that run for more than seven (7) months) if the property is located, in whole or in part, within a Public Airport Notification Zone or a Military Airport Notification Zone, Eglin Military Airport Zone, or subzone and any other designated areas, as defined by the Santa Rosa County Comprehensive Plan and Land Development Code, and that said property may be subject to varying degrees of accident potential, noise, and other impacts from operations conducted at or above military airfields, airports, or installations, or public airports. **This disclosure must be attached to the contract of sale or the lease agreement. The Seller or Lessor must provide a completed copy of this disclosure after closing of the sale or commencement of the lease to:**

- **(for US Navy facilities) Naval Air Station Whiting Field Aviation Planning Office, Operations Code 31, Room 110, 7550 USS Essex Street, Milton, Florida 32570-6155 (fax: 850-623-7804, e-mail: randy.rov@navy.mil).**

To be completed by Seller/Lessor

Street Address of Property:

Parcel Identification Number of Property: ____ - ____ - ____ - ____ - ____ - ____ - ____ - ____ - ____ - ____

Public or Military Airfield (if applicable): _____

This property also lies, in whole or in part, within an area(s) designated as a (n):

Public/Military Airport Zone _____	Public/Military Airport Influence Area _____
Clear Zone/Runway Protection Zone _____	Impulse Area Subzone _____
Noise Zone 55 decibels or greater _____	Critical Approach 1 Subzone _____
Eglin Notification Zone _____	Critical Approach 2 Subzone _____
Accident Potential Zone 1 _____	Military Training Route (MTR) 1 Subzone _____
Accident Potential Zone 2 _____	

CERTIFICATION

As the existing owner or authorized agent of the subject property, I hereby certify that I have informed -----, as a prospective purchaser/lessee, that the subject property is located in an Airport Environs Zone. Dated this ____ day of _____, 20_____

Witness

Owner

Notary

As a prospective purchaser/lessee of the subject property, I hereby certify that I have been informed that the subject property is in an Airport Environs Zone and I have consulted Article Eleven of the Santa Rosa County Land Development Code to determine and understand the restrictions which have been placed on the subject property.

Dated this ____ day of _____, 20 _____

Witness

Purchaser/Lessee

Notary

This form must be affixed to the contract of sale or lease agreement.

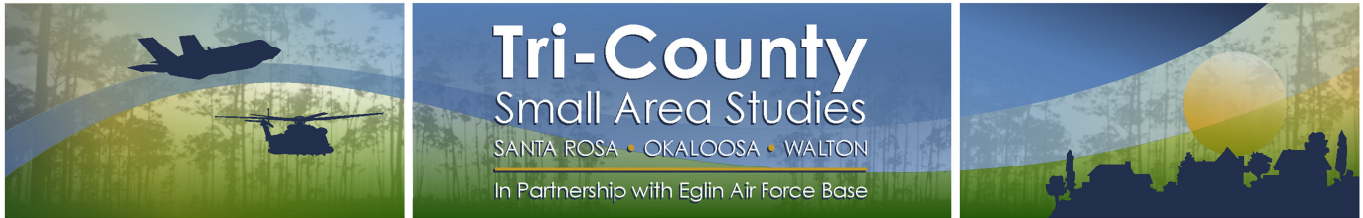
Failure to complete this form and follow the provisions of Ordinance 2005-07 and the Santa Rosa County Land Development Code could subject a property owner and/or sales agent to penalties or fines as set forth in the laws and ordinances of Santa Rosa County. For more information regarding the designated areas listed above, the possible impacts due to the proximity of public or military airports, and the requirements of Ordinance 2005-07, contact the Santa Rosa County Department of Community Planning, Zoning, and Development at 850-981-7075 (web site: <http://data2.santarosa.fl.gov/developmentservices/quickinfo.cfm>).

5

Okaloosa County



5 Okaloosa County



OKALOOSA COUNTY OVERVIEW

The recommendations for Okaloosa County contain regulatory considerations to promote compatibility between future land uses in Okaloosa County and sustaining operations associated with the Eglin Reservation.

This chapter of the Tri County Small Area Studies (SAS) presents the recommendations for Okaloosa County. The recommendations for Okaloosa County are made up of two components, as identified below:

Component

- Recommended Land Development Code (LDC) Amendment
Chapter 3, 3.10.00: Military Compatible Outdoor Lighting
- Recommended Real Estate Disclosure Language

The following is an overview of each component.

Recommended Land Development Code Amendment

To address the adverse impact of light and glare on night training operations, it is recommended that the LDC be amended to add language that requires new development to install downward lighting fixtures within Critical Approaches I and II, and recommends the use of downward lighting for other development in the County. It is further recommended that the County add a line defining Critical Approaches I and II on the LDC map with a notation that this line is only used to reflect the area where new development will be required to comply with down lighting requirements.

Recommended Real Estate Disclosure Language

In order to enhance public awareness of the existence of Eglin AFB / Eglin Reservation within Okaloosa County and the economic value of these facilities to the County, specifically with new home buyers, it is recommended that a brief disclosure statement on these facilities be added to existing disclosure activities.

A sample statement is included under Chapter 3 of this document. The recommended language is currently being discussed by the County and the real estate community. When agreement is reached on potential language for this addition, this new statement would ideally be included on existing real estate forms as a Background item.



Okaloosa County

Proposed Land Development Code Amendment

Chapter 3, Overlay Zones
3.10.00, Military Compatible Outdoor Lighting

.....**Recommended Amendment to LDC Chapter 3**.....

3.10.00 MILITARY COMPATIBLE OUTDOOR LIGHTING

3.10.01 Purpose: Outdoor lights can cause difficult and unsafe flying conditions when located near airfields or within Military Training Routes during night hours with night vision equipment. Ground lighting can interfere with a pilot's vision or with night vision instrumentation or equipment, and may also cause confusion with approach landing patterns. The purpose of this Section is to provide guidelines and standards for outdoor lighting so as to minimize the potential for conflicts between outdoor lighting and military operations/missions.

3.10.01 Applicability: The requirements of this Section shall apply within the Eglin North Encroachment Protection Zone and MIPA III overlay zones as shown on the Comprehensive Plan Future Land Use Map.

3.10.02 Guidelines and Standards: The following guidelines and standards are applicable to applications for development approval submitted after _____, 2012.

1. For purposes of this Section "outdoor lighting" means illumination of an outside area or object by any manmade device that is located outdoors and produces light.
2. Industrial, commercial, institutional, or recreational uses or facilities shall not use outdoor lighting which projects vertically. Outdoor lighting for all developments shall incorporate shielding or covering in its design and installation to reflect light downward. No outdoor lighting shall be allowed which is similar in size, pattern, color, or intensity to airport lighting, and which may impede the ability of pilots to distinguish such outdoor lighting from airfield lighting.
3. Any application for development approval that contemplates outdoor lighting shall include a "Lighting Plan" that clearly shows the location of all outdoor light fixtures and drawings of the types of fixtures that will be used. This plan must conclusively show that all outdoor lighting shines downward and is not visible to pilots from above.
4. Any residential development including subdivisions, apartment complexes, or multi-family buildings where streetlights, security lights, or other outdoor lights will be used are subject to 1 and 2.

3.10.03 Prohibited Outdoor Lighting: The following types of outdoor lighting are found to be a hazard to aircraft navigation and are prohibited.

1. Any outdoor light which by reason of its glare or illumination will endanger aircraft taking off from or landing at any military airfield.
2. Searchlights, spotlights or any similar high intensity beacon-type light designed to be projected upward into the sky.
3. Laser beams, laser light shows, or other laser devices projected upward into the sky.
4. Any arrangement or configuration of lights which by shape, color or situation resembles or can be mistaken for airfield landing lights, unless at a properly licensed airport or airfield.

3.10.04 Existing Outdoor Lighting. Nothing herein shall be construed to require the retrofitting of lawfully installed outdoor lighting fixtures in existence as of _____, 2012. Retrofitting of existing light fixtures in compliance with the provisions of this Section is encouraged.



Okaloosa County

Recommended
Real Estate Disclosure Language

**OKALOOSA COUNTY, FLORIDA
REAL ESTATE SALE/LEASE DISCLOSURE LANGUAGE
FOR EXISTING REAL ESTATE FORMS**

The following language has been proposed to the local realtors' association to include in the current forms for real estate disclosure in the County.

The ideal location for said language would be as a 'Background' component in the existing forms.

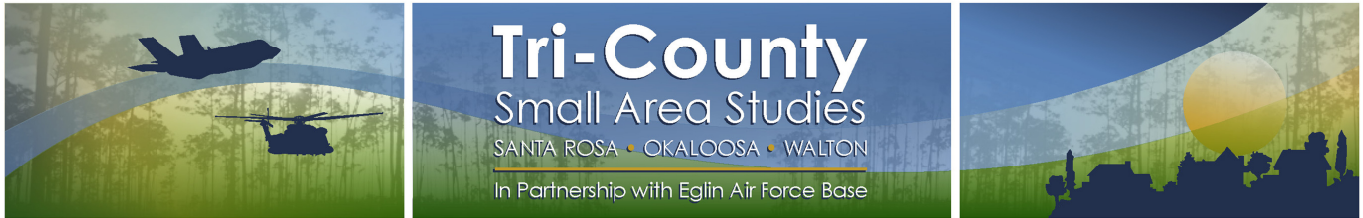
“Okaloosa County and parts of Walton and Santa Rosa Counties are home to Eglin Air Force Base and the 724 square mile Eglin Reservation. The military presence is a strong economic engine, contributing billions of dollars each year to the local economy while providing thousands of full time military and civilian jobs. Flights of military aircraft are a common occurrence. Military testing and training activities can sometimes be heard in communities outside the reservation.”

6

Crestview



6
Crestview



CITY OF CRESTVIEW OVERVIEW

The recommendations for the City of Crestview contain both policy and regulatory tools to promote compatibility between future land uses in City and the operations associated with the Eglin Reservation.

This chapter of the Tri County Small Area Studies (SAS) presents the recommendations for the City of Crestview. The recommendations comprise four components, as identified below:

Component

Comprehensive Plan Policy Proposed Amendments

Chapter 7: Land Use Element

Chapter 8: Transportation Element

Chapter 13: Intergovernmental Coordination Element

Military Influence Overlay District (MIOD) Proposed Ordinance

Draft MIOD Regulations

Subdivision Regulation Proposed Amendments

Article XXI: Subdivision Regulations

Recommended Real Estate Disclosure Language



City of Crestview

Proposed Comprehensive Plan Amendment

Chapter 7, Land Use Element

CHAPTER 7 (9J-5.006)
FUTURE LAND USE ELEMENT

Section 7.01 Purpose: The purpose of this element is the designation of future land use patterns as reflected in the goals, objectives and policies in this Ordinance.

Section 7.02 Existing Land Use Data: This element is based upon the data requirements pursuant to 9J-5.005(2), F.A.C. and 9J-5.006(1), F.A.C. (reference Sections 5.03 Support Documents, 5.06 Data and Analysis and Chapter 4, Foundation Documents).

Section 7.03 Land Use Analysis: This element is also based upon the analysis requirements pursuant to 9J-5.005(2), F.A.C. and 9J-5.006(2), F.A.C. (reference Sections 5.06 Data and Analysis, 5.03 Support Documents and 5.07 Population Projections and Chapter 4, Foundation Documents).

Section 7.04 Goals, Objectives and Policies: The Goals, Objectives and Policies of this element are as follows:

Goal 7.A - Manage the future development of the City in a manner consistent with the ability to provide adequate infrastructure and protect important resources.

Objective 7.A.1 - Coordinate future land uses with the appropriate topography, soil conditions and the availability of facilities and services by implementing Policies 7.A.1.1 and 7.A.1.2, among others, and by including regulations within the LDC (a.k.a. The Land Use Code) and adopting such code within the time frame specified within s.163.3202(1), F.S.

Policy 7.A.1.1 - The City shall adopt, maintain and enforce a Land Development Code (LDC) pursuant to the requirements of Chapter 163.3202, F.S. and within the time frame specified by Rule in the F.A.C.

Policy 7.A.1.2 - The Land Development Code/Land Use Code shall contain specific and detailed provisions to implement this Ordinance including, as a minimum, the following:

- a. Regulation of the subdivision of land;
- b. Regulation of the use of land by zoning districts which implement the land-use categories shown on the Future Land Use Maps (Figures 7-1 through 7-6) (also, see Policy 7.A.3.4);
- c. Ensure compatibility of adjacent land uses;
- d. Provide for open space (reference Chapter 12 of this Ordinance);
- e. Protect potable water wellfields and sources (reference Policy 11.A.2.1);
- f. Regulation of areas subject to seasonal or periodic flooding (reference Policy 7.A.4.3);
- g. Continue to provide for drainage and stormwater management (reference Objectives 10.C.1 and 10.C.2);
- h. Protect the environmentally sensitive lands designated within the LDC (reference Policy 11.A.3.3);
- i. Regulation of signage;

- j. Implement the Concurrency Management System described in Chapter 6 of this Ordinance;
- k. Insure adequate, safe and convenient on-site traffic flow and parking (reference Policy 8.A.1.2); and
- l. Also, see Objective 11.A.2. and the policies thereunder.

Policy 7.A.1.3 - In order to insure that adequate facility capacity is available during the planning period, the following limitations are hereby established for the properties indicated:

- 1. For Plan Amendment parcel 03-1-2, the planning period development potential is limited to 200,000 square feet of conforming industrial/commercial space.
- 2. For Plan Amendment Parcel 03-1-4, the planning period development potential is limited to 100,000 square feet of conforming commercial space and 130 dwelling units.
- 3. For Plan Amendment Parcel 03-1-5, the planning period development potential is limited to 162 dwelling units.
- 4. For Plan Amendment Parcel 08-1-4, the planning period development potential is limited to 200 dwelling units and the development is required to be served by central potable water and central sanitary sewer systems.

Any change in these limits or provisions requires an amendment to this Plan.

Objective 7.A.2 - The City shall continually encourage and support the redevelopment and renewal of blighted or under-utilized areas by implementing Policies 7.A.2.1 through 7.A.2.5, among others, and by including provisions within the LDC (reference Policy 7.A.1.1).

Policy 7.A.2.1 - The City shall direct its Community Development Block Grant efforts to those areas within the City demonstrating greatest need. Areas of greatest need shall be defined as those areas within the City meeting the program requirements promulgated by the U.S. Department of Housing and Urban Development.

Policy 7.A.2.2 - The Land Development Code shall contain requirements for new development to utilized existing water, sewer and solid waste collection systems in order to discourage urban sprawl and encourage commercial re-development.

Policy 7.A.2.3 - New development will be located in conformance with the categories shown on the Future Land Use Maps (Figures 7-1 through 7-5) and with the following standards:

- a. Neighborhood commercial facilities shall be allowed and encouraged in those transitional areas within the City where successful mixed use developments have occurred.
- b. Employment centers will be allowed and encouraged whenever practical, near medium density residential areas so that traffic congestion and circulation is minimized during peak driving times. Any time a new employment center (industrial or commercial activities) is approved for development, satisfactory buffering, setbacks and landscape requirements consistent with the City Code shall be required. Further, any time new industrial uses abut existing residential uses a minimum twenty (20) foot green belt (buffer) shall be required.
- c. The size of the green belt shall be determined by the size and characteristics of the project. All employment center projects one (1) acre or less shall be required to have at least a twenty

(20) foot green belt. All projects of one acre or more may be required to have up to a fifty (50) foot green belt depending upon the proposed land use and activities associated with the development.

- d. Strip commercial development shall be prohibited except at the intersections of arterial and collector roadways or at the intersection or collector roadways;
- e. Except for projects with approved development permits, new medium density or high density residential development shall be located on, or connected to a connector, collector or arterial roadway; and
- f. New mixed use developments shall be located on, or connected to collector or arterial roadways.
- g. Also, see Policy 7.A.8.2.

Policy 7.A.2.4 - The Crestview City Council functions as the Community Redevelopment Agency and causes the redevelopment of the downtown area to be consistent with this Plan. Among other things, the City will consider establishing a new zoning district and Future Land Use category designed to foster sensitive redevelopment of the downtown area (CBD). The imposition of any new Future Land Use category will be accomplished by an amendment to this Plan.

Policy 7.A.2.5 - The committee created pursuant to Policy 14.A.2.6 shall include within its review efforts pursuant to Section 14.06 an analysis of the adequacy of downtown redevelopment activities. The committee shall consult with the Downtown Development Board as appropriate.

Objective 7.A.3 -The City shall encourage and provide for the elimination or reduction of uses inconsistent with the community's character and future land uses by implementing Policies 7.A.3.1 through 7.A.3.5, among others. Regulations necessary to implement the policy standards shall be included within the LDC (reference Policy 7.A.1.1).

Policy 7.A.3.1 - The LDC shall contain provisions to eliminate expansion of non-conforming land uses which are inconsistent with the Future Land Use Maps or the City's Zoning Ordinance.

Policy 7.A.3.2 - The LDC shall contain provisions which ensure that all future development is consistent with accepted planning practices and principles as well as natural area limitations. The provisions (regulations) will address items such as conservation of resources, efficiency of use and development, aesthetic appeal and short and long term impacts of proposed development plans.

Policy 7.A.3.3 - Expansion or replacement of land uses which are in-consistent or incompatible with the Future Land Use Maps shall be prohibited (also, see Policy 7.A.2.3).

Policy 7.A.3.4 - The LDC, adopted pursuant to Policy 7.A.1.1 shall include regulations pursuant to Policy 7.A.1.2(b) with the following densities, intensities, land uses and related provisions:

- a. The **Low Density Residential (LDR)** land use category is limited to residential uses, customary accessory uses, recreation uses, churches and places of worship and planned unit developments. Non-profit and civic organizations may be permitted by special exception. This category is intended for single family homes which may be developed with up to six (6) units per gross acre.

- b. The **Medium Density Limited Residential (MDLR)** land use category is limited to residential uses, customary accessory uses, recreation uses and churches and places of worship. Specific uses allowed include single-family, multi-family residential structures, mobile or manufactured home subdivisions and other uses allowed in the Low Density Residential category. Small scale neighborhood commercial uses and businesses may be allowed if such uses are part of an approved Planned Unit Development (PUD).

Land in this category may be developed with a gross density of up to 9.99 units per acre.

- c. The **Medium Density Residential (MDR)** land use category is limited to residential uses, customary accessory uses, recreation uses and churches and places of worship. Specific uses allowed include single-family, multi-family residential structures, mobile or manufactured home subdivisions and other uses allowed in the Low Density Residential category. Small scale neighborhood commercial uses and businesses may be allowed if such uses are part of an approved Planned Unit Development (PUD).

Land in this category may be developed with a gross density of up to 15 units per acre. Through density bonus provisions, the density may be increased by up to 10% for a specific parcel or property so qualifying. If the density bonus is based on the provision of affordable housing as defined by Rule 9J-5.003, FAC, the density for the parcel or property may be increased by up to 20%.

- d. The **High Density Residential (HDR)** land use category is limited to residential uses, customary accessory uses, recreation uses and churches and places of worship and the uses permitted in the LDR and MDR categories. Specific uses allowed in this category include neighborhood commercial uses and businesses when part of an approved PUD.

Land in this category may be developed with a gross density of up to 22 units per acre. Through density bonus provisions, the density may be increased by up to 10% for a specific parcel or property so qualifying. If the density bonus is based on the provision of affordable housing as defined by Rule 9J-5.003, FAC, the density for the parcel or property may be increased by up to 20%.

- e. The **Mixed Use** land use category is limited to areas that exhibit an existing or planned development pattern reflecting a variety of uses, densities and non-residential uses. Specific residential uses allowed in this category include single-family residential, multi-family residential, mobile home parks and mobile home subdivisions. Specific non-residential uses include recreation uses, neighborhood and general commercial and business uses, offices, restaurants, motels, hotels and other temporary lodging facilities, clinics and medical facilities, churches and places of worship, light industrial uses when such uses do not create any adverse off-site impacts to other properties or to protected environmental resources. Other similar uses may be allowed based on compatibility with existing nearby uses. PUDs are allowed and encouraged in this category.

The residential density for this category is up to 25 units per gross acre. Through density bonus provisions, the density may be increased by up to 10% for a specific parcel or property so qualifying. If the density bonus is based on the provision of affordable housing as defined by Rule 9J-5.003, FAC, the density for the parcel or property may be increased by up to 20%.

The intensity of non-residential uses is limited by a Floor Area Ratio (FAR) of 1 and an impervious surface coverage of 75%.

Where low density lands or single family neighborhoods exist adjacent to a property proposed for development in this category, compatibility shall be demonstrated using the criteria established in the Land Development Code. Such criteria includes, but is not limited to, the scale, density/intensity of the proposed development and existing development, existing and proposed building heights and orientation, site design, buffers and setbacks and orderly transitions from lower density/intensity uses to higher density/intensity uses. Typically, lower density uses will be near the perimeter of a development site or the adjacent low density land or uses and higher density uses will be internal to the site or transitioned from the adjacent low density area.

- f. The **Commercial** land use category is designed for a wide range of business uses, including retail, wholesale, communication facilities, offices, services, motel/hotel uses, churches and places of worship and residential dwelling units that are clearly accessory or incidental to the principal non-residential use. The intensity of non-residential uses shall be governed by a FAR of 1.08 and an impervious surface coverage of 80%.

Note: Prior to adoption of this policy, residential uses were allowed and permitted within the Commercial category. Any legal residential use existing or approved at the time of adoption of this Policy may continue as a "conforming use" and is not inconsistent with this Plan. This provision is included in anticipation of the Future Land Use Map being changed to reflect the residential use and the appropriate land use category on the Future Land Use Map. It is anticipated that the map changes will occur over time or during the Evaluation and Appraisal Report (EAR) process.

- g. The **Industrial** land use category is designed to protect lands for production and distribution of goods and for other industrial activities. A wide range of industrial and commercial uses are allowed in this category. Specific uses include light and heavy manufacturing, assembly, training facilities, vehicle repair (including body work and painting), packaging, processing, wholesale business and warehousing, truck terminals, borrow pits, asphalt/concrete plants, heavy equipment sales, service and/or rentals, and other uses similar to those listed herein. Residential uses are prohibited except as an accessory to a permitted use. All uses in this category are governed by a FAR of 1.2 and a maximum impervious surface coverage of 82%. The note in sub-part "e", Commercial, also applies to this category.
- h. The **Public Lands/Institutional** category is intended for lands used for passive or active recreation, schools, municipal functions, County, State or Federal functions, utility facilities, and other functions planned for property owned by Local, State or Federal agencies or governments.

Public lands to be used for recreation in this category may include all types of indoor or outdoor facilities. Lands and/or buildings intended for sport, game and other recreation activities, including meeting rooms and food service areas are permitted.

Commercial uses such as refreshment stands, food service, souvenir shops, and bait and tackle shops are permitted only as an accessory use to a permitted principal use or part of a

temporary event or function conducted on the property with the consent of the agency or government controlling the property.

Site Plan approval by the City Council is required prior to the issuance of a Development Order for any land in this category.

The impervious surface coverage shall not exceed 70% and the FAR for this category is 0.8.

- i. The **Conservation** land use category is intended to protect important resources. Placing lands in this category is intended to result in the conservation, preservation, protection or management of environmentally sensitive lands or other important resources.

No dwelling units or commercial activities are allowed in this category. Passive recreation uses that are consistent and compatible with the conservation purpose of the category may be allowed. Such passive uses may include walkovers, viewing platforms, information signs, etc., and are governed by an impervious surface coverage of 5%.

The Land Development Code includes the City's Zoning Ordinance, subdivision regulations and other provisions governing the height, area and bulk of proposed development and re-development, landscaping, open space requirements, parking, access and other similar provisions. These and all other relevant provisions of the City's Code and regulations apply, as appropriate, to each land use category and govern the development of all land within the City.

Policy 7.A.3.5 - The City shall continue enforcement of the limitations placed on non-conforming uses of buildings, non-conforming uses of land, changes in use classifications and districts, and restoration and occupancy of damaged buildings as provided by Chapter 102 of the City Code as a means to eliminate expansion of non-conforming land uses which are inconsistent with the Future Land Use Maps.

Objective 7.A.4 - The City continually shall insure the protection of natural and historic resources by implementing Policies 7.A.4.1 through 7.A.4.6, upon adoption of the LDC (reference Policy 7.A.1.1).

Policy 7.A.4.1 - The LDC shall contain provisions that promote the natural functions of the topography, forests, natural areas and wetlands associated with surface waters within the City. Enhancement projects will be encouraged or required where appropriate. Note: Appropriate shall be defined as any time a proposed project would directly impact and degrade the natural functions associated with the features listed in this policy (also, see Policies 11.A.2.4, 11.A.2.5, 11.A.2.6, 11.A.3.1, 11.A.3.2, 11.A.3.3, 11.A.3.4, 11.A.3.5, 11.A.3.6 among others).

Policy 7.A.4.2 - The LDC shall include regulations that control the extraction of natural resources and such extraction shall be permitted only where compatible with adjacent land uses and where minimal resource degradation will occur. Further, extraction of natural resources shall be permitted only when in conjunction with construction projects. Such extraction shall be conducted so as to retain the resource upon completion of such construction. Note: The extent of resource retention will be defined within the approved development orders or development permits issued for any particular project or site.

Policy 7.A.4.3 - The LDC shall include provisions which require the identification of flood prone areas in advance of the issuance of a development permit. The LDC shall contain provisions to regulate construction within such flood prone areas.

Policy 7.A.4.4 - The LDC shall include provisions which will require identification and preservation of significant archeological and/or historic sites or structures within the City.

Policy 7.A.4.5 - The LDC shall contain regulations which must be followed any time a proposed development may impact an historic site within the City. Note: The Florida Department of State, Division of Historic Resources has identified one (1) site within the City which has potential historic significance. Protection of this site will be accomplished through regulations contained within the LDC (reference Chapter 3, Foundation Documents). The regulations will include protection for the site referenced in this policy and will be developed in cooperation with the Office of Secretary of State, Division of Historical Resources. The regulations will include provisions which require the cessation of land disturbing activities any time artifacts with potential historical significance are revealed during construction activities on any site with potential historical significance. The purpose of the cessation is to allow time to determine the significance of any artifact or historical evidence found on the site. The cessation may be lifted upon such determination. Normally, determination will be made by those approved to make such determination by the Office of the Secretary of State, Division of Historical Resources.

Objective 7.A.5 - Coordinate area population densities with the Okaloosa County Hurricane Evacuation Plan upon adoption of this Ordinance (reference Chapter 11 of this Ordinance)

Policy 7.A.5.1 - Population density shall be limited to those densities reflected on the Future Land Use Maps (Figure 7-1 through 7-6) and as described in Policy 7.A.3.4 (reference Chapter 102 of the City Code).

Policy 7.A.5.2 - The City shall promote, to the extent possible, improvements to the critical roadway segments delineated in the Tri-State Hurricane Evacuation Study, U.S. Army Corps of Engineers, June 1986, (reference Appendix C of the Study).

Policy 7.A.5.3 - The City shall continue its active and aggressive support for the widening of SR 85 from Crestview to the Alabama state line (also, see Policy 8.A.1.8).

Objective 7.A.6 - The City shall discourage the proliferation of urban sprawl by providing for development or redevelopment consistent with the Future Land Use Maps upon adoption of this ordinance (reference Section 17.01).

Policy 7.A.6.1 - The City shall prioritize it's Capital Improvements funding in a manner that generally assigns first priority to the renewal and replacement of existing obsolete or worn out facilities in order to provide infrastructure capacity necessary to private sector development or re-development activities (reference Policy 14.A.1.3 of this Ordinance).

Policy 7.A.6.2 - The City shall require the rehabilitation and reuse of governmental facilities, structures and buildings as the preferred alternative to new construction (reference Policy 14.A.1.4 of this Ordinance).

Policy 7.A.6.3 - The City shall utilize its fiscal resources and stringent land development regulations together with the available, existing and planned infrastructure to allow "infill" development or

redevelopment. Note: There is little opportunity for leap-frog type development in Crestview inasmuch as infrastructure needed to serve undeveloped parcels is in place or planned for those areas containing significant vacant or undeveloped parcels. Thus, infill type development is the only type development anticipated during the planning period within the City.

Policy 7.A.6.4 - Public facilities and services shall be located to minimize their costs, minimize their impacts on the natural environment and maximize their efficiency (reference Table 14-1). Impacts on the natural environment and efficiency of proposed public facilities shall be considered and delineated by the City (or its professional consultants, i.e., engineers) during the design phase of any public facility. Cost for such facility shall be estimated by the City (or its consultants) and finally determined pursuant to the City's bid process for the acquisition or construction of public facilities or services. Impacts on the natural environment, efficiency of public facilities and cost considerations shall be determined in advance of project construction for those projects conducted by the City using its own forces or the forces of others (reference Policies 8.A.1.6, 8.A.1.7, 8.A.5.1, 10.A.1.5, 10.A.2.1, 10.A.2.2, 10.A.2.3, 10.B.1.2, 10.C.1.3, 10.C.2.1, 10.D.2.1, 10.D.2.2, 10.D.3.2, 10.D.3.3, 11.A.2.1, 11.A.2.3, 11.A.2.4, 11.A.2.5 and 11.A.4.4).

Policy 7.A.6.5 - The City shall implement the land use categories shown on the Future Land Use Map by including the City's Zoning Ordinance within the LDC (reference Policy 7.A.1.2(b)). No zoning change or plan amendment shall be approved unless a finding is made that such zoning change and plan amendment will promote compact urban development and not encourage urban sprawl. The local planning agency shall be responsible for making such finding.

Policy 7.A.6.6 - The City shall continue to utilize the annexation policy adopted by the City Council on May 29, 1990 as amended periodically (reference Chapter Four, Foundation Document). This restrictive annexation policy requires an exhaustive review and evaluation before any land is annexed into the City. Application of the standards contained within the policy will terminate any opportunity for "leap-frog" type development. The LDC shall include requirements and provisions necessary to implement this policy. Among others, the provisions and requirements include:

- a. Only consider areas for annexation which are unincorporated, contiguous to existing city boundaries, and are compact in form. Compact means the precluding of any action which would create enclaves, pockets or serpentine-like patterns.
- b. Only consider areas for annexation in which the net revenues generated to the city are equal to or greater than the net annual maintenance expenditures.
- c. Any capital improvements for the proposed annexation area which may be necessary according to city standards shall be borne by the property owner requesting annexation.
- d. Only annex property which improves the delineation of city limit boundaries. Proposed annexation areas should make the city limit line clearly distinguishable using a major traffic arterial, body of water, or anything else of significance which physically and clearly identifies the boundary line. Note: Zig-zagging of the city-County lines makes the delivery of services (e.g., fire protection and police protection) confusing and sometimes difficult.
- e. Avoid making the center line of a street the city limit line. Rear property lines should be utilized when possible. Note: When center lines are used, problems are created in terms of police calls for traffic accidents, road maintenance, sanitation service, street lights, etc.

- f. Existing Okaloosa county (unless stated otherwise by state law) zoning and land use designations shall apply to lands being annexed into the corporate limits. Further, a comprehensive plan amendment is required to complete the annexation and to impose any city land use designation on the annexed property.
- g. Allow adequate time for public input, notification and hearings pertaining to annexation requests.
- h. Do not provide future city services in unannexed areas until all areas in the city are provided with services. Also, ensure levels of service of the city infrastructure are not impaired pursuant to the comprehensive plan.
- i. Follow the Municipal Annexation or contraction Law, Chapter 171, Florida statutes, for proper boundary annexation criteria plus comply with the Settlement Agreement, Case #00-3109-CA-TTB, city of Crestview versus Okaloosa County, ordered November f 2000, by the Circuit Court of the First Judicial Circuit in and for Okaloosa County, Florida.

Objective 7.A.7 - The City shall insure the availability of suitable land for utility facilities necessary to support proposed development through provisions within the LDC or acquisition of land by the City (reference Policies 7.A.1.1, 8.A.5.1, Table 14-1 and Chapter 6 of this Ordinance).

Policy 7.A.7.1 - The City shall include land acquisition within its Capital Improvements Element (reference Chapter 14) and within its Capital Improvements Program (reference Policy 14.A.5.1) when necessary to provide public lands for utility facilities.

Policy 7.A.7.2 - The City shall continue to require dedication of adequate rights-of-way pursuant to Chapter 102 of the City Code for use as roadways and by utilities for extensions or improvements.

Objective 7.A.8 - The LDC shall allow and encourage the use of innovative land development techniques including, but not limited to, provisions for planned unit developments, cluster housing and other approaches to mixed-use development (reference Policy 7.A.1.1 of this Ordinance).

Policy 7.A.8.1 - Chapter 102 of the City Code shall be amended to include provisions which allow the use of the planned unit development technique.

Policy 7.A.8.2 - The LDC shall contain the Zoning Ordinance (Chapter 102 of the City Code) and provisions which, at a minimum, contain:

- a. Density, lot coverage requirements and height variations through the provision of two or more zoning districts designed to implement the commercial and/or planned unit development categories;
- b. Sight and sound buffers between residential uses and more intensive uses;
- c. Planned unit developments shall be encouraged to include local or neighborhood convenience facilities within such developments when appropriate;
- d. Mixed-use development; and
- e. The LDC will contain provisions pursuant to Policy 8.A.1.2.

Objective 7.A.9 - Provide for and locate schools in a coordinated manner ensuring that the planning and construction of educational facilities are coordinated in time and location, concurrent with need, necessary services and infrastructure, and to ensure consistency with this comprehensive plan.

Policy 7.A.9.1 -Public, Charter and private schools are permitted in all land use categories shown on the adopted Future Land Use Map(s), except the Conservation category, consistent with the following criteria:

1. The proposed school location shall be compatible with existing and projected uses of adjacent property;
2. The location, arrangement and lighting of play fields and playgrounds shall be such that adverse impacts to adjacent residential properties are minimized;
3. Public facilities and services are, or will be, available with sufficient capacity to maintain the adopted level of service (LOS) for each facility or service upon completion of construction of the school;
4. The proposed school location contains no significant environmental constraints that would preclude development of an educational facility(s) thereon;
5. There will be no adverse impacts to archaeological or historical sites or structures listed on the State of Florida Historic Master Site File or to any sites designated by the City Council as having locally significant historic or archaeological value;
6. The proposed location contains soils and topographic features that are suitable for development or are adaptable for development and outdoor educational purposes;
7. The proposed location is of sufficient size to accommodate required parking and internal circulation;
8. Where feasible, the proposed site is so located to allow for co-location with parks, libraries and community centers;
9. The proposed location is not within the area regulated by §333.03(3), Florida Statutes, regarding the construction of educational facilities under approach and departure paths of aircraft using airports, including the Bob Sikes Airport; and
10. Middle schools and high schools shall be located on, or be directly accessible from, a collector or arterial roadway.

Policy 7.A.9.2 -Schools constructed after adoption of this policy are hereby designated "employment centers" and the provisions of Policy 7.A.2.3(b) apply.

Policy 7.A.9.3 -Pursuant to the provisions of Objectives 13.A.1 and 13.A.2 and Policies 13.A.1.1, 13.A.1.2, and 13.A.2.3, the City shall continue to coordinate activities with the Okaloosa County School Board and such coordination shall include the procedures and notification/response requirements, as well as all other relevant provisions related to planning and coordination, contained in Chapter 163, Part II and Chapter 235, Florida Statutes.

Objective 7.A.10 – Coordinate with Eglin Air Force Base on land use decisions that may affect the missions of the military installation.

Policy 7.A.10.1: The City of Crestview shall continue to implement the applicable provisions of Florida Statutes Section 163.3175 concerning coordination and communication with Eglin Air Force Base.

Objective 7.A.11.: Encourage compatibility with Eglin Air Force Base to protect public health and safety, as well as preserve the many benefits (i.e. jobs, sales taxes, property taxes, disposable income, highly educated workforce, etc.) associated with current and future Base missions.

Policy 7.A.11.1 - Prepare and adopt a Military Influence Overlay District (MIOD) that identifies the areas of the City that are subject to specific regulations to encourage compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177 and includes the following:

- A. The MIOD area shall be delineated on the Future Land Use Map of the City's Comprehensive Plan.
- B. The MIOD and MIOD Subzones shall be delineated on a map of the Military Influence Overlay District Area within the Future Land Use Element of the City's Comprehensive Plan.
- C. A note shall be included on the maps referenced in A and B that states: "Properties located within the MIOD are subject to additional regulations in the Land Use Regulations for compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177."

Policy 7.A.11.2 - Adopt and incorporate regulations for the MIOD into the Land Development Code to encourage compatibility with missions at Eglin Air Force Base for the Subzone areas within the City.

- A. The MIOD regulations shall be based on compatibility criteria associated with existing and planned future military missions at Eglin Air Force Base, and will address, but shall not be limited to:
 1. Safety
 2. Noise
 3. Vertical obstructions
 4. Light and glare
 5. Land use
 6. Public awareness
 7. Real Estate Disclosure
 8. Other criteria typically used to evaluate compatibility between military and non-military uses.
- B. The MIOD shall include regulations that are unique to discrete subzones, or smaller areas within the overall Crestview MIOD boundary, that are affected by different military missions.

Policy 7.A.11.3 - Update the MIOD based on changes to military missions at Eglin Air Force Base that result in the obsolescence of adopted standards, procedures or other pertinent compatibility criteria. If applicable, the maps referenced in Policy 7.A.11.2 A and B, shall be updated to reflect any adopted changes to the MIOD or MIOD subzones.

Policy 7.A.11.4 - For all unincorporated lands to be annexed into the City, if the property is located within the boundaries of the county-wide MIOD and/or its applicable Subzones, it shall be annexed with these regulatory provisions attached to the property.

Policy 7.A.11.5: Promote public awareness of compatibility regulations and activities related to Eglin Air Force Base.

- a. The City of Crestview shall make available for public inspection, maps that depict the current MIOD and MIOD subzones at the City's Growth Management Administrative Services Department and on the City's website.
- b. The City of Crestview should require real estate transactions of properties within the MIOD to include a disclosure of the property's location within the MIOD (and any subzones), as well as proximity to Eglin Air Force Base. (see specific related policies below)
- c. The City of Crestview shall display at Crestview City Hall and other appropriate places, as well as distribute to applicants of development orders within the MIOD area, a brochure that describes the types of regulations in the MIOD and the importance of compatibility with Eglin Air Force Base.
- d. The City of Crestview shall display at Crestview City Hall and other appropriate places, educational material about radio interference that is provided by Eglin Air Force Base.

Policy 7.A.11.6 - The City, in partnership with the municipalities within Okaloosa County and Eglin Air Force Base, will develop an effective procedure disclosing the proximity of property to Eglin AFB. The intent is to develop a single set of procedures to serve all participants, including owners, buyers and lessors of real property; the real estate community, local governments, and the Air Force.

Policy 7.A.11.7 - The disclosure procedure will apply to all lands within the MIOD. The City strongly supports disclosure notification within the MIOD by the owner or owner's agent at the earliest possible stage of all land sales activity and lease contracts for six months or longer before execution of a contract, i.e., before the making or acceptance of an offer.

Policy 7.A.11.8 - The City strongly supports a disclosure statement be either included as part of the standard Seller's Real Property Disclosure Statement or as an attachment to be signed by the prospect and by the owner or owner's agent. The disclosure notice must state that the property is located within the MIOD and provide forewarning of possible safety and noise hazards associated with the location of the property. Real property marketing materials must include a similar notice of proximity to Eglin AFB.

Policy 7.A.11.9 - Pursuant to Policy 7.A.11.6, the City shall coordinate the development of the procedure with the Okaloosa County Property Appraiser's Office and shall use the appraisal district's parcel database.

Policy 7.A.11.10 - Pursuant to Policy 7.A.11.9 and consistent with IC Policy 13.A.2.8, the City shall consider using the appraisal district's website as another venue for education and communication by creating an automatic note to the user that identifies the subject parcel as located within the MIOD and directing them to the County website for further information.

Policy 7.A.11.11 - The City shall strongly encourage that recorded public documents include a notice disclosing the fact that the property is located proximate to Eglin Air Force Base and may be subject to noise, vibration and low level over-flight by military aircraft. Documents subject to this notice requirement include preliminary and final site plans and subdivision plats, planned unit developments, and other zoning and subdivision actions, developments of regional impact, deeds and other real estate transfers, and recorded covenants.

Policy 7.A.11.12 - The City of Crestview shall ensure the availability of unobstructed airspace for military aviation and other military-related operations, while maintaining the health and safety of the general public.

Policy 7.A.11.13.1 - The City shall require buildings and towers not to exceed or penetrate the approach surface, transition surfaces, horizontal surfaces or conical surfaces associated with Duke Field, in a manner which would obstruct aircraft operations, air navigation, or line-of-sight communications.

Policy 7.A.11.13.2 - The City shall require on all applications for any vertical structure which might be inconsistent with Policy 7.A.10.9.1, the inclusion of a statement from the Commander of Eglin AFB that the proposed structure would not interfere with the installation's existing or planned mission. This policy does not supersede or negate compliance requirements with the federal obstruction standards contained in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77). The maximum height of building and towers shall be as identified in the MIOD Ordinance.]

Policy 7.A.11.14 - The City, in coordination with Okaloosa County and the Tri-County region and consistent with IC Policy 13.A.2.8, shall participate in the Northwest Florida Steering Committee which publicly manages and advises on airport operations and controlled airspace to ensure coordination of various aviation activities relative to land use decisions in the region.

Policy 7.A.11.15 - The City shall require the use and installation of lighting that reduces glare and light trespass within the MIOD. The City shall require all artificial lighting equipment, including but not limited to high intensity white strobe lights, floodlights and searchlights, whether temporary or permanent installations, be fully shielded with positive optical control so that all light emitted by the fixture, either directly from the lamp or indirectly from the fixture, is projected below a horizontal plane extending from the bottom of the light fixture. No building permit shall be granted unless this requirement is met.

Policy 7.A.10.15.1 - The City shall require that lights or illumination of street, parking, signs or use of land and structures be arranged and operated in such a manner that is neither distracting nor creates a dangerous environment to pilots and aircraft operating within the established MIOD. A lighting plan will be required for review and approval prior to the issuance of a building permit.

Section 7.05 Future Land Use Maps: The Future Land Use Map, Figure 7-1, Future Land Use – 2020 as prepared by the City and adopted on May 24, 2010 is, by reference, made a part of this Ordinance including all future amendments, revisions and updates:

- a. The following generalized land use categories are shown on the Future Land Use Maps identified above:
 1. Residential use (low density, medium density limited, medium density, and high density);
 2. Commercial use;
 3. Industrial use;
 4. Recreational use;
 5. Conservation use;
 6. Mixed-use;
 7. Public lands (includes educational facilities, public buildings and grounds and other public facilities) uses; and b. Public water wells, lakes, rivers and other water bodies are all shown on the Future Land Use Maps No. 7-1 through 7-8.
- b. Public water wells, lakes, rivers and other water bodies are all shown on the Future Land Use Map.
- c. Wetlands are shown on Figure 7-6A titled, “City of Crestview Generalized Wetlands” as prepared by Barrett, Daffin and Carlan, Inc. and dated January 1990.
- d. Soil associations are shown are Figure 7-9, titled, “Soil Associations” as prepared by the Florida Department of Administration, Division of State Planning, Bureau of Comprehensive Planning, soil ratings and limitations and features affecting selected uses by soil association, November, 1973.

Section 7.06 Land Use Map Series: It is the intent of this Ordinance that the maps described in Section 7.05 above be the Future Land Use Map Series for the City of Crestview.

Section 7.07 Amendments: The Future Land Use Map Series may be amended by following the requirements in Section 5.13 of this Ordinance. However, it is not necessary to amend the Future Land Use Maps when a re-zoning occurs within the same land use category or when a down zoning occurs to lessen density or intensity of development within the same land use category.

Section 7.08 Zoning Maps: The LDC shall contain the Zoning Ordinance of the City of Crestview (Chapter 102 of the City Code) as well as the Zoning Maps adopted pursuant to said Chapter. The Zoning Ordinance and Zoning Maps are designed to implement the Future Land Use Maps. Thus, within any given future land use category there may be one or more zoning district designations. For example, the future land use commercial category may include several zoning districts within the category and such districts will be delineated on the Zoning Maps as opposed to the Future Land Use Maps (reference Policy 7.A.3.1).

Section 7.09 Implementation: The Future Land Use Map Series will be implemented through inclusion within the LDC of the necessary regulatory devices to promote, control and regulate land uses. These devices include, but are not limited to, a zoning ordinance, a subdivision ordinance, a standard building code and the several ordinances necessary to implement Policy 7.A.1.2 as well as other ordinances controlling land development or construction practices.



City of Crestview

Proposed Comprehensive Plan Amendment

Chapter 8, Transportation Element

CHAPTER 8 (9J-5.007)

TRANSPORTATION ELEMENT

Section 8.01 Purpose: The purpose of this Chapter (element) is to establish the desired and projected transportation system within Crestview and to plan for future motorized and non-motorized traffic circulation systems. Future traffic circulation systems are supported by the goals, objectives and policies of this element and are depicted on the Traffic Circulation Map (Figure 8-1) which is incorporated herein by reference.

Section 8.02 Data and Analysis: This Chapter (element) is based upon data and analysis requirements pursuant to Subsections 9J-5.005(2), F.A.C. and 9J-5.007(1)(2), F.A.C. (reference Sections 5.03, 5.06 and 5.07 of this Ordinance and Chapter 5 of the Foundation Documents).

Section 8.03 Mass Transit, Aviation and Deep Water Ports: Not applicable. There is no mass transit system within the City of Crestview nor is one planned during the planning period. Similarly, there are no airports or deep water ports located within the City. Therefore, there are no goals, objectives or policies relating to these issues within this plan.

Section 8.04 Goals, Objectives and Policies: The Goals, Objectives and Policies of this element are as follows:

Goal 8.A - Provide a safe, cost effective and functional roadway and transportation system for all residents and visitors to the City of Crestview.

Objective 8.A.1 - Continually provide for safe, convenient, efficient and cost effective motorized and non-motorized traffic circulation within the City upon adoption of this Ordinance.

Policy 8.A.1.1 - The City hereby adopts level of service C as the minimum operating level of service for local roads within the City.

Policy 8.A.1.2 - All new developments, including but not limited to, planned unit developments, shopping centers, multi-family residential projects and other projects with internal circulation and parking needs shall be required to provide safe and convenient on-site traffic flow, labor intensive transportation facilities and sufficient vehicular parking to accommodate the needs of the development. Where Feasible, development shall be required to provide shared/cross access and/or cross access easements to reduce the need for use of the external roadway system and to minimize access points and turning movements. Said provisions shall be delineated within the Land Development Code (reference Policy 7.A.1.1).

Policy 8.A.1.3 - All new road construction projects within the City shall accommodate labor intensive transportation. Such accommodation may include the installation of signage, striping of roadways, installation of sidewalks, widening of shoulders, installation of sidewalk ramps at intersections, and the like.

Policy 8.A.1.4 - The LDC shall address the control of connections and access points of driveways to arterials and collector roads to facilitate safe and efficient access. Regulations shall be included within the LDC to control the distance between new access points consistent with Florida Statutes

and FDOT Guidelines. In addition, the subdivision of lands along state roads shall be allowed only if access to the resulting parcels would not require a variance from FDOT access standards or if shared access easements and/or service roads are included on the recorded plat thereby abiding by the FDOT access standards to state roads.

Policy 8.A.1.5 - Coordinated access routes (service roads) shall be encouraged for developments adjacent to major roadways within the City.

Policy 8.A.1.6 - The LDC shall contain regulations which provide for all future developments to pay all costs and construct all roads within the development to City standards so that the roads, upon construction, may be accepted into the City's road system (reference Objective 14.A.4).

Policy 8.A.1.7 - The City shall prioritize its maintenance and reconstruction activities pursuant to Policy 14.A.1.3 together with any cost/benefit analysis, traffic safety analysis and analysis of the physical conditions of the various roadways within the City. Said analyses may be performed by the City or others. If performed by others the manner and methods of analyses must be approved by the City.

Policy 8.A.1.8 - The City will continue its efforts to develop a two lane circumferential route around the City. The route shall follow existing rights-of-way whenever possible. The first priority in developing this route will be in the northern sector of the City so as to provide additional ground transportation to Bob Sikes Airport. In addition, this route, upon completion, will provide relief for the S.R. 85 - U.S. 90 intersection.

Policy 8.A.1.9 - In cooperation with the MPO, participate in the development of the "Five Year Transit Development Plan" with emphasis on the establishment of numerical indicators against which the mobility goals of the City can be measured, such as modal split, annual transit trips and automobile occupancy rates.

Policy 8.A.1.10 - Continue to support the Okaloosa County Coordinated Transportation Program, the WFRPC's Park and Ride program, and the County's "WAVE" public transit system. Also, the City will continue its active participation with the MPO and the development of its Congestion Management System Plan in order to increase use of alternatives to single occupancy vehicles, alter trip patterns and improve traffic flow, among other things.

Policy 8.A.1.11 - Participate in the implementation of the F.W.B. Urbanized Area MPO Plan strategies to facilitate local traffic use of alternatives to the Florida Intrastate Highway System to protect its interregional and intrastate functions and direct through traffic onto principal arterials (SR 85, U.S. 90 and I-10) and away from local streets.

Policy 8.A.1.12 - As part of the 2008 Evaluation and Appraisal Report Amendments, the City will adopt congestion management system goals, objectives and policies in the form of a multi-modal transportation district (MMTD) in coordination with the FDOT, TPO and Okaloosa County. The MMTD district will be implemented through policies including but not limited to providing for improvements to the Okaloosa County "WAVE" public transit system including placing transit facilities within an appropriate radius from residential development along SR 85 in the City's

boundaries; requiring the City to work with the TPO, Okaloosa County and Eglin AFB to create opportunities for workforce commuter service to include identification of feasible park and ride locations; requiring all new residential developments to promote the use of workforce commuter service to residents employed by the AFB; working with the AFB, Okaloosa County, FDOT and the TPO to promote use of the workforce commuter service.

Objective 8.A.2 - Maintain the design function of roadways for present and future residents upon adoption of this Ordinance.

Policy 8.A.2.1 - The minimum acceptable level of service standard for roadways on the Strategic Intermodal System (SIS), the Florida Intrastate Highway System, and those funded under the Transportation Regional Incentive Program, shall be in accordance with the Statewide Minimum Level of Service Standards for the State Highway System published in Rule 14-94 of the Florida Administrative Code as existing on May 27, 2008, or the rule variance issued by the FDOT in DOT CASE NO. 08-010, Final Order granting variance dated April 21, 2008.

The peak hour (100th highest hour) LOS standards for collector and arterial roads within the City are hereby adopted as follows:

- a. SR 85 Long Term Transportation Concurrency Management System – SIS portion from south City limits to I-10
 LOS C (temporary LOS D pursuant to Variance)
 From I-10 to Redstone - LOS D
 From Duggan/Aplin to US 90 (SR 10) - LOS D
- b. SR 85 from Redstone to Duggan/Aplin - LOS E
- c. SR 85 from US 90 (SR 10) to City limits (north) - LOS D
- d. SR 10 from City limits (west) to SR 85 - LOS D
- e. SR 10 (US 90) from SR 85 to City limits (east) - LOS D
- f. SR 8 (I-10) from City limits (west) to SR 85 - LOS C
- g. SR 8 (I-10) from SR 85 to City limits (east) - LOS C
- h. All collector roads - LOS D

The LOS standards adopted herein were established by the City in cooperation with the Florida DOT, the Okaloosa Walton TPO and Okaloosa County.

Policy 8.A.2.2 - The SR 85 Long-Term Concurrency Area is established as allowed by law for the SR 85 segment extending from US 90 to the City's southern limit, except for the segment running from Redstone to Duggan/Aplin, as shown on Figure 8-1 of the Transportation Element. Funding and scheduling of improvements in the SR 85 Long-Term Transportation Concurrency Management System Area shall be as specified in the Long-Term Transportation Concurrency Management System Schedule of Capital Improvements in the Capital Improvements Element (Table 14-1-T).

The City shall use its concurrency management system as a tool to develop and revise the Long-Term Transportation Concurrency Management System Schedule of Capital Improvements coordinated with future land use strategies to provide transportation facilities at the adopted LOS.

Policy 8.A.2.3 - The City shall continue its practice of reconstructing or resurfacing local streets on an annual basis (reference Table 14-1).

Policy 8.A.2.4 - The City shall update its concurrency management system to allow for the implementation of its proportionate fair share ordinance and generation of funds from permitted development. The City shall dedicate a portion of these proportionate fair share funds to the completion of a comprehensive long-range transportation plan, implementation of any express transit service between Crestview and Eglin AFB, and for funding short term improvements to relieve congested facilities.

Policy 8.A.2.4.1 – Pursuant to **IC Policy 13.A.2.9**, the City shall formally coordinate all relevant transportation planning and improvement projects within the Military Influence Overlay District (MIOD) with Eglin AFB.

Policy 8.A.2.5 - In order to generate sufficient funds to make needed roadway improvements (see Table 14-1-T), the City shall develop a fair and equitable roadway impact fee to be imposed on all new development or redevelopment activities. The amount and implementation of the fees shall be guided by the 2008 Impact Fee Study conducted by the City, with professional assistance from Moore Bass Consulting, and consistent with Florida Law.

Policy 8.A.2.6 - During the Evaluation and Appraisal Report cycle for 2008, the City shall evaluate the potential for implementation of a Transportation Concurrency Exception Area or Transportation Concurrency Management Area within its municipal boundaries. **Policy 8.A.2.7** - The City will include right-of-way protection provisions within the LDC (reference Policy 7.A.1.1).

Objective 8.A.3 - Coordinate the traffic circulation system with the future land uses shown on the Future Land Use Map Series (Figures 7-1 through 7-8) upon adoption of this Ordinance.

Policy 8.A.3.1 - All land use decisions shall be consistent with the Future Land Use Maps (reference Figures 7-1 through 7-5) and the Traffic Circulation Map (Figure 8-1).

Policy 8.A.3.2 - The City shall continue its practice of providing or requiring the provision of labor intensive transportation systems to link residential areas with recreational and commercial areas in a safe manner (reference Policies 8.A.1.2 and 8.A.1.3).

Policy 8.A.3.3 - The committee appointed pursuant to Policy 14.A.2.6 annually shall evaluate City traffic volumes and system demands in order to monitor and identify impacts of new growth. The committee's report shall be submitted to the LPA and City Council pursuant to Section 14.06 of this Ordinance.

Objective 8.A.4 - Coordinate the City's decision making process with the plans and programs of the Florida DOT and the Fort Walton Beach MPO upon adoption of this Ordinance (reference Section 17.01).

Policy 8.A.4.1 - The City will review the activities of the Florida DOT and continue its participation with Fort Walton Beach MPO and shall participate in the preparation of the cost feasible plan as it affects Crestview.

Policy 8.A.4.2 - The City will participate in, review, and monitor, the annual updates of the five (5) year construction plan (FDOT) as prepared by the Fort Walton Beach MPO so as to insure that activities of the City and the construction plan are consistent.

Objective 8.A.5 - The City shall provide for the protection of existing and future rights-of-way from building encroachment within the Land Development Code (reference Policy 7.A.1.1).

Policy 8.A.5.1 - The City shall continue to enforce Chapter 102 of the City Code (the Zoning Ordinance) and include said Ordinance within the LDC (reference Policies 7.A.1.1, 7.A.1.2 and 7.A.7.2). Note: The Zoning Ordinance provides adequate setbacks along all area roadways, including state highways, so that existing rights-of-way are protected from building encroachment.



City of Crestview

Proposed Comprehensive Plan Amendment

Chapter 13, Intergovernmental Coordination Element

CHAPTER 13 (9J-5.015)

INTERGOVERNMENTAL COORDINATION ELEMENT

Section 13.01 Purpose: The purpose of this Chapter (element) is to identify and resolve incompatible goals, objectives, policies and development proposed in this Ordinance (the City's Comprehensive Plan) and to determine and respond to the needs for coordination processes and procedures with adjacent local governments, regional and state agencies.

Section 13.02 Data and Analysis: This element is based upon the data and analysis requirements pursuant to Subsection 9J-5.005(2), F.A.C. and 9J-5.015(1)(2), F.A.C. (reference Sections 5.03, 5.06 and 5.07 of this Ordinance and Chapter 10 of the Foundation Documents).

Section 13.03 Area of Concern: The area of concern for the City of Crestview is Okaloosa County.

Section 13.04 Goals, Objectives and Policies: The Goals, Objectives and Policies of this Chapter (element) are as follows:

Goal 13.A - Provide coordination of this plan (ordinance) with Okaloosa County, other local governments (as appropriate) and other governmental agencies providing services within the City.

Objective 13.A.1 - To review, on an annual basis, actions that have taken place to coordinate the Comprehensive Plan of Crestview with the Plans of other units of government and the Okaloosa County School Board.

Policy 13.A.1.1 - The committee appointed pursuant to Policy 14.A.2.6 shall include within its review efforts (pursuant to Section 14.06) an analysis of the coordination between plans of affected governments (reference Section 13.03 above).

Policy 13.A.1.2 - The City shall continue to participate in the Okaloosa County Comprehensive Plan Committee (consisting of officials from Okaloosa County and all cities therein, Eglin AFB, Hurlburt Field, and the Okaloosa County School Board) to as communicate its intent and provide recommendations for comprehensive plan update and input as well as to provide information regarding proposed development.

Policy 13.A.1.3 - The City shall consider participation with Okaloosa County and other units of local government in the acquisition and use of a computerized Geographic Information System (GIS).

Objective 13.A.2 - Continually coordinate with appropriate state, regional and local agencies, which have operational and maintenance responsibility for public facilities in Crestview, the impacts of development proposed in this plan upon development or plans of the affected state, county or local agency and to achieve, when necessary, mutually agreed upon level of service standards.

Policy 13.A.2.1 - The Okaloosa County Comprehensive Plan Committee shall function as the initial agency to mediate comprehensive planning conflicts.

Policy 13.A.2.2 - The City shall use the West Florida Regional Planning Council's informal mediation process to resolve conflicts with other units of government that cannot be resolved pursuant to Policy 13.A.2.1.

Policy 13.A.2.3 - The Committee appointed pursuant to Policy 14.A.2.6 shall include within its review efforts (pursuant to Section 14.06):

- a. An analysis of the effectiveness of the conflict resolution process described in Policies 13.A.2.1 and 13.A.2.2;
- b. The adequacy of LOS standards which have been established by this Ordinance on an annual basis (reference Policy 14.A.2.6);
- c. An analysis of the adequacy of procedures established to review proposed development within the area to the existing Comprehensive Plans of Crestview or adjacent local governments; and
- d. An analysis and/or review of development proposed in this ordinance or amendments to this Ordinance indicating the relationship of any proposed development contained within this Ordinance (or amendments) to the Comprehensive Plan of Crestview or adjacent local governments. This review shall be based upon the consistency of the proposed development with the Comprehensive Plan (all development shall be consistent with this Ordinance).

Policy 13.A.2.5 - The City shall render to the Florida Department of Community Affairs every development order, or development order amendments, with accompanying supporting documentation for developments which meet or exceed the thresholds established in §380.0651, F.S., and Chapter 28-24, Florida Administrative Code.

Policy 13.A.2.6 - The City shall coordinate transportation activities with Okaloosa County, the Okaloosa Walton Transportation Planning Organization, and FDOT. The City shall use its best efforts to coordinate participation in a process modeled after the Interlocal Transportation Review Committee (ITRC) to allow coordinated analysis, review, and mitigation of land use amendments and development projects falling both inside and outside of its municipal boundaries which could have extra-jurisdictional impacts. This cooperation is especially important for transportation impacts to SR 85. The City shall use its best efforts to work with all parties above to address peak hour traffic resulting from trips between Crestview and other employment centers accessed by SR 85.

Policy 13.A.2.7 - The City shall participate in any regional project that will provide assessment, planning, implementation, and coordination for transportation planning actions and capital improvements that may affect the City, such as the Tri-County Growth Management Plan.

Policy 13.A.2.8 - The City shall coordinate with Okaloosa County, the West Florida Regional Planning Council (WFRPC), the Okaloosa Walton Transportation Planning Organization, Ride on Commuter Services, FDOT, and Eglin AFB (and other military installations in the region) to plan and implement express transit service between park-and-ride locations in Crestview and Eglin AFB (and between Crestview and other military installations if feasible). The City will also participate in regional efforts to develop and implement other transportation demand management strategies to reduce peak travel demand on SR 85.

Policy 13.A.2.9 – The City shall formalize coordination efforts to foster regional compatibility with Eglin Air Force Base and other regional military-related activities through a Memorandum of Understanding (MOU). Such MOU shall include language, requiring and specifying coordination with Eglin AFB on, but not limited to, the following within the MIOD area:

1. All proposed comprehensive plan amendments, proposed land development regulation changes, rezonings, waivers, exceptions, variances, planned unit developments and similar applications which, if approved, would affect the intensity, density, or use of land;
2. All development of regional impact-related activities; and,
3. Application for development orders requesting a variance or waiver from height or lighting restrictions or noise attenuation/reduction requirements for review and comment.



City of Crestview

Proposed Land Development Code Amendment

Article VII, Section 102 Military Influence Overlay District (MIOD) Ordinance

City of Crestview

MILITARY INFLUENCE OVERLAY DISTRICT (MIOD) REGULATIONS

Section 1. Findings

The City of Crestview finds that:

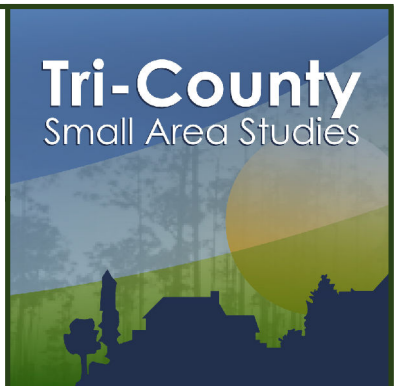
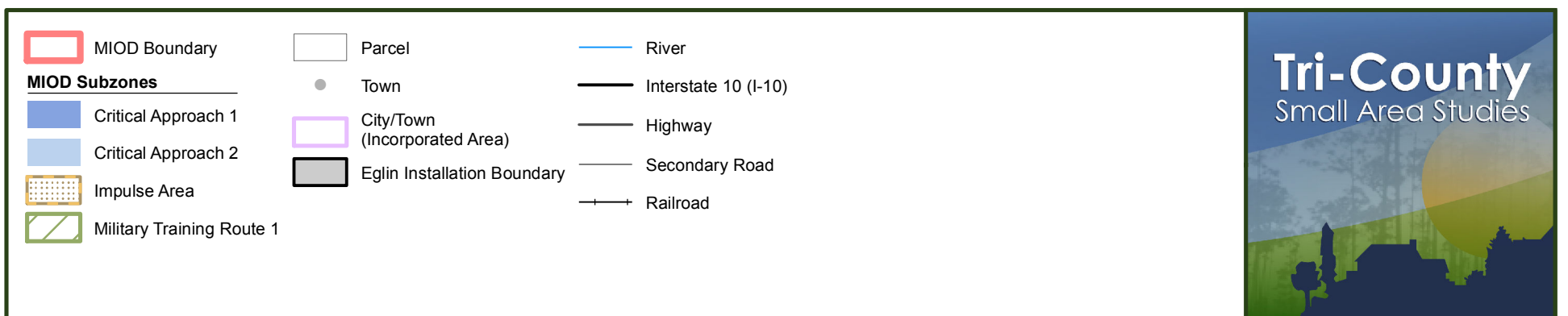
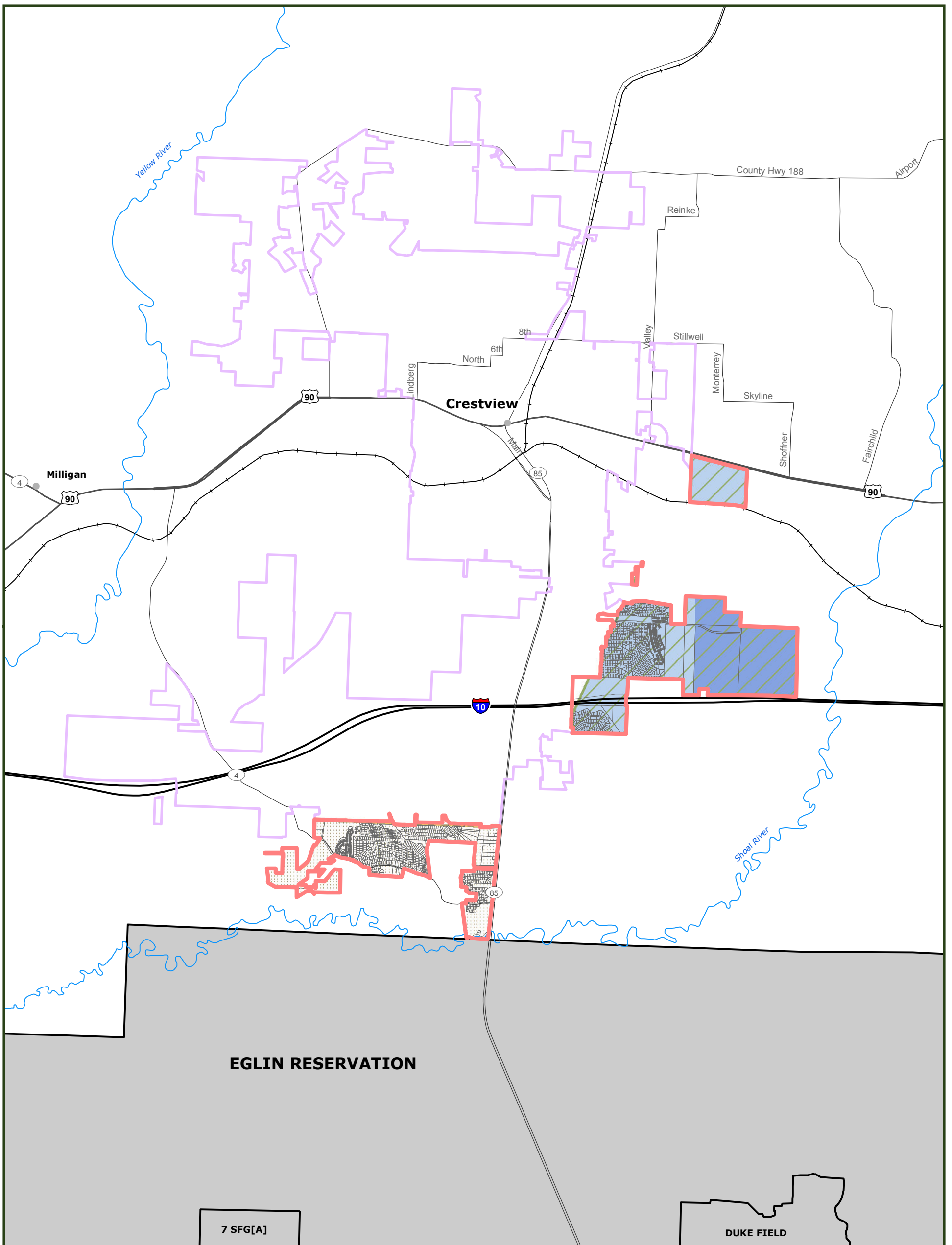
- (1) the Eglin AFB / Eglin Reservation fulfills an essential role for the Department of Defense;
- (2) the Eglin AFB / Eglin Reservation, and operations associated with this installation, have a significant positive economic impact on the City of Crestview and the region- protection of Eglin Reservation's ability to meet current and future operational and training requirements is critical to the economic health of the City of Crestview;
- (3) the creation or establishment of an obstruction or the encroachment of noise sensitive or otherwise incompatible land uses within certain areas set forth herein has the potential of being a nuisance and may injure the owners, occupiers or users of land in the region surrounding Eglin AFB / Eglin Reservation;
- (4) it is necessary in the interest of public health, public safety, and general welfare that the creation or establishment of obstructions or potential incompatible land uses that are a hazard to air navigation or the public health and safety be prevented; and
- (5) the prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power without compensation through regulations in a Military Influence Overlay District (MIOD) included within the City of Crestview Land Use Regulations.

Section 2. Applicability

The regulations forth herein are applicable to all lands within the Military Influence Overlay District (MIOD) boundary identified on Exhibit 2-1, Crestview MIOD Boundary and Subzones Map, in this Section. The MIOD shall be an overlay district established and delineated onto the Official Zoning Map.

Section 3. Conflicting Regulations

In the event of conflict between any regulations in this Section and any other regulations applicable to the same property, the more restrictive regulation shall apply.



Section 4. Relationship of MIOD With Underlying Zoning District

The regulations within this MIOD supplement, modify, and where indicated, supersede the regulations of the underlying zoning district. All definitions, references, requirements and other land use controls not specifically defined or modified in this regulation shall conform to the provisions of the underlying zoning district specified in the City of Crestview Land Use Regulations.

Section 5. Exemptions

The following uses are exempt from the regulations in this Section.

- A. Agricultural Use.** This regulation shall not be used to regulate any operational aspect of an existing agricultural use, including the cultivation and harvesting of crops, land management activities (controlled burning, clearing, spraying, trimming), livestock management, hunting, or use and application of water. Expansion of existing structures and construction of new structures that are accessory for agricultural uses are subject to these regulations, however.
- B. Existing Structures.** This regulation shall not restrict or limit the use of legally established, existing land uses and structures as of the effective date of this regulation.
- C. Single Residential Units on Existing Parcels.** This regulation shall not prevent the construction of one (1) single family residential unit on a legally established parcel if all of the following conditions are met:
 - (1) The footprint of the residential structure is entirely outside of any Accident Potential Zones designated for operational areas for Eglin AFB / Eglin Reservation.
 - (2) The footprint of the residential structure is entirely outside of the 75 decibel noise contour as established in the current Eglin AFB Air Installation Compatible Use Zone (AICUZ) and Range Installation Compatible Use Zone (RAICUZ) studies.
 - (3) The height of the residential structure, including all buildings and accessory structures, is in compliance with the height regulations in this regulation.
- D. Recorded Final Plats.** This regulation shall not apply to any recorded final plat that has been approved prior to the effective date of this regulation or on the land where lots were recorded prior to the effective date of this regulation without the benefit of a recorded final plat (metes and bounds).

Section 6. Definitions

The following are definitions of terms used in these regulations:

- A. Accident Potential Zone (APZ)** – An area of land adjacent to each end of an airport runway where, within the airfield environs, an accident is most likely to take place and the anticipated extent of the impact area (based on the analysis of Air Force accident history) likely to result from any single accident.
- B. Accident Potential Zone I (APZ I)** – The land area measuring three-thousand (3,000) feet wide and five-thousand (5,000) feet long centered on each runway, immediately beyond the Clear Zone, which possesses significant potential for accidents.
- C. Accident Potential Zone II (APZ II)** – The land area measuring three-thousand (3,000) feet wide and seven-thousand (7,000) feet long adjacent to and centered beyond APZ I which is less hazardous than APZ I but still possesses the potential for accidents.
- D. Air Installation Compatible Land Use Zone (AICUZ)** – An Air Force program that seeks to develop a cooperative relationship between communities and military installations and provides land use compatibility guidelines designed to protect public health and safety, as well as maintain military readiness. As designed, the AICUZ study prepared for an installation evaluates three components: noise, vertical obstructions, and accident potential zones.
- E. Airport Hazard** – Means any structure or plant (e.g., tree, shrub, etc.) or use of the land which obstructs air space required for aircraft flight or which obstructs or interferes with the control or tracking and/or data acquisition in the landing, taking off or flight of an airport, or at any installation or facility relating to flight, and tracking and/or data acquisition of the flight craft; is hazardous, interferes with or obstructs such landing, taking off or flight of aircraft or which is hazardous to or interferes with tracking and/or data acquisition pertaining to flight and flight vehicles.
- F. Ambient Noise** – The amount of all noise generated in the environment, other than the noise from the source of interest. Also referred to as background noise.
- G. ASTM E 90** – The standard test method for laboratory measurement of airborne sound transmission, loss of building partitions and elements.
- H. Automatic-Timing Device** – A device that automatically controls the operation of a light fixture or fixtures, circuit or circuits. Photocells and light and/or motion sensors shall be considered automatic-timing devices.

- I. A-Weighted Decibel (dBA)** – The most commonly weighted sound filter used to measure perceived loudness. The human ear responds differently to frequencies. For example, the human hearing system perceives mid-frequency sounds as louder than low and high frequency sounds. To accommodate this condition when measuring sound levels, filters need to be installed into sound meters. The results are a more accurate measurement of sound for the human hearing system.
- J. Avigation Easement** – An easement is a non-possessory right to use land owned by another party. An avigation easement is an easement that grants the holder one or more of the following rights: the right-of-flight; the right to cause noise, dust, or other impacts related to aircraft flight; the right to restrict or prohibit certain lights, electromagnetic signals, and bird-attracting land uses; the right to unobstructed airspace over the property above a specified height; and, the right of ingress/egress upon the land to exercise those rights.
- K. Bandwidth** – In electronic communication, bandwidth is the width of the range (or band) of frequencies that an electronic signal uses within a specific transmission medium. In this usage, bandwidth is expressed in terms of the difference between the highest-frequency signal component and the lowest-frequency signal component. Since the frequency of a signal is measured in hertz, its bandwidth is the difference in hertz between the highest and lowest frequency signal within its range. A typical voice signal has a bandwidth of approximately three kilohertz (3 kHz); an analog television (TV) broadcast video signal has a bandwidth of six megahertz (6 MHz) -- approximately 2,000 times as wide as the voice signal.
- L. Bulb** – The source of electric light, as distinguished from the whole light assembly (see Luminaire).
- M. Business** – A person, partnership, corporation, or organization engaged in commerce, manufacturing, or a service; profit and non-profit seeking enterprise or concern. The definition is intended to be broadly construed and shall include, but not be limited to, charitable organizations.
- N. Candela** – The unit of measure indicating the luminous intensity (candlepower) of a light source in a specific direction.
- O. Clear Zone** – The Clear Zone (CZ) is the trapezoidal area lying immediately beyond the end of the runway and outward along the extended runway centerline. The CZ begins at the end of the runway and extends outward 3,000 feet. The CZ width is 3,000 feet (1,500 feet to either side of the runway center line).
- P. Compatible Land Use** – Any use of land adjacent to or in the immediate vicinity of an airport, airfield, or military operations area that does not

endanger the health, safety, and welfare of the owners, occupants, or users of the land due to levels of noise or vibrations or the risk of personal injury or property damage created by the operations of the airport, airfield, or military use, including the taking off, landing or flight of aircraft. A compatible use also does not endanger the health, safety, and welfare of military personnel engaged in training or operational assignment or adversely impact the mission conducted.

- Q. Decibel (dB)** – A unit of measurement of sound or sound pressure intensity. The dBA Aircraft Noise Metric is a single event maximum sound level measure used to quantify peak noise levels of representative aircraft flyovers in relation to speech interference.
- R. Decibel Noise Level (DNL)** – The DNL metric is a day-night sound level used to identify cumulative/average long term aircraft noise exposure.
- S. Digital Sign** – Cathode ray tube (CRT), flat panel liquid-crystal display (LCD), plasma, aerial imaging, projector or other electronic devices that are at the end-point of a digital signage system, presenting the content to include: Dynamic Signs, Electronic Signs, Digital Media Advertising, as well as signs within a Digital Signage Network, In-store TV Network, Captive Audience Network, Narrowcasting Network, Out-of-home Media Network, Digital Media Network, and Advertising Network.
- T. Direct Light** – Light emitted directly from the lamp, off of the reflector diffuser, or through the refractor or diffuser lens of a luminaire.
- U. Electric Utility** – Any municipal electric utility, investor-owned utility, or electric cooperative which owns, maintains or operates an electric generation, transmission or distribution system within the state.
- V. Exterior Lighting** – Temporary or permanent lighting that is installed, located or used in such a manner to cause light rays to shine outside. Fixtures that are installed indoors that are intended to illuminate an object outdoors are considered exterior lighting for the intent of this overlay district.
- W. Finished Grade.** Finished grade shall mean the highest grade directly adjacent (within five (5) feet) of the structure or wall of the building, which has been set through an approved grading and/or drainage plan. Fill which is not necessary to achieve positive drainage or slope stabilization, or which is otherwise proposed clearly to raise the finished floor elevations(s) for any other purpose, shall not be considered finished grade.
- X. Fixture** – The assembly that holds the lamp in a lighting system. It includes the elements designed for light output control, such as a reflector (mirror) or refractor (lens), ballast, housing and the attachment parts.

- Y. Floor Area Ratio (FAR)** – Standards of building intensity for non-residential uses, such as commercial and industrial development, are stated as maximum floor-area ratios (FARs). A FAR is the ratio of the total building square footage on a lot to the total square footage of the lot (or parcel). For example, a lot with 10,000 total square feet of land area and an FAR of 1.00 will allow 10,000 square feet of gross building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same 10,000-square-foot lot, an FAR of 0.50 would allow 5,000 square feet of floor area, and an FAR of 0.25 would allow 2,500 square feet.
- Z. Foot-candle (fc)** – Illumination produced on a surface one foot from uniform point source of one candela. A foot-candle is a unit of light measurement equal to one lumen per square foot.
- AA. Frequency Spectrum** – The frequency spectrum is the entire range of electromagnetic frequencies used for communications; which includes frequencies used for radio, radar, and television. In the performance of typical operations, the military relies on a range of frequencies for communications and support systems. Similarly, public and private users rely on a range of frequencies to support daily life.
- BB. Full Cutoff** – Describes a luminaire light distribution where 100 candela per 1,000 lamp lumens (ten percent) may emit at all vertical angles beginning at 80 degrees up from nadir to less than 90 degrees, and 0 (zero) candela per 1,000 lamp lumens (zero percent) is allowed at 90 degrees (horizontal plane) and all angles above. This applies to all horizontal angles around the luminaire. A full cutoff luminaire is also fully shielded. (See Exhibit 2-2).

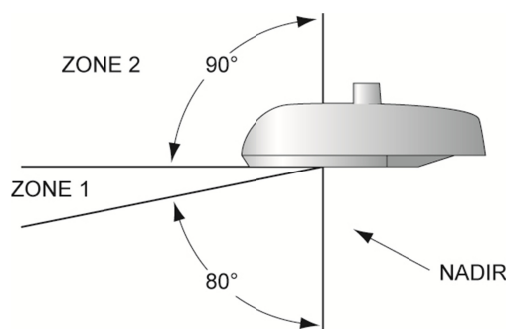


Exhibit 2-2

- CC. Fully Shielded** – A lighting fixture constructed in such a manner that all light emitted by the fixture, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal plane as determined by photometric test or certified by the manufacturer. A fully shielded fixture is not necessarily full cutoff.

DD. Glare – The sensation produced within the visual field by luminance that is sufficiently greater than the luminance to which the eyes are adapted, causing annoyance, discomfort, or loss in visual performance and visibility.

EE. Hazard to Air Navigation – An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.

FF. Height (Maximum), Building or Structure. The vertical dimension of a building or structure shall not exceed the maximum building height permitted within any zoning district. The inclusion of any roof-top located appurtenances shall not exceed 115% of the maximum building height. Such measurement shall be determined as the vertical distance from the highest point of the building/structure and any approved roof-top located appurtenances (as identified below) to the highest elevation of the adjacent grade, whether finished or natural.

Roof-top located appurtenances shall be limited the following:

1. Chimneys, vents, and roof-top mechanical equipment such HVAC systems. These elements may not exceed four (4) feet in height (measured from the highest point on the roof).
2. Radio or TV antennae or aerials, but shall not include micro-wave receivers, transmitters, repeaters, or satellite receivers.

GG. Hertz (Hz) – Hertz is a unit of frequency (of change in state or cycle in a sound wave, alternating current, or other cyclical waveform) of one cycle per second. Other units of frequency are kilohertz (KHz), equal to 1,000 Hz; megahertz (MHz), equal to 1,000,000 Hz; and gigahertz (GHz), equal to 1,000,000,000 Hz.

HH. Holiday Lights – Temporary, decorative lights that are placed on property or buildings between November 20th and January 15th of each year.

II. Horizontal Surface – A horizontal plane one-hundred-fifty (150) feet above the established airport elevation, the perimeter of which in plan view coincides with the perimeter of the horizontal zone.

JJ. "IESNA" (or "IES") – An acronym for the Illuminating Engineering Society of North America. The IESNA makes recommendations for outdoor lighting but does not set outdoor lighting community standards; these are determined through the adoption of local regulations.

KK. Illuminance – The quantity of light arriving at a surface measured in foot candles.

LL. Interference – Interference is the inability to effectively distribute or receive a particular frequency because of similar frequency competition. As the use of the frequency spectrum increases (such as the rapid increase in cellular phone

technology over the last decade) and as development expands near military installations and operational areas, the potential for frequency spectrum interference increases.

- MM. Intermittent Lighting** – Luminaires that do not emit light for more than five minutes.
- NN. Lumen** – A unit of luminous flux. The lumen-output values shall be the initial lumen output ratings of a lamp. The lumen rating associated with a specific lamp is generally indicated on its packaging or may be obtained from the manufacturer.
- OO. Luminaire** – A complete lighting fixture consisting of a lamp or lamps together with the parts designed to distribute the light, to position and protect the lamps, and to connect the lamps to the power supply.
- PP. Luminous Flux** – A quantitative expression of the brilliance of a source of visible light which is electromagnetic energy within the wavelength range of approximately 390 nanometers (nm) to 770 nm. This quantity is measured in terms of the power emitted per unit solid angle from an isotropic radiator, a theoretical point source that radiates equally in all directions in three-dimensional space.
- QQ. Military Installation Proximity Disclosure Notice** – A disclosure notice that informs the public and potential property owners or lessees that a parcel is located within proximity of a military installation or reservation, military airfield(s), and/or military training routes/corridors, and that the parcel may be impacted by noise, vibration, smoke, or other impacts associated with the military operations. The disclosure may also indicate that the property may be subject to land use regulations associated with the military installation that are adopted by the City of Crestview.
- RR. Nadir** – The direction, pointing vertically down, from the lowest light emitting part of the luminaire (see Exhibit 2-2 for an example).
- SS. Natural grade.** Natural grade shall mean the existing, undisturbed terrain directly adjacent (within five (5) feet) of the structure or wall of the building, where no alteration to the ground surface is proposed.
- TT. Noise** – Unwanted sound that interferes with normal activities or otherwise diminishes the quality of the environment. Noise may be intermittent or continuous, steady or impulsive. The source of the noise may be stationary or transient. The physical characteristics of noise or sound include its intensity, frequency, and duration.
- UU. Noise Contour** – A line connecting points of similar day-night average sound levels measured from a specific noise source.

- VV. Noise Exposure Map** – A scaled, geographic depiction of an airport or airfield, its noise contours and surrounding area.
- WW. Noise Level Reduction (NLR)** – The amount of reduction in noise for any geographic point as achieved through the incorporation of noise attenuation measures into the design and construction of buildings. These reductions may be incorporated during initial construction or retroactively as additional construction for existing buildings.
- XX. Nonconforming Use** – Any use of a property that is inconsistent with the provisions of these regulations and which is an existing use as of the effective date of these regulations.
- YY. Non-precision Instrument Runway** – A runway operating with an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or approach procedure that has been approved or planned.
- ZZ. Octave Band Filter** – An electrical frequency analyzer designed according to standards formulated by the American Standards Association and used in conjunction with a sound level meter to take measurements in specific octave intervals.
- AAA. Opaque** – The inability of a material to transmit light from an internal illumination source.
- BBB. Outdoor Lighting** – Illumination of an outside area or object by any manmade device that is located outdoors and produces light.
- CCC. Perceived Noise Level** – A method of measuring complex sound designated in the Journal of the Acoustical Society of America, No. 31, Pages 1415-1429, 1959
- DDD. RAICUZ** – The Range Air Installation Compatible Use Zone assessment focuses on five land use compatibility issues—noise, population density, height of objects, lighting, and the radio frequency (RF) spectrum.
- EEE. Remodel/Renovate** – A process of partial or total demolition of an existing structure (more than 50 percent of the occupied space and/or 50 percent of its current market value) and the partial/full construction of a new structure on the same parcel of land.
- FFF. Sound Attenuation** – The reduction of sound intensity by various means (e.g., air, humidity, porous materials); diminution of the intensity of sound energy propagating in a medium; caused by absorption, spreading, and scattering.

- GGG. Sound Transmission Class (STC)** – A single-figure rating of the sound insulating properties of a partition as determined by methods described in "Determination of Sound Transmission Class", American Society of Testing and Materials designation E413-73.
- HHH. Standard Land Use Coding Manual (SLUCM)** – A standard system for identifying and coding land use activities. "Standard Land Use Coding Manual", Urban Renewal Administration/Housing and Home Finance Agency and Bureau of Public Roads, Department of Commerce, First Edition, 1965.
- III. Structure** – An object, including a mobile object, constructed or installed by man, including, but not limited to, buildings, antennas, communication or other towers, cranes, smokestacks, earth formations, wind generation structures, and overhead transmission lines.
- JJJ. Temporary Outdoor Lighting** – Lighting allowed as specified in an approved temporary permit pursuant to the requirements of Section 11, in this Section.
- KKK. Transitional Surface** – The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the runway centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface.
- LLL. Trespass Lighting** – Light emitted by a luminaire that spills outside the boundaries of the property on which the luminaire is sited.
- MMM. Ultra High Frequency (UHF)** – The UHF (ultrahigh frequency) range of the radio spectrum is the band extending from 300 MHz to 3 GHz. The UHF band is extensively used for satellite communication and broadcasting, in cellular telephone and paging systems, and by fourth-generation (4G) wireless systems.
- NNN. Very High Frequency (VHF)** – The VHF (very high frequency) range of the radio spectrum is the band extending from 30 MHz to 300 MHz. The VHF band is popular for mobile two-way radio communication, satellite communication and broadcasting.

Section 7. Military Influence Overlay District (MIOD) and MIOD Subzones

A. Application of the MIOD

The MIOD is an overlay district with regulations that address conditions related to noise, safety and other effects associated with training and operations (missions) conducted from or associated with Eglin AFB/Eglin Reservation. The MIOD is limited to a specific geographical area within the City of Crestview, as depicted on the City of Crestview Future Land Use Map and the Official Zoning Map. The location of the MIOD boundary in the City of Crestview is depicted on Exhibit 2-1, MIOD Boundary and Subzones Map.

B. Designation of MIOD Subzones

Within the MIOD is a discrete geographical area, or MIOD Subzone, that includes regulations that are specific to unique characteristics associated with military missions at Eglin. The precise location of the MIOD Subzones in the City of Crestview is depicted on Exhibit 2-1 Crestview MIOD Boundary and Subzones, which shall be available for public review at the City of Crestview's Growth Management Administrative Services Department. The MIOD Subzones are defined as follows:

- (1) **MIOD.** The MIOD includes the MIOD Subzone and any non-Subzone areas, if applicable, within the boundary of Crestview. When used in this regulation, the term MIOD refers to the MIOD within the City of Crestview in its entirety, and not a portion thereof.
- (2) **Impulse Area Subzone.** The Impulse Area Subzone is defined as the area that is within one-mile of the Eglin Reservation boundary. The Impulse Area Subzone is subject to increased levels of explosive noise, or "impulse" noise, generated from missions conducted on Eglin Reservation.
- (3) **Critical Approach 1 Subzone.** The Critical Approach 1 Subzone is defined as the area beneath which aircraft approach and depart at low levels from a runway. This Subzone area is based on the Eglin AFB RAICUZ Study.
- (4) **Critical Approach 2 Subzone.** The Critical Approach 2 Subzone is defined as the area beneath which aircraft approach and depart at low to moderate levels from the runway. This Subzone area is based on the Eglin AFB RAICUZ Study.
- (5) **MTR 1 Subzone.** The MTR (Military Training Route) 1 Subzone is defined as the area that includes the MTR, Slow Speed Low Altitude Training Route (SRs) and the Low Level Training Area (LLTAs) corridors (with floors between 100 feet and 200 feet AGL (Above

Ground Level)) that have been established and designated by the Federal Aviation Administration (FAA) specifically for military training. This Subzone area is based on the corridors identified in the Eglin AFB RAICUZ Study.

As the AICUZ or RAICUZ studies for Eglin AFB or the Eglin Reservation are updated in the future and publicly available, the City of Crestview shall consider updating Exhibit 2-1, Crestview MIOD Boundary and Subzones, to reflect any changes that may impact the regulations herein. Such update shall be adopted during a properly noticed public hearing of the City of Crestview City Council.

C. Boundaries

The following rules shall apply to the boundaries of the MIOD and MIOD Subzones:

- (1) If any part of a parcel or lot is within the MIOD or MIOD Subzone, all land within the parcel or lot shall be subject to these regulations.
- (2) Where a parcel or lot is within more than one MIOD Subzone, the requirements of the more restrictive Subzone shall apply to the entire parcel or lot.
- (3) Boundaries that appear to follow the approximate centerlines of streets, alleys or easements shall be construed to follow such centerlines.
- (4) Boundaries that appear to follow platted lot lines shall be construed as following such lot lines.

Section 8. Land Use

A. General Use Restrictions

Notwithstanding any other provisions in the City of Crestview Land Use Regulations, no use of land, water or airspace within the MIOD shall:

- (1) Create electrical interference between Eglin AFB/Reservation and aircraft, missiles or any other associated military or civilian activities;
- (2) Create glare, artificial light, smoke or dust, or reflect light in such a way that may impair pilot visibility at any time;
- (3) Create forage or nesting environments that increase the potential for bird/wildlife aircraft strike hazards within any Eglin AFB approach/departure airspace, aircraft movement areas, loading ramps or aircraft parking areas.

- (4) Endanger or interfere with the landing, departure or maneuvering of aircraft using Eglin AFB/Reservation.

B. Land Use Compatibility / Specific Use Restrictions

Notwithstanding any other provisions in the City of Crestview Land Use Regulations, the permitted land use for any property with the MIOD and associated MIOD Subzone shall be as set forth in Table 8-1, MIOD Land Use Compatibility Matrix. The following rules apply to Table 8-1:

- (1) Boundaries: All provisions of Section 7. D., Boundaries, shall apply.
- (2) Incompatible Uses or Prohibited Activities: Uses or activities determined to be incompatible with MIOD Subzone activities, Eglin Reservation operations, or contribute to a potential threat to flight safety, are prohibited within the designated Subzone. A "P" appearing under a MIOD Subzone category in Table 8-1 means that the use or activity is incompatible and prohibited in that Subzone area.
- (3) Compatible Uses or Allowed Activities: Section 102-129, Districts and Boundaries in the City of Crestview Land Use Regulations identifies permitted uses and activities for each zoning category. Table 8-1 provides a detailed description of uses and activities that are determined to be compatible with Subzone activities, Eglin Reservation operations and aircraft flight safety. An "A" appearing under a Subzone category in Table 8-1 means that the use or activity is allowed if the property:
 - i. Is properly zoned and the use is permitted pursuant to Section 102-129 of the Land Use Regulations;
 - ii. Has the proper City of Crestview Future Land Use Map (FLUM) designation;
 - iii. Conforms with the lower of the density/intensity provisions on Table 8-1, or the underlying zoning category and FLUM designation.

**Table 8-1 Military Influence Overlay District
Land Use Compatibility Matrix**

			Impulse Area	Critical Approach 1	Critical Approach 2	MTR 1
Residential			Density			
1100a	Single units; detached	<= 6 du/ac	A1	A	A	A
1100b and 1100c	Single units; semi-detached and attached row (incl duplex)	<= 6 du/ac	A1	A	A	A
1100d and 1100e	Multi-Family; two or more attached units	Any Density	P	P	P	P
1100f	Community Residential Homes (incl assisted living, etc.)	Any Density	P	P	P	P
1100g	Congregate Residential Homes	Any Density	P	P	P	P
1200	Group Quarters (incl farm worker housing, boarding homes, etc.)	Any Density	P	P	P	P
1300	Residential Hotels (incl motels, etc.)	Any Density	P	P	P	P
1400	Mobile Home Parks or Courts (incl recreational vehicle and RV parks, etc.)	Any Density	P	P	P	P
1500	Transient Lodgings	Any Density	P	P	P	P
1900	Other Residential (any type)	Any Density	P	P	P	P
Manufacturing			Intensity			
2100 and 2200	Food & kindred products; textile mill products; manufacturing	Max FAR 0.56	A1,2	A2	A2	A2
2300	Apparel and other finished products made from fabrics, leather, and similar materials; manufacturing	Max FAR 0.56	A1,2	A2	A2	A2
2400 to 2700	Lumber and wood products;furniture; paper; painting; manufacturing	Max FAR 0.56	A1,2	A2	A2	A2
2800 to 3000	Chemicals and allied products; petroleum; rubber and plastics; manufacturing	Max FAR 0.56	P	P	P	P
3200 to 3400	Stone, clay and glass; primary and fabricated metal products manufacturing	Max FAR 0.56	A1,2	A2	A2	A2
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks manufacturing	Max FAR 0.56	A1,2	A2	A2	A2
3900	Miscellaneous manufacturing	Max FAR 0.56	A1,2	A2	A2	A2
Transportation, Communications and Utilities			Intensity			
4100 to 4600	Railroad, rapid rail transit; motor vehicle; aircraft transportation;marine transportation;highway right of way;automobile parking	Max FAR 0.56	A	A	A	A
4700	Communications (cell / radio / television / microwave towers)	Max FAR 0.56	A4	A4	A4	A4
4800	Utilities (electric, gas, water, sewage, transmission lines, facilities)	Max FAR 0.56	A4	A4	A4	A4
4850	Solid waste disposal (landfills, debris disposal, incineration, etc.)	NA	P	P	P	P
4900	Other transportation, communications and utilities	Max FAR 0.56	A	A	A	A
4900a	Man-made water impoundments, except stormwater impoundments (water features, golf ponds)	NA	P	P	P	P
4900a	Man-made stormwater impoundments	NA	A5	A5	A5	A5
Trade			Intensity			
5100	Wholesale trade	Max FAR 0.56	A1	A	A	A
5190	Other wholesale trade (scrap and recycling collection/processing)	Max FAR 0.16	A1	A	A	A
5200 to 5700	Retail trade-building materials, hardware and farm equipment;general merchandise;food;automotive and marine;gas stations;apparel and accessories;furniture	Max FAR 0.16	A1	P	A	A
5200	Retail trade-building materials, hardware and farm equipment		A1	P	A	A
5300	Retail trade - general merchandise		A1	P	A	A
5400	Retail trade-food		A1	P	A	A
5500	Retail trade-automotive, marine craft, aircraft and accessories		A1	P	A	A
5530	Retail trade-gas service stations (truck stops, fireworks)		A1	P	A	A
5600	Retail trade-apparel and accessories		A1	P	A	A
5700	Retail trade-furniture, home furnishings and equipment		A1	P	A	A
5800	Retail trade-eating and drinking establishments	Max FAR 0.24	A1	P	A	A
5900	Other retail trade	Max FAR 0.16	A1	P	A	A
5900b	Other retail trade (outdoor retail, farmer's market, swap meet, flea market)		A1	P	A	A
Services			Intensity			
6100	Finance, insurance and real estate services	Max FAR 0.22	A1	A	A	A
6200	Personal services	Max FAR 0.22	A1	A	A	A
6240	Funeral homes, crematory services: cemeteries	Max FAR 0.22	A1			
6300 to 6400	Business services; warehousing and storage;repair services	Max FAR 0.22				
6500	Professional services	Max FAR 0.22				
6590	Other professional services (engineering, architecture, accounting, research etc.)	Max FAR 0.22				
6513 to 6516	Hospitals, other medical facilities;nursing homes	Max FAR 0.56				
6600	Contract construction services	Max FAR 0.22				
6700	Governmental services	Max FAR 0.24				
6740 to 6800b	Correctional institutions; schools and educational services; child care services	Max FAR 0.24				
6900	Miscellaneous services	Max FAR 0.22				
6910	Religious activities (churches, synagogues, and temples)	Max FAR 0.24			A	A

**Table 8-1 Military Influence Overlay District
Land Use Compatibility Matrix**

			Impulse Area	Critical Approach 1	Critical Approach 2	MTR 1
Cultural, Entertainment and Recreational			Intensity			
7110	Cultural activities (art galleries, libraries, museums)	Max FAR 0.56	P	P	A	A
7120	Nature exhibits (zoos, botanical gardens)	Max FAR 0.24	P	P	A	A
7200	Public assembly (movie theater)	Max FAR 0.56	P	P	A	A
7211	Outdoor music shell, amphitheaters	Max FAR 0.56	P	P	A	A
7220	Outdoor sports arenas, spectator sports, stadiums	Max FAR 0.56	P	P	A	A
7231	Auditoriums, concert halls	Max FAR 0.56	P	P	A	A
7300a	Amusements - Outdoor (fairgrounds, miniature golf, driving ranges, amusement parks, etc.)	Max FAR 0.22	P	P	P	P
7300b	Amusements - Outdoor [Lighted] (driving ranges, play fields, light/laser shows)	Max FAR 0.22	P	A	A	A
7300c	Amusements - Indoor (shooting gallery, skating / ice rink, bowling, billiards, etc.)	Max FAR 0.22	P	P	A	A
7400	Recreational activities (including golf courses, tennis courts, riding stables, water recreation)	Max FAR 0.22	A5	A5	A5	A
7440	Marinas (yachting clubs, boat rentals and access)	Max FAR 0.22	P	A	A	A
7425	Gyms and athletic clubs (health spas and fitness centers; excluding resort lodges)	Max FAR 0.22	P	P	A	A
7500	Resorts and group camps (including resort lodges, bed and breakfast inns)	Max FAR 0.56	P	P	A	A
7600	Parks (passive recreation areas)	Max FAR 0.22	A	A	A	A
7900	Other cultural, entertainment and recreation	Max FAR 0.22	A1	A	A	A
Resources Production and Extraction			Intensity			
8100a	Agriculture (except livestock)	Max FAR 0.56	A	A	A	A
8100b	Agriculture (except livestock) w/residential	<= 1 du/ac	A1	A	A	A
8160a	Livestock farming and animal breeding	Max FAR 0.56	A	A	A	A
8160b	Livestock farming and animal breeding w/residential	<= 1 du/ac	A1	A	A	A
8160c	Exotic livestock farming and animal breeding (ostrich, emus, alpaca, etc.)	Max FAR 0.56	P	A	A	A
8200a	Agricultural related activities	Max FAR 0.56	A	A	A	A
8200b	Agricultural related activities w/residential	Max FAR 0.56	A1	A	A	A
8220	Animal husbandry services (animal hospitals and clinics, kennels)	Max FAR 0.56	P	A	A	A
8300a	Forestry activities and related services	Max FAR 0.56	A	A	A	A
8300b	Forestry activities and related services w/residential	Max FAR 0.56	A1	A	A	A
8320 to 8900	Forestry activities, fishing activities, mining activities, other resources production and extraction	Max FAR 0.56	A	A	A	A

NOTES TO TABLE - CONDITIONS FOR CERTAIN ALLOWED USES

- A1 Sound attenuation is STRONGLY RECOMMENDED to reduce interior noise levels to 45dB.
- A2 Allowed only without emissions of smoke, steam or other exhausts that impair aviation visibility.
- A4 Height restrictions apply, per Section 9 of the MIOD.
- A5 Stormwater impoundments up to 0.25 acres each allowed only if designed and constructed to completely drain within 24 hours and with anti-bird attractants. No stormwater impoundments allowed with any other water features / impoundments.

LEGEND

A	= Allowed
A#	= Allowed With Conditions
P	= Prohibited

Section 9. Height Limitations

A. General Provisions

Except as otherwise provided in these regulations, no structure, facility or antennae shall be erected or altered in any MIOD or MIOD Subzone to a height in excess of those shown in Table 9-1:

Table 9-1. Applicable Height Limits by Subzone

MIOD Subzone	Maximum Height
Impulse Area	45 Feet
Critical Approach 1	45 Feet
Critical Approach 2	50 Feet
MTR 1	75 Feet

B. Exemptions

Transmission facilities (poles and lines) maintained and/or operated by an electric utility or municipal entity and communication towers may exceed the values listed in Table 9-1 if:

- (1) They are below the maximum height as defined in FAA Part 77 and are in compliance with other requirements or regulations of the Federal Aviation Administration.
- (2) They obtain a determination of "No Hazard to Aviation" from the Federal Aviation Administration. This documentation must be submitted as part of the application for development approval or issuance of a permit for these facilities.
- (3) They are submitted for review and comment to Eglin Air Force Base prior to issuance of a building permit or other required approval from the City of Crestview.
- (4) Amateur radio antennas shall conform to the Federal Communication regulations and are pre-exempt from requirements of this Code regarding placement, screening, and height, pursuant to Florida Statutes, Section 125.561.

Section 10. Sound Attenuation

This section addresses all land uses on Table 8-1 with an "A1" designation. Uses with a Y1 designation are located in areas that are exposed to outdoor noise levels that are

considered inappropriate based on health, safety and welfare considerations. These include the Impulse Area, Noise 1 and Noise 2 Subzones. Uses with the Y1 designation in these Subzones are STRONGLY RECOMMENDED to include sound attenuation to maintain an indoor noise level to no more than 45dBA Ldn.

Table 10-1 and the following paragraphs include noise attenuation guidelines that are STRONGLY RECOMMENDED to be applied to uses, structures and facilities in the MIOD Subzones.

Table 10-1. MIOD Noise Attenuation Guidelines

MIOD Subzone	STC OF EXTERIOR WALLS AND ROOF/CEILING ASSEMBLIES	STC OF DOORS AND WINDOWS
Noise 1	44	33
All Other Subzones	39	25

- A. New Construction.** New construction should be designed with the minimum Sound Transmission Class (STC) rating of the structure’s components provided in compliance with Table 10-1 and to achieve an interior noise level no greater than 45 dBA Ldn.
- B. Modification of Existing Structures.** Modification of an existing structure that requires a building permit should be designed to meet the Table 10-1 guidelines if the following conditions are determined to exist:
 - (1) Any remodeling or renovation activities that involve more than 50% of a structure’s occupied space; and/or
 - (2) Any remodeling or renovation activities that have a construction value of greater than 50% of the structure’s current market value.
- C. Standard Noise Attenuation Standards.** Structures subject to the requirements of this Section should meet the requirements of Table 10-1 and achieve an interior noise level not to exceed 45 dBA Ldn.
 - (1) **Alternative Design Techniques.** As an alternative to compliance with Table 10-1, structures should be permitted to be designed and constructed using alternative techniques and materials designed to achieve an interior noise level no greater than 45 dBA Ldn. Exterior structures, terrain and permanent plantings should be permitted to be included as part of the alternative design for purposes of noise attenuation. The alternative design should be certified by an acoustic engineer or other expert with appropriate expertise as determined by the City of Crestview Growth Management Administrative Services Department.

- (2) **Plans Required.** Building construction plans that depict conformance with these standards should be submitted to the City of Crestview for review and approval. Such plans should be signed and sealed by an engineer licensed in Florida with a proficiency in residential sound mitigation or noise control (Engineer of Record). The Engineer of Record should note on the building plans: "The building design is capable of achieving the required noise level reduction."
- (3) **Certification of Conformance with Sound Attenuation Guidelines.** Prior to the issuance of a Certificate of Occupancy by the City of Crestview, the Engineer of Record should certify that the construction meets the sound attenuation standards in this Section.

Section 11. Light and Glare Controls

The purpose of this Section is to establish regulations for outdoor lighting in order to restrict light spillage onto areas within the Eglin Reservation and glare that may affect military operations in the SAS Study Area.

A. Applicability / General Provisions

- (1) The regulations within this Section shall apply to:
- (2) All public and private outdoor lighting installed in the MIOD after the effective date of this regulation.
- (3) Where a conflict exists between any of the regulations or limitations in this Section, and any other regulations applicable to the same area, the more stringent limitation or requirement shall govern and prevail.

B. Exemptions

The following outdoor lighting is exempt from this Section:

- (1) Any existing luminaires which were lawfully in place according to all applicable Ordinances at the time, but which do not now comply with all applicable regulations as of the effective date of this regulation.
- (2) Outdoor lighting that produces its luminance directly through the combustion of fossil fuels.
- (3) Outdoor lighting used during law enforcement, fire, and emergency medical activities and for meteorological data gathering purposes undertaken with approval from the City of Crestview.
- (4) Temporary outdoor lighting affixed during emergency or night-time repairs of roads and utilities.

- (5) Lighting required by law to be installed on motor vehicles.
- (6) Lighting required in compliance with Federal Aviation Administration (FAA) requirements.
- (7) Outdoor lighting installed on Federal and State facilities; however, voluntary compliance is encouraged.

C. Prohibited Lights and Sources of Glare

The following outdoor lighting and sources of glare are prohibited anywhere in the MIOD:

- (1) Any luminaire in a new development that is pointed or focused which causes light to be directed toward the Eglin Reservation. Such luminaire must be redirected or its light output controlled to eliminate such conditions.
- (2) When projected above a horizontal plane, beacons, laser source lights, strobe lights, or any similar high intensity light used for promotional or entertainment purposes.
- (3) Laser light shows.
- (4) Search lights.
- (5) Public outdoor display of fireworks or pyrotechnics.
- (6) Other outdoor lighting or glare that can cause distraction, flash blindness, vision impairment, or visual interference while piloting or navigating an aircraft or using night vision devices, including, but not limited to:
 - (i) Series, lines, rows, or patterns of lights, whether supported by cables or other physical means, or laid upon a ground or building, that may resemble navigational or flight safety aids, landing pads, or lighting common to general or military aviation.
 - (ii) Lighting designed for the creation of sky glow to attract attention, in excess of the lighting used to provide safety, security, and utility.
 - (iii) Outdoor floodlighting by wide-angle projection above the horizontal plane.
 - (iv) Lighting fixtures and architectural detailing that use luminous tube lighting (neon, argon, or krypton) on a building exterior or roof.

- (v) Internally illuminated awnings.
- (vi) External illumination for signs.

D. General Lighting Standards

These general lighting standards do not apply to street lights maintained and/or operated by an electric utility or municipal entity.

- (1) The use of low-pressure sodium (LPS) lighting for outdoor, unroofed areas shall be required for all new development.
- (2) Within the MIOD Impulse Area Subzone, all outdoor lighting should be fully screened from the Eglin Reservation, including lights from vehicles on streets, driveways and parking areas in adjacent development. Methods of screening may include, but are not limited to, fencing, structures and landscaping.

E. Residential Lighting Standards

- (1) Trespass lighting within residential areas may not exceed one and one half (1½) foot-candles at the property line, with the exception of intermittent lighting, which can be up to two (2) foot-candles.
- (2) All lighting within residential areas must comply with any standards in Subsection F, Non-Residential Lighting Standards, that are more restrictive, if applicable.

F. Non-Residential Lighting Standards – General

These lighting standards do not apply to street lights maintained and/or operated by an electric utility or municipal entity.

- (1) All outdoor lighting installed on any non-residential property and which includes or exceeds two (2) foot-candles shall be full cutoff fixtures (no light output emitted above 90 degrees at any lateral angle around the fixture). See "Examples of Acceptable / Unacceptable Lighting Fixtures" designations on Exhibit 2-3. The manufacturer's specifications, that demonstrate full cutoff status of all outdoor lighting, is required to be approved by the City of Crestview Planning Department prior to the issuance of a construction permit.

Examples of Acceptable / Unacceptable Lighting Fixtures

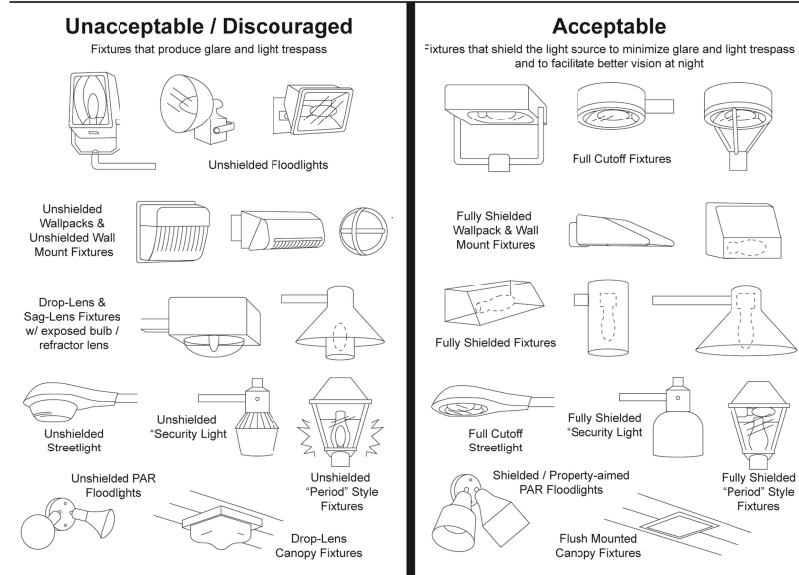


Exhibit 2-3, Acceptable Fixtures

- (2) For lighting horizontal elements such as roadways, sidewalks, entrances and parking areas, fixtures must meet "full cutoff" criteria (no light output emitted above 90 degrees at any lateral angle around the fixture).
- (3) Intermittent lighting must be of the "motion sensor" type that stays on for a period of time not to exceed five (5) minutes and has a sensitivity setting that allows the luminaire to be activated only when motion is detected on the site.
- (4) All trespass lighting shall not exceed two and one-half (2½) foot-candles measured at the property line, except that residential trespass lighting is regulated in Subsection E.
- (5) Floodlight fixtures must be aimed so as to prevent direct radiation of light into the open sky at any angle above the horizontal plane, as shown in Exhibit 2-4 and verified using a tool such as shown in Exhibit 2-5.

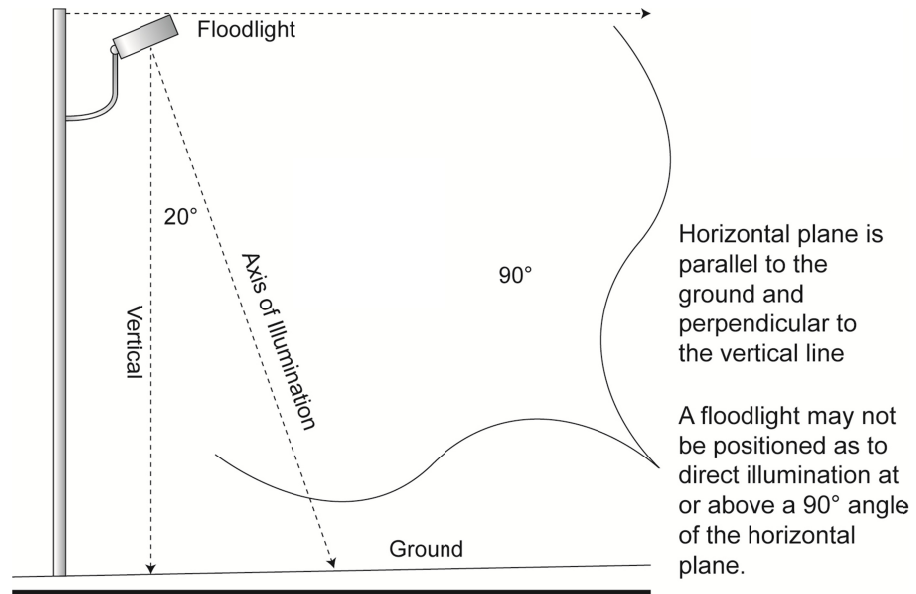


Exhibit 2-4

(6)

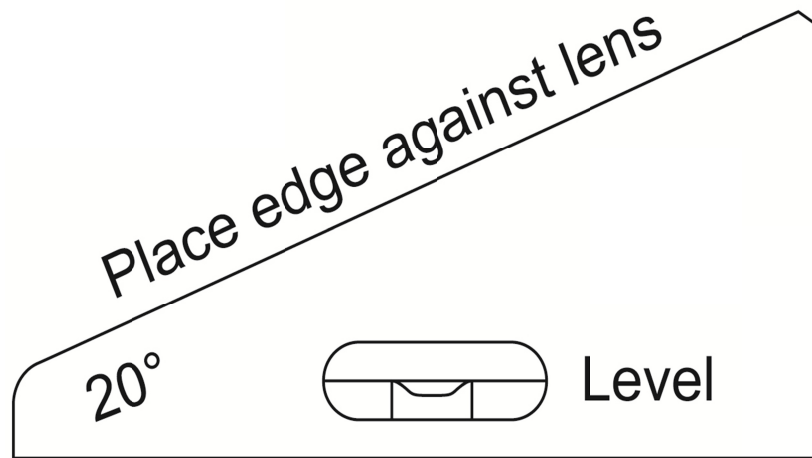


Exhibit 2-5

- (6) With the exception of lighting which is required for security and safety such as parking lot illumination, businesses must turn off outdoor lights emitting illumination levels exceeding 2 foot-candles (fc) after 11:00 p.m.
- (7) Lighting installed to illuminate construction sites in order to secure or protect equipment at night shall meet the requirements of Subsection F(1).

G. Gasoline Stations, Outdoor Sales, Automobile Canopy Standards

- (1) Outdoor sales areas must utilize luminaires that are fully shielded. No wall mounted lighting will be allowed.
- (2) Gasoline station canopies and vehicle canopies for other non-residential uses must utilize canopy lights that are fully recessed into the canopy or are fully shielded by the canopy.
- (3) The following average maintained illumination levels for gasoline stations must not be exceeded:

Service Station Component	Lighting Level
Approach	2.0 fc
Driveway	2.0 fc
Pump Island	10.0 fc
Building Façade	3.0 fc
Service Areas	3.0 fc
Landscape Highlights	2.0 fc

Note: fc = foot-candle

H. Parking Lot / Parking Structure Standards

- (1) Parking lot lights and poles shall not exceed twenty-four (24) feet above adjacent finished grade.
- (2) All outdoor parking lot lighting shall be fully-shielded and illuminated with low pressure sodium light fixtures.
- (3) In order to allow minimize reflectivity and allow for a variety of surface material options:
 - (i) Surface parking lots shall be designed, coated or constructed so that illumination levels are no more than what is reflected from asphalt at an average of twenty (20) foot-candles.
 - (ii) Top decks of parking structures shall be designed, coated or constructed so that illumination levels are no more than what is reflected from asphalt at an average of fifteen (15) foot-candles.
- (4) One hour after closing, businesses must turn off at least fifty percent (50%) of lighting luminaires in surface parking lots and on top decks of parking structures; however, those luminaires turned off may be set to function utilizing a motion detector system or dimmer.

I. Outdoor Sign Lighting Standards

- (1) All signs located within five miles of Eglin Air Force Base shall be positioned in such a manner and contain "dark sky" approved shielding devices so as to significantly reduce spillover light affecting the military installation and operations. In no instance shall signs be positioned to face parallel to the adjacent boundaries of Eglin Air Force Base or its runways.
- (2) On-premise signs may remain illuminated during regular business hours, but may not be illuminated later than one-half (1/2) hour after the business is no longer open to the public, nor prior to the daily opening of the business to the public.
- (3) Single-tenant on-premise signs shall be illuminated at a level no greater than seven (7) foot-candles measured at five (5) feet from the light source. Multi-tenant on-premise signs shall be illuminated at a level no greater than twelve (12) foot-candles measured at five (5) feet from the light sources.
- (4) Exterior means of illumination utilized for on-premise signs shall be positioned in a "top down" manner as depicted in Exhibit 2-4. Bottom-mounted fixtures shall not be used for on-premise signs.
- (5) Conventional non-digital off-premise signs shall employ an illumination system utilizing no more than two (2) luminaires to illuminate each sign message area (face). Each luminaire shall employ a refractor and hood that focuses the light onto the sign face and each luminaire may not exceed 400 watts.
- (6) All on-premise and off-premise digital signs shall be illuminated at a level no greater than 0.3 foot-candles over ambient light levels for the location and time and shall employ light cutoff devices, such as louvers, to minimize light escaping above the horizontal plane.
- (7) Nothing in this Ordinance shall be interpreted to authorize signs that are prohibited in certain areas or throughout the City of Crestview.

J. Street Lighting Standards

- (1) This subsection regulates the illumination levels for street lights that are installed on any street and operated and/or maintained by an electric utility or municipal entity. Such lighting shall be designed to follow the American National Standard Practice for Roadway Lighting under the IESNA.

- (2) Street light illumination must follow the guidelines in Item 4 of this subsection, unless a licensed professional engineer, trained and experienced in the science of illumination engineering, deems other illumination levels based on IESNA standards more appropriate for existing conditions and staff concurs with this assessment.
- (3) All new standard streetlights installed within Critical Approach 1 or 2 subzones shall utilize full cutoff type luminaires that are installed level to the ground in two intersecting perpendicular planes (see Exhibit 2-6), and should be horizontally level in all directions.
- (4) New ornamental street lights must be classified as either IES "Full Cutoff" or IES "Cutoff" as determined by a valid photometric report. This report must be generated for the specified model by a qualified testing lab (testing to IES standards) and must include a full vertical evaluation through 180 degrees, otherwise that fixture will be unacceptable.

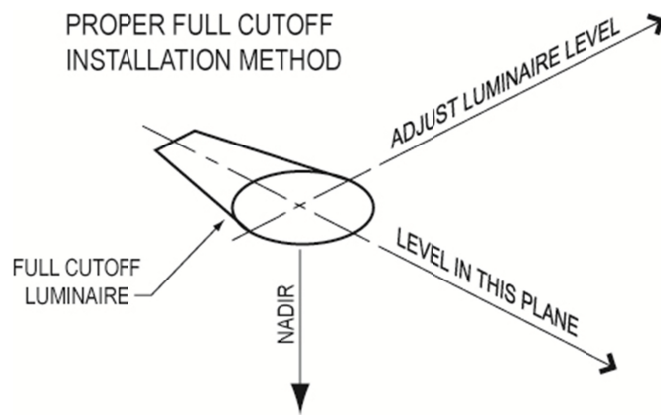


Exhibit 2-6

K. LEED Standards

Leadership in Energy and Environmental Design (LEED) certified lighting that meets the minimum standards of this section may be substituted for the standards in this Section, if approved by the City of Crestview Planning Director during the permitting process.

L. Tower and Structure Lighting Standards

Any tower and structure lighting shall conform with current Federal Communications Commission (FCC) or Federal Aviation Administration (FAA) regulations.

M. Automated Teller Machine Lighting Standards

Unmanned automated teller machines (ATM) shall utilize fully shielded or full cutoff luminaires.

N. Outdoor Lighting Plan Required

All development shall submit an outdoor lighting plan at the time of a site plan, subdivision or building permit application to determine compliance with the requirements of this Section. The outdoor lighting plan shall be prepared by a professional engineer or other highly qualified lighting specialist acceptable to the City of Crestview.

O. Maintenance of Nonconforming Luminaires

- (1) All luminaires lawfully in place prior to the effective date(s) of this regulation shall have legal nonconforming status.
- (2) Minor repair and maintenance of legal nonconforming luminaires up to 50% of the replacement value is allowed, however any alteration in excess of 50% of the replacement value shall terminate the nonconforming status of that fixture / use and at that time, all standards of this regulation must be met.

Section 12. Disclosures

A. Real Estate Transaction Notification

No person shall sell, lease, nor offer for sale or lease any property within the MIOD unless the prospective buyer or lessee has been notified through one or more of the following:

(1) **Disclosure with Sale or Lease Contract**

- (a) **Sale of Residential Property.** Any contract for the sale of City of Crestview residential property that is located in whole or part within the MIOD should include, as an attachment to the contract of sale, a Military Installation Proximity Disclosure Notice, in a form approved by the City of Crestview. The Military Installation Proximity Disclosure Notice shall be dated and signed by the purchaser(s) and the seller(s). If the seller is represented by a real estate agent, the agent shall witness the signature(s) of the seller(s). The seller is responsible for providing a copy of the signed disclosure notice to the City of Crestview. A disclosure notice form will be made available by the City of Crestview Growth Management Administrative Services Department.

- (b) **Lease of Residential Property.** Any contract for the lease of a residential dwelling for more than seven months should be subject to the notification requirements set forth in Subsection(1)(a).

B. Realty Sales Offices and Marketing

(1) Sales Office Disclosure Requirements

- (a) **Mapping and Pamphlets.** Sales offices that market or sell, including pre-construction sales, new residential homes or mobile homes located in the MIOD, must display a map illustrating the Eglin AFB / Eglin Reservation property boundary, MIOD boundary and MIOD Subzones. This map display requirement also applies to temporary realty sales offices. Pamphlets that include the same information shall also be available for the public and placed in prominent public view.
 - (b) **Mapping and Pamphlet Display Requirements.** The display map shall present the image at a minimum size of 24" by 36" and must be prominently displayed in a public area of the realty sales office. The pamphlet shall include an illustration of the map at a minimum image size of 8.5" by 11" and must be legible in both color and black and white. The display map and pamphlet must include a statement that additional information about the MIOD and potential impacts from Eglin Air Force Base is available both online and at the City of Crestview Growth Management Administrative Services Department. The City of Crestview Growth Management Administrative Services Department current telephone number and email contact for inquiries shall also be included. The location of the residential development shall be prominently identified on the map and pamphlet.
- (2) **Temporary Permits.** All permits for temporary and permanent realty sales offices in City of Crestview shall include a requirement for compliance with this Section.
 - (3) **Site Plan Permits.** Approved site plans for all commercial and office uses within City of Crestview shall include a statement that any realty sales office use shall comply with the Sales Office Disclosure Requirements of this Section.
 - (4) **Marketing Brochures.** Any real estate office or business within City of Crestview that produces a marketing brochure for residential home sales or rental units located on property wholly or partially within the MIOD shall include in the brochure the following statement:

"Some or all of the property within this residential development lies within the Eglin AFB Military Influence Overlay District (MIOD). Information regarding the overlay district, as well as potential impacts to properties, can be obtained from the City of Crestview Growth Management Services Department."

C. Subdivision Plat, Site Plan and Covenant Notification Requirements

All plats and site plans for properties within the MIOD shall incorporate disclosure requirements on the plat and site plan, as well as within Covenants and Restrictions (CRs) recorded for each subdivision, as set forth in the Subdivision Regulations, or their equivalent, of this jurisdiction.

Section 13. Variances – Additional Requirements within the MIOD

Any variance application to modify any provision in this Section shall include a written statement from the Commander of Eglin Air Force Base that the variance request either will or will not interfere with any existing or planned future mission.

Section 14. Bird/Wildlife Aircraft Strike Hazards

Bird and/or wildlife habitation, forage, nesting, and movement patterns within an airport's approach and/or departure airspace, aircraft movement areas, loading ramps, or aircraft parking areas may cause conditions not only hazardous to pilot safety but also for surrounding developed areas. Human-made improvements, including but not limited to, retention ponds, roosting habitats on buildings, landscaping, agricultural or aquaculture activities, wetlands, solid waste collection sites, and golf courses, are bird/wildlife attractants. As such, these improvements should be carefully sited, designed and managed to minimize their attractiveness for birds/wildlife. The City of Crestview will, to the extent practical, work with the Eglin AFB, to implement the Eglin AFB Bird and Wildlife Aircraft Strike Hazard (BASH) to minimize aviation related wildlife threats within the Impulse Area, Critical Approach 1, Critical Approach 2, and MTR 1 Subzones.



City of Crestview

Proposed Land Development Code Amendment

Article XXI, Section 102 Subdivision Code Modifications

Tri-County Small Area Studies (SAS)

CRESTVIEW SUBDIVISION CODE MODIFICATIONS

The following text provides prototypical language recommended to be inserted into the Crestview Subdivision Code. The draft language includes information that would implement pertinent provisions of the Military Influence Overlay District (MIOD). Table A identifies the location in Article XXI, Section 102 Subdivision Regulation where each prototypical section would be inserted.

INSERT A – PRELIMINARY PLAT PRE-APPLICATION CONFERENCE REQUIRED

A pre-application conference with the City of Crestview Growth Management Administrative Services Department is required for all preliminary plat applications for properties that are wholly or partially located within a Military Influence Overlay District (MIOD), as defined in Section 102. The Growth Management Administrative Services Department shall notify the 96 Civil Engineer Group of the date and time of the pre-application conference.

INSERT B – PRELIMINARY PLAT REVIEW BY EGLIN AIR FORCE BASE

All preliminary plat applications in a Military Influence Overlay District (MIOD) shall be transmitted by the City of Crestview to the 96 Civil Engineer Group for review and comment immediately after the application is received. The City of Crestview shall not approve, nor recommend for approval, any preliminary plat in a MIOD for a period of 21 calendar days from the date of application unless written comments are received from the 96 Civil Engineer Group before expiration of the 21 calendar day period. If the City does not receive any comments from Eglin AFB Base Commands within the timeframe identified above, it shall be assumed that the site plan does not create any outstanding issues relative to mission readiness or compatibility.

INSERT C – PRELIMINARY PLAT SUBMITTAL REQUIREMENTS – NOTIFICATION STATEMENT

Plat Applications within a Military Influence Overlay District. If the plat, either part or whole, is located within a Military Influence Overlay District (MIOD), the boundaries of the MIOD shall be delineated on the plat. If the entire plat lies inside the MIOD, the plat shall incorporate a statement that declares all property within its legal description as within the MIOD. Any plat or portion thereof that lies within a MIOD shall include notification language that is substantially similar to that appearing in the following statement, as may apply to the property:

“Notice: This property is located within an area that is near the Eglin Air Force Base Military Reservation, and may be impacted by noise, odors, flight safety hazards, and other potential compatibility issues related to Military Reservation operations. This property is subject to the development regulations included in the Military Influence Overlay District (MIOD) adopted by the City of Crestview, and may be subject to additional restrictions set forth in other ordinances of the City and in covenants recorded in the official records of the Clerk of Okaloosa County.”

Tri-County Small Area Studies (SAS)

CRESTVIEW SUBDIVISION CODE MODIFICATIONS

INSERT D – PRLIMINARY PLAT SUBMITTAL REQUIREMENTS – COVENANTS AND RESTRICTIONS

All subdivisions located wholly or partially within a Military Influence Overlay District (MIOD) shall submit a covenants and restrictions document that requires a property owner of a property located within a MIOD to disclose to any prospective buyer or tenant the property's proximity to the Eglin Air Force Base Military Reservation. The covenants and restrictions document shall be recorded concurrent with the approved final plat. Sample language for inclusion in such covenants and restrictions will be provided to the applicant by the City of Crestview.

INSERT E – MINOR SUBDIVISIONS IN MILITARY INFLUENCE OVERLAY DISTRICT

Any proposed minor subdivisions in a Military Influence Overlay District (MIOD) shall be submitted to the City of Crestview Growth Management Administrative Services Department and reviewed for consistency with all applicable Land Use Regulations and Comprehensive Plan policy prior to the subdivision of land.

INSERT F – SITE PLAN REVIEW BY EGLIN AIR FORCE BASE

All site plan applications in a Military Influence Overlay District (MIOD) shall be transmitted by the City of Crestview to the 96 Civil Engineer Group for review and comment immediately after the application is received. The City of Crestview shall not approve, nor recommend for approval, any site plan in a MIOD for a period of 21 calendar days from the date of application unless written comments are received from the 96 Civil Engineer Group before expiration of the 21 calendar day period. If the City does not receive any comments from Eglin AFB Base Commands within the timeframe identified above, it shall be assumed that the site plan does not create any outstanding issues relative to mission readiness or compatibility.

INSERT G – SITE PLAN SUBMITTAL REQUIREMENTS – NOTIFICATION STATEMENT

Site Plan Applications within a Military Influence Overlay District. If a site plan, either part or whole, is located within a Military Influence Overlay District (MIOD), the boundaries of the MIOD shall be delineated on the site plan. If the entire site plan lies inside the MIOD, the site plan shall incorporate a statement that declares all property within its legal description as located within the MIOD. Any site plan, or portion thereof, that lies within a MIOD shall include notification language that is substantially similar to that appearing in the following statement, as may apply to the property:

“Notice: This property is located within an area that is near the Eglin Air Force Base Military Reservation, and may be impacted by noise, odors, flight safety hazards, and other potential compatibility issues related to Military Reservation operations. This property is subject to the development regulations included in the Military Influence Overlay District (MIOD) adopted by the City of Crestview, and may be subject to additional restrictions set forth in other ordinances of the City and in covenants recorded in the official records of the Clerk of Okaloosa County.”

Tri-County Small Area Studies (SAS)
CRESTVIEW SUBDIVISION CODE MODIFICATIONS

Table A

Section Locations⁽¹⁾ for Crestview Article XXI: Subdivision Regulation Inserts

Military Influence Overlay District (MIOD)

	Insert A	Insert B	Insert C	Insert D	Insert E	Insert F	Insert G
	Preliminary Plat Pre-Application Conference Required	Preliminary Plat Review by Eglin Air Force Base	Preliminary Plat Submittal Requirements - Notification Statement	Preliminary Plat Submittal Requirements – Covenants and Restrictions	Minor Subdivision in Military Influence Overlay District	Site Plan Review by Eglin Air Force Base	Site Plan Submittal Requirements – Notification Statement
Jurisdiction							
City of Crestview	Section 102-482	Section 102-486	Section 102-486	Section 102-493	Section 102-489	Section 102-497	Section 102-488

Notes:

⁽¹⁾ Recommendations regarding the appropriate section to include new subdivision are preliminary.

**CITY OF CRESTVIEW, FLORIDA
REAL ESTATE SALE/LEASE DISCLOSURE LANGUAGE
FOR EXISTING REAL ESTATE FORMS**

The following language has been proposed to the local realtors' association to include in the current forms for real estate disclosure in the City.

The ideal location for said language would be as a 'Background' component in the existing forms.

"The City of Crestview is home to Eglin Air Force Base and the 724 square mile Eglin Reservation. The military presence is a strong economic engine, contributing billions of dollars each year to the local economy while providing thousands of full time military and civilian jobs. Flights of military aircraft are a common occurrence. Military testing and training activities can sometimes be heard in communities outside the reservation."



City of Crestview

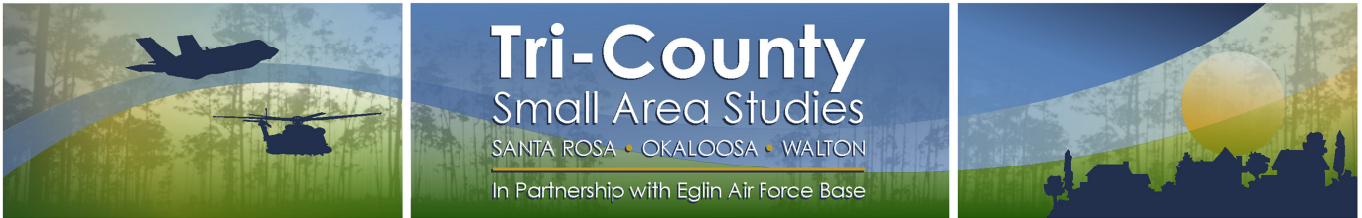
Recommended
Real Estate Disclosure Language

7

Laurel Hill



7
Laurel Hill



CITY OF LAUREL HILL OVERVIEW

The recommendations for the City of Laurel Hill contain a regulatory tool to promote compatibility between future land uses in the City and the operations associated with the Eglin Reservation.

This chapter of the Tri County Small Area Studies (SAS) presents the recommendations for the City of Laurel Hill. Due to feedback received from Okaloosa County no policy changes were required from the SAS planning process for the City of Laurel Hill. The recommendation for the City of Laurel Hill is made up of one component, as identified below:

Component

Recommended Real Estate Disclosure Language



City of Laurel Hill

Recommended
Real Estate Disclosure Language

**CITY OF LAUREL HILL, FLORIDA
REAL ESTATE SALE/LEASE DISCLOSURE LANGUAGE
FOR EXISTING REAL ESTATE FORMS**

The following language has been proposed to the local realtors' association to include in the current forms for real estate disclosure in the City.

The ideal location for said language would be as a 'Background' component in the existing forms.

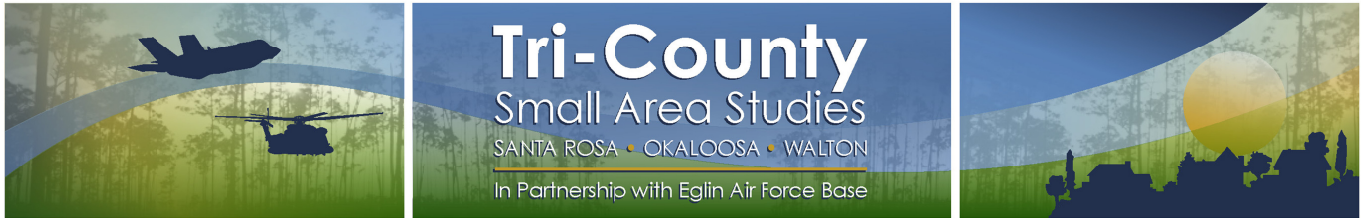
"The City of Laurel Hill is home to Eglin Air Force Base and the 724 square mile Eglin Reservation. The military presence is a strong economic engine, contributing billions of dollars each year to the local economy while providing thousands of full time military and civilian jobs. Flights of military aircraft are a common occurrence. Military testing and training activities can sometimes be heard in communities outside the reservation."

8

Walton County



8
Walton County



WALTON COUNTY OVERVIEW

The recommendations for Walton County contain both policy and regulatory tools to promote compatibility between future land uses in the County and the operations associated with the Eglin Reservation.

This chapter of the Tri County Small Area Studies (SAS) presents the recommendations for Walton County. The recommendations for Walton County are made up of four components, as below:

Component

Comprehensive Plan Policy Proposed Amendments
Future Land Use Element
Intergovernmental Coordination Element

Military Influence Overlay District (MIOD) Proposed Ordinance
Draft MIOD Regulations

Subdivision Regulation Proposed Amendment
Chapter 11: Subdivision Regulations

Recommended Real Estate Disclosure Language



Walton County

Proposed Comprehensive Plan Amendment

Future Land Use Element

FUTURE LAND USE ELEMENT POLICIES

Policy L-1.5.3 Development projects within one (1) mile of C30A and within a drainage basin of a coastal dune lake shall be at a density no greater than one (1) unit per two and one-half (2.5) acres, unless connected to central water and sewer. However, this provision does not preclude the development of a single family dwelling unit on an individual lot of record existing as of the date specified herein on a private well and/or septic tank if central sewer or water is unavailable.

Policy L-1.5.4.1: Height Limitations

A. **South Walton County:** Notwithstanding any other provisions of this Comprehensive plan, no development higher than fifty feet (50') shall be permitted south of Choctawhatchee Bay and the Intracoastal Waterway from the Okaloosa County line to the Bay County line. This fifty foot (50') height limitation may be exceeded contingent on conditional review/approval on a case-by-case basis by the Board of County Commissioners for the following structures:

1. Communication towers;
2. Hospitals and similar structures located on the hospital campus and connected to the main facility (may not exceed seventy-five (75') feet); and
3. For developments within the U.S. Highway 98 and U.S. Highway 331 Scenic Corridors, per section 13 of the Land Development Code, which provides that cupolas, towers, spires, etc. are allowed and may extend twenty (20) feet above roof lines or allowable height, but they shall be non-leasable and non-habitable.

B. **North Walton County:** The County shall utilize the height thresholds identified in the MIOD to maintain a safe operating environment for military aviators and activities.

Policy L-1.5.4.2: The County shall require buildings and towers not exceed or penetrate the critical approach surface, transition surfaces, horizontal surfaces or conical surfaces associated with, Auxiliary Field 1 and/or LZ East or Rock Hill Landing Zone (LZ) in a manner which would obstruct aircraft operations, air navigation, or line-of-sight communications.

Policy L-1.5.4.3: The County shall require, for all applications for any structure which might be inconsistent with Policy L-1.5.4.2 the inclusion of a statement from the Commander of Eglin AFB that the proposed structure would not interfere with the installation's missions. This policy does not supersede or negate compliance requirements with the federal obstruction standards contained in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77). The maximum height of buildings and towers shall be as depicted on the MIOD.

Policy L-1.5.5: Developments with a final development order issued on or before November 7, 1996, where development had commenced and is continuing in good faith as of this date, or development authorized as a development of regional impact pursuant to Chapter 380, F.S., are vested. Pursuant to the doctrine of equitable estoppel, development may be deemed vested if a property owner has relied in good faith on an act or omission of the local government and on the basis of such reliance has made a substantial change of position such that it would be highly inequitable and unjust to deny the continued development of this property.

Policy L-1.5.6: Within six (6) months following the adoption of these amendments, the County shall adopt an ordinance establishing the procedure for determining the vested status of development within the County. The ordinance shall include the following requirements: criteria for determining vesting that are consistent with L-1.6.6; procedures for an applicant to apply for a determination of vested rights and the processing of such applications, and the procedures for recording the outcome of such determinations.

Policy L-1.5.7: Lot of Record Limitations

- (A) Single lots of record which were established before November 7, 1996, are entitled to have constructed thereon at least one (1) single family dwelling unit.
- (B) "Lot of record" shall mean an individual parcel of property created on or before November 7, 1996, owned, under contract for deed,, or documented by a subdivision plat, deed, agreement, map, survey or other drawing in the official public records of Walton County.
- (C) This policy applies as an exception to the density provisions contained in the policies of Objectives L- 1.2, 1.3, and 1.4 only, and all development must be consistent with the other provisions of this plan, including concurrency requirements.
- (D) No provisions of this policy exempts the property owner from obtaining required permits, if applicable, prior to Walton County permit issuance for a single-family dwelling.
- (E) The boundaries of qualifying lots of record may be adjusted to provide for efficient, workable, or environmentally sensitive development plans where two (2) or more of these lots are contiguous if the established density does not increase and the established type of development does not change.
- (F) No portion of this policy should be interpreted to allow the creation of new lots that are inconsistent with the density and intensity provisions contained in Objectives L- 1.2, L-1.3, and L-1.4.

Policy L-1.5.8: Pursuant to Florida Statutes §163.3179, homestead property subdivided for the use of an immediate family member (grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel

to said individual) for their homestead may be permitted as an exception to the density provisions contained in this element, with the exception of lots in platted subdivisions where the land use designation is RP. Such family member may be permitted to develop a single family residence on a smaller lot provided that any such development must be consistent with the other provisions of this plan, including concurrency requirements. This exception shall apply only once to any such family member.

Policy L-1.5.9: All existing and any new potable water well fields permitted as community water systems, where recharge potential exists, shall have a minimum 500 foot zone designated around the perimeter of each such well within which landfills, mines, the storage, handling or processing of materials on the Florida Substance List or other restricted substances, agricultural chemicals, petroleum products, hazardous or toxic materials or waste, medical waste, pesticides, feedlots or other commercial animal facilities, wastewater treatment plants, percolation ponds and similar facilities, excavation of waterways or drainage facilities which intersect the water table and other noxious uses or activities which might impact the quality and quantity of potable water resources are prohibited (see the Aquifer Recharge sub-element of the County Comprehensive Plan for additional well field protection standards).

Policy L-1.5.10: The County shall enlist the cooperation of the NFWFMD to identify hydrologic cones of influence. Upon identification, maps of these areas shall be adopted as an amendment to the comprehensive plan. The well field protection measures set out in the Aquifer Recharge sub-element of the County Comprehensive Plan will then be applied to the area within the cone of influence.

Policy L-1.5.11: The County shall require development to provide adequate parking based on professionally accepted standards and regulations implemented in the Land Development Code including standards for parking lot design, access management, and shared driveways in order to promote safe traffic flow consistent with the access management policies in the Traffic Circulation Element.

Policy L-1.5.12: Interpretations regarding boundaries of land use districts shall be made according to the following standards:

- (A) Boundaries shown as following or approximately following a street, without further identification, shall be construed as following the centerline of the street;
- (B) Boundaries shown as following or approximately following any platted lot line or other property line shall be construed as following that line;
- (C) Boundaries shown as following or approximately following section lines, half-section lines, or quarter-section lines shall be construed as following such lines;
- (D) Boundaries shown following or approximately following natural features shall be construed as following such features.

OBJECTIVE L-1.6: AVAILABILITY OF PUBLIC FACILITIES

Development orders and permits for future development shall be issued only if the public facilities necessary to meet the adopted level of service standards are available concurrent with the impacts of the development, as stated herein.

Policy L-1.6.1: No development orders or permits shall be issued that would result in a reduction of the level of service below the standards adopted in the Walton County Comprehensive Plan unless such reductions are addressed through proportionate fair share, mitigation, or other concurrency management system provisions.

Policy L-1.6.2: Local utility services necessary to provide essential utility services to a neighborhood area may be sited in any future land use category subject to the location criteria in the Walton County Land Development Code. Region-serving public facilities may be sited in appropriate areas, such as the Light Industrial, Industrial, Public Facilities, and Institutional Future Land Use Categories.

Policy L-1.6.3: Walton County shall coordinate future land use categories and locations on the Future Land Use Map with the availability of public facilities and services as provided in the Sanitary Sewer, Stormwater Management, Potable Water, and Natural Groundwater Aquifer Recharge Element and in the Capital Improvement Element of the Walton County Comprehensive Plan.

OBJECTIVE L-1.7: HISTORIC RESOURCES

Site plans for new development shall be evaluated for identification of historic resources based on a professionally acceptable methodology.

Policy L-1.7.1: Site plans for new development will be evaluated for identification of historic resources based on professionally acceptable methodology and the criteria established in Objective L-1.7 and implementing policies, below.

Policy L-1.7.2: Significant historical and archaeological sites, including but not limited to, sites on the Florida Master Site File, shall be protected by implementing the following:

- (A) As part of all site plan evaluations, County staff shall identify whether or not the proposed construction activity and/or final development would disturb a site listed on the Florida Master Site File. If so, the developer shall be notified and shall, in turn, notify the Florida Division of Historical Resources, Bureau of Historic Preservation, Compliance Review Section and shall enter a binding agreement with the County in which the developer agrees to comply with the recommended course of action or mitigation requested by the Division prior to the development order being issued.
- (B) All developers shall affirm that they have notified the construction manager of the potential for artifact discoveries within the County. In the event of the discovery of artifacts of potential historical or archaeological significance during construction, the

construction manager shall immediately suspend all disruptive activity within a fifty foot (50') radius of the site of discovery and report the suspected finding(s) to the Florida Department of State, Division of Historical Resources, Bureau of Historic Preservation, Compliance Review Section, to the developer, and to Walton County. From the date of notification, construction shall be suspended for a period of up to one-hundred-twenty (120) days to allow evaluation of the site. The developer shall comply with the recommended course of action or mitigation requested by the Division and notify Walton County in writing of the action or mitigation requested.

Policy L-1.7.3: The criteria for evaluating historic resources as significant shall include but not be limited to the following adapted from the “Criteria for Listing” of the National Register of Historical Places:

- (A) That the resource be associated with events that have made a significant contribution to the broad patterns of history; or
- (B) That the resource be associated with the lives of persons significant in our past; or
- (C) That the resource embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction (e.g., historic district); or
- (D) That the resource yielded, or may be likely to yield, information important in prehistory or history.
- (E) Guidelines for evaluation and assessment of historical resources shall be based on but not limited to National Register Bulletin 15 (Guidelines for Applying National Register Criteria for Evaluation), the Secretary of the Interior’s Guidelines for Architectural and Engineering Documentation, and the Historic Preservation Compliance Review Program of the Florida Department of State, Division of Historic Resources.

Policy L-1.7.4: The County shall encourage heritage and historical societies of Walton County, and other interested participants, to develop a historic component to the tourism attractiveness of South Walton.

- (A) Develop a specific historic action plan.
- (B) Associate historic and archaeological structures on sites with the greenways network.
- (C) Prepare a “walking tour” or “historic trek” as a part of the proposed interpretive network.

OBJECTIVE L-1.8: REDUCTION OF NON-CONFORMING USES

Nonconforming land uses shall not be expanded.

Policy L-1.8.1: The County will continue its efforts to reduce instances of blight through amendment of the standards and regulations in the Land Development Code to facilitate a more efficient process for addressing non-conforming uses, implementation of a demolition program that will eliminate the number of vacant, dilapidated structures and, through the use of County funds, State grants, or Federal grants, assist applicants in an expedited process for the rehabilitation and redevelopment of blighted areas.

Policy L-1.8.2: Nonconforming land uses shall be governed by the following principles:

- (A) A nonconforming use cannot be expanded;
- (B) A nonconforming use in a conforming structure (e.g. a restaurant in a single-family home) which is discontinued for more than one (1) year may not be reestablished;
- (C) A nonconforming use in a non-conforming structure (e.g. a restaurant constructed within a residential land use) is governed by the following criteria:
 - 1. A non-conforming structure which suffers damage of fifty percent (50%) or more of the replacement cost of the structure may not be reestablished or re-built unless it meets all of the standards of the Walton County Comprehensive Plan and Land Development Code in effect at the time of reconstruction;
 - 2. A non-conforming use which suffers damage of fifty percent (50%) or less of the replacement cost of the structure may be re-built to its pre-damage footprint and conditions;
 - 3. Single-family homes existing as of November 7, 1996, are considered to be conforming uses not subject to be provisions of this policy; however, any redevelopment must meet all plan requirements. In addition, ordinary repair and maintenance of nonconforming uses is permitted.

OBJECTIVE L-1.9: NATURAL RESOURCE PROTECTION

Site specific development shall be consistent with the Future Land Use Map and shall be coordinated with the topographic and soil conditions and natural resources on the site, with the availability of facilities and services, and with the protection of natural resources adjacent to the site. On-site provision of wastewater and drainage facilities shall also be responsive to natural resource conditions. Silviculture activities are to be conducted in a manner compatible with the need to protect, conserve, and appropriately use natural resources associated with wetlands and surface waters.

Policy L-1.9.1: The County's Land Development Code shall address with standards and regulations the protection of:

1. Beaches and dunes (Conservation/Coastal Zone Policies).
2. Floodplains (Future Land Use Element Policies; Drainage Sub-Element Policies and Conservation/Coastal Zone Policies).
3. Wetlands (Future Land Use Policies and Conservation/Coastal Zone Policies).
4. Shorelines (Conservation/Coastal Zone Policies).
5. Soil erosion and sedimentation control (Conservation/Coastal Zone Policies.)
6. Coastal dune lakefronts (Conservation/Coastal Zone Policies).

Policy L-1.9.2: The County will limit the disturbance of the natural topography by requiring that development be clustered on the portion of the site with least slope and by requiring that structures and roads be designed to maintain the natural topography to the maximum extent feasible. No construction or disturbance will be allowed in the natural outlet from a coastal dune lake. A buffer area of not less than fifty feet (50') from the historical outfall area is required.

Policy L-1.9.3: Applications for Development Approval (ADA) for sites to be served by an on-site wastewater treatment system and located in areas identified in the soils map included in the County's Geographic Information System (GIS) as belonging to a soils series that poses moderate to severe limitations to development shall provide a detailed soils analysis that indicates soils suitability for construction and use of septic tanks and absorption fields. Development shall be clustered on the portion of site posing the fewest restrictions, based on the characteristics of the soils of the site. The site soils analysis shall be done in coordination with the Soil Conservation Service and the Department of Health and Rehabilitative Services. If the Board of County Commissioners, in coordination with SCS and HRS, finds that the soils are unsuitable for septic tanks, an aerobic system or other suitable alternative on-site wastewater treatment system shall be required.

Policy L-1.9.4: All development must conform to the level of service standards for drainage adopted in this plan (Drainage Policy). By the statutory deadline for the adoption of land development regulations, the stormwater provisions of the Walton County Land Development Code shall be reviewed and revised (if necessary) to ensure consistency with the Northwest Florida Coast Resource Management Plan and the Drainage Element of the Comprehensive Plan. The Land Development Code may be amended to identify provisions for conventional drainage. The Land Development Code may be waived if alternatives can be provided, such as elevated housing, or the use of low pressure access vehicles and/or open-grate parking slabs, and drainage requirements are not required.

OBJECTIVE L-1.10: COMPATIBILITY OF ADJACENT LAND USES

The compatibility of adjacent land uses will be ensured through the use of natural and man-made buffers.

Policy L-1.10.1: Ensure compatibility of adjacent agricultural and nonagricultural land uses and protection of the health, safety and welfare of the residents of Walton County by requiring buffers between the two.

(A) A buffer must be established between any new subdivision and active agricultural or silvicultural lands adjacent to such subdivision. Additional requirements for buffering on land being developed adjacent to agricultural uses shall be required as part of the subdivision review process.

1. The purpose of the buffer is to protect the agricultural land use from the more intensive residential and/or commercial land uses associated with the subdivision. The buffer must function to:
 - i. Screen each land use, one from the other;
 - ii. Provide protection to the nonresidential land uses from normal agricultural operations that may create nuisances and other adverse impacts, such as odors, noise, smoke, vibration, chemical spray, glare, or dust;
 - iii. Provide protection to the agricultural land from intrusive activities of residential land uses, such as trespass, pets, vehicles, and noise; and
 - iv. Minimize or eliminate any incompatibility between the uses so that the uses may be considered compatible and so that the long term continuance of both uses is not threatened by the negative impacts of adjacent land uses upon each other.

(B) Buffers shall be a landscaped strip along parcel boundaries and shall serve as an attractive boundary of the parcel or land use and shall include landscaping and site barriers. Buffers shall be at least 50 feet in width; however, during the site plan approval process the County may require buffers larger than the minimum established in this policy, if deemed necessary to ensure the compatibility of adjacent land uses.

Policy L-1.10.2: Buffers will be created between development and environmentally sensitive areas, as specified in the Conservation/Coastal Zone Element, including wetlands, water bodies such as lakes and streams, dunes, coastal dune lakes, and wildlife habitat areas.

(A) The purpose of the buffer is to protect natural resources from the activities and impacts of development. The buffer should function to:

1. Provide protection to the natural resources from intrusive activities and impacts of development such as trespassing, pets, vehicles, noise, lights, and stormwater runoff.
2. Minimize the negative impacts of the uses upon each other or, preferably, to eliminate by the buffer such that the long-term existence and viability of the natural resources, including wildlife populations, are not threatened by such impacts and activities. Any incompatibility between the uses is eliminated and the uses may be considered compatible.

(B) Buffers shall include:

1. Native species plant material, preferably xeriscape in nature that is wildlife friendly.
2. Disallowing the use of noxious vegetation or trees.

(C) The County shall amend its landscape ordinance to specify a list of acceptable xeriscape plant materials to be used and a list of noxious plant material to be prohibited in South Walton.

(D) The buffer may be a landscaped natural barrier, a natural barrier or a landscaped or natural barrier supplemented with fencing or other man-made barriers, so long as the function of the buffer and intent of this policy is fulfilled. Buffers shall be at least 25 feet in width unless otherwise specified in these Goals, Objectives and Policies. However, during the site plan approval process the County may require buffers larger than the minimum established in this policy, if deemed necessary to ensure the compatibility of adjacent land uses.

(E) Buffers shall emphasize vegetation that will serve as a habitat component for species likely to use the area.

Policy L-1.10.3: The County shall require landscaped buffers between adjacent land uses of differing intensities to control the impact of the higher intensity use on the surrounding area. The buffer width requirements will vary depending on the difference in intensity of the adjacent uses and the type and configuration of trees, shrubs, or other materials used in the buffer, but will be no less than ten (10) feet. Trees and shrubs will be required to be planted within the buffer, unless the existing native vegetation exceeds minimum standards, based on standards as defined in the Land Development Code.

(A) The buffers shall function to prevent nuisances and other adverse impacts, such as odors, noise, smoke, vibration or aesthetic value, on adjacent and nearby properties and adjacent roadways.

(B) Between residential land uses, the buffer shall be at least 10 feet in width.

1. Between residential and commercial land uses, the buffer shall be at least 20 feet in width.

2. If required, the buffer between a mixed use development and any other land use shall be at least 20 feet in width.
3. Between industrial and any other land use, the buffer shall be at least 25 feet in width.

(C) Nothing in this policy shall be interpreted to preclude the County from requiring buffers larger than the minimums established within this policy, if such requirement is deemed necessary and appropriate to ensure the compatibility of adjacent land uses.

(D) Through the land development regulations for project review process, the County will implement xeriscape™ requirements.

Policy L-1.10.4: Compatibility shall be established between uses in a mixed use development. The intent of mixed use is to promote an integration of land uses, not require a separation.

(A) Mixed use projects shall submit a detailed site plan to demonstrate effective alternatives to buffering, such as street alignment and orientation, screening, pedestrian continuity, building articulation, building heights at the edge of the project, and controlled window views.

(B) Nothing in this policy is intended to prohibit cross access between abutting uses for automotive and pedestrian movement.

(C) If a buffer is required between a mixed use project and an abutting property of lower intensity or density, the standards established in the Land Development Code shall apply.

Policy L-1.10.5: Business or commercial uses shall be prohibited on interior residential subdivision streets, unless said uses are a part of a recorded plat, an approved development order, or an approved Neighborhood Plan.

Policy L-1.10.6: Within any residential area, a home occupation shall be allowed in a bona fide dwelling unit provided that the home occupation is clearly incidental and subordinate to the use of the property for residential purposes, does not change the outside appearance of the residential unit, does not occupy more than twenty-five percent (25%) of the total floor area of the residence, does not result in an increase in expected traffic, and does not create interference to neighboring properties.

OBJECTIVE L-1.11: SCENIC CORRIDORS

Walton County will preserve, maintain and enhance its unique character and natural beauty through, among other things, the creation of Scenic Corridors which provide

aesthetic roadway vistas and experiences for both visitors and residents. The County may also nominate these scenic corridors for State and Federal designation.

Policy L-1.11.1: The County establishes and approves Route 30-A as a Scenic Corridor in order to preserve the character of the area, protect natural features, promote enhancement of vistas, and preserve the visual access along both sides of the roadway. The designation establishes the following minimum standards for all development:

- (A) A 20' Scenic Corridor setback from the right-of-way is required, and the native vegetation shall be maintained in the Scenic Corridor. The mixed use centers, VMU, TND, and DRI/MU, depicted on the Future Land Use Map are not subject to this 20' setback.
- (B) Walls are prohibited along the entire roadway, with the exception of mixed use areas where the Board of County Commission authorized walls adjacent to the right of way within a neighborhood plan, master plan, or a PUD.
- (C) Building placement standards and height limitations are to ensure that vistas will not be blocked.
- (D) More stringent sign and landscape requirements shall apply, including a prohibition against billboards.

Policy L-1.11.2: The County establishes US Highway 98 from Okaloosa County line to the Bay County line and US Highway 331 from US Highway 98 to the Choctawhatchee Bay as a Scenic Corridor to protect natural features and to promote economic development. Specific guidelines and procedures for the US Highway 98 Corridor have been adopted as part of the Land Development Code to address the following:

- (A) Setbacks of up to 30', architectural design, signage requirements, landscaping requirements, and site development standards.
- (B) These guidelines shall apply only to commercial properties abutting US 98, except for signage, which applies to all properties.
- (C) The Scenic Corridor guidelines shall continue to be administered by the Design Review Board, made up of affected property owners and design professionals.

OBJECTIVE L-1.12: SCENIC CORRIDOR SIGNS

Sign regulations shall be established to complement the requirements of the building and electrical codes adopted by the County, including special provisions for Scenic Corridors.

Policy L-1.12.1: The Land Development Code shall establish guidelines for Scenic Corridor signs.

(A) These standards shall require applications to address the following:

1. General Provisions
2. Exempt Signs
3. Prohibited Signs
4. General Regulations
5. Permissible Temporary Signs
6. Permanent Outdoor Advertising Signs
7. Measurement Determinations
8. Design, Construction, and Location Standards:

(B) Additionally, all signs, including their supports, braces, guys and anchors, electrical parts and lighting fixtures, and all painted and display areas, shall be maintained in accordance with the building and electrical codes adopted by the County, and shall present a neat and clean appearance.

Policy L-1.12.2: For Scenic Corridors, the sign guidelines shall be amended to prohibit billboards and shall have specific sign requirements based on the intent of the Scenic Corridor. The Walton County Land Development Code shall include specific sign guidelines for each designated Scenic Corridor.

OBJECTIVE L-1.13: FUTURE LAND USE MAP (FLUM) AMENDMENTS

Establish land use suitability criteria for guiding the evaluation of citizen initiated amendments to the adopted Future Land Use Map in Walton County.

Policy L-1.13.1: General Principles for Future Land Use Map and FLUM Amendments in Walton County.

- (A) All proposed FLUM amendments must conform to the adopted goals, objectives, and policies of the Walton County Comprehensive Plan and Land Development Code.
- (B) Walton County will assess all proposed FLUM amendments under the criteria of Rule 9J-5.006(5), F.A.C., to determine their potential to discourage urban sprawl.
- (C) There must be a demonstration of need for the proposed amendment.
- (D) The evaluation of requests to amend the Future Land Use Map of Walton County shall be based in part, on the following principles:
 1. Retain rural densities within major floodplain/wetland corridors, and in the major wetland “bays”.

2. Do not increase densities within major undeveloped portions of the Coastal High-Hazard Area along Choctawhatchee Bay, particularly, where these areas are shown in Florida Fish and Wildlife Conservation Commission Strategic Habitat Conservation Areas; but reduction of densities in these areas where there are large vacant parcels remaining (i.e., 40 or more acres) is encouraged.
 3. Retain rural densities within areas that have concentrations of listed species, according to Florida Fish and Wildlife Conservation Commission maps, or other professionally acceptable, competent, reliable data, particularly in Strategic Habitat Conservation Areas.
 4. Retain rural densities in order to maintain the continuity of a “system” of interconnected lower-density environmentally sensitive areas, so that habitat areas do not become fragmented over time.
 5. Prevent a development from bisecting and isolating habitat areas or major wildlife corridors where these wildlife corridors cross roadways.
 6. Ensure that sufficient upland areas adjacent to wetlands and floodplains are preserved, in order to protect a diversity of connected habitat types, and to protect species that utilize both wetland/floodplain and upland habitat.
 7. Direct development to areas that have traditionally been cleared, inhabited, and subdivided, plus a corridor of uncleared land around these areas.
- (E) Increase densities in the vicinity of DeFuniak Springs, Freeport, Mossy Head, and Paxton, to reflect actual development patterns, and to take advantage of water and sewer availability, on land that does not contain significant listed species habitat or corridors, or significant wetland or flood hazard areas.
- (F) Allowing FLUM densities to conform as much as practicable, to the existing pattern of parcels and lots, and existing and vested development.
- (G) Ensure availability of infrastructure necessary to support proposed increases in density or intensity of land use.
- (H) Ensure that the proposed amendments is consistent with existing development patterns in the area the land use change is proposed and is compatible with the surrounding land uses.

Policy L-1.13.2: Proposed amendments to the future land use map that increase the density of development allowed in the floodplain are discouraged. Walton County may approve such amendments if the developer agrees to enter into a development agreement with the county to transfer density out of the floodplain portions of the property, record permanent development restrictions on the floodplain portions of the site, and utilize other land development requirements to protect the flood storage capacity of the property and protect the safety, health and welfare of county residents. This policy does not affect the

rights of projects with vested rights under Chapter 380.06, Florida Statutes that seek to relocate previously approved development.

Policy L-1.13.3: The County shall require FLUM amendments located within the Military Influence Overlay District (MIOD) as designated on the Future Land Use Map and consistent with Objective L-1.16, to comply with the recommended compatible land use guidelines as listed in Table 1-1.

(A) Table 1-1 outlines the recommended land uses that are compatible, incompatible, or compatible with conditions with Eglin AFB mission.

**Table 1-1 Military Influence Overlay District
Land Use Compatibility Guidelines**

			Impulse Area	Critical Approach 1	Critical Approach 2	MTR 1	MTR 2
Residential			Density				
1100a	Single units; detached	<= 1 du/ 15ac	C1	C	C	C	C
1100b	Single units; detached	<= 1 du/ 10ac	C1	C	C	C	C
1100c	Single units; detached	<= 1 du/ 5ac	C1	C	C	C	C
1100d	Single units, detached	> 1 du/5 ac to 1 du/ac	I	I	C	C	C
1100e and 1100f	Single units; detached	> 1 du/ac to 2 du/ac	I	I	C	C	C
1100g and 1100h	Single units; semi-detached and attached row (incl duplex)	< 2 du/ac	I	I	C	C	C
1100i and 1100j	Multi-Family; two or more attached units	Any Density	I	I	I	I	I
1100k	Community Residential Homes (incl assisted living, etc.)	Any Density	I	I	I	I	I
1100l	Congregate Residential Homes	Any Density	I	I	I	I	I
1200	Group Quarters (incl farm worker housing, boarding homes, etc.)	Any Density	I	I	I	I	I
1300	Residential Hotels (incl motels, etc.)	Any Density	I	I	I	I	I
1400	Mobile Home Parks or Courts (incl recreational vehicle and RV parks, etc.)	Any Density	I	I	I	I	I
1500	Transient Lodgings	Any Density	I	I	I	I	I
1900	Other Residential (any type)	Any Density	I	I	I	I	I
Manufacturing			Intensity				
2100 and 2200	Food & kindred products; textile mill products; manufacturing	Max FAR 0.56	C1,2	C2	C2	C2	C2
2300	Apparel and other finished products made from fabrics, leather, and similar materials; manufacturing	Max FAR 0.56	C1,2	C2	C2	C2	C2
2400 to 2700	Lumber and wood products;furniture; paper; painting; manufacturing	Max FAR 0.56	C1,2	C2	C2	C2	C2
2800 to 3000	Chemicals and allied products; petroleum; rubber and plastics; manufacturing	Max FAR 0.56	I	I	I	I	I
3200 to 3400	Stone, clay and glass; primary and fabricated metal products manufacturing	Max FAR 0.56	C1,2	C2	C2	C2	C2
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks manufacturing	Max FAR 0.56	C1,2	C2	C2	C2	C2
3900	Miscellaneous manufacturing	Max FAR 0.56	C1,2	C2	C2	C2	C2
Transportation, Communications and Utilities			Intensity				
4100 to 4600	Railroad, rapid rail transit; motor vehicle; aircraft transportation;marine transportation;highway right of way;automobile parking	Max FAR 0.56	C	C	C	C	C
4700	Communications (cell / radio / television / microwave towers)	Max FAR 0.56	C4	C4	C4	C4	C4
4800	Utilities (electric, gas, water, sewage, transmission lines, facilities)	Max FAR 0.56	C4	C4	C4	C4	C4
4850	Solid waste disposal (landfills, debris disposal, incineration, etc.)	NA	I	I	I	I	I
4900	Other transportation, communications and utilities	Max FAR 0.56	C	C	C	C	C
4900a	Man-made water impoundments, except stormwater impoundments (water features, golf ponds)	NA	I	I	I	I	C
4900a	Man-made stormwater impoundments	NA	C5	C5	C5	C5	C
Trade			Intensity				
5100	Wholesale trade	Max FAR 0.56	C1	C	C	C	C
5190	Other wholesale trade (scrap and recycling collection/processing)	Max FAR 0.16	C1	C	C	C	C
5200 to 5700	Retail trade-building materials, hardware and farm equipment;general merchandise;food;automotive and marine;gas stations;apparel and accessories;furniture	Max FAR 0.16	C1	I	C	C	C
5200	Retail trade-building materials, hardware and farm equipment		C1	I	C	C	C
5300	Retail trade - general merchandise		C1	I	C	C	C
5400	Retail trade-food		C1	I	C	C	C
5500	Retail trade-automotive, marine craft, aircraft and accessories		C1	I	C	C	C
5530	Retail trade-gas service stations (truck stops, fireworks)		C1	I	C	C	C
5600	Retail trade-apparel and accessories		C1	I	C	C	C
5700	Retail trade-furniture, home furnishings and equipment		C1	I	C	C	C
5800	Retail trade-eating and drinking establishments	Max FAR 0.24	C1	I	C	C	C
5900	Other retail trade	Max FAR 0.16	C1	I	C	C	C
5900b	Other retail trade (outdoor retail, farmer's market, swap meet, flea market)		C1	I	C	C	C

**Table 1-1 Military Influence Overlay District
Land Use Compatibility Guidelines**

			Impulse Area	Critical Approach 1	Critical Approach 2	MTR 1	MTR 2
Services			Intensity				
6100	Finance, insurance and real estate services	Max FAR 0.22	C1	C	C	C	C
6200	Personal services	Max FAR 0.22	C1	C	C	C	C
6240	Funeral homes, crematory services; cemeteries	Max FAR 0.22	C1	C	C	C	C
6300 to 6400	Business services; warehousing and storage; repair services	Max FAR 0.22	C1	C	C	C	C
6500	Professional services	Max FAR 0.22	C1	C	C	C	C
6590	Other professional services (engineering, architecture, accounting, research, etc.)	Max FAR 0.22	I	C	C	C	C
6513 to 6516	Hospitals, other medical facilities; nursing homes	Max FAR 0.56	I	I	C	C	C
6600	Contract construction services	Max FAR 0.22	C1	C	C	C	C
6700	Governmental services	Max FAR 0.24	C1	C	C	C	C
6740 to 6800b	Correctional institutions; schools and educational services; child care services	Max FAR 0.24	I	I	C	C	C
6900	Miscellaneous services	Max FAR 0.22	C1	C	C	C	C
6910	Religious activities (churches, synagogues, and temples)	Max FAR 0.24	I	I	C	C	C
Cultural, Entertainment and Recreational			Intensity				
7110	Cultural activities (art galleries, libraries, museums)	Max FAR 0.56	I	I	C	C	C
7120	Nature exhibits (zoos, botanical gardens)	Max FAR 0.24	I	I	C	C	C
7200	Public assembly (movie theater)	Max FAR 0.56	I	I	C	C	C
7211	Outdoor music shell, amphitheaters	Max FAR 0.56	I	I	C	C	C
7220	Outdoor sports arenas, spectator sports, stadiums	Max FAR 0.56	I	I	C	C	C
7231	Auditoriums, concert halls	Max FAR 0.56	I	I	C	C	C
7300a	Amusements - Outdoor (fairgrounds, miniature golf, driving ranges, amusement parks, etc.)	Max FAR 0.22	I	I	I	I	I
7300b	Amusements - Outdoor [Lighted] (driving ranges, play fields, light/laser shows)	Max FAR 0.22	I	C	C	C	C
7300c	Amusements - Indoor (shooting gallery, skating / ice rink, bowling, billiards, etc.)	Max FAR 0.22	I	I	C	C	C
7400	Recreational activities (including golf courses, tennis courts, riding stables, water recreation)	Max FAR 0.22	C5	C5	C5	C	C
7440	Marinas (yachting clubs, boat rentals and access)	Max FAR 0.22	I	C	C	C	C
7425	Gyms and athletic clubs (health spas and fitness centers; excluding resort lodges)	Max FAR 0.22	I	I	C	C	C
7500	Resorts and group camps (including resort lodges, bed and breakfast inns)	Max FAR 0.56	I	I	C	C	C
7600	Parks (passive recreation areas)	Max FAR 0.22	C	C	C	C	C
7900	Other cultural, entertainment and recreation	Max FAR 0.22	C1	C	C	C	C
Resources Production and Extraction			Intensity				
8100a	Agriculture (except livestock)	Max FAR 0.56	C	C	C	C	C
8100b	Agriculture (except livestock) w/residential	<= 1 du/ac	C1	C	C	C	C
8160a	Livestock farming and animal breeding	Max FAR 0.56	C	C	C	C	C
8160b	Livestock farming and animal breeding w/residential	<= 1 du/ac	C1	C	C	C	C
8160c	Exotic livestock farming and animal breeding (ostrich, emus, alpaca, etc.)	Max FAR 0.56	I	C	C	C	C
8200a	Agricultural related activities	Max FAR 0.56	C	C	C	C	C
8200b	Agricultural related activities w/residential	Max FAR 0.56	C1	C	C	C	C
8220	Animal husbandry services (animal hospitals and clinics, kennels)	Max FAR 0.56	I	C	C	C	C
8300a	Forestry activities and related services	Max FAR 0.56	C	C	C	C	C
8300b	Forestry activities and related services w/residential	Max FAR 0.56	C1	C	C	C	C
8320 to 8900	Forestry activities, fishing activities, mining activities, other resources production and extraction	Max FAR 0.56	C	C	C	C	C

NOTES TO TABLE - CONDITIONS FOR CERTAIN ALLOWED USES

- A1 Sound attenuation is STRONGLY RECOMMENDED to reduce interior noise levels to 45dB.
- A2 Allowed only without emissions of smoke, steam or other exhausts that impair aviation visibility.
- A4 Height restrictions apply, per Section 9 of the MIOD.
- A5 Stormwater impoundments up to 0.25 acres each allowed only if designed and constructed to completely drain within 24 hours and with anti-bird attractants. No stormwater impoundments allowed with any other water features / impoundments.

LEGEND

C	= Compatible
C#	= Compatible With Conditions
I	= Incompatible

OBJECTIVE L-1.14 CONCURRENCY MANAGEMENT SYSTEM

Through its adopted concurrency management system (CMS), Walton County shall ensure that public facilities and services needed to support development are available concurrent with the impacts of development.

Policy L-1.14.1: The following public facilities and services are subject to the County's adopted level of service standards for concurrency: roads, sanitary sewer, solid waste, drainage, potable water, parks and recreation, and public schools.

Policy L-1.14.2: Sanitary Sewer, Solid Waste, And Drainage. For sanitary sewer, solid waste, and drainage, development shall meet the following minimum standards to satisfy Walton County's concurrency requirements:

- (A) At the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary public facilities and services are in place and available to serve the new development; or
- (B) At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place and available to serve new development at the time of the issuance of a certificate of occupancy or its functional equivalent. [Section 163.3180(2)(a), F.S.]

Policy L-1.14.3: Potable Water. The concurrency requirements for potable water are subject to the following standards and requirements:

- (A) Prior to approval of a building permit or its functional equivalent, the County shall consult with the applicable water supplier to determine whether adequate water supplies are available to serve a proposed development no later than the anticipated date of issuance of a certificate of occupancy or its functional equivalent. Such analysis shall be based upon consideration of the following criteria:
 - 1. The permitted capacity, available (pumping) capacity, water level depth, and condition of all wells, well fields, or other sources of potable water.
 - 2. The design capacity of potable water treatment and distribution facilities.
 - 3. The existing level of service measured by the average number of gallons per day per unit based on the average flows experienced and the total number of equivalent residential units within the service area.
 - 4. The adopted level of service standards for the potable water facilities.
 - 5. The existing capacities or deficiencies of the system.
 - 6. The capacities reserved for approved but unbuilt development.

7. The improvements to be made to facilities in the current fiscal year pursuant to previous development orders and the impact of such improvements on the existing capacities or deficiencies.
- (B) The improvements to be made to facilities in the current fiscal year by the County or other service providers and the impact of such improvements on the existing capacities or deficiencies.
- (C) At the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary potable water facilities are in place and available to serve the new development; or
- (D) At the time the development order or permit is issued, the necessary potable water facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place and available to serve new development at the time of the issuance of a certificate of occupancy or its functional equivalent.
- (E) In addition to the foregoing, the concurrency requirement for potable water requires the applicant for development approval to provide written confirmation from the appropriate provider or the Northwest Florida Water Management District, as applicable, that sufficient water withdrawal capacity to accommodate the proposed development is available.
- (F) Consistent with the NFWMD District Water Supply Plan, the County will maintain an inventory of existing public facilities in accordance with its Water Supply Facilities Work Plan, Walton County Planning Department, adopted July 13, 2010, which is incorporated herein by reference. The inventory shall provide capacities for all public facilities and services consistent with the adopted levels of service standards adopted herein, and shall identify any deficiencies.

Policy L-1.14.4: Parks and Recreation. To ensure development demands will not exceed the park and recreation facilities level of service standards, residential developments, other than those involving only a minor replat or lot split, shall dedicate a minimum of five percent (5%) of the gross area of the subdivision for public recreation purposes. Alternatively, the developer may pay cash in an amount equal to five percent (5%) of the gross value of the subdivision, said value to be estimated on a basis of platted land without improvements. For parks and recreation facilities development shall, at a minimum, meet the following standards to satisfy the concurrency requirement:

1. At the time the development order or permit is issued, the necessary facilities and services are in place or under actual construction; or
2. A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the acreage for the necessary facilities and services to serve the new development is dedicated or acquired by Walton County, or funds in the amount of the developer's fair share are committed; and
 - a. A development order or permit is issued subject to the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent as provided in the adopted local government 5-year schedule of capital improvements; or
 - b. At the time the development order or permit is issued, the necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent; or
 - c. At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent.

Policy L-1.14.5: Transportation. For transportation facilities (roads designated in the adopted comprehensive plan), development shall, at a minimum, meet the following standards to satisfy the concurrency requirement, except as otherwise provided in subsections (3)-(6) of this section.

1. At the time a development order or permit is issued, the necessary facilities and services are in place or under construction; or
2. A development order or permit is issued subject to the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent as provided in the adopted local government five-year schedule of capital improvements; or
3. At the time a development order or permit is issued, the necessary facilities and services are guaranteed by participation in the County's adopted proportionate proportional fair share methodology pursuant to the Traffic Circulation Element

Objective T-1.3 and implementing policies, for assessing a fair share cost of the transportation improvements necessary based on project traffic impacts from development; or

4. At the time a development order or permit is issued, the necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction no more than three years after the issuance of a certificate of occupancy or its functional equivalent; or
5. At the time a development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent. [Section 163.3180(2)(c), F.S.]
6. For the purpose of issuing a development order or permit, a proposed development may be deemed to have a de minimis impact and may not be subject to the concurrency requirements, if the conditions specified in subsection 163.3180(6), F.S., for diminimus impacts are fully met.

Policy L-1.14.6: Public School Facilities. The County in conjunction with the School Board shall ensure through the development review process that development needs shall not exceed the adopted level of service for public schools facilities pursuant to PS-1.5.1.6.

OBJECTIVE L-1.15: SCHOOLS AS AN ALLOWABLE USE

Identify future land use categories that are proximate to residential areas and student populations and in which public, private, and charter schools are an allowable use and promote co-location of public schools with other public facilities such as parks, libraries, and community centers.

Policy L-1.15.1: Future schools shall be an allowable use in any land use category except the Industrial, Heavy Industrial, Light Industrial Future Land Use Categories, and the Conservation Future Land Use Category, except as otherwise permitted in Policy L-1.4.8.(A)2.

Policy L-1.15.2: School Locations

- (A) Public schools are to be located in agricultural and rural future land use categories only when no feasible site exists in non-agricultural or non-rural categories, due to prohibitive land costs or location of available sites, and when necessary to service student populations in agricultural and rural areas that are mainly located in agricultural areas.
- (B) If no feasible site exists in non-agricultural categories, then a public school should be located in a portion of the agricultural FLUM category that is as close as possible to urban residential areas. Thereafter, the land use on the site should be changed subsequently to an "Institutional" or other appropriate FLUM category.
- (C) The local comprehensive plan intends for future schools to be sited as closely to urban residential areas as practical, preferably within walking and/or bicycle distance of the primary residential areas to be served.

Policy L-1.15.3: When considering the acquisition and establishment of public facilities such as parks, libraries, and community centers, the County shall, to the greatest extent possible, select a location and/or design the facility in such a way that co-location of the facility with a public school is either achieved with an existing public school, or that the facility can be retrofitted for co-location with a future public school.

OBJECTIVE L-1.16: COMPATIBILITY WITH EGLIN AIR FORCE BASE

Walton County shall promote the sustainability of the military mission at Eglin Air Force Base and protect life, property, and the economy through the coordination of land use decisions that may affect the mission of the military installation.

Policy L.1.16.1: Walton County shall continue to implement the applicable provisions of Florida Statutes, Section 163.3175 concerning coordination and communication with Eglin Air Force Base.

Policy L-1.16.2: Walton County shall encourage compatibility with Eglin Air Force Base to protect public health and safety, as well as preserve the many benefits (i.e. jobs, sales taxes, property taxes, disposable income, highly educated workforce, etc.) associated with current and future Base missions.

Policy L-1.16.3: Walton County shall require any changes to the Future Land Use Map to comply with the recommended compatible land use guidelines outlined in Table 1-1. Table 1-1 classifies the recommended land uses as compatible, incompatible, and compatible with conditions.

Policy L-1.16.4: Walton County shall establish a Military Influence Overlay District (MIOD) that identifies the areas of the County that are subject to specific regulations to encourage compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177.

- (A) The MIOD area shall be delineated on the Future Land Use Map of the Walton County Comprehensive Plan.
- (B) The MIOD and MIOD Subzone shall be delineated on a map of the Military Influence Overlay District Area within the Future Land Use Element of the Walton County Comprehensive Plan.
- (C) A note shall be included on the maps referenced in A and B that states: "Properties within the MIOD are subject to additional regulations in the Land Development Code for compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177."

Policy L-1.16.5: Walton County shall adopt and incorporate regulations for a MIOD into the Land Development Code to encourage compatibility with missions at Eglin Air Force Base for the affected areas of Walton County.

- (A) The MIOD regulations shall be based on compatibility criteria associated with existing and planned future military missions at Eglin Air Force Base, and will address, but shall not be limited to:
 - 1. Safety
 - 2. Noise
 - 3. Vertical obstructions
 - 4. Light and glare
 - 5. Land use
 - 6. Public awareness
 - 7. Real Estate Disclosure

8. Other criteria typically used to evaluate compatibility between military and non-military uses.

(B) The MIOD shall include regulations that are unique to its discrete subzone, or smaller areas within the overall MIOD boundary, that are affected by different military missions.

Policy L-1.16.6: The MIOD shall be updated based on changes to military missions at Eglin Air Force Base that result in the obsolescence of adopted standards, procedures or other pertinent compatibility criteria when notified by EAFB of such changes to military missions. If applicable, the maps referenced in Policy L-1.17.2 A and B shall be updated to reflect any adopted changes to the MIOD or MIOD subzone.

Policy L-1.16.7: Walton County shall promote public awareness of compatibility regulations and activities related to Eglin Air Force Base.

A. Maps that depict the current MIOD and MIOD subzone shall be available for public inspection at the Walton County Planning and Development Services Division and on the Walton County website.

B. Walton County shall strongly encourage real estate transactions of properties within the MIOD to include a disclosure of the property's location within the MIOD (and the applicable Subzones), as well as proximity to Eglin Air Force Base.

C. Walton County shall display at its county offices and other appropriate places, as well as distribute to applicants of development orders within the MIOD area, a brochure (prepared by the County) that describes the types of regulations in the MIOD and the importance of compatibility with Eglin Air Force Base.

Policy L-1.16.8: Reduce distractions for pilots conducting military-related, training activities within the established Military Influence Overlay District (MIOD).

Policy L-1.16.8.1: The County shall require that outdoor lighting for new developments be fully shielded with positive optical control so that all light emitted, either directly from the lamp or indirectly from the fixture, is projected below a horizontal plane extending from the bottom of the light fixture. No building permit shall be granted within the established MIOD unless this requirement is met.

Policy L-1.16.9: The County shall require that lights or illumination of street, parking, signs or use of land and structures shall be arranged and operated in such a manner that is neither distracting nor creates a dangerous environment to pilots and aircraft operating within the established MIOD. A lighting plan will be required for review and approval prior to the issuance of a building permit.

Policy L-1.16.10: Pursuant to the MOU as stated in Policy L-1.16.9, the County shall coordinate with Eglin AFB in the review of all lighting plans.

Policy L-1.16.11: The County should partner with the State as well as local utility purveyors to develop a program to voluntarily retrofit existing lighting on properties within the MIOD on an as needed basis to ensure the safety of the general public and secure the Department of Defense's investment in Eglin AFB.

Policy L-1.16.12: Coordinate with Eglin Air Force Base to implement an educational program for the distribution of educational handouts and materials (as provided by Eglin AFB) to developers and builders regarding radio frequency interference.

Policy L-1.16.13: The County will require as a condition of development order approval, property owners, or their agents, to disclose in recorded plats, site plans, covenants and restrictions, or other similarly recorded public documents the location of properties that are situated within the MIOD.

Policy L-1.16.14: The County shall coordinate the development of the disclosure procedure with the Walton County Appraiser's Office and shall use the appraisal district's parcel database.

Policy L-1.16.15: Pursuant to **Policy L-1.16.15** and consistent with **IC Policy L-1.16.9**, the County shall consider using the appraisal district's website as another venue for education and communication by creating an automatic note to the user that identifies a parcel is located within the MIOD and directing them to the County website for specific information.

Policy L-1.16.16: Walton County shall discourage community boat slips, additional navigation channels, land cuts, artificial reefs, and marina facilities along those areas of the north edge of Choctawhatchee Bay needed to keep Controlled Firing Areas open and accessible.

Policy L-1.16.17: Walton County shall work in collaboration with federal, state, other local government agencies and non-governmental agencies to secure lands for buffering and strengthen land conservation efforts through such initiatives as the Florida Greenway Corridor and Florida Forever. The lands shall be identified and prioritized to ensure land acquisition efforts provide protection of the Eglin AFB and NAS Whiting Field military missions.

Policy L-1.16.18: Walton County supports the use of federal and state funds to acquire land for conservation and buffering of Eglin AFB.

Policy L-1.16.19: Walton County shall consider, wherever possible, partnering with Eglin AFB and a third party (i.e. The Nature Conservancy) to acquire high-value conservation lands that also preserve the military mission.

Policy L-1.16.20: The County shall formalize coordination efforts to foster regional compatibility with Eglin Air Force Base and other proximate military-related activities through a Memorandum of Understanding (MOU). Such MOU shall include the following:

- a. All proposed comprehensive plan amendments including Future Land Use Map amendments, proposed land development regulation changes, rezonings, waivers,

exceptions, variances, planned unit developments and similar applications which, if approved, would affect the intensity, density, or use of land within the adopted MIOD shall be referred to the designated military representative for review and comment prior to final action. The designated military representative shall be invited to participate in all development of regional impact-related activities within the established Military Influence Overlay District.. Application for development orders requesting a variance or waiver from height or lighting restrictions or noise attenuation/reduction requirements within the adopted MIOD shall be referred to the designated military representative for review and comment.

Policy L-1.16.21: Minimize safety concerns and obstruction of navigable airspace with the MIOD.

Policy L-1.16.22: Walton County shall ensure the availability of unobstructed airspace for military aviation and other military-related operations, while maintaining the health and safety of the general public.

Policy L-16.23: Walton County shall coordinate with Tri-County region and participate in the Northwest Florida Region of the Continuing Florida Aviation System Planning Process (CASPP), which publicly monitors aviation operations to determine appropriate development requirements to ensure coordination between aviation demand and land use decisions in the region.

OBJECTIVE L-1.17 PLANNED UNIT DEVELOPMENT OVERLAY

The County shall promote innovative development plans that conserve natural features of the land, promote compact development, encourage interconnectivity within the development and to the surrounding areas, maximize open space, and include unique design features.

Policy L-1.17.1 To promote innovative planned development, Walton County shall implement the Planned Unit Development Overlay program as follows:

- (A) The land development regulations shall create a procedure for the adoption by ordinance of planned unit development overlays, upon application by a landowner or agent, to allow the consideration of unique, innovative, or narrowly defined land use proposals that, because of the specificity of the applied regulatory conditions, can be found compatible with the character of the surrounding land uses and the environmental conditions of the subject land.
- (B) Overlay districts may include all of the uses allowed in the underlying Future Land Use Categories of the development parcels, but may not exceed the total allowable densities and intensities for each of those uses.

(C) The PUD overlay must include unique design features and other regulatory conditions adopted to promote compatibility with adjacent areas including but not limited to:

1. Recreational areas,
2. Mixed use development,
3. Buffering, and
4. Landscaping.

(D) This overlay district may allow clustering of residential and non-residential densities and intensities to achieve the following:

1. Enhance the internal design of the district and its relationship to surrounding uses,
2. Maximize preservation of natural features,
3. Protection of threatened or endangered species or species of special concern, and
4. Common open space.
5. At no time shall the overall density and intensity exceed the densities and intensities of the combined underlying land uses or allow a use not included in the underlying land uses.

(E) In addition to the criteria listed above, the County shall adopt land development regulations which require each adopted Planned Unit Development to address the following:

1. an integrated plan of development;
2. the intent of the specific planned unit development;
3. density and intensity;
4. permitted uses;
5. access and interconnectivity by car, foot, bicycle, and transit;
6. trip generation and trip capture;
7. identification and protection of environmental features;
8. open space;
9. buffering of adjacent uses when necessary; and
10. unique design features.

(F) The Planned Unit Development Overlay may be applied on any specific property, or a group of contiguous properties. The regulatory conditions pertaining to each development plan shall be adopted by ordinance approving the Planned Unit Development.

OBJECTIVE L-1.18: WILDFIRE MITIGATION

Walton County shall protect life, property, and the economy by eliminating or minimizing Walton County's vulnerability to wildfire hazards.

Policy L-1.18.1: Walton County shall within six (6) months of the adoption of this amendment include regulations in the Land Development Code, in coordination with the Florida Division of Forestry, for review of developments proposed within areas of wildfire hazard and known prescribed burn, using features such as plant community type and development stage, canopy cover, hydrograph, soils, slope, aspect, and elevation, based on the Fire Risk Assessment Model developed by the Florida Division of Forestry.

Policy L-1.18.2: Walton County shall, through public outreach programs, inform the public of proactive steps toward mitigation of wildfire damage.

Policy L-1.18.3: Walton County shall advance the directives and policies of local emergency management operational plans and the Walton County Local Mitigation Strategy.

Policy L-1.18.4: Walton County shall carefully consider requests for land use changes in areas at risk from wildfire and restrict certain land uses as necessary to assure public health, safety, and welfare and the protection of property. Land uses and specific development plans for which adequate wildfire mitigation cannot be provided, or that would preclude or severely limit the use of wildfire mitigation or natural resource management options such as prescribed fire, shall not be authorized in severe wildfire hazard areas.

Policy L-1.18.5: The County shall cooperate with the Division of Forestry to implement a fuels management program that consists of the following:

- (A) Practices such as prescribed burning, mechanical fuel reduction, and thinning, as necessary and appropriate to reduce wildfire hazards consistent with natural resource protection.
- (B) Increased public awareness of the benefits of prescribed burning and the inevitability of resulting smoke.
- (C) Within six (6) months of the adoption of this amendment, the County shall amend the Land Development Code to include regulations for new development through plats, covenants and restrictions, or similar legal documents, to ensure buyers are informed of the wildfire risks and potential nuisances posed by fuel management and

that prescribed burning may be used to manage wildfire hazards and that smoke will be present. These documents shall include the following statement: "In §590.125 F.S. the Florida Legislature recognizes that Certified Prescribed Burning is a property right of the property owner and that a property owner or his agent is neither liable for damage or injury caused by the fire or resulting smoke nor considered to be in violation for burns conducted in accordance with § 590.125(3) F.S. unless gross negligence is proven."

(D) Special focus on the wild land-urban interface as an area exposed to wildfire hazard.



Walton County

Proposed Comprehensive Plan Amendment

Intergovernmental Coordination Element

**INTERGOVERNMENTAL COORDINATION ELEMENT
GOALS, OBJECTIVES, & POLICIES**

GOAL IC-1: WALTON COUNTY WILL EFFECTIVELY COORDINATE WITH ADJACENT LOCAL GOVERNMENTS, REGULATORY AGENCIES, SERVICE AND FACILITY PROVIDERS TO ENSURE A COMPREHENSIVE APPROACH TO PLANNING.

Objective IC-1.1: The County will maintain coordination mechanisms with the school board, water supply providers, municipalities, adjacent counties, the water management district, and the regional planning council providing for evaluation of proposed future land use map amendments and development proposals with cross-jurisdictional impacts.

The coordination mechanisms shall include, as appropriate, interlocal agreements, written and verbal communications, participation on technical advisory committees, utilization of mediation processes, and joint meetings with appropriate other local, regional, state and federal governing bodies and agencies.

Policy IC-1.1.1: Interlocal agreements with the school board, adjacent counties, special taxing districts, water supply providers, and municipalities will continue to provide methods for these entities to receive information concerning proposed developments or proposed plan amendments that may impact their jurisdiction, including:

1. Walton County will provide governing bodies copies of newly received applications pertinent to their jurisdiction.
2. The interlocal agreements will continue to provide for a feedback process and information exchange so the above entities can inform Walton County of any potential adverse impact(s) from proposed developments or planning activities that conflict with their comprehensive plans.

Objective IC-1.2: Water Supply Coordination

To ensure consistency in development review, the County shall coordinate with the Northwest Florida Water Management District (NFWWMD) regarding all development proposals with the potential for impacting the water resources of the County.

Policy IC-1.2.1: Walton County will ensure that the development review process coordinates all development proposals within the watershed of any designated Surface Water Management and Improvement Act priority water body with the NFWWMD.

Policy IC-1.2.2: Walton County will adopt, implement and maintain a Water Supply Work Plan consistent with the Regional Water Supply Plan. The County will coordinate the provision of public facilities by entering into interlocal agreements for the extension of potable water and sanitary sewer service into designated unincorporated areas, entering into joint grant applications for funds to construct needed public facilities, and exchanging respective comprehensive plans.

Policy IC-1.2.3: Walton County shall coordinate with utility providers for the extension and increase in capacity of central water facilities to meet future needs within the Utility Service Areas. The term “facilities” shall include wells, intakes, water storage tanks, treatment facilities, pumping facilities and distribution mains.

Objective IC-1.3: The County shall ensure that the impacts of development proposed in the plan are coordinated with development in municipalities within the County, adjacent counties, and agencies within the region by providing a copy of the adopted plan to each governing body or agency for review and comment.

Policy IC-1.3.1: In order to keep public entities informed of proposed future development, copies of future plan amendments shall also be provided to these governing bodies and agencies prior to adoption of the plan amendments.

Policy IC-1.3.2: Walton County shall establish interlocal agreements with all the municipalities, the School District, and all other units of local government that provide public services for collaborative planning and decision making on population projections, public school siting, and the location and extension of public facilities subject to concurrency. These interlocal agreements shall be consistent with and implement the provisions of this Intergovernmental Coordination Element.

Objective 1C-1.4: Coordination of Fire Districts

Walton County and the local fire districts will maintain a communications agreement.

Policy IC-1.4.1: The County will coordinate fire protection service communications county-wide.

Policy IC-1.4.2: Representatives of the various fire districts will continue to participate on the technical review committee to ensure that proposed projects meet the requirements of the Florida Life Safety Code.

Objective IC-1.5: Review of Development Proposals

The County will continue to coordinate intergovernmental review of development which impacts municipalities and affected adjacent counties and other units of local government.

Policy IC-1.5.1: The County will follow these general procedures whereby the affected municipalities and affected counties will be afforded the opportunity to review development proposals that affect the Choctawhatchee Bay or that affect development proposed in their Comprehensive Plans:

1. The Walton County Planning Department shall continue to identify new or continuing planning issues and provide a structural framework for discussion of these issues with affected parties.
2. The issues will be developed by the Walton County Planning Department from reviews of development proposals and the Comprehensive Plan of each affected municipality or district.
3. Each affected municipality or district will be given the opportunity to address issues identified by the Walton County Planning Department and/or to identify their own issues to be addressed by the Planning Department.

Policy IC-1.5.2: Mandated planning activities shall be coordinated with other local governments, school boards, and other units of local government providing service through a monthly exchange of information concerning planning activities. Conflicts over planning activities and/or planning related issues shall be resolved through the West Florida Regional Planning Council's informal mediation process whenever possible.

Policy IC-1.5.3: The West Florida Regional Planning Council's (WFRPC) informal mediation process will be used for resolving annexation issues within Walton County provided that: (1) The WFRPC has determined that use of this process is appropriate; and (2) All parties to the dispute must agree to be bound by the WFRPC decision.

Policy IC-1.5.4: Walton County will coordinate with DeFuniak Springs in adopting policies governing allowable land uses and other mitigation efforts for areas impacted by the DeFuniak Springs Airport.

Objective IC-1.6: Comprehensive Planning Forum

Walton County shall coordinate its Comprehensive Plan with the plans of adjacent local governments, the School Board, and other units of local government providing services but not having regulatory authority over the use of land through a regular comprehensive planning forum.

Policy IC-1.6.1: The Forum shall include representation from the Walton County Planning Department, Public Works Department, the South Walton Tourist Development Council, the Walton County School Board; the Cities of DeFuniak Springs, Paxton and Freeport; the Counties of Okaloosa, Holmes, Washington, Bay, Covington County, AL, and Geneva County, AL; the Walton County Local Planning Commission; the Florida Department of Community Affairs; the West Florida Regional Planning Council, and any additional interested parties.

Policy IC-1.6.2: The Comprehensive Planning Forum will be hosted by Walton County and staffed by the Walton County Planning Department.

Policy IC-1.6.3: The Comprehensive Planning Forum shall identify issues concerning comprehensive planning among jurisdictions and provide a structural framework for the discussion and recommendation of mechanisms for intragovernmental and intergovernmental coordination.

Objective IC-1.7: Setting Level of Service Standards

Walton County shall coordinate the planning and provision of services with its three (3) municipalities, adjacent counties, various agencies and districts within the County. Walton County shall also coordinate the establishment or revision of level of service standards for public facilities with any state, regional, or local entity having responsibility for such facilities.

Policy IC-1.7.1: Notify and request written comments from the cities of Freeport, DeFuniak Springs, and Paxton concerning all applications for land use amendments that are contiguous to their borders or within an area of planned annexation.

Policy IC-1.7.2: The comprehensive planning forum established in Objective IC-1.5 will coordinate programs of infrastructure development and improvement between the County, the municipalities, and local service providers so the adopted levels of service can be maintained throughout the entire County.

Policy IC-1.7.3: The County will request written comments from the state Department of Transportation, the Department of Environmental Protection, and the Northwest Florida Water Management District, as appropriate, concerning any proposed revision to the adopted level of service standards for roads, water, sewer, solid waste, recreation and open space, and drainage.

Policy IC-1.7.4: Walton County shall adopt a Water Supply Facilities Work Plan (Work Plan), that will assess existing and projected water sources and needs for at least a 10-year planning period considering the Regional Water Supply Plan of the Northwest Florida Water Management District. The Work Plan shall identify traditional and alternative water supply sources that the County may use to meet existing and projected water demands. The alternative water supply project in the Work Plan will be selected from the Water Management District's Regional Water Supply Plan or otherwise proposed by the County.

Policy IC-1.7.5: Walton County shall coordinate with the Northwest Florida Water Management District during updates to their Regional Water Supply Plan, to identify potentially feasible alternative water supply projects in Walton County. The County shall update its Water Supply Facilities Work Plan every five years, within 18 months of the adoption of the NFWFMD Regional Water Supply Plan.

Objective IC-1.8: Hazard Mitigation Coordination

Walton County shall participate in the Florida Department of Community Affairs Hazard Mitigation program to develop mitigation strategies and redevelopment plans in coordination with adjacent local governments, utility companies and other units providing services in order to provide effective mitigation as an opportunity to save lives and protect economic and environmental resources from future disasters.

Policy IC-1.8.1: Walton County shall coordinate and compile its Local Mitigation Strategy (LMS) plan with the LMS working group composed of local governments and organizations, the school board, and utility providers.

Policy IC-1.8.2: Walton County will adopt, implement and maintain a LMS Plan which identifies existing intergovernmental agreements supporting mitigation, inventories of coordinating agencies, and developed procedures to resolve conflicts.

Policy IC-1.8.3: Walton County shall coordinate with the LMS Working Group to develop guiding principles including reduction in the loss of life and property, protection of public assets, enhanced cooperation and responsible growth.

Policy IC-1.8.4: Walton County will identify hazards and describe and display the various types of hazards (including maps of hurricane and tropical storm wind fields, storm surge areas, FEMA Flood Zones, historic tornado locations, and areas susceptible to wildfires) facing Walton County.

Policy IC-1.8.5: Walton County shall identify locations of critical and non-critical facilities, repetitive loss properties, and historic flooding locations which are vulnerable to future natural disasters.

Policy IC-1.8.6: Walton County shall prioritize mitigation initiatives and list projects, addressing potential funding sources and local coordination procedures for each project.

GOAL IC-2: COLLABORATE AND COORDINATE WITH THE SCHOOL BOARD OF WALTON COUNTY (SCHOOL BOARD) TO ENSURE HIGH QUALITY PUBLIC SCHOOL FACILITIES WHICH MEET THE NEEDS OF WALTON COUNTY'S EXISTING AND FUTURE POPULATION.

Objective IC-2.1: School Interlocal Agreement

The County will implement the interlocal agreement with the school board, municipalities and adjacent counties providing for close coordination and evaluation of development proposals.

Policy IC-2.1.1: General types of provisions that will be included in the interlocal agreement in order to advise the school board, adjacent counties, special taxing districts and municipalities of proposed developments that would impact their jurisdiction include:

1. Transmission of a monthly memo from the Walton County Planning Department and or Planning Districts to the above entities and others on the Comprehensive Plan mailing list describing proposed developments and planning activities.
2. Provision for a feedback process/information exchange so the above entities can inform the Planning Department of any potential adverse impact(s) from proposed developments and/or conflicting planning activities through the Citizen Advisory Committees and the Local Planning Agency as well as through public meetings with notices published in the weekly paper.

Objective IC-2.2: Intergovernmental Coordination

Walton County shall strive to maintain and enhance joint planning processes and procedures for coordination of public education facilities for planning and decision-making.

Policy IC-2.2.1: On an ongoing basis, Walton County shall establish new and review existing coordination mechanisms that will evaluate and address its comprehensive plan and programs and their effects on the comprehensive plans developed for the adjacent local governments, school board, and other units of local government providing services but not having regulatory authority over use of land and the State, by an annual county-wide forum, joint meetings or other types of forums with other agencies. Assistance for this effort shall be requested from regional and state agencies, as needed.

Policy IC-2.2.2: On an annual basis, Walton County shall ask the School Board to provide information from their five-year Capital Facilities Plan to determine the need for additional school facilities. The School Board shall provide to the county, each year, a general education facilities report. The educational facilities report shall contain information detailing existing facilities and their locations and projected needs. The report shall also contain the School Board's capital improvement plan, including planned facilities with funding representing the district's unmet needs.

Policy IC-2.2.3: In order to coordinate the effective and efficient provision and siting of public educational facilities with associated infrastructure and services within Walton County, the Walton County Board of County Commissioners, the Walton County School Board, and the City of DeFuniak Springs, City of Freeport and Town of Paxton shall meet jointly to develop mechanisms for coordination. Such efforts may include:

1. Coordinated submittal and review of the annual capital improvement program of Walton County, the annual educational facilities report and Five-year School Plant Survey of the Walton County School Board.
2. Coordinated review and assessment of the associated costs and expenditures of siting and developing schools with needed public infrastructure.
3. Coordinated review of residential planned developments or mixed use planned developments involving residential development.
4. Use of a unified data base including population (forecasts of student population), land use and facilities of the Parks/Schools Planning Group (with representatives from each of the entities) to review coordinated siting of schools with parks for multi-functional use. Directives resulting from the joint meeting shall be incorporated into the Comprehensive Plan, Land Development Regulations, and other appropriate mechanisms as deemed necessary.

Policy IC-2.2.4: The County will coordinate, through the Metropolitan Planning Organization (MPO) and the West Florida Regional Planning Council, the transportation needs of the County with the needs of the remainder of the county and the Florida Department of Transportation (FDOT).

GOAL IC-3: COLLABORATE AND COORDINATE WITH EGLIN AIR FORCE BASE TO ENSURE THE CONTINUED COMPATIBILITY OF THE LAND USES IN WALTON COUNTY WITH THE MISSIONS AND TRAINING OPERATIONS CONDUCTED BY THE AIR FORCE.

Objective IC-3.1: The County will implement the recommendations of the Eglin Air Force Base Joint Land Use Study in an effort to minimize encroachment and provide needed support services and housing for Eglin Air Force Base.

Policy IC-3.1.1: Walton County will formally invite a representative of Eglin Air Force Base to function as an ex-officio, non-voting member of the Walton County Planning Commission.

Policy IC-3.1.2: Walton County will cooperate with the designated military representative of Eglin AFB in developing and implementing comprehensive plan and land development code provisions to implement the Joint Land Use Study recommendations.

GOAL IC-4: ESTABLISH A REGULAR MEANS OF COMMUNICATION AMONG OFFICIALS OF TWO OR MORE POLITICAL OR OTHER JURISDICTIONS FOR THE PURPOSE OF ADDRESSING AND RESOLVING ISSUES OF MUTUAL INTEREST THAT ARISE FROM THE LOCAL GOVERNMENT'S COMPREHENSIVE PLAN AND PLANS OF OTHERS.

Objective 1C-4.1: Conflict Resolution

The County and all local governments will develop an informal conflict resolution process.

Policy IC-4.1.1: The informal conflict resolution committee will function as the initial agency to mediate comprehensive planning conflicts.

Policy IC-4.1.2: The County will utilize the WFRPC role as a mediator and conciliator as outlined in Rule 29H-13, FAC, to reconcile differences on planning and growth management issues as outlined in the Rule.

Objective IC-4.2: Disputes

The County shall work to bring intergovernmental disputes to closure in a timely manner through the use of voluntary dispute resolution processes.

Policy IC-4.2.1: The County will pursue the resolution of conflicts that may arise from the coordination of these intergovernmental coordination goals, objectives, and policies using the appropriate voluntary dispute resolution processes.

Policy IC-4.2.2: The County will utilize the existing countywide planning process, as appropriate, to resolve local government future land use plan disputes, as well as other planning related intergovernmental disputes.



Walton County

Proposed Land Development Code Amendment

Chapters II and V, Sections 2.01.02, 5.00.06
Military Influence Overlay District (MIOD) Ordinance

Walton County
MILITARY INFLUENCE OVERLAY DISTRICT (MIOD) REGULATIONS

Section 1. Findings

Walton County finds that:

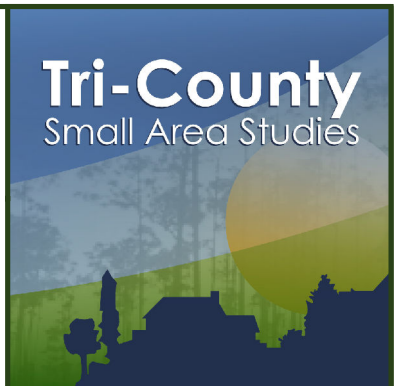
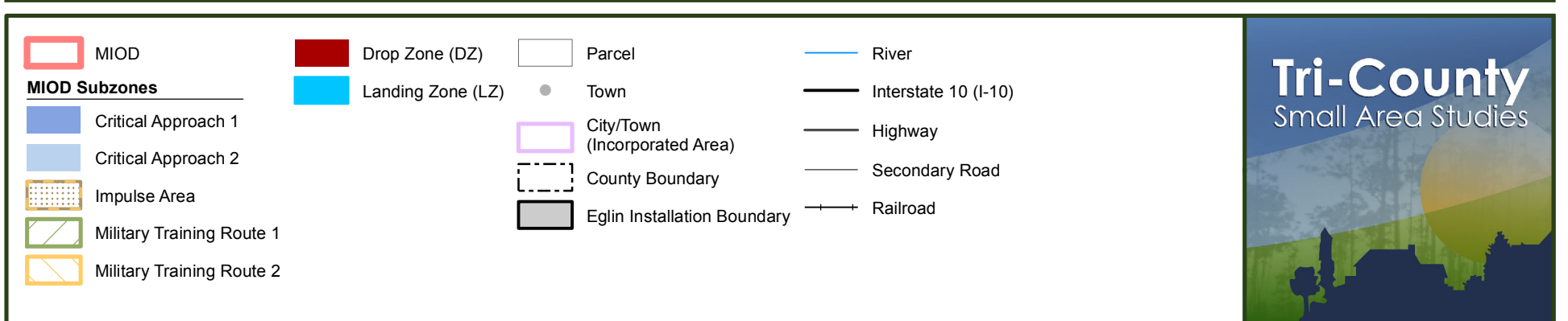
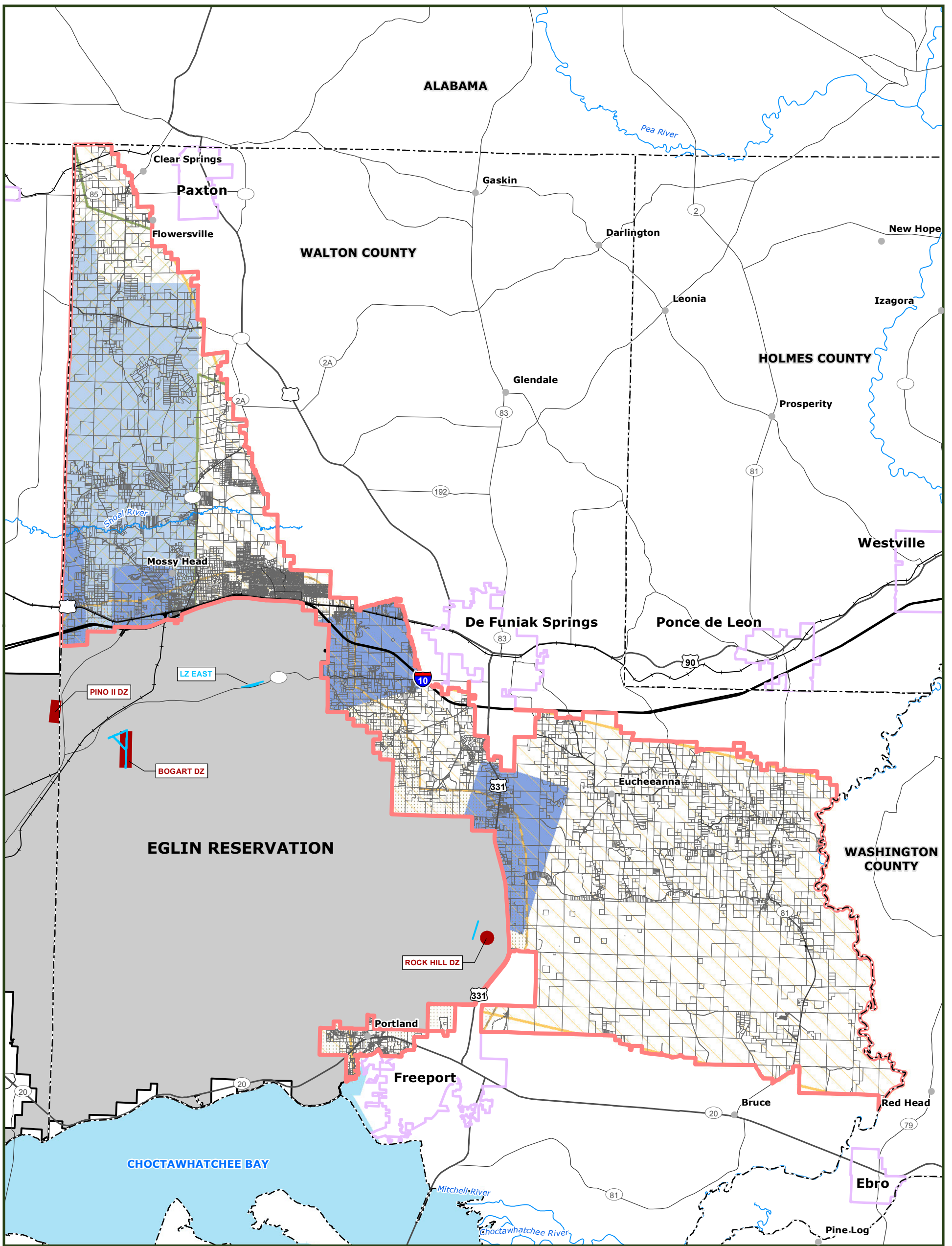
- 1) the Eglin AFB / Eglin Reservation fulfills an essential role for the Department of Defense;
- 2) the Eglin AFB / Eglin Reservation, and operations associated with this installation, have a significant positive economic impact on the Walton County and the region- protection of Eglin Reservation's ability to meet current and future operational and training requirements is critical to the economic health of Walton County;
- 3) the creation or establishment of an obstruction or the encroachment of noise sensitive or otherwise incompatible land uses within certain areas set forth herein has the potential of being a nuisance and may injure the owners, occupiers or users of land in the region surrounding Eglin AFB / Eglin Reservation;
- 4) it is necessary in the interest of public health, public safety, and general welfare that the creation or establishment of obstructions or potential incompatible land uses that are a hazard to air navigation or the public health and safety be prevented; and
- 5) the prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power without compensation through regulations in a Military Influence Overlay District (MIOD) included within the Walton County Land Development Code (LDC).

Section 2. Applicability

The regulations set forth herein are applicable to all lands within the Military Influence Overlay District (MIOD) boundary identified on Exhibit 2-1, Walton County MIOD Boundary and Subzones, in this article. The MIOD shall be an overlay district established and delineated on the Official Zoning Map.

Section 3. Conflicting Regulations

In the event of conflict between any regulations in this article and any other regulations applicable to the same property, the more restrictive regulation shall apply.



Section 4. Relationship of MIOD With Underlying Zoning District

The regulations within this MIOD supplement, modify, and where indicated, supersede the regulations of the underlying zoning district. All definitions, references, requirements and other land use controls not specifically defined or modified in this regulation shall conform to the provisions of the underlying zoning district specified in the Walton County Land Development Code (LDC).

Section 5. Exemptions

The following uses are exempt from the regulations in this Article.

- A. Agricultural Use.** This regulation shall not be used to regulate any operational aspect of an existing agricultural use, including the cultivation and harvesting of crops, land management activities (controlled burning, clearing, spraying, trimming), livestock management, hunting, or use and application of water. Expansion of existing structures and construction of new structures that are accessory for agricultural uses are subject to these regulations, however.
- B. Existing Structures.** This regulation shall not restrict or limit the use of legally established, existing land uses and structures as of the effective date of this regulation.
- C. Single Residential Units on Existing Parcels.** This regulation shall not prevent the construction of one (1) single family residential unit on a legally established parcel if all of the following conditions are met:

 - (1) The parcel is at least five (5) acres in size.
 - (2) The footprint of the residential structure is entirely outside of any Accident Potential Zones designated for operational areas for Eglin AFB / Eglin Reservation.
 - (3) The footprint of the residential structure is entirely outside of the 75 decibel noise contour as established in the current Eglin AFB Air Installation Compatible Use Zone (AICUZ) and Range Installation Compatible Use Zone (RAICUZ) studies.
 - (4) The height of the residential structure, including all buildings and accessory structures, is in compliance with the height regulations in this regulation.
- D. Recorded Final Plats.** This regulation shall not apply to any recorded final plat that has been approved prior to the effective date of this regulation or on the land where lots were recorded prior to the effective date of this regulation without the benefit of a recorded final plat (metes and bounds).

Section 6. Definitions

The following are definitions of terms used in these regulations:

- A. Accident Potential Zone (APZ)** – An area of land adjacent to each end of an airport runway where, within the airfield environs, an accident is most likely to take place and the anticipated extent of the impact area (based on the analysis of Air Force accident history) likely to result from any single accident.
- B. Accident Potential Zone I (APZ I)** – The land area measuring three-thousand (3,000) feet wide and five-thousand (5,000) feet long centered on each runway, immediately beyond the Clear Zone, which possesses significant potential for accidents.
- C. Accident Potential Zone II (APZ II)** – The land area measuring three-thousand (3,000) feet wide and seven-thousand (7,000) feet long adjacent to and centered beyond APZ I which is less hazardous than APZ I but still possesses the potential for accidents.
- D. Air Installation Compatible Land Use Zone (AICUZ)** – An Air Force program that seeks to develop a cooperative relationship between communities and military installations and provides land use compatibility guidelines designed to protect public health and safety, as well as maintain military readiness. As designed, the AICUZ study prepared for an installation evaluates three components: noise, vertical obstructions, and accident potential zones.
- E. Airport Hazard** – Means any structure or plant (e.g., tree, shrub, etc.) or use of the land which obstructs air space required for aircraft flight or which obstructs or interferes with the control or tracking and/or data acquisition in the landing, taking off or flight of an airport, or at any installation or facility relating to flight, and tracking and/or data acquisition of the flight craft; is hazardous, interferes with or obstructs such landing, taking off or flight of aircraft or which is hazardous to or interferes with tracking and/or data acquisition pertaining to flight and flight vehicles.
- F. Ambient Noise** – The amount of all noise generated in the environment, other than the noise from the source of interest. Also referred to as background noise.
- G. ASTM E 90** – The standard test method for laboratory measurement of airborne sound transmission, loss of building partitions and elements.
- H. Automatic-Timing Device** - A device that automatically controls the operation of a light fixture or fixtures, circuit or circuits. Photocells and light and/or motion sensors shall be considered automatic-timing devices.

- I. A-Weighted Decibel (dBA)** – The most commonly weighted sound filter used to measure perceived loudness. The human ear responds differently to frequencies. For example, the human hearing system perceives mid-frequency sounds as louder than low and high frequency sounds. To accommodate this condition when measuring sound levels, filters need to be installed into sound meters. The results are a more accurate measurement of sound for the human hearing system.
- J. Avigation Easement** – An easement is a non-possessory right to use land owned by another party. An avigation easement is an easement that grants the holder one or more of the following rights: the right-of-flight; the right to cause noise, dust, or other impacts related to aircraft flight; the right to restrict or prohibit certain lights, electromagnetic signals, and bird-attracting land uses; the right to unobstructed airspace over the property above a specified height; and, the right of ingress/egress upon the land to exercise those rights.
- K. Bandwidth** – In electronic communication, bandwidth is the width of the range (or band) of frequencies that an electronic signal uses within a specific transmission medium. In this usage, bandwidth is expressed in terms of the difference between the highest-frequency signal component and the lowest-frequency signal component. Since the frequency of a signal is measured in hertz, its bandwidth is the difference in hertz between the highest and lowest frequency signal within its range. A typical voice signal has a bandwidth of approximately three kilohertz (3 kHz); an analog television (TV) broadcast video signal has a bandwidth of six megahertz (6 MHz) -- approximately 2,000 times as wide as the voice signal.
- L. Bulb** – The source of electric light, as distinguished from the whole light assembly (see Luminaire).
- M. Business** – A person, partnership, corporation, or organization engaged in commerce, manufacturing, or a service; profit and non-profit seeking enterprise or concern. The definition is intended to be broadly construed and shall include, but not be limited to, charitable organizations.
- N. Candela** – The unit of measure indicating the luminous intensity (candlepower) of a light source in a specific direction.
- O. Clear Zone** – The Clear Zone (CZ) is the trapezoidal area lying immediately beyond the end of the runway and outward along the extended runway centerline. The CZ begins at the end of the runway and extends outward 3,000 feet. The CZ width is 3,000 feet (1,500 feet to either side of the runway center line).
- P. Compatible Land Use** – Any use of land adjacent to or in the immediate vicinity of an airport, airfield, or military operations area that does not

endanger the health, safety, and welfare of the owners, occupants, or users of the land due to levels of noise or vibrations or the risk of personal injury or property damage created by the operations of the airport, airfield, or military use, including the taking off, landing or flight of aircraft. A compatible use also does not endanger the health, safety, and welfare of military personnel engaged in training or operational assignment or adversely impact the mission conducted.

- Q. Decibel (dB)** – A unit of measurement of sound or sound pressure intensity. The dBA Aircraft Noise Metric is a single event maximum sound level measure used to quantify peak noise levels of representative aircraft flyovers in relation to speech interference.
- R. Decibel Noise Level (DNL)** – The DNL metric is a day-night sound level used to identify cumulative/average long term aircraft noise exposure.
- S. Digital Sign** – Cathode ray tube (CRT), flat panel liquid-crystal display (LCD), plasma, aerial imaging, projector or other electronic devices that are at the end-point of a digital signage system, presenting the content to include: Dynamic Signs, Electronic Signs, Digital Media Advertising, as well as signs within a Digital Signage Network, In-store TV Network, Captive Audience Network, Narrowcasting Network, Out-of-home Media Network, Digital Media Network, and Advertising Network.
- T. Direct Light** – Light emitted directly from the lamp, off of the reflector diffuser, or through the refractor or diffuser lens of a luminaire.
- U. Electric Utility** – Any municipal electric utility, investor-owned utility, or electric cooperative which owns, maintains or operates an electric generation, transmission or distribution system within the state.
- V. Exterior Lighting** – Temporary or permanent lighting that is installed, located or used in such a manner to cause light rays to shine outside. Fixtures that are installed indoors that are intended to illuminate an object outdoors are considered exterior lighting for the intent of this overlay district.
- W. Fixture** – The assembly that holds the lamp in a lighting system. It includes the elements designed for light output control, such as a reflector (mirror) or refractor (lens), ballast, housing and the attachment parts.
- X. Floor Area Ratio (FAR)** – Standards of building intensity for non-residential uses, such as commercial and industrial development, are stated as maximum floor-area ratios (FARs). A FAR is the ratio of the total building square footage on a lot to the total square footage of the lot (or parcel). For example, a lot with 10,000 total square feet of land area and an FAR of 1.00 will allow 10,000 square feet of gross building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or

10,000 square feet on one floor). On the same 10,000-square-foot lot, an FAR of 0.50 would allow 5,000 square feet of floor area, and an FAR of 0.25 would allow 2,500 square feet.

- Y. Foot-candle (fc)** – Illumination produced on a surface one foot from a uniform point source of one candela. A foot-candle is a unit of light measurement equal to one lumen per square foot.
- Z. Frequency Spectrum** – The frequency spectrum is the entire range of electromagnetic frequencies used for communications; which includes frequencies used for radio, radar, and television. In the performance of typical operations, the military relies on a range of frequencies for communications and support systems. Similarly, public and private users rely on a range of frequencies to support daily life.
- AA. Full Cutoff** – Describes a luminaire light distribution where 100 candela per 1,000 lamp lumens (ten percent) may emit at all vertical angles beginning at 80 degrees up from nadir to less than 90 degrees, and 0 (zero) candela per 1,000 lamp lumens (zero percent) is allowed at 90 degrees (horizontal plane) and all angles above. This applies to all horizontal angles around the luminaire. A full cutoff luminaire is also fully shielded. (See Exhibit 2-2).

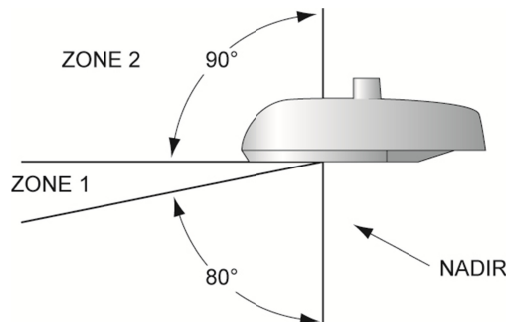


Exhibit 2-2

- BB. Fully Shielded** – A lighting fixture constructed in such a manner that all light emitted by the fixture, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal plane as determined by photometric test or certified by the manufacturer. A fully shielded fixture is not necessarily full cutoff.
- CC. Glare** – The sensation produced within the visual field by luminance that is sufficiently greater than the luminance to which the eyes are adapted, causing annoyance, discomfort, or loss in visual performance and visibility.
- DD. Hazard to Air Navigation** – An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.

- EE. Hertz (Hz)** – Hertz is a unit of frequency (of change in state or cycle in a sound wave, alternating current, or other cyclical waveform) of one cycle per second. Other units of frequency are kilohertz (KHz), equal to 1,000 Hz; megahertz (MHz), equal to 1,000,000 Hz; and gigahertz (GHz), equal to 1,000,000,000 Hz.
- FF. Holiday Lights** – Temporary, decorative lights that are placed on property or buildings between November 20th and January 15th of each year.
- GG. Horizontal Surface** – A horizontal plane one-hundred-fifty (150) feet above the established airport elevation, the perimeter of which in plan view coincides with the perimeter of the horizontal zone.
- HH. "IESNA" (or "IES")** – An acronym for the Illuminating Engineering Society of North America. The IESNA makes recommendations for outdoor lighting but does not set outdoor lighting community standards; these are determined through the adoption of local regulations.
- II. Illuminance** – The quantity of light arriving at a surface measured in foot candles.
- JJ. Interference** – Interference is the inability to effectively distribute or receive a particular frequency because of similar frequency competition. As the use of the frequency spectrum increases (such as the rapid increase in cellular phone technology over the last decade) and as development expands near military installations and operational areas, the potential for frequency spectrum interference increases.
- KK. Intermittent Lighting** – Luminaires that do not emit light for more than five minutes.
- LL. Lumen** – A unit of luminous flux. The lumen-output values shall be the initial lumen output ratings of a lamp. The lumen rating associated with a specific lamp is generally indicated on its packaging or may be obtained from the manufacturer.
- MM. Luminaire** – A complete lighting fixture consisting of a lamp or lamps together with the parts designed to distribute the light, to position and protect the lamps, and to connect the lamps to the power supply.
- NN. Luminous Flux** – A quantitative expression of the brilliance of a source of visible light which is electromagnetic energy within the wavelength range of approximately 390 nanometers (nm) to 770 nm. This quantity is measured in terms of the power emitted per unit solid angle from an isotropic radiator, a theoretical point source that radiates equally in all directions in three-dimensional space.

- OO. Military Installation Proximity Disclosure Notice** – A disclosure notice that informs the public and potential property owners or lessees that a parcel is located within proximity of a military installation or reservation, military airfield(s), and/or military training routes/corridors, and that the parcel may be impacted by noise, vibration, smoke, or other impacts associated with the military operations. The disclosure may also indicate that the property may be subject to land use regulations associated with the military installation that are adopted by Walton County.
- PP. Nadir** – The direction, pointing vertically down, from the lowest light emitting part of the luminaire (see Exhibit 2-1 for an example).
- QQ. Noise** – Unwanted sound that interferes with normal activities or otherwise diminishes the quality of the environment. Noise may be intermittent or continuous, steady or impulsive. The source of the noise may be stationary or transient. The physical characteristics of noise or sound include its intensity, frequency, and duration.
- RR. Noise Contour** – A line connecting points of similar day-night average sound levels measured from a specific noise source.
- SS. Noise Exposure Map** – A scaled, geographic depiction of an airport or airfield, its noise contours and surrounding area.
- TT. Noise Level Reduction (NLR)** – The amount of reduction in noise for any geographic point as achieved through the incorporation of noise attenuation measures into the design and construction of buildings. These reductions may be incorporated during initial construction or retroactively as additional construction for existing buildings.
- UU. Nonconforming Use** – Any use of a property that is inconsistent with the provisions of these regulations and which is an existing use as of the effective date of these regulations.
- VV. Non-precision Instrument Runway** – A runway operating with an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or approach procedure that has been approved or planned.
- WW. Octave Band Filter** – An electrical frequency analyzer designed according to standards formulated by the American Standards Association and used in conjunction with a sound level meter to take measurements in specific octave intervals.
- XX. Opaque** – The inability of a material to transmit light from an internal illumination source.

- YY. Outdoor Lighting** – Illumination of an outside area or object by any manmade device that is located outdoors and produces light.
- ZZ. Perceived Noise Level** – A method of measuring complex sound designated in the Journal of the Acoustical Society of America, No. 31, Pages 1415-1429, 1959
- AAA.RAICUZ** – The Range Air Installation Compatible Use Zone (RAICUZ) assessment focuses on five land use compatibility issues—noise, population density, height of objects, lighting, and the radio frequency (RF) spectrum.
- BBB.Remodel/Renovate**- A process of partial or total demolition of an existing structure (more than 50 percent of the occupied space and/or 50 percent of its current market value) and the partial/full construction of a new structure on the same parcel of land.
- CCC.Sound Attenuation** – The reduction of sound intensity by various means (e.g., air, humidity, porous materials); diminution of the intensity of sound energy propagating in a medium; caused by absorption, spreading, and scattering.
- DDD.Sound Transmission Class (STC)** – A single-figure rating of the sound insulating properties of a partition as determined by methods described in "Determination of Sound Transmission Class", American Society of Testing and Materials designation E413-73.
- EEE. Standard Land Use Coding Manual (SLUCM)** – A standard system for identifying and coding land use activities. "Standard Land Use Coding Manual", Urban Renewal Administration/Housing and Home Finance Agency and Bureau of Public Roads, Department of Commerce, First Edition, 1965.
- FFF. Structure** – An object, including a mobile object, constructed or installed by man, including, but not limited to, buildings, antennas, communication or other towers, cranes, smokestacks, earth formations, wind generation structures, and overhead transmission lines.
- GGG. Temporary Outdoor Lighting** – Lighting allowed as specified in an approved temporary permit pursuant to the requirements of Section 11, in this Article.
- HHH.Transitional Surface** – The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the runway centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every seven feet horizontally to the outer boundary of

the transitional surface, where it again matches the height of the adjoining surface.

III. Trespass Lighting – Light emitted by a luminaire that spills outside the boundaries of the property on which the luminaire is sited.

JJJ. Ultra High Frequency (UHF) – The UHF (ultrahigh frequency) range of the radio spectrum is the band extending from 300 MHz to 3 GHz. The UHF band is extensively used for satellite communication and broadcasting, in cellular telephone and paging systems, and by fourth-generation (4G) wireless systems.

KKK. Very High Frequency (VHF) – The VHF (very high frequency) range of the radio spectrum is the band extending from 30 MHz to 300 MHz. The VHF band is popular for mobile two-way radio communication, satellite communication and broadcasting.

Section 7. Military Influence Overlay District (MIOD) and MIOD Subzones

A. Application of the MIOD

The MIOD is an overlay district with regulations that address conditions related to noise, safety and other effects associated with training and operations (missions) conducted from or associated with Eglin AFB/Eglin Reservation. The MIOD is limited to a specific geographical area within the Walton County, as depicted on the Walton County Future Land Use Map and the Official Zoning Map. The location of the MIOD boundary in Walton County is depicted on Exhibit 2-1, MIOD Boundary and Subzones.

B. Designation of MIOD Subzones

Within the MIOD is a discrete geographical area, or MIOD Subzones, that includes regulations that are specific to unique characteristics associated with military missions at Eglin. The precise location of the MIOD Subzones in Walton County is depicted on Exhibit 2-1 Walton County MIOD Boundary and Subzones, which shall be available for public review at Walton County's Planning and Development Services Department. The MIOD and MIOD Subzones are defined as follows:

- (1) **MIOD.** The MIOD includes the Impulse Area Subzone, Critical Approach 1 Subzone, Critical Approach 2 Subzone, MTR 1 Subzone, and MTR 2 Subzone. When used in this regulation, the term MIOD refers to the MIOD within the Walton County in its entirety, and not a portion thereof.

- (2) **Impulse Area Subzone.** The Impulse Area Subzone is defined as the area that is within one-mile of the Eglin Reservation boundary. The Impulse Area Subzone is subject to increased levels of explosive noise, or "impulse" noise, generated from missions conducted on Eglin Reservation.
- (3) **Critical Approach 1 Subzone.** The Critical Approach 1 Subzone is defined as the area beneath which aircraft approach and depart at low altitudes from a runway or drop zone. This Subzone area is based on the Eglin AFB RAICUZ Study for the Pino II and Bogart Drop Zones. For Landing Zone East and the Rock Hill Drop Zone, Critical Approach Subzone 1 is not currently defined in the RAICUZ. These Subzone areas were established by using the Critical Approach 1 Subzones as defined in the RAICUZ for sites with similar operations.
- (4) **Critical Approach 2 Subzone.** The Critical Approach 2 Subzone is defined as the area beneath which aircraft approach and depart at low to moderate levels from the runway. This Subzone area is based on the Eglin AFB RAICUZ Study.
- (5) **MTR 1 Subzone.** The MTR (Military Training Route) 1 Subzone is defined as the area that includes the MTR, Slow Speed Low Altitude Training Route (SRs) and the Low Level Training Area (LLTAs) corridors (with floors between 100 feet and 200 feet AGL (Above Ground Level)) that have been established and designated by the Federal Aviation Administration (FAA) specifically for military training. This Subzone area is based on the corridors identified in the Eglin AFB RAICUZ Study.
- (6) **MTR 2 Subzone.** The MTR 2 Subzone is defined as the area that includes the MTR, Slow Speed Low Altitude Training Route (SRs), the Low Level Training Area (LLTAs) corridors (with floors of 500 feet and 1,000 feet mean sea level (MSL)) and the Cruise Missile Corridor (floor of 500 feet MSL) that have been established and designated by the FAA specifically for military training. This Subzone area is based on the corridors identified in the Eglin AFB RAICUZ Study.

C. Updating the MIOD and MIOD Subzone Boundaries

As the AICUZ or RAICUZ studies for Eglin AFB or the Eglin Reservation are updated in the future and publicly available, the Walton County shall consider updating Exhibit 2-1, Walton County MIOD Boundary and Subzones, to reflect any changes that may impact the regulations herein. Such update shall be adopted during a properly noticed public hearing of the Walton County Board of County Commissioners.

D. Boundaries

The following rules shall apply to the boundaries of the MIOD and MIOD Subzones:

- (1) If any part of a parcel or lot is within the MIOD or MIOD Subzone, all land within the parcel or lot shall be subject to these regulations.
- (2) Where a parcel or lot is within more than one MIOD Subzone, the requirements of the more restrictive Subzone shall apply to the entire parcel or lot.
- (3) Boundaries that appear to follow the approximate centerlines of streets, alleys or easements shall be construed to follow such centerlines.
- (4) Boundaries that appear to follow platted lot lines shall be construed as following such lot lines.

Section 8. Land Use

A. General Use Restrictions

Notwithstanding any other provisions in the Walton County Land Development Code, no use of land, water or airspace within the MIOD shall:

- (1) Create electrical interference between Eglin AFB/Reservation and aircraft, missiles or any other associated military or civilian activities;
- (2) Create glare, artificial light, smoke or dust, or reflect light in such a way that may impair pilot visibility at any time;
- (3) Create forage or nesting environments that increase the potential for bird/wildlife aircraft strike hazards within any Eglin AFB approach/departure airspace, aircraft movement areas, loading ramps or aircraft parking areas.
- (4) Endanger or interfere with the landing, departure or maneuvering of aircraft using Eglin AFB/Reservation.

Section 9. Height Limitations

A. General Provisions

Except as otherwise provided in these regulations, no structure, facility or antennae shall be erected or altered in any MIOD or MIOD Subzone to a height in excess of those shown in Table 9-1:

Table 9-1. Applicable Height Limits by Subzone

MIOD Subzone	Maximum Height
Impulse Area	50 Feet or 4 Stories
Critical Approach 1	50 Feet or 4 Stories
Critical Approach 2	50 Feet
MTR 1	75 Feet
MTR 2	100 Feet

B. Exemptions

Transmission facilities (poles and lines) maintained and/or operated by an electric utility or municipal entity and communication towers may exceed the values listed in Table 9-1 if:

- (1) They are below the maximum height as defined in FAA Part 77 and are in compliance with other requirements or regulations of the Federal Aviation Administration and Walton County LDC Chapter 5.07.09.
- (2) They obtain a determination of “No Hazard to Aviation” from the Federal Aviation Administration. This documentation must be submitted as part of the application for development approval or issuance of a permit for these facilities.
- (3) They are submitted for review and comment to Eglin Air Force Base prior to issuance of a building permit or other required approval from Walton County.
- (4) Amateur radio antennas shall conform to the Federal Communication regulations and are pre-exempt from requirements of this Code regarding placement, screening, and height, pursuant to Florida Statutes, Section 125.561.

Section 10. Sound Attenuation

Table 10-1 and the following paragraphs include noise attenuation guidelines that are STRONGLY RECOMMENDED to be applied to uses, structures and facilities in the MIOD Subzones.

Table 10-1. MIOD Noise Attenuation Guidelines

MIOD Subzone	STC OF EXTERIOR WALLS AND ROOF/CEILING ASSEMBLIES	STC OF DOORS AND WINDOWS
Noise 1	44	33
All Other Subzones	39	25

A. New Construction. New construction should be designed with the minimum Sound Transmission Class (STC) rating of the structure's components provided in compliance with Table 10-1 and to achieve an interior noise level no greater than 45 dBA Ldn.

B. Modification of Existing Structures. Modification of an existing structure that requires a building permit should be designed to meet the Table 10-1 guidelines if the following conditions are determined to exist:

- (1) Any remodeling or renovation activities that involve more than 60% of a structure's occupied space; and/or
- (2) Any remodeling or renovation activities that have a construction value of greater than 60% of the structure's current market value;

C. Standard Noise Attenuation Standards. Structures subject to the requirements of this Section should meet the requirements of Table 10-1 and achieve an interior noise level not to exceed 45 dBA Ldn.

- (1) **Alternative Design Techniques.** As an alternative to compliance with Table 10-1, structures should be permitted to be designed and constructed using alternative techniques and materials designed to achieve an interior noise level no greater than 45 dBA Ldn. Exterior structures, terrain and permanent plantings should be permitted to be included as part of the alternative design for purposes of noise attenuation. The alternative design should be certified by an acoustic engineer or other expert with appropriate expertise as determined by the Walton County Planning and Development Services Division.
- (2) **Plans Required.** Building construction plans that depict conformance with these standards should be submitted to Walton County for review and approval. Such plans should be signed and sealed by an engineer licensed in Florida with a proficiency in residential sound mitigation or noise control (Engineer of Record). The Engineer of Record should note on the building plans: "The building design is capable of achieving the required noise level reduction."
- (3) **Certification of Conformance with Sound Attenuation Guidelines.** Prior to the issuance of a Certificate of Occupancy by Walton County, the Engineer of Record should certify that the construction meets the sound attenuation standards in this Section.

Section 11. Light and Glare Controls

The purpose of this Section is to establish regulations for outdoor lighting in order to restrict light spillage onto areas within the Eglin Reservation and glare that may affect military operations in the SAS Study Area. Requirements in Section 11 only apply to lighting installed within Critical Approach I or II.

A. Applicability / General Provisions

The regulations within this Section shall apply to:

- (1) All public and private outdoor lighting installed in the MIOD after the effective date of this regulation.
- (2) Where a conflict exists between any of the regulations or limitations in this Section, and any other regulations applicable to the same area, the more stringent limitation or requirement shall govern and prevail.

B. Exemptions

The following outdoor lighting is exempt from this Section:

- (1) Any existing luminaires which were lawfully in place according to all applicable Ordinances at the time, but which do not now comply with all applicable regulations as of the effective date of this regulation.
- (2) Outdoor lighting that produces its luminance directly through the combustion of fossil fuels.
- (3) Outdoor lighting used during law enforcement, fire, and emergency medical activities and for meteorological data gathering purposes undertaken with approval from Walton County.
- (4) Temporary outdoor lighting affixed during emergency or night-time repairs of roads and utilities.
- (5) Lighting required by law to be installed on motor vehicles.
- (6) Lighting required in compliance with Federal Aviation Administration (FAA) requirements.
- (7) Outdoor lighting installed on Federal and State facilities; however, voluntary compliance is encouraged.
- (8) Holiday lighting for a period of two consecutive months commencing on November 15.

- (9) Temporary Exemptions: Any individual may submit an application to the Walton County Planning and Development Services Division for non-exempt lighting on a temporary basis and obtain a temporary electrical permit. The permit may grant temporary lighting for a period not to exceed thirty (30) days, with at least thirty (30) days passing before another temporary electrical permit may be issued. The application for temporary lighting must contain the following information in addition to information required to obtain a temporary electrical permit:
- (a) Proposed use and location of the outdoor lighting requested.
 - (b) Type of lamp(s) to be used, including manufacturer's part number and initial lumens.
 - (c) Type of light fixture used, including manufacturer's model number and specification (cut) sheets indicating photometric distribution data stated in International Standards Organization (ISO) foot-candle diagrams.
 - (d) Starting and ending dates for temporary lighting use.
 - (e) Contact information including name of applicant, affiliation (if applicable), address, telephone number and email address.
 - (f) Such other information Walton County may require.

C. Prohibited Lights and Sources of Glare

The following outdoor lighting and sources of glare are prohibited anywhere in the MIOD:

- (1) Any luminaire in a new development that is pointed or focused which causes light to be directed toward the Eglin Reservation. Such luminaire must be redirected or its light output controlled to eliminate such conditions.
- (2) When projected above a horizontal plane, beacons, laser source lights, strobe lights, or any similar high intensity light used for promotional or entertainment purposes.
- (3) Laser light shows.
- (4) Search lights.
- (5) Public outdoor display of fireworks or pyrotechnics.
- (6) Other outdoor lighting or glare that can cause distraction, flash blindness, vision impairment, or visual interference while piloting or

navigating an aircraft or using night vision devices, including, but not limited to:

- (a) Series, lines, rows, or patterns of lights, whether supported by cables or other physical means, or laid upon a ground or building, that may resemble navigational or flight safety aids, landing pads, or lighting common to general or military aviation.
- (b) Lighting designed for the creation of sky glow to attract attention, in excess of the lighting used to provide safety, security, and utility.
- (c) Outdoor floodlighting by wide-angle projection above the horizontal plane.
- (d) Lighting fixtures and architectural detailing that use luminous tube lighting (neon, argon, or krypton) on a building exterior or roof.
- (e) Internally illuminated awnings.
- (f) External illumination for signs.

D. General Lighting Standards

These general lighting standards do not apply to street lights maintained and/or operated by an electric utility or municipal entity.

- (1) The use of low-pressure sodium (LPS) lighting for outdoor, unroofed areas shall be required for all new development.
- (2) Within the MIOD Impulse Area Subzone, all outdoor lighting shall be fully screened from the Eglin Reservation, including lights from vehicles on streets, driveways and parking areas in adjacent development. Methods of screening may include, but are not limited to, fencing, structures and landscaping.

E. Residential Lighting Standards

- (1) Trespass lighting within residential areas may not exceed one and one half (1½) foot-candles at the property line, with the exception of intermittent lighting, which can be up to two (2) foot-candles.
- (2) All lighting within residential areas must comply with any standards in Subsection F, Non-Residential Lighting Standards that are more restrictive, if applicable.

F. Non-Residential Lighting Standards – General

These standards do not apply to street lights maintained and/or operated by an electric utility or municipal entity.

- (1) All outdoor lighting installed on any non-residential property and which includes or exceeds two (2) foot-candles shall be full cutoff fixtures (no light output emitted above 90 degrees at any lateral angle around the fixture). See "Examples of Acceptable / Unacceptable Lighting Fixtures" designations on Exhibit 2-3. The manufacturer's specifications, that demonstrate full cutoff status of all outdoor lighting, is required to be approved by the Walton County Planning and Development Services Division prior to the issuance of a construction permit.

Examples of Acceptable / Unacceptable Lighting Fixtures

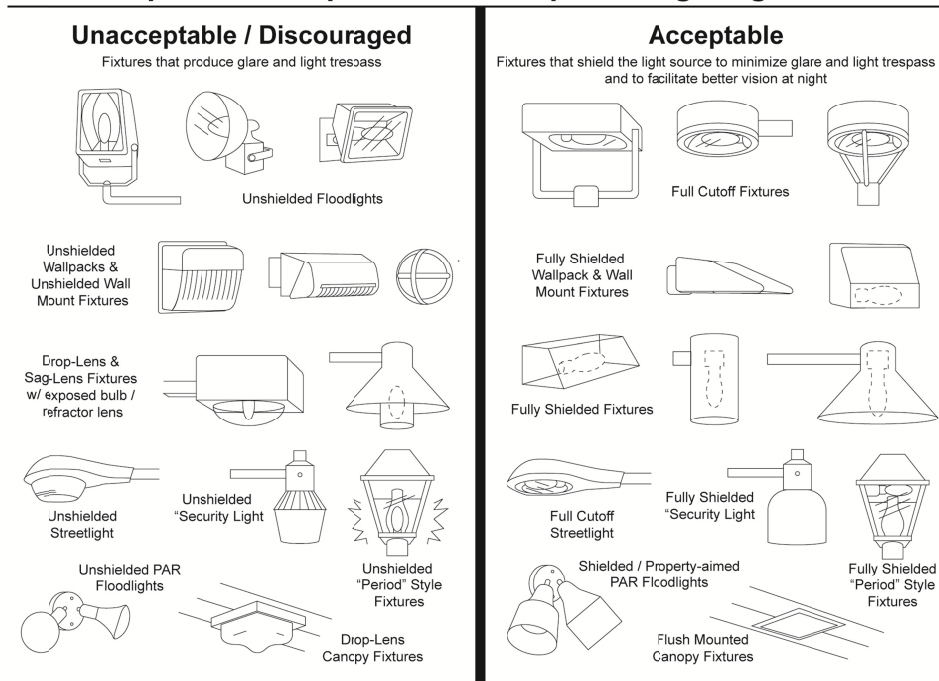


Exhibit 2-3, Acceptable Fixtures

- (2) For lighting horizontal elements such as roadways, sidewalks, entrances and parking areas, fixtures must meet "full cutoff" criteria (no light output emitted above 90 degrees at any lateral angle around the fixture).
- (3) Intermittent lighting must be of the "motion sensor" type that stays on for a period of time not to exceed five (5) minutes and has a sensitivity setting that allows the luminaire to be activated only when motion is detected on the site.

- (4) All trespass lighting shall not exceed two and one-half (2½) foot-candles measured at the property line, except that residential trespass lighting is regulated in Subsection E.
- (5) Floodlight fixtures must be aimed so as to prevent direct radiation of light into the open sky at any angle above the horizontal plane, as shown in Exhibit 2-4 and verified using a tool such as shown in Exhibit 2-5

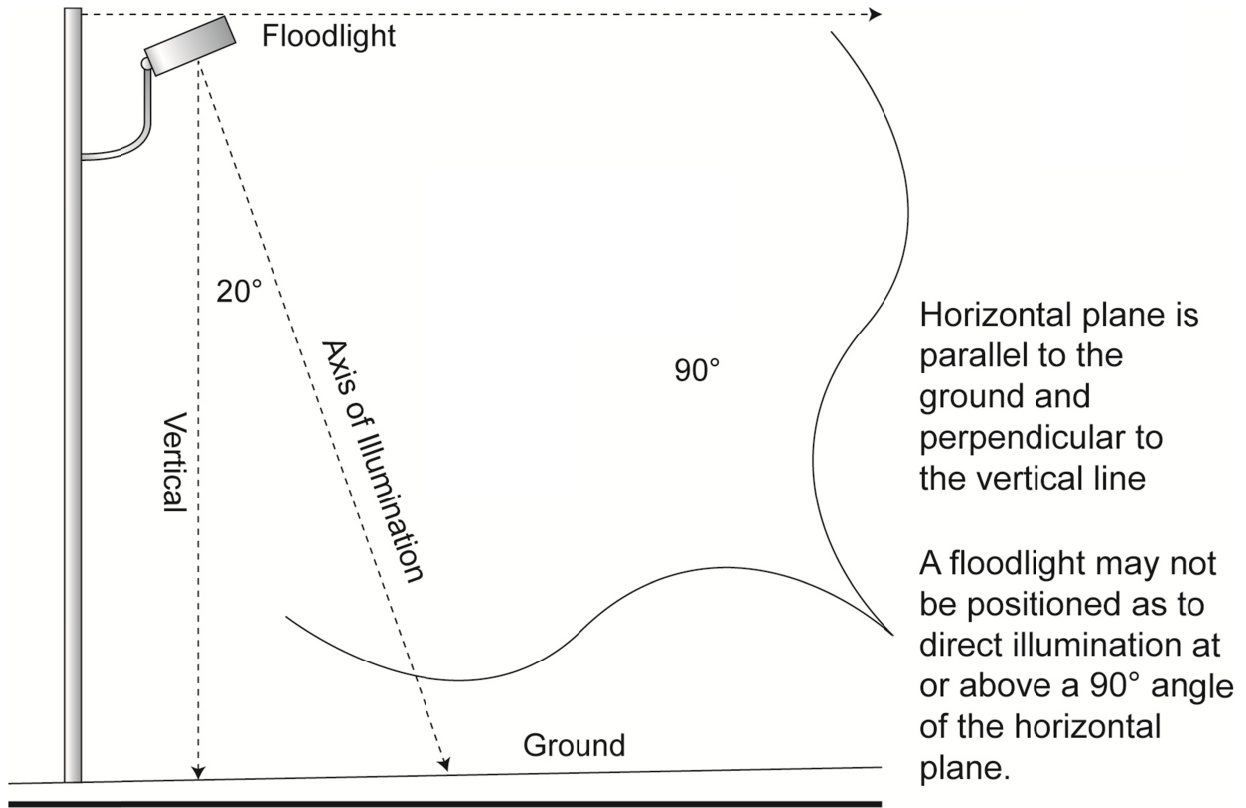


Exhibit 2-4

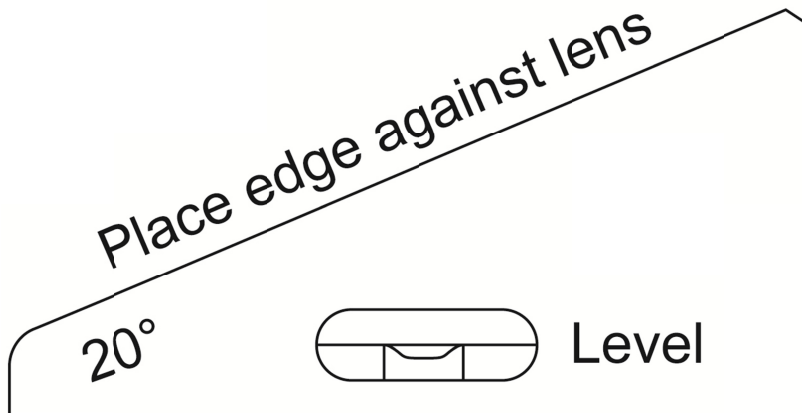


Exhibit 2-5

- (6) With the exception of lighting which is required for security and safety such as parking lot illumination, businesses must turn off outdoor lights emitting illumination levels exceeding 2 foot-candles (fc) after 11:00 p.m.
- (7) Lighting installed to illuminate construction sites in order to secure or protect equipment at night shall meet the requirements of Subsection F(1).

G. Gasoline Stations, Outdoor Sales, Automobile Canopy Standards

- (1) These general lighting standards do not apply to street lights maintained and/or operated by an electric utility or municipal entity. Outdoor sales areas must utilize luminaires that are fully shielded. No wall mounted lighting will be allowed.
- (2) Gasoline station canopies and vehicle canopies for other non-residential uses must utilize canopy lights that are fully recessed into the canopy or are fully shielded by the canopy.
- (3) The following average maintained illumination levels for gasoline stations must not be exceeded:

Service Station Component	Lighting Level
Approach	2.0 fc
Driveway	2.0 fc
Pump Island	10.0 fc
Building Façade	3.0 fc
Service Areas	3.0 fc
Landscape Highlights	2.0 fc

Note: fc = foot-candle

H. Parking Lot / Parking Structure Standards

- (1) Parking lot lights and poles shall not exceed twenty-four (24) feet above adjacent finished grade.
- (2) All outdoor parking lot lighting shall be fully-shielded and illuminated with low pressure sodium light fixtures.
- (3) In order to allow minimize reflectivity and allow for a variety of surface material options:

- (a) Surface parking lots shall be designed, coated or constructed so that illumination levels are no more than what is reflected from asphalt at an average of twenty (20) foot-candles.
 - (b) Top decks of parking structures shall be designed, coated or constructed so that illumination levels are no more than what is reflected from asphalt at an average of fifteen (15) foot-candles.
- (4) One hour after closing, businesses must turn off at least fifty percent (50%) of lighting luminaires in surface parking lots and on top decks of parking structures; however, those luminaires turned off may be set to function utilizing a motion detector system or dimmer.

I. Outdoor Sign Lighting Standards

- (1) All signs located within five miles of Eglin Air Force Base shall be positioned in such a manner and contain "dark sky" approved shielding devices so as to significantly reduce spillover light affecting the military installation and operations. In no instance shall signs be positioned to face parallel to the adjacent boundaries of Eglin Air Force Base or its runways.
- (2) On-premise signs may remain illuminated during regular business hours, but may not be illuminated later than one-half (1/2) hour after the business is no longer open to the public, nor prior to the daily opening of the business to the public.
- (3) Single-tenant on-premise signs shall be illuminated at a level no greater than seven (7) foot-candles measured at five (5) feet from the light source. Multi-tenant on-premise signs shall be illuminated at a level no greater than twelve (12) foot-candles measured at five (5) feet from the light sources.
- (4) Exterior means of illumination utilized for on-premise signs shall be positioned in a "top down" manner as depicted in Exhibit 2-4. Bottom-mounted fixtures shall not be used for on-premise signs.
- (5) Conventional non-digital off-premise signs shall employ an illumination system utilizing no more than two (2) luminaires to illuminate each sign message area (face). Each luminaire shall employ a refractor and hood that focuses the light onto the sign face and each luminaire may not exceed 400 watts.
- (6) All on-premise and off-premise digital signs shall be illuminated at a level no greater than 0.3 foot-candles over ambient light levels for the location and time and shall employ light cutoff devices, such as louvers, to minimize light escaping above the horizontal plane.

- (7) Nothing in this Ordinance shall be interpreted to authorize signs that are prohibited in certain areas or throughout the Walton County.

J. Street Lighting Standards

- (1) This subsection regulates the illumination levels for street lights that are installed on any street and operated and/or maintained by an electric utility or municipal entity. Such lighting shall be designed to follow the American National Standard Practice for Roadway Lighting under the IESNA.
- (2) Street light illumination must follow the guidelines in Item 4 of this subsection, unless a licensed professional engineer, trained and experienced in the science of illumination engineering, deems other illumination levels based on IESNA standards more appropriate for existing conditions and staff concurs with this assessment.
- (3) All new standard street lights installed within Critical Approach 1 or 2 subzones shall utilize full cutoff type luminaires that are installed level to the ground in two intersecting perpendicular planes (see Exhibit 2-6), and should be horizontally level in all directions.
- (4) New ornamental street lights must be classified as either IES "Full Cutoff" or IES "Cutoff" as determined by a valid photometric report. This report must be generated for the specified model by a qualified testing lab (testing to IES standards) and must include a full vertical evaluation through 180 degrees, otherwise that fixture will be unacceptable.

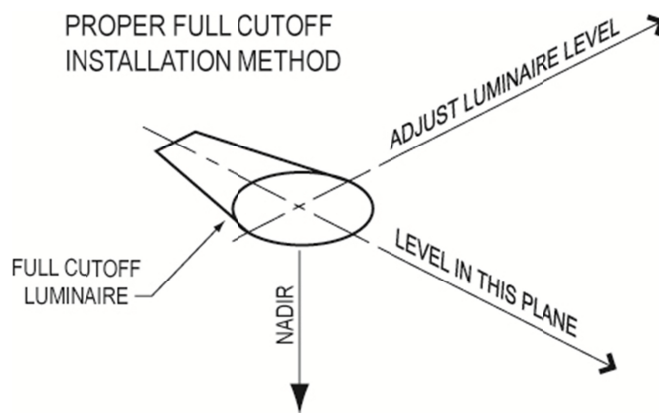


Exhibit 2-6

K. LEED Standards

Leadership in Energy and Environmental Design (LEED) certified lighting that meets the minimum standards of this Section may be substituted for the standards in this Section, if approved by the Walton County Planning and Development Services Division Director during the permitting process.

L. Tower and Structure Lighting Standards

Any tower and structure lighting shall conform with current Federal Communications Commission (FCC) or Federal Aviation Administration (FAA) regulations.

M. Automated Teller Machine Lighting Standards

Unmanned automated teller machines (ATM) shall utilize fully shielded or full cutoff luminaires.

N. Outdoor Lighting Plan Required

All development shall submit an outdoor lighting plan at the time of a site plan, subdivision or building permit application to determine compliance with the requirements of this Section. The outdoor lighting plan shall be prepared by a professional engineer or other highly qualified lighting specialist acceptable to Walton County.

O. Maintenance of Nonconforming Luminaires

- (1) All luminaires lawfully in place prior to the effective date(s) of this regulation shall have legal nonconforming status.
- (2) Minor repair and maintenance of legal nonconforming luminaires up to 50% of the replacement value is allowed, however any alteration in excess of 50% of the replacement value shall terminate the nonconforming status of that fixture / use and at that time, all standards of this regulation must be met.

Section 12. Disclosures

A. Real Estate Transaction Notification

No person shall sell, lease, nor offer for sale or lease any property within the MIOD unless the prospective buyer or lessee has been notified through one or more of the following:

(1) **Disclosure with Sale or Lease Contract**

- (a) **Sale of Residential Property.** Any contract for the sale of residential property that is located in whole or part within the MIOD should include, as an attachment to the contract of sale, a Military Installation Proximity Disclosure Notice, in a form approved by Walton County. The Military Installation Proximity Disclosure Notice shall be dated and signed by the purchaser(s) and the seller(s). If the seller is represented by a real estate agent, the agent shall witness the signature(s) of the seller(s). The seller is responsible for providing a copy of the signed disclosure notice to Walton County. A disclosure notice form will be made available by the Walton County Planning and Development Services Division.
- (b) **Lease of Residential Property.** Any contract for the lease of a residential dwelling for more than seven months should be subject to the notification requirements set forth in Subsection(1)(a).

B. Realty Sales Offices and Marketing

(1) **Sales Office Disclosure Requirements**

- (a) **Mapping and Pamphlets.** Sales offices that market or sell, including pre-construction sales, new residential homes or mobile homes located in the MIOD, must display a map illustrating the Eglin AFB / Eglin Reservation property boundary, MIOD boundary and MIOD Subzones. This map display requirement also applies to temporary realty sales offices. Pamphlets that include the same information shall also be available for the public and placed in prominent public view.
- (b) **Mapping and Pamphlet Display Requirements.** The display map shall present the image at a minimum size of 24" by 36" and must be prominently displayed in a public area of the realty sales office. The pamphlet shall include an illustration of the map at a minimum image size of 8.5" by 11" and must be legible in both color and black and white. The display map and pamphlet must include a statement that additional information about the MIOD and potential impacts from Eglin Air Force Base is available both online and at the Walton County Planning and Development Services Division. The Walton County Planning and Development Services Division current telephone number and email contact for inquiries shall also be included. The location of the residential development shall be prominently identified on the map and pamphlet.

- (2) **Temporary Permits.** All permits for temporary and permanent realty sales offices in Walton County shall include a requirement for compliance with this Section.
- (3) **Site Plan Permits.** Approved site plans for all commercial and office uses within Walton County shall include a statement that any realty sales office use shall comply with the Sales Office Disclosure Requirements of this Section.
- (4) **Marketing Brochures.** Any real estate office or business within Walton County that produces a marketing brochure for residential home sales or rental units located on property wholly or partially within the MIOD shall include in the brochure the following statement:

"Some or all of the property within this residential development lies within the Eglin AFB Military Influence Overlay District (MIOD). Information regarding the overlay district, as well as potential impacts to properties, can be obtained from the Walton County Planning and Development Services Division."

C. Subdivision Plat, Site Plan and Covenant Notification Requirements

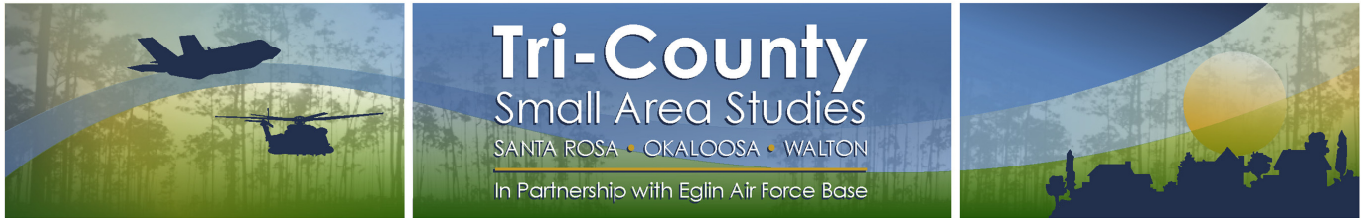
All plats and site plans for properties within the MIOD shall incorporate disclosure requirements on the plat and site plan, as well as within Covenants and Restrictions (CRs) recorded for each subdivision, as set forth in the Subdivision Regulations, or their equivalent, of this jurisdiction.

Section 13. Variances – Additional Requirements within the MIOD

Any variance application to modify any provision in this Article shall include a written statement from the Commander of Eglin Air Force Base that the variance request either will or will not interfere with any existing or planned future mission.

Section 14. Bird/ Wildlife Aircraft Strike Hazards

Bird and/or wildlife habitation, forage, nesting, and movement patterns within an airport's approach and/or departure airspace, aircraft movement areas, loading ramps, or aircraft parking areas may cause conditions not only hazardous to pilot safety but also for surrounding developed areas. Human-made improvements, including but not limited to, retention ponds, roosting habitats on buildings, landscaping, agricultural or aquaculture activities, wetlands, solid waste collection sites, and golf courses, are bird/wildlife attractants. As such, these improvements should be carefully sited, designed and managed to minimize their attractiveness for birds/wildlife. Walton County will, to the extent practical, work with the Eglin AFB, to implement the Eglin AFB Bird and Wildlife Aircraft Strike Hazard (BASH) to minimize aviation related wildlife threats within the Critical Approach 1, Critical Approach 2, MTR 1 and MTR 2 Subzones.



Walton County

Proposed Land Development Code Amendment

Section 11, Subdivision Regulations

Tri-County Small Area Studies (SAS)

WALTON COUNTY SUBDIVISION CODE MODIFICATIONS

The following text provides language recommended to be inserted into the Walton County Subdivision Regulations. The draft language includes information that would implement pertinent provisions of the Military Influence Overlay District (MIOD). Table A identifies the location in Section 11 where each section would be inserted.

INSERT A – PRELIMINARY PLAT PRE-APPLICATION CONFERENCE REQUIRED

A pre-application conference with the Walton County Planning and Development Services Division is required for all preliminary plat applications for properties that are wholly or partially within a Military Influence Overlay District (MIOD), as defined in Section 11. Walton County shall notify the 96 Engineer Group of the date and time of the pre-application conference.

INSERT B – PRELIMINARY PLAT REVIEW BY EGLIN AIR FORCE BASE

All preliminary plat applications in a Military Influence Overlay District (MIOD) shall be transmitted by the Walton County to the 96 Engineer Group for review and comment within three business days from the date the application is received. Walton County shall not approve, nor recommend for approval, any preliminary plat in a MIOD for a period of 21 calendar days from the date of application unless written comments are received from the 96 Engineer Group before expiration of the 21 calendar day period. If the City does not receive any comments from Eglin AFB Base Commands within the timeframe identified above, it shall be assumed that the site plan does not create any outstanding issues relative to mission readiness or compatibility.

INSERT C – PRELIMINARY PLAT SUBMITTAL REQUIREMENTS – NOTIFICATION STATEMENT

Plat Applications within a Military Influence Overlay District. If the plat, either part or whole, is located within a Military Influence Overlay District (MIOD), the boundaries of the MIOD shall be delineated on the plat. If the entire plat lies inside the MIOD, the plat shall incorporate a statement that declares all property within its legal description as within the MIOD. Any plat or portion thereof that lies within a MIOD shall include notification language that is substantially similar as that appearing in the following statement, as may apply to the property:

“Notice: This property is located within an area that is near the Eglin Air Force Base Military Reservation, and may be impacted by noise, odors, flight safety hazards, and other potential compatibility issues related to Military Reservation operations. This property is subject to the development regulations included in the Military Influence Overlay District (MIOD) adopted by Walton County, and may be subject to additional restrictions set forth in other ordinances of the County and in covenants recorded in the official records of the Clerk of Walton County.”

Tri-County Small Area Studies (SAS)

WALTON COUNTY SUBDIVISION CODE MODIFICATIONS

INSERT D – PRLIMINARY PLAT SUBMITTAL REQUIREMENTS – COVENANTS AND RESTRICTIONS

All subdivisions located wholly or partially within a Military Influence Overlay District (MIOD) shall submit a covenants and restrictions document that requires a property owner of a property located within a MIOD to disclose to any prospective buyer or tenant the property's proximity to the Eglin Air Force Base Military Reservation. The covenants and restrictions document shall be recorded concurrent with the approved final plat. Sample language for inclusion in such covenants and restrictions will be provided to the applicant by Walton County.

INSERT E – MINOR SUBDIVISIONS IN MILITARY INFLUENCE OVERLAY DISTRICT

Any proposed minor subdivisions in a Military Influence Overlay District (MIOD) shall be submitted to the Walton County Planning and Development Services Division and reviewed for consistency with all applicable Land Development Code regulations and Comprehensive Plan policies prior to the subdivision of land.

INSERT F – SITE PLAN REVIEW BY EGLIN AIR FORCE BASE

All site plan applications in a Military Influence Overlay District (MIOD) shall be transmitted by Walton County to the 96 Engineer Group for review and comment within three business days from the date the application is received. Walton County shall not approve, nor recommend for approval, any site plan in a MIOD for a period of 21 calendar days from the date of application unless written comments are received from the 96 Engineer Group before expiration of the 21 calendar day period. If the City does not receive any comments from Eglin AFB Base Commands within the timeframe identified above, it shall be assumed that the site plan does not create any outstanding issues relative to mission readiness or compatibility.

INSERT G – SITE PLAN SUBMITTAL REQUIREMENTS – NOTIFICATION STATEMENT

Site Plan Applications within a Military Influence Overlay District. If a site plan, either part or whole, is located within a Military Influence Overlay District (MIOD), the boundaries of the MIOD shall be delineated on the site plan. If the entire site plan lies inside the MIOD, the site plan shall incorporate a statement that declares all property within its legal description as located within the MIOD. Any site plan, or portion thereof, that lies within a MIOD shall include notification language that is substantially similar to that appearing in the following statement, as may apply to the property:

"Notice: This property is located within an area that is near the Eglin Air Force Base Military Reservation, and may be impacted by noise, odors, flight safety hazards, and other potential compatibility issues related to Military Reservation operations. This property is subject to the development regulations included in the Military Influence Overlay District (MIOD) adopted by Walton County, and may be

Tri-County Small Area Studies (SAS)

WALTON COUNTY SUBDIVISION CODE MODIFICATIONS

subject to additional restrictions set forth in other ordinances of the County and in covenants recorded in the official records of the Clerk of Walton County.”

Tri-County Small Area Studies (SAS)

WALTON COUNTY SUBDIVISION CODE MODIFICATIONS

Table A

Section Locations⁽¹⁾ for Walton County Subdivision Regulation

Inserts

Military Influence Overlay District (MIOD)

	Insert A	Insert B	Insert C	Insert D	Insert E	Insert F	Insert G
	Preliminary Plat Pre-Application Conference Required	Preliminary Plat Review by Eglin Air Force Base	Preliminary Plat Submittal Requirements - Notification Statement	Preliminary Plat Submittal Requirements – Covenants and Restrictions	Minor Subdivision in Military Influence Overlay District	Site Plan Review by Eglin Air Force Base	Site Plan Submittal Requirements – Notification Statement
Jurisdiction							
Walton County	11.03.05 (A)	11.03.05 (A)	11.03.04	11.06.03	11.03.01 (B)	11.03.02	11.06.03

Notes:

⁽¹⁾ *Recommendations regarding the appropriate section to include new subdivision inserts are preliminary.*

(



Walton County

Recommended
Real Estate Disclosure Language

**WALTON COUNTY, FLORIDA
REAL ESTATE SALE/LEASE DISCLOSURE LANGUAGE
FOR EXISTING REAL ESTATE FORMS**

The following language has been proposed to the local realtors' association to include in the current forms for real estate disclosure in the City.

The ideal location for said language would be as a 'Background' component in the existing forms.

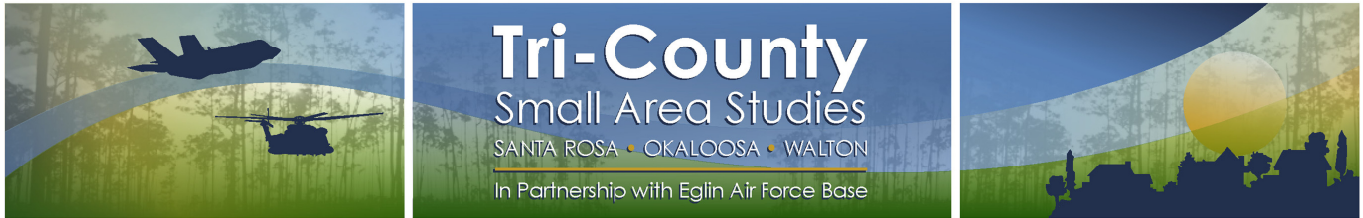
“Walton County and parts of Okaloosa and Santa Rosa Counties are home to Eglin Air Force Base and the 724 square mile Eglin Reservation. The military presence is a strong economic engine, contributing billions of dollars each year to the local economy while providing thousands of full time military and civilian jobs. Flights of military aircraft are a common occurrence. Military testing and training activities can sometimes be heard in communities outside the reservation.”

9

DeFuniak Springs



9 DeFuniak Springs



CITY OF DEFUNIAK SPRINGS OVERVIEW

The recommendations for the City of DeFuniak Springs contain both policy and regulatory tools to promote compatibility between future land uses in DeFuniak Springs and the operations associated with the Eglin Reservation.

This chapter of the Tri County Small Area Studies (SAS) presents the recommendations for the City of DeFuniak Springs. The recommendations for the City are made up of four components, as identified below:

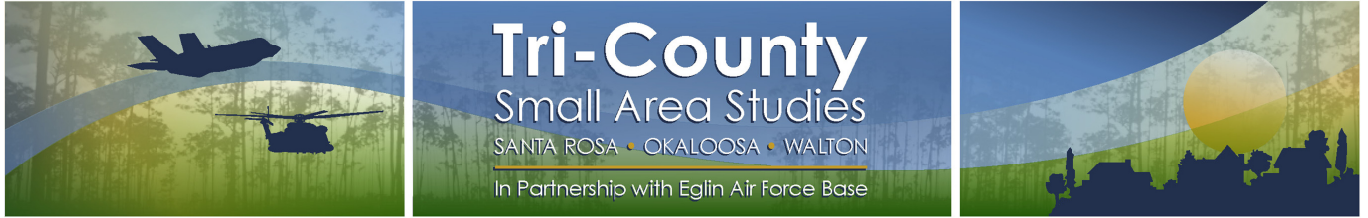
Component

Comprehensive Plan Policy Proposed Amendments
MIOD Policy Amendment

Military Influence Overlay District (MIOD) Proposed Ordinance
Draft MIOD Regulations

Subdivision Regulation Proposed Amendments
Section 7: Subdivision Regulations

Recommended Real Estate Disclosure Language



City of DeFuniak Springs

Proposed Comprehensive Plan Amendment

Military Influence Overlay District (MIOD) Comprehensive Plan Policies

DeFuniak Springs Future Land Use Element
Military Influence Overlay District (MIOD) Policies

NOTE: Policy Numbering is Generic And For Example Only

Objective 1.10.1: The City shall coordinate with Eglin Air Force Base on land use decisions that may affect the mission of the military installation.

Policy 1.10.1.1: The City shall implement the applicable provisions of Florida Statutes Section 163.3175 concerning coordination and communication with Eglin Air Force Base.

See Intergovernmental Coordination Element Objective 1.5, and associated policies.

Objective 1.10.2: The City shall ensure compatibility with Eglin Air Force Base to protect public health and safety, as well as preserve the economic benefits associated with current and future Base mission.

Policy 1.10.2.1: The City shall establish a Military Influence Overlay District (MIOD) that identifies the areas of the City that are subject to specific regulations to ensure compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177.

A. The MIOD area shall be delineated on Map 2, Future Land Use Map, within the Future Land Use Map Series of the City of DeFuniak Springs Comprehensive Plan.

B. The MIOD and any MIOD subzones, if applicable, shall be delineated on Map 12, Military Influence Overlay District Area, within the Future Land Use Map Series of the City of DeFuniak Springs Comprehensive Plan.

C. A note shall be included on the maps referenced in A and B that states: "Properties within the MIOD are subject to additional regulations in the Land Development Code for compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177."

Policy 1.10.2.2: The City shall adopt and incorporate regulations for a MIOD into the Land Development Code to ensure compatibility with missions at Eglin Air Force Base for the affected areas of the City.

A. The MIOD regulations shall be based on compatibility criteria associated with existing and planned future military missions at Eglin Air Force Base, and will address, but shall not be limited to:

1. Safety
2. Noise

3. Vertical obstructions
4. Light and glare
5. Land use
6. Public awareness
7. Disclosure
8. Other criteria typically used to evaluate compatibility between military and non-military uses.

B. If applicable, the MIOD shall include regulations that are unique to discrete subzones, or smaller areas within the overall MIOD boundary, that are affected by different military missions.

Policy 1.10.2.3: The MIOD shall be updated based on changes to military missions at Eglin Air Force Base that result in the obsolescence of adopted standards, procedures or other pertinent compatibility criteria. If applicable, the maps referenced in Policy 1.10.2.1 A and B shall be updated to reflect any adopted changes to the MIOD or MIOD subzones.

Policy 1.10.2.4: The City shall promote public awareness of compatibility regulations and activities related to Eglin Air Force Base.

A. Maps that depict the current MIOD and MIOD subzones shall be available for public inspection at the City of DeFuniak Springs Planning Department and on the City's website.

B. The City shall require real estate transactions of properties within the MIOD to include a disclosure of the property's location within the MIOD (and any subzones), as well as proximity to Eglin Air Force Base.

C. The City shall display at City Hall and other appropriate places, as well as distribute to applicants of development orders within the MIOD area, a brochure that describes the types of regulations in the MIOD and the importance of compatibility with Eglin Air Force Base.

D. The City shall display at City Hall and other appropriate places educational material about radio interference that is provided by Eglin Air Force Base.

DeFuniak Springs Intergovernmental Coordination Element

Military Influence Overlay District (MIOD) Policies

NOTE: Policy Numbering is Generic And For Example Only

Objective 1.5: The City shall coordinate with Eglin Air Force Base and other regional jurisdictions, as appropriate, to ensure that planning programs and land use decisions are made to ensure compatibility, protect the public health and safety and consider any impacts that may affect any existing or planned future missions on the military installation.

Policy 1.5.1: The City will participate in inter-jurisdictional workgroups and committees, such as the Eglin Air Force Base Joint Land Use Study Group, the Military Growth Advisory Committee, etc., to ensure cooperation and coordination among jurisdictions in the region concerning planning programs and land use and resource decisions that may affect Eglin Air Force Base.

Policy 1.5.2: To foster close coordination and communication, the Planning Board shall include an ex-officio, non-voting member that is a designated representative of the Commanding Officer of Eglin Air Force Base. The designated representative shall be notified of all meetings and provided copies of agenda packages related to the portion of the City that lies within the established Military Influence Overlay District (MIOD) (as depicted on Map 12 of the Future Land Use Map series), as well as any special planning studies, such as Evaluation and Appraisal Reports (EARs), or any city-wide ordinances and regulations that may affect Eglin Air Force Base or its operations.

Policy 1.5.3: All proposed comprehensive plan amendments, land development regulation changes, rezonings, waivers, exceptions, variances, planned unit developments and similar applications which, if approved, would affect the intensity, density, or use of land, or the height of structures or lighting within the established Military Influence Overlay District (MIOD) area of the City (as depicted on Map 12 of the Future Land Use Map series) shall be referred to the designated representative of the Commanding Officer of Eglin Air Force Base for review and comment prior to final action by the City.

Policy 1.5.4: The City shall require an applicant to provide a written statement from the designated representative of the Commanding Officer of Eglin Air Force Base that a requested variance to any provision of an adopted MIOD would or would not interfere with the installation's mission. For height variance applications, this policy shall not supersede or negate the need to comply with the federal obstruction standards contained in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77).

Policy 1.5.5. The City shall work with Eglin Air Force Base to determine if development application review procedures and any other important coordination activities should be detailed

and formalized in a Memorandum of Agreement (MOA) executed between the City and Eglin Air Force Base. If the determination is affirmative, the City shall prepare a draft of such an MOA ready for execution with Eglin Air Force Base within 12 months of the determination.

Policy 1.5.6: The Commanding Officer of Eglin Air Force Base shall be invited to participate in all development of regional impact-related activities within the portion of the City that lies within the established MIOD.



City of DeFuniak Springs

Proposed Land Development Code Amendment

Chapter 18 and Appendix A, Sections 2.12 and 8.03
Military Influence Overlay District (MIOD) Ordinance

City of DeFuniak Springs
MILITARY INFLUENCE OVERLAY DISTRICT (MIOD) REGULATIONS

Section 1. Findings

The City of DeFuniak Springs finds that:

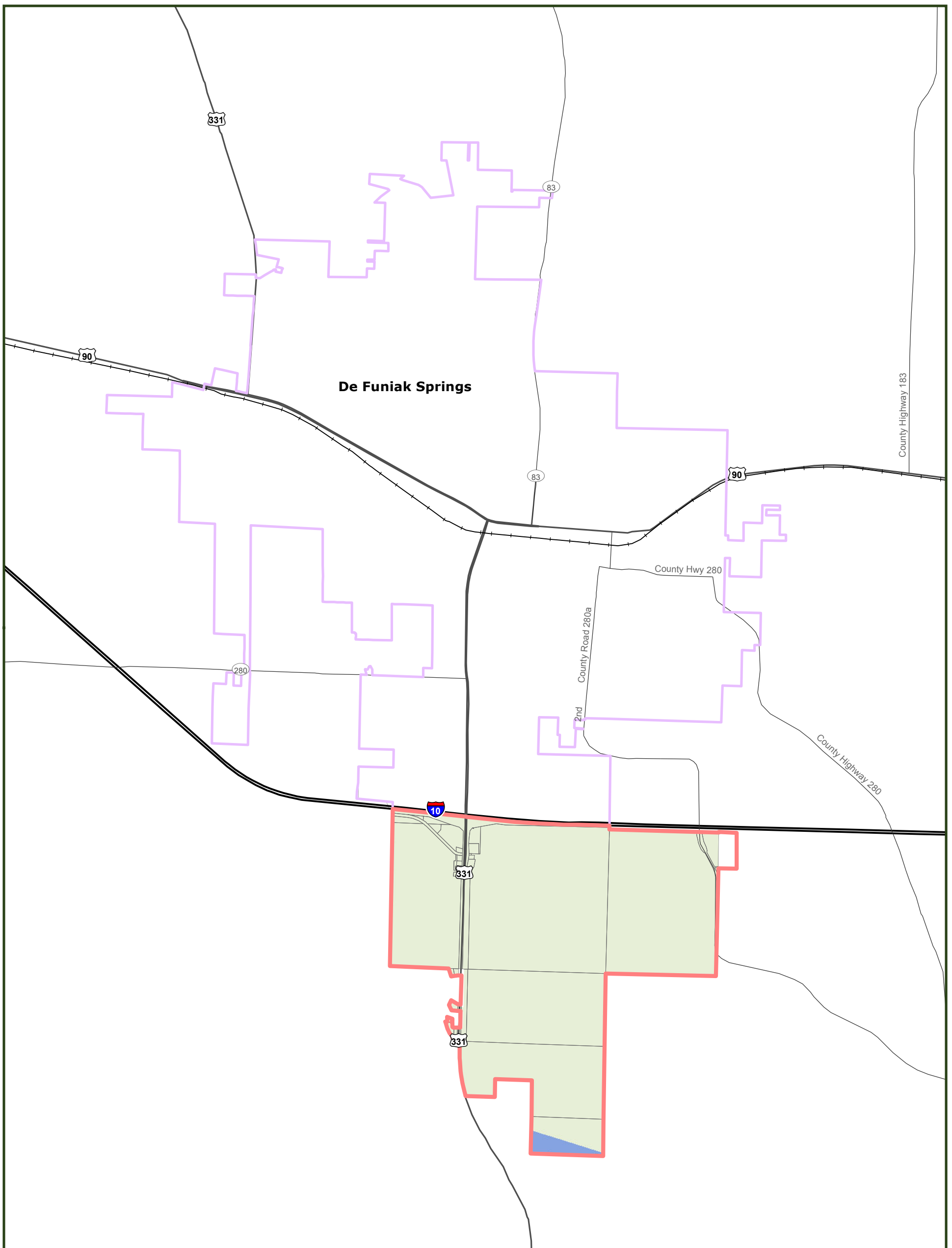
- 1) the Eglin AFB / Eglin Reservation fulfills an essential role for the Department of Defense;
- 2) the Eglin AFB / Eglin Reservation, and operations associated with this installation, have a significant positive economic impact on the City of DeFuniak Springs and the region- protection of Eglin Reservation's ability to meet current and future operational and training requirements is critical to the economic health of the City of DeFuniak Springs;
- 3) the creation or establishment of an obstruction or the encroachment of noise sensitive or otherwise incompatible land uses within certain areas set forth herein has the potential of being a nuisance and may injure the owners, occupiers or users of land in the region surrounding Eglin AFB / Eglin Reservation;
- 4) it is necessary in the interest of public health, public safety, and general welfare that the creation or establishment of obstructions or potential incompatible land uses that are a hazard to air navigation or the public health and safety be prevented; and
- 5) the prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power without compensation through regulations in a Military Influence Overlay District (MIOD) included within the City of DeFuniak Springs Land Development Code (LDC).

Section 2. Applicability

The regulations set forth herein are applicable to all lands within the Military Influence Overlay District (MIOD) boundary identified on Exhibit 2-1, DeFuniak Springs MIOD Boundary and Subzone Map, in this article. The MIOD shall be an overlay district established and delineated on the Official Zoning Map.

Section 3. Conflicting Regulations

In the event of conflict between any regulations in this article and any other regulations applicable to the same property, the more restrictive regulation shall apply.



- | | | |
|---------------------------|-------------------------------|----------------------|
| MIOD | Parcel | River |
| MIOD Subzone | Town | Interstate 10 (I-10) |
| Critical Approach 1 | City/Town (Incorporated Area) | Highway |
| Military Training Route 2 | Eglin Installation Boundary | Secondary Road |
| | | Railroad |

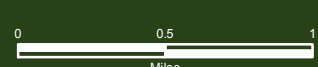


Exhibit 2-1
DeFuniak Springs Military Influence Overlay District (MIOD)
Boundary and Subzone

Section 4. Relationship of MIOD With Underlying Zoning District

The regulations within this MIOD supplement, modify, and where indicated, supersede the regulations of the underlying zoning district. All definitions, references, requirements and other land use controls not specifically defined or modified in this regulation shall conform to the provisions of the underlying zoning district specified in the City of DeFuniak Springs Land Development Code (LDC).

Section 5. Exemptions

The following uses are exempt from the regulations in this Article.

- A. Agricultural Use.** This regulation shall not be used to regulate any operational aspect of an existing agricultural use, including the cultivation harvesting of crops, land management activities (controlled burning, clearing, spraying, trimming), livestock management, hunting, or use and application of water. Expansion of existing structures and construction of new structures that are accessory for agricultural uses are subject to these regulations, however.
- B. Existing Structures.** This regulation shall not restrict or limit the use of legally established, existing land uses and structures as of the effective date of this regulation.
- C. Single Residential Units on Existing Parcels.** This regulation shall not prevent the construction of one (1) single family residential unit on a legally established parcel if all of the following conditions are met:
 - (1) The parcel is at least five (5) acres in size at the time of the adoption of this Ordinance
 - (2) The height of the residential structure, including all buildings and accessory structures, is in compliance with the height regulations in this regulation.
- D. Recorded Final Plats.** This regulation shall not apply to any recorded final plat that has been approved prior to the effective date of this regulation or on the land where lots were recorded prior to the effective date of this regulation without the benefit of a recorded final plat (metes and bounds).

Section 6. Definitions

The following are definitions of terms used in these regulations:

- A. Accident Potential Zone (APZ)** – An area of land adjacent to each end of an airport runway where, within the airfield environs, an accident is most likely to take place and the anticipated extent of the impact area (based on the analysis of Air Force accident history) likely to result from any single accident.

- B. Accident Potential Zone I (APZ I)** – The land area measuring three-thousand (3,000) feet wide and five-thousand (5,000) feet long centered on each runway, immediately beyond the Clear Zone, which possesses significant potential for accidents.
- C. Accident Potential Zone II (APZ II)** – The land area measuring three-thousand (3,000) feet wide and seven-thousand (7,000) feet long adjacent to and centered beyond APZ I which is less hazardous than APZ I but still possesses the potential for accidents.
- D. Air Installation Compatible Land Use Zone (AICUZ)** – An Air Force program that seeks to develop a cooperative relationship between communities and military installations and provides land use compatibility guidelines designed to protect public health and safety, as well as maintain military readiness. As designed, the AICUZ study prepared for an installation evaluates three components: noise, vertical obstructions, and accident potential zones.
- E. Airport Hazard** – Means any structure or plant (e.g., tree, shrub, etc.) or use of the land which obstructs air space required for aircraft flight or which obstructs or interferes with the control or tracking and/or data acquisition in the landing, taking off or flight of an airport, or at any installation or facility relating to flight, and tracking and/or data acquisition of the flight craft; is hazardous, interferes with or obstructs such landing, taking off or flight of aircraft or which is hazardous to or interferes with tracking and/or data acquisition pertaining to flight and flight vehicles.
- F. Ambient Noise** – The amount of all noise generated in the environment, other than the noise from the source of interest. Also referred to as background noise.
- G. ASTM E 90** – The standard test method for laboratory measurement of airborne sound transmission, loss of building partitions and elements.
- H. Automatic-Timing Device** – A device that automatically controls the operation of a light fixture or fixtures, circuit or circuits. Photocells and light and/or motion sensors shall be considered automatic-timing devices.
- I. A-Weighted Decibel (dBA)** – The most commonly weighted sound filter used to measure perceived loudness. The human ear responds differently to frequencies. For example, the human hearing system perceives mid-frequency sounds as louder than low and high frequency sounds. To accommodate this condition when measuring sound levels, filters need to be installed into sound meters. The results are a more accurate measurement of sound for the human hearing system.

- J. Avigation Easement** – An easement is a non-possessory right to use land owned by another party. An avigation easement is an easement that grants the holder one or more of the following rights: the right-of-flight; the right to cause noise, dust, or other impacts related to aircraft flight; the right to restrict or prohibit certain lights, electromagnetic signals, and bird-attracting land uses; the right to unobstructed airspace over the property above a specified height; and, the right of ingress/egress upon the land to exercise those rights.
- K. Bandwidth** – In electronic communication, bandwidth is the width of the range (or band) of frequencies that an electronic signal uses within a specific transmission medium. In this usage, bandwidth is expressed in terms of the difference between the highest-frequency signal component and the lowest-frequency signal component. Since the frequency of a signal is measured in hertz, its bandwidth is the difference in hertz between the highest and lowest frequency signal within its range. A typical voice signal has a bandwidth of approximately three kilohertz (3 kHz); an analog television (TV) broadcast video signal has a bandwidth of six megahertz (6 MHz) -- approximately 2,000 times as wide as the voice signal.
- L. Bulb** – The source of electric light, as distinguished from the whole light assembly (see Luminaire).
- M. Business** – A person, partnership, corporation, or organization engaged in commerce, manufacturing, or a service; profit and non-profit seeking enterprise or concern. The definition is intended to be broadly construed and shall include, but not be limited to, charitable organizations.
- N. Candela** – The unit of measure indicating the luminous intensity (candlepower) of a light source in a specific direction.
- O. Clear Zone** – The Clear Zone (CZ) is the trapezoidal area lying immediately beyond the end of the runway and outward along the extended runway centerline. The CZ begins at the end of the runway and extends outward 3,000 feet. The CZ width is 3,000 feet (1,500 feet to either side of the runway center line).
- P. Compatible Land Use** – Any use of land adjacent to or in the immediate vicinity of an airport, airfield, or military operations area that does not endanger the health, safety, and welfare of the owners, occupants, or users of the land due to levels of noise or vibrations or the risk of personal injury or property damage created by the operations of the airport, airfield, or military use, including the taking off, landing or flight of aircraft. A compatible use also does not endanger the health, safety, and welfare of military personnel engaged in training or operational assignment or adversely impact the mission conducted.

- Q. Decibel (dB)** – A unit of measurement of sound or sound pressure intensity. The dBA Aircraft Noise Metric is a single event maximum sound level measure used to quantify peak noise levels of representative aircraft flyovers in relation to speech interference.
- R. Decibel Noise Level (DNL)** – The DNL metric is a day-night sound level used to identify cumulative/average long term aircraft noise exposure.
- S. Digital Sign** – Cathode ray tube (CRT), flat panel liquid-crystal display (LCD), plasma, aerial imaging, projector or other electronic devices that are at the end-point of a digital signage system, presenting the content to include: Dynamic Signs, Electronic Signs, Digital Media Advertising, as well as signs within a Digital Signage Network, In-store TV Network, Captive Audience Network, Narrowcasting Network, Out-of-home Media Network, Digital Media Network, and Advertising Network.
- T. Direct Light** – Light emitted directly from the lamp, off of the reflector diffuser, or through the refractor or diffuser lens of a luminaire.
- U. Electric Utility** – Any municipal electric utility, investor-owned utility, or electric cooperative which owns, maintains or operates an electric generation, transmission or distribution system within the state.
- V. Exterior Lighting** – Temporary or permanent lighting that is installed, located or used in such a manner to cause light rays to shine outside. Fixtures that are installed indoors that are intended to illuminate an object outdoors are considered exterior lighting for the intent of this overlay district.
- W. Fixture** – The assembly that holds the lamp in a lighting system. It includes the elements designed for light output control, such as a reflector (mirror) or refractor (lens), ballast, housing and the attachment parts.
- X. Floor Area Ratio (FAR)** – Standards of building intensity for non-residential uses, such as commercial and industrial development, are stated as maximum floor-area ratios (FARs). A FAR is the ratio of the total building square footage on a lot to the total square footage of the lot (or parcel). For example, a lot with 10,000 total square feet of land area and an FAR of 1.00 will allow 10,000 square feet of gross building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same 10,000-square-foot lot, an FAR of 0.50 would allow 5,000 square feet of floor area, and an FAR of 0.25 would allow 2,500 square feet.
- Y. Foot-candle (fc)** – Illumination produced on a surface one foot from a uniform point source of one candela. A foot-candle is a unit of light measurement equal to one lumen per square foot.

Z. Frequency Spectrum – The frequency spectrum is the entire range of electromagnetic frequencies used for communications; which includes frequencies used for radio, radar, and television. In the performance of typical operations, the military relies on a range of frequencies for communications and support systems. Similarly, public and private users rely on a range of frequencies to support daily life.

AA. Full Cutoff – Describes a luminaire light distribution where 100 candela per 1,000 lamp lumens (ten percent) may emit at all vertical angles beginning at 80 degrees up from nadir to less than 90 degrees, and 0 (zero) candela per 1,000 lamp lumens (zero percent) is allowed at 90 degrees (horizontal plane) and all angles above. This applies to all horizontal angles around the luminaire. A full cutoff luminaire is also fully shielded. (See Exhibit 2-2).

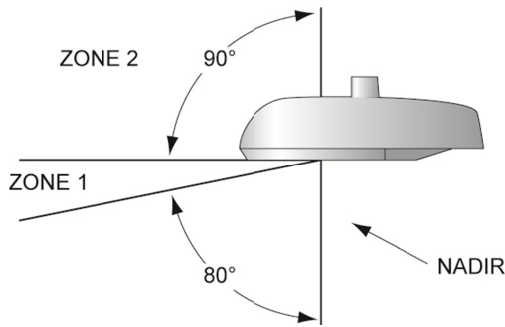


Exhibit 2-2

BB. Fully Shielded – A lighting fixture constructed in such a manner that all light emitted by the fixture, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal plane as determined by photometric test or certified by the manufacturer. A fully shielded fixture is not necessarily full cutoff.

CC. Glare – The sensation produced within the visual field by luminance that is sufficiently greater than the luminance to which the eyes are adapted, causing annoyance, discomfort, or loss in visual performance and visibility.

DD. Hazard to Air Navigation – An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.

EE. Hertz (Hz) – Hertz is a unit of frequency (of change in state or cycle in a sound wave, alternating current, or other cyclical waveform) of one cycle per second. Other units of frequency are kilohertz (KHz), equal to 1,000 Hz; megahertz (MHz), equal to 1,000,000 Hz; and gigahertz (GHz), equal to 1,000,000,000 Hz.

- FF. Holiday Lights** – Temporary, decorative lights that are placed on property or buildings between November 20th and January 15th of each year.
- GG. Horizontal Surface** – A horizontal plane one-hundred-fifty (150) feet above the established airport elevation, the perimeter of which in plan view coincides with the perimeter of the horizontal zone.
- HH. "IESNA" (or "IES")** – An acronym for the Illuminating Engineering Society of North America. The IESNA makes recommendations for outdoor lighting but does not set outdoor lighting community standards; these are determined through the adoption of local regulations.
- II. Illuminance** – The quantity of light arriving at a surface measured in foot candles.
- JJ. Interference** – Interference is the inability to effectively distribute or receive a particular frequency because of similar frequency competition. As the use of the frequency spectrum increases (such as the rapid increase in cellular phone technology over the last decade) and as development expands near military installations and operational areas, the potential for frequency spectrum interference increases.
- KK. Intermittent Lighting** – Luminaires that do not emit light for more than five minutes.
- LL. Lumen** – A unit of luminous flux. The lumen-output values shall be the initial lumen output ratings of a lamp. The lumen rating associated with a specific lamp is generally indicated on its packaging or may be obtained from the manufacturer.
- MM. Luminaire** – A complete lighting fixture consisting of a lamp or lamps together with the parts designed to distribute the light, to position and protect the lamps, and to connect the lamps to the power supply.
- NN. Luminous Flux** – A quantitative expression of the brilliance of a source of visible light which is electromagnetic energy within the wavelength range of approximately 390 nanometers (nm) to 770 nm. This quantity is measured in terms of the power emitted per unit solid angle from an isotropic radiator, a theoretical point source that radiates equally in all directions in three-dimensional space.
- OO. Military Installation Proximity Disclosure Notice** – A disclosure notice that informs the public and potential property owners or lessees that a parcel is located within proximity of a military installation or reservation, military airfield(s), and/or military training routes/corridors, and that the parcel may be impacted by noise, vibration, smoke, or other impacts associated with the military operations. The disclosure may also indicate that the property may be

subject to land use regulations associated with the military installation that are adopted by the City of DeFuniak Springs.

- PP. Nadir** – The direction, pointing vertically down, from the lowest light emitting part of the luminaire (see Exhibit 2-1 for an example).
- QQ. Noise** – Unwanted sound that interferes with normal activities or otherwise diminishes the quality of the environment. Noise may be intermittent or continuous, steady or impulsive. The source of the noise may be stationary or transient. The physical characteristics of noise or sound include its intensity, frequency, and duration.
- RR. Noise Contour** – A line connecting points of similar day-night average sound levels measured from a specific noise source.
- SS. Noise Exposure Map** – A scaled, geographic depiction of an airport or airfield, its noise contours and surrounding area.
- TT. Noise Level Reduction (NLR)** – The amount of reduction in noise for any geographic point as achieved through the incorporation of noise attenuation measures into the design and construction of buildings. These reductions may be incorporated during initial construction or retroactively as additional construction for existing buildings.
- UU. Nonconforming Use** – Any use of a property that is inconsistent with the provisions of these regulations and which is an existing use as of the effective date of these regulations.
- VV. Non-precision Instrument Runway** – A runway operating with an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or approach procedure that has been approved or planned.
- WW. Octave Band Filter** – An electrical frequency analyzer designed according to standards formulated by the American Standards Association and used in conjunction with a sound level meter to take measurements in specific octave intervals.
- XX. Opaque** – The inability of a material to transmit light from an internal illumination source.
- YY. Outdoor Lighting** – Illumination of an outside area or object by any manmade device that is located outdoors and produces light.
- ZZ. Perceived Noise Level** – A method of measuring complex sound designated in the Journal of the Acoustical Society of America, No. 31, Pages 1415-1429, 1959

AAA. RAICUZ – The Range Installation Compatible Use Zone (RAICUZ) assessment focuses on five land use compatibility issues—noise, population density, height of objects, lighting, and the radio frequency (RF) spectrum.

BBB. Remodel/Renovate – A process of partial or total demolition of an existing structure (more than 50 percent of the occupied space and/or 50 percent of its current market value) and the partial/full construction of a new structure on the same parcel of land.

CCC. Sound Attenuation – The reduction of sound intensity by various means (e.g., air, humidity, porous materials); diminution of the intensity of sound energy propagating in a medium; caused by absorption, spreading, and scattering.

DDD. Sound Transmission Class (STC) – A single-figure rating of the sound insulating properties of a partition as determined by methods described in "Determination of Sound Transmission Class", American Society of Testing and Materials designation E413-73.

EEE. Standard Land Use Coding Manual (SLUCM) – A standard system for identifying and coding land use activities. "Standard Land Use Coding Manual", Urban Renewal Administration/Housing and Home Finance Agency and Bureau of Public Roads, Department of Commerce, First Edition, 1965.

FFF. Structure – An object, including a mobile object, constructed or installed by man, including, but not limited to, buildings, antennas, communication or other towers, cranes, smokestacks, earth formations, wind generation structures, and overhead transmission lines.

GGG. Temporary Outdoor Lighting – Lighting allowed as specified in an approved temporary permit pursuant to the requirements of Section 11, in this Article.

HHH. Transitional Surface – The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the runway centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface.

III. Trespass Lighting – Light emitted by a luminaire that spills outside the boundaries of the property on which the luminaire is sited.

JJJ. Ultra High Frequency (UHF) – The UHF (ultrahigh frequency) range of the radio spectrum is the band extending from 300 MHz to 3 GHz. The UHF band is

extensively used for satellite communication and broadcasting, in cellular telephone and paging systems, and by fourth-generation (4G) wireless systems.

KKK. Very High Frequency (VHF) – The VHF (very high frequency) range of the radio spectrum is the band extending from 30 MHz to 300 MHz. The VHF band is popular for mobile two-way radio communication, satellite communication and broadcasting.

LLL. Wireless Communication Facility (WCF) – Any unstaffed facility for the transmission and/or reception of wireless communication services, usually consisting of an antenna array, transmission cables, and an equipment facility.

Section 7. Military Influence Overlay District (MIOD) and MIOD Subzones

A. Application of the MIOD

The MIOD is an overlay district with regulations that address conditions related to noise, safety and other effects associated with training and operations (missions) conducted from or associated with Eglin AFB/Eglin Reservation. The MIOD is limited to a specific geographical area within the City of DeFuniak Springs, as depicted on the City of DeFuniak Springs 2025 Future Land Use Map and the Official Zoning Map. The location of the MIOD boundary in the City of DeFuniak Springs is depicted on Exhibit 2-1, MIOD Boundary and Subzones Map.

B. Designation of MIOD Subzones

Within the MIOD is a discrete geographical area, which includes regulations that are specific to unique characteristics associated with military missions at Eglin. The precise location of the MIOD in City of DeFuniak Springs is depicted on Exhibit 2-1 DeFuniak Springs MIOD Boundary, which shall be available for public review at the City of DeFuniak Springs' Planning Department. The MIOD and MIOD Subzones are defined as follows:

- (1) **MIOD.** The MIOD includes the Critical Approach 1, Military Training Route (MTR 2), and any related non-Subzone areas, if applicable, within the boundary of DeFuniak Springs. When used in this regulation, the term MIOD refers to the MIOD within the City of DeFuniak Springs in its entirety, and not a portion thereof.
- (2) **Critical Approach 1 Subzone.** The Critical Approach 1 is defined as the area beneath which aircraft approach and depart at low altitudes from a runway or drop zone. For the Rock Hill Drop Zone, Critical Approach Subzone 1 is not currently defined in the RAICUZ. This Subzone area was

established by using the Critical Approach 1 Subzone as defined in the RAICUZ for sites with similar operations.

- (3) **MTR 2 Subzone.** The MTR 2 Subzone is defined as the area that includes the MTR, Slow Speed Low Altitude Training Route (SRs), the Low Level Training Area (LLTAs) corridors (with floors of, 500 feet and 1,000 feet mean sea level (MSL)) and the Cruise Missile Corridor (floor of 500 feet MSL) that have been established and designated by the FAA specifically for military training. This Subzone area is based on the corridors identified in the Eglin AFB RAICUZ Study.

C. Updating the MIOD and MIOD Subzones

As the AICUZ or RAICUZ studies for Eglin AFB or the Eglin Reservation are updated in the future and made publicly available, the City of DeFuniak Springs shall consider updating Exhibit 2-1, DeFuniak Springs MIOD Boundary, to reflect any changes that may impact the regulations herein. Such update shall be adopted during a properly noticed public hearing of the City of DeFuniak Springs City Council.

D. Boundaries

The following rules shall augment Code of Ordinances, Appendix A, Zoning, Rules of Interpretation of District Boundaries and shall apply to the boundaries of the MIOD and MIOD Subzone:

If any part of a parcel or lot is located within the MIOD or MIOD Subzone, all land within the parcel or lot shall be subject to these regulations.

Section 8. Land Use

A. General Use Restrictions

Notwithstanding any other provisions in the City of DeFuniak Springs Land Development Code, no use of land, water or airspace within the MIOD shall:

- (1) Create electrical interference between Eglin AFB/Reservation and aircraft, missiles or any other associated military or civilian activities;
- (2) Create glare, artificial light, smoke or dust, or reflect light in such a way that may impair pilot visibility at any time;
- (3) Create forage or nesting environments that increase the potential for bird/wildlife aircraft strike hazards within any Eglin AFB approach/departure airspace, aircraft movement areas, loading ramps or aircraft parking areas.

- (4) Endanger or interfere with the landing, departure or maneuvering of aircraft using Eglin AFB/Reservation.

B. Land Use Compatibility / Specific Use Restrictions

Notwithstanding any other provisions in the City of DeFuniak Springs Land Development Code, the permitted land use for any property with the MIOD shall be as set forth in Table 8-1, MIOD Land Use Compatibility Matrix. The following rules apply to Table 8-1:

- (1) **Boundaries:** All provisions of Section 7. D., Boundaries, shall apply.
- (2) **Incompatible Uses or Prohibited Activities:** Uses or activities determined to be incompatible with MIOD Subzone activities, Eglin Reservation operations, or contribute to a potential threat to flight safety, are prohibited within the designated MIOD Subzones. A "P" appearing under a CA 1 and MTR 2 Subzones category in Table 8-1 means that the use or activity is incompatible and prohibited.
- (3) **Compatible Uses or Allowed Activities:** Chapter 18, Planning and Development and Appendix A,-Zoning in the City of DeFuniak Springs Land Development Code identifies permitted uses and activities for each zoning category. Table 8-1 provides a detailed description of uses and activities that are determined to be compatible with CA 1 and MTR 2 Subzones activities, Eglin Reservation operations and aircraft flight safety. An "A" appearing under a CA 1 and MTR 2 Subzones category in Table 8-1 means that the use or activity is allowed if the property:
 - i. Is properly zoned and the use is permitted pursuant to Chapter 18 and Appendix A of the LDC;
 - ii. Has the proper City of DeFuniak Springs 2025 Future Land Use Map (FLUM) designation;
 - iii. Conforms with the lower of the density/intensity provisions on Table 8-1, or the underlying zoning category and FLUM designation.

**Table 8-1 Military Influence Overlay District
Land Use Compatibility Matrix**

Critical Approach 1	MTR 2
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Residential		Density		
1100a	Single units, detached	≤ 2.5 du/ac	A	A
1100b and 1100c	Single units; detached	≤ 2.5 du/ac	A	A
1100d and 1100e	Single units; semi-detached and attached row (incl duplex)	≤ 2.5 du/ac	A	A
1100f and 1100g	Multi-Family; two or more attached units	Any Density	P	P
1100h	Community Residential Homes (incl assisted living, etc.)	Any Density	P	P
1100i	Congregate Residential Homes	Any Density	P	P
1200	Group Quarters (incl farm worker housing, boarding homes, etc.)	Any Density	P	P
1300	Residential Hotels (incl motels, etc.)	Any Density	P	P
1400	Mobile Home Parks or Courts (incl recreational vehicle and RV parks, etc.)	Any Density	P	P
1500	Transient Lodgings	Any Density	P	P
1900	Other Residential (any type)	Any Density	P	P
Manufacturing		Intensity		
2100 and 2200	Food & kindred products; textile mill products; manufacturing	Max FAR 0.50	A2	A2
2300	Apparel and other finished products made from fabrics, leather, and similar materials; manufacturing	Max FAR 0.50	A2	A2
2400 to 2700	Lumber and wood products;furniture; paper; painting; manufacturing	Max FAR 0.50	A2	A2
2800 to 3000	Chemicals and allied products; petroleum; rubber and plastics; manufacturing	Max FAR 0.50	P	P
3200 to 3400	Stone, clay and glass; primary and fabricated metal products manufacturing	Max FAR 0.50	A2	A2
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks manufacturing	Max FAR 0.50	A2	A2
3900	Miscellaneous manufacturing	Max FAR 0.50	A2	A2
Transportation, Communications and Utilities		Intensity		
4100 to 4600	Railroad, rapid rail transit; motor vehicle; aircraft transportation;marine transportation;highway right of way;automobile parking	Max FAR 0.50	A	A
4700	Communications (cell / radio / television / microwave towers)	Max FAR 0.50	A4	A4
4800	Utilities (electric, gas, water, sewage, transmission lines, facilities)	Max FAR 0.50	A4	A4
4850	Solid waste disposal (landfills, debris disposal, incineration, etc.)	NA	P	P
4900	Other transportation, communications and utilities	Max FAR 0.50	A	A
4900a	Man-made water impoundments, except stormwater impoundments (water features, golf ponds)	NA	P	A
4900a	Man-made stormwater impoundments	NA	A5	A
Trade		Intensity		
5100	Wholesale trade	Max FAR 0.50	A	A
5190	Other wholesale trade (scrap and recycling collection/processing)	Max FAR 0.50	A	A
5200 to 5700	Retail trade-building materials, hardware and farm equipment;general merchandise;food;automotive and marine;gas stations;apparel and accessories;furniture	Max FAR 1.00	P	A
5200	Retail trade-building materials, hardware and farm equipment	Max FAR 1.00	P	A
5300	Retail trade - general merchandise	Max FAR 1.00	P	A
5400	Retail trade-food	Max FAR 1.00	P	A
5500	Retail trade-automotive, marine craft, aircraft and accessories	Max FAR 1.00	P	A
5530	Retail trade-gas service stations (truck stops, fireworks)	Max FAR 1.00	P	A
5600	Retail trade-apparel and accessories	Max FAR 1.00	P	A
5700	Retail trade-furniture, home furnishings and equipment	Max FAR 1.00	P	A
5800	Retail trade-eating and drinking establishments	Max FAR 1.00	P	A
5900	Other retail trade	Max FAR 1.00	P	A
5900b	Other retail trade (outdoor retail, farmer's market, swap meet, flea market)	Max FAR 1.00	P	A
Services		Intensity		
6100	Finance, insurance and real estate services	Max FAR 1.00	A	A
6200	Personal services	Max FAR 1.00	A	A

**Table 8-1 Military Influence Overlay District
Land Use Compatibility Matrix**

			Critical Approach 1	MTR 2
6240	Funeral homes, crematory services: cemeteries	Max FAR 1.00	A	A
6300 to 6400	Business services; warehousing and storage; repair services	Max FAR 1.00	A	A
6500	Professional services	Max FAR 1.00	A	A
6590	Other professional services (engineering, architecture, accounting, research, etc.)	Max FAR 1.00	A	A
6513 to 6516	Hospitals, other medical facilities; nursing homes	Max FAR 1.00	P	A
6600	Contract construction services	Max FAR 1.00	A	A
6700	Governmental services	Max FAR .50	A	A
6740 to 6800b	Correctional institutions; schools and educational services; child care services	Max FAR .50	P	A
6900	Miscellaneous services	Max FAR .50	A	A
6910	Religious activities (churches, synagogues, and temples)	Max FAR .50	P	A
Cultural, Entertainment and Recreational			Intensity	
7110	Cultural activities (art galleries, libraries, museums)	Max FAR 1.00	P	A
7120	Nature exhibits (zoos, botanical gardens)	Max FAR 0.50	P	A
7200	Public assembly (movie theater)	Max FAR 1.00	P	A
7211	Outdoor music shell, amphitheaters	Max FAR 1.00	P	A
7220	Outdoor sports arenas, spectator sports, stadiums	Max FAR 1.00	P	A
7231	Auditoriums, concert halls	Max FAR 1.00	P	A
7300a	Amusements - Outdoor (fairgrounds, miniature golf, driving ranges, amusement parks, etc.)	Max FAR 0.50	P	P
7300b	Amusements - Outdoor [Lighted] (driving ranges, play fields, light/laser shows)	Max FAR 0.50	A	A
7300c	Amusements - Indoor (shooting gallery, skating / ice rink, bowling, billiards, etc.)	Max FAR 0.50	P	A
7400	Recreational activities (including golf courses, tennis courts, riding stables, water recreation)	Max FAR 0.50	A5	A
7440	Marinas (yachting clubs, boat rentals and access)	Max FAR 0.50	A	A
7425	Gyms and athletic clubs (health spas and fitness centers; excluding resort lodges)	Max FAR 0.50	P	A
7500	Resorts and group camps (including resort lodges, bed and breakfast inns)	Max FAR 1.00	P	A
7600	Parks (passive recreation areas)	Max FAR 0.50	A	A
7900	Other cultural, entertainment and recreation	Max FAR 0.50	A	A
Resources Production and Extraction			Intensity	
8100a	Agriculture (except livestock)	Max FAR 0.50	A	A
8100b	Agriculture (except livestock) w/residential	<= 1 du/ac	A	A
8160a	Livestock farming and animal breeding	Max FAR 0.50	A	A
8160b	Livestock farming and animal breeding w/residential	<= 1 du/ac	A	A
8160c	Exotic livestock farming and animal breeding (ostrich, emus, alpaca, etc.)	Max FAR 0.50	A	A
8200a	Agricultural related activities	Max FAR 0.50	A	A
8200b	Agricultural related activities w/residential	Max FAR 0.50	A	A
8220	Animal husbandry services (animal hospitals and clinics, kennels)	Max FAR 0.50	A	A
8300a	Forestry activities and related services	Max FAR 0.50	A	A
8300b	Forestry activities and related services w/residential	Max FAR 0.50	A	A
8320 to 8900	Forestry activities, fishing activities, mining activities, other resources production and extraction	Max FAR 0.50	A	A

NOTES TO TABLE - CONDITIONS FOR CERTAIN ALLOWED USES

- A2 Allowed only without emissions of smoke, steam or other exhausts that impair aviation visibility.
- A4 Height restrictions apply, per Section 9 of the MIOD.
- A5 Stormwater impoundments up to 0.25 acres each allowed only if designed and constructed to completely drain within 24 hours and with anti-bird attractants. No stormwater impoundments allowed with any other water features / impoundments.

LEGEND

A
A#
P

- = Allowed
- = Allowed With Conditions
- = Prohibited

Section 9. Height Limitations

A. General Provisions

Except as otherwise provided in these regulations, no structure, facility or antennae shall be erected or altered in any MIOD or MIOD Subzone to a height in excess of those shown in Table 9-1:

Table 9-1. Applicable Height Limits by Subzone

MIOD Subzone	Maximum Height
Critical Approach 1	35 Feet
MTR 2	35 Feet

B. Exemptions

Transmission facilities (towers and lines) maintained and/or operated by an electric utility or municipal entity and communication towers may exceed the values listed in Table 9-1 if:

- (1) They are below the maximum height as defined in FAA Part 77 and are in compliance with other requirements or regulations of the Federal Aviation Administration.
- (2) They obtain a determination of "No Hazard to Aviation" from the Federal Aviation Administration. This documentation must be submitted as part of the application for development approval or issuance of a permit for these facilities.
- (3) They are submitted for review and comment to Eglin Air Force Base prior to issuance of a building permit or other required approval from Walton County.
- (4) Amateur radio antennas shall conform to the Federal Communication regulations and are pre-exempt from requirements of this Code regarding placement, screening, and height, pursuant to Florida Statutes, Section 125.561.

Section 10. Sound Attenuation

New construction should be designed with the minimum Sound Transmission Class (STC) of exterior walls and roof/ceiling assemblies of 39 and a door/window rating of 25 to achieve an interior noise level no greater than 45 dBA Ldn within the MIOD.

Modification of an existing structure that requires a building permit should be designed to meet the provisions of Section 18-31 c: Permits and Variances-nonconforming, abandoned or destroyed buildings or structures.

- A. Standard Noise Attenuation Standards.** Structures subject to the requirements of this Section shall meet the requirements of Section 18-29, Required Noise Attenuation Measures.

Section 11. Light and Glare Controls

The purpose of this Section is to establish regulations for outdoor lighting in order to restrict light spillage onto areas within the Eglin Reservation and glare that may affect military operations in the SAS Study Area.

A. Applicability / General Provisions

The regulations within this Section shall apply to:

- (1) All public and private outdoor lighting installed in the MIOD after the effective date of this regulation.
- (2) Where a conflict exists between any of the regulations or limitations in this Section, and any other regulations applicable to the same area, the more stringent limitation or requirement shall govern and prevail.

B. Exemptions

The following outdoor lighting is exempt from this Section:

- (1) Any existing luminaires which were lawfully in place according to all applicable Ordinances at the time, but which do not now comply with all applicable regulations as of the effective date of this regulation.
- (2) Outdoor lighting that produces its luminance directly through the combustion of fossil fuels.
- (3) Outdoor lighting used during law enforcement, fire, and emergency medical activities and for meteorological data gathering purposes undertaken with approval from the City of DeFuniak Springs.
- (4) Temporary outdoor lighting affixed during emergency or night-time repairs of roads and utilities.
- (5) Lighting required by law to be installed on motor vehicles.
- (6) Lighting required in compliance with Federal Aviation Administration (FAA) requirements.
- (7) Outdoor lighting installed on Federal and State facilities; however, voluntary compliance is encouraged.
- (8) Holiday lighting for a period of two consecutive months.

- (9) Temporary Exemptions: Any individual may submit an application to the City of DeFuniak Springs Planning Department for non-exempt lighting on a temporary basis and obtain a temporary electrical permit. The permit may grant temporary lighting for a period not to exceed thirty (30) days, with at least thirty (30) days passing before another temporary electrical permit may be issued. The application for temporary lighting must contain the following information in addition to information required to obtain a temporary electrical permit:
 - (a) Proposed use and location of the outdoor lighting requested.
 - (b) Type of lamp(s) to be used, including manufacturer's part number and initial lumens.
 - (c) Type of light fixture used, including manufacturer's model number and specification (cut) sheets indicating photometric distribution data stated in International Standards Organization (ISO) foot-candle diagrams.
 - (d) Starting and ending dates for temporary lighting use.
 - (e) Contact information including name of applicant, affiliation (if applicable), address, telephone number and email address.
 - (f) Such other information the City of DeFuniak Springs may require.

C. Prohibited Lights and Sources of Glare

The following outdoor lighting and sources of glare are prohibited anywhere in the MIOD:

- (1) Any luminaire in a new development that is pointed or focused which causes light to be directed toward the Eglin Reservation. Such luminaire must be redirected or its light output controlled to eliminate such conditions.
- (2) When projected above a horizontal plane, beacons, laser source lights, strobe lights, or any similar high intensity light used for promotional or entertainment purposes.
- (3) Laser light shows.
- (4) Search lights.
- (5) Public outdoor display of fireworks or pyrotechnics.
- (6) Other outdoor lighting or glare that can cause distraction, flash blindness, vision impairment, or visual interference while piloting or

navigating an aircraft or using night vision devices, including, but not limited to:

- (a) Series, lines, rows, or patterns of lights, whether supported by cables or other physical means, or laid upon a ground or building, that may resemble navigational or flight safety aids, landing pads, or lighting common to general or military aviation.
- (b) Lighting designed for the creation of sky glow to attract attention, in excess of the lighting used to provide safety, security, and utility.
- (c) Outdoor floodlighting by wide-angle projection above the horizontal plane.
- (d) Lighting fixtures and architectural detailing that use luminous tube lighting (neon, argon, or krypton) on a building exterior or roof.
- (e) Internally illuminated awnings.
- (f) External illumination for signs.

D. General Lighting Standards

These general lighting standards do not apply to street lights maintained and/or operated by an electric utility or municipal entity.

- (1) The use of low-pressure sodium (LPS) lighting for outdoor, unroofed areas shall be required for all new development.

E. Residential Lighting Standards

- (1) Trespass lighting within residential areas may not exceed one and one half (1½) foot-candles at the property line, with the exception of intermittent lighting, which can be up to two (2) foot-candles.
- (2) All lighting within residential areas must comply with any standards in Subsection F, Non-Residential Lighting Standards that are more restrictive, if applicable.

F. Non-Residential Lighting Standards – General

These lighting standards do not apply to street lights maintained and/or operated by an electric utility or municipal entity.

- (1) All outdoor lighting installed on any non-residential property and which includes or exceeds two (2) foot-candles shall be full cutoff fixtures (no light output emitted above 90 degrees at any lateral angle around the

fixture). See "Examples of Acceptable / Unacceptable Lighting Fixtures" designations on Exhibit 2-3. The manufacturer's specifications, that demonstrate full cutoff status of all outdoor lighting, is required to be approved by the City of DeFuniak Springs Planning Department prior to the issuance of a construction permit.

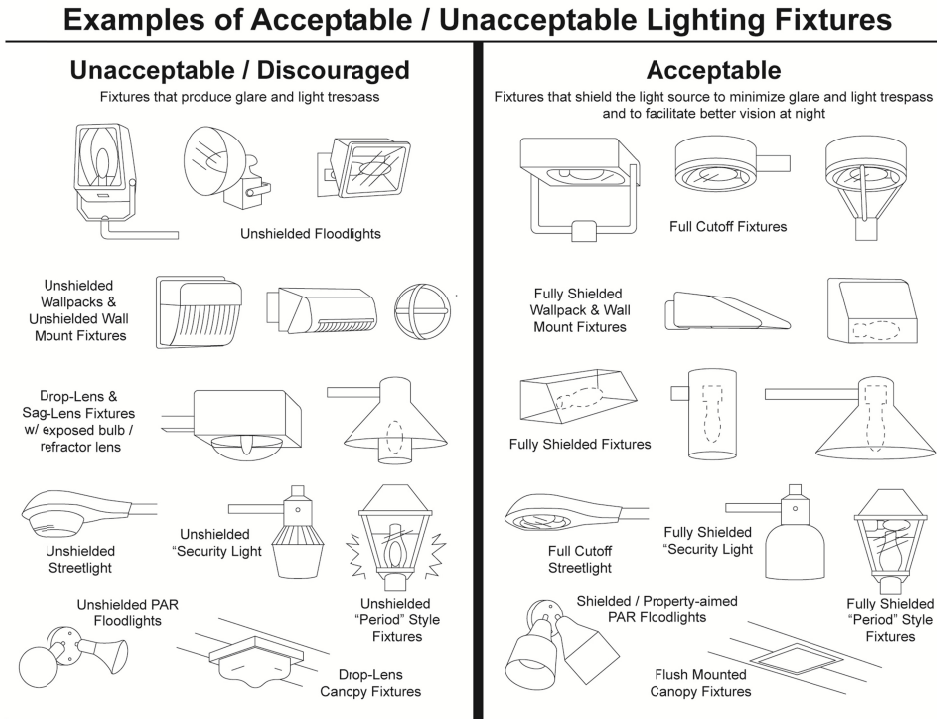
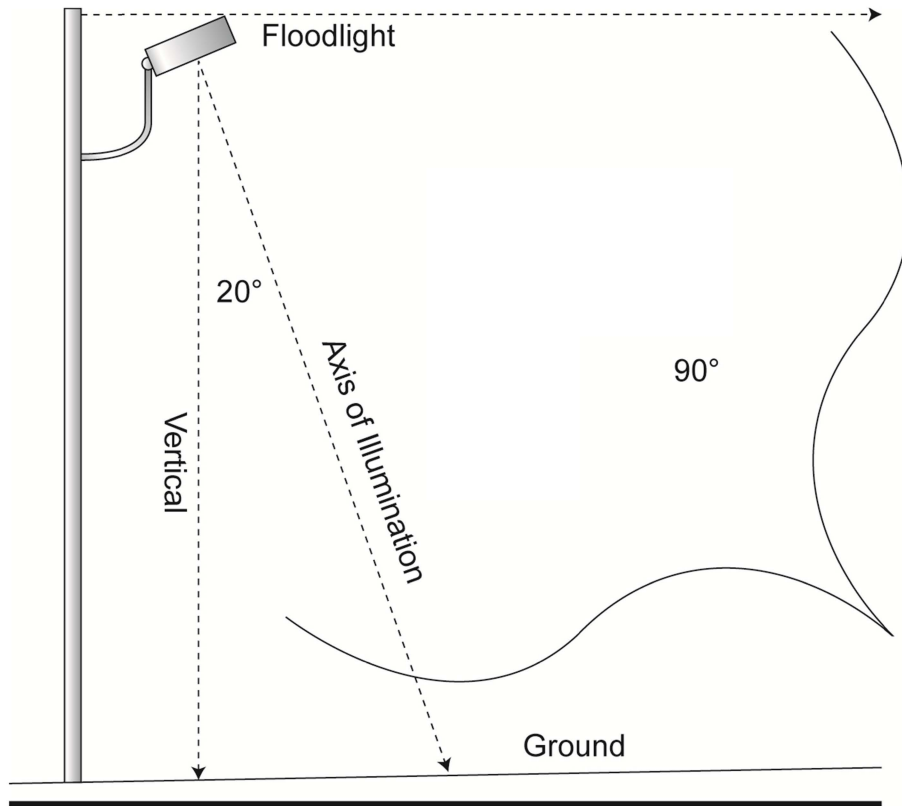


Exhibit 2-3, Acceptable Fixtures

- (2) For lighting horizontal elements such as roadways, sidewalks, entrances and parking areas, fixtures must meet "full cutoff" criteria (no light output emitted above 90 degrees at any lateral angle around the fixture).
- (3) Intermittent lighting must be of the "motion sensor" type that stays on for a period of time not to exceed five (5) minutes and has a sensitivity setting that allows the luminaire to be activated only when motion is detected on the site.
- (4) All trespass lighting shall not exceed two and one-half (2½) foot-candles measured at the property line, except that residential trespass lighting is regulated in Subsection E.
- (5) Floodlight fixtures must be aimed so as to prevent direct radiation of light into the open sky at any angle above the horizontal plane, as shown in Exhibit 2-4 and verified using a tool such as shown in Exhibit 2-5



Horizontal plane is parallel to the ground and perpendicular to the vertical line

A floodlight may not be positioned as to direct illumination at or above a 90° angle of the horizontal plane.

Exhibit 2-4

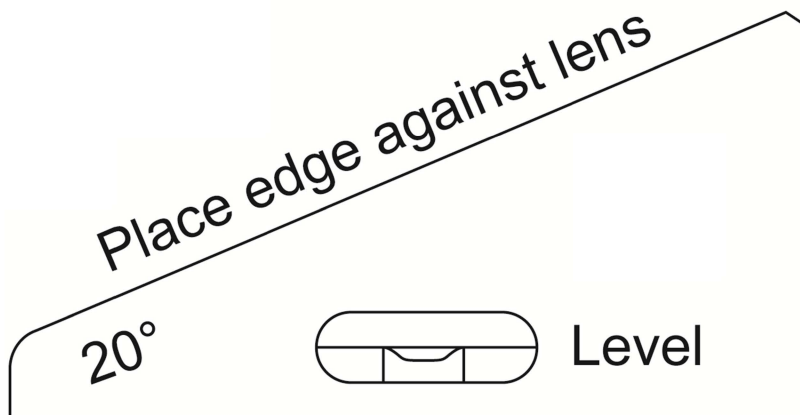


Exhibit 2-5

- (6) With the exception of lighting which is required for security and safety such as parking lot illumination, businesses must turn off outdoor lights emitting illumination levels exceeding 2 foot-candles (fc) after 11:00 p.m.
- (7) Lighting installed to illuminate construction sites in order to secure or protect equipment at night shall meet the requirements of Subsection F(1).

G. Gasoline Stations, Outdoor Sales, Automobile Canopy Standards

- (1) Outdoor sales areas must utilize luminaires that are fully shielded. No wall mounted lighting will be allowed.
- (2) Gasoline station canopies and vehicle canopies for other non-residential uses must comply with acceptable lighting fixtures.
- (3) The following average maintained illumination levels for gasoline stations must not be exceeded:

Service Station Component	Lighting Level
Approach	2.0 fc
Driveway	2.0 fc
Pump Island	10.0 fc
Building Façade	3.0 fc
Service Areas	3.0 fc
Landscape Highlights	2.0 fc

Note: fc = foot-candle

H. Parking Lot / Parking Structure Standards

- (1) Parking lot lights and poles shall not exceed twenty-four (24) feet above adjacent finished grade.
- (2) All outdoor parking lot lighting shall be fully-shielded and illuminated with low pressure sodium light fixtures.
- (3) In order to allow minimize reflectivity and allow for a variety of surface material options:
 - i. Surface parking lots shall be designed, coated or constructed so that illumination levels are no more than what is reflected from asphalt at an average of twenty (20) foot-candles.

- ii. Top decks of parking structures shall be designed, coated or constructed so that illumination levels are no more than what is reflected from asphalt at an average of fifteen (15) foot-candles.
- (4) One hour after closing, businesses must turn off at least fifty percent (50%) of lighting luminaires in surface parking lots and on top decks of parking structures; however, those luminaires turned off may be set to function utilizing a motion detector system or dimmer.

I. Outdoor Sign Lighting Standards

- (1) All signs located within five miles of Eglin Air Force Base shall be positioned in such a manner and contain "dark sky" approved shielding devices so as to significantly reduce spillover light affecting the military installation and operations. In no instance shall signs be positioned to face parallel to the adjacent boundaries of Eglin Air Force Base or its runways.
- (2) On-premise signs may remain illuminated during regular business hours, but may not be illuminated later than one-half (½) hour after the business is no longer open to the public, nor prior to the daily opening of the business to the public.
- (3) Single-tenant on-premise signs shall be illuminated at a level no greater than seven (7) foot-candles measured at five (5) feet from the light source. Multi-tenant on-premise signs shall be illuminated at a level no greater than twelve (12) foot-candles measured at five (5) feet from the light sources.
- (4) Exterior means of illumination utilized for on-premise signs shall be positioned in a "top down" manner as depicted in Exhibit 2-4. Bottom-mounted fixtures shall not be used for on-premise signs.
- (5) Conventional non-digital off-premise signs shall employ an illumination system utilizing no more than two (2) luminaires to illuminate each sign message area (face). Each luminaire shall employ a refractor and hood that focuses the light onto the sign face and each luminaire may not exceed 400 watts.
- (6) All on-premise and off-premise digital signs shall be illuminated at a level no greater than 0.3 foot-candles over ambient light levels for the location and time and shall employ light cutoff devices, such as louvers, to minimize light escaping above the horizontal plane.
- (7) Nothing in this Ordinance shall be interpreted to authorize signs that are prohibited in certain areas or throughout the City of DeFuniak Springs.

J. Street Lighting Standards

- (1) This subsection regulates the illumination levels for street lights that are installed on any street and operated and/or maintained by an electric utility or municipal entity. Such lighting shall be designed to follow the American National Standard Practice for Roadway Lighting under the IESNA.
- (2) Street light illumination must follow the guidelines in Item 4 of this subsection, unless a licensed professional engineer, trained and experienced in the science of illumination engineering, deems other illumination levels based on IESNA standards more appropriate for existing conditions and staff concurs with this assessment.
- (3) All new standard streetlights installed within Critical Approach 1 subzone shall utilize full cutoff type luminaires that are installed level to the ground in two intersecting perpendicular planes (see Exhibit 2-6), and should be horizontally level in all directions.
- (4) New ornamental street lights must be classified as either IES "Full Cutoff" or IES "Cutoff" as determined by a valid photometric report. This report must be generated for the specified model by a qualified testing lab (testing to IES standards) and must include a full vertical evaluation through 180 degrees; otherwise, that fixture will be unacceptable.

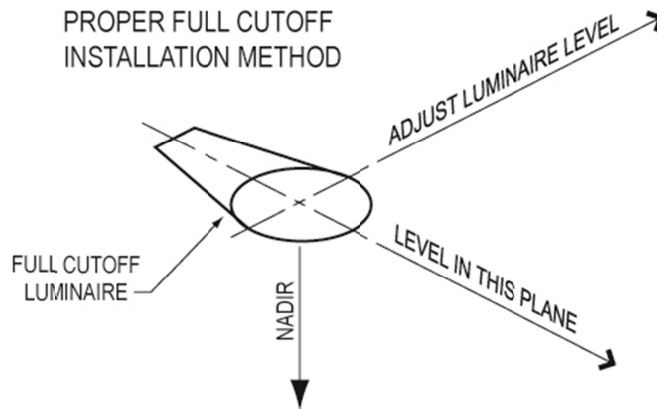


Exhibit 2-6

K. LEED Standards

Leadership in Energy and Environmental Design (LEED) certified lighting that meets the minimum standards of this section may be substituted for the standards in this Section, if approved by the City of DeFuniak Springs Planning Director during the permitting process.

L. Tower and Structure Lighting Standards

Any tower and structure lighting shall conform with current Federal Communications Commission (FCC) or Federal Aviation Administration (FAA) regulations.

M. Automated Teller Machine Lighting Standards

Unmanned automated teller machines (ATM) shall utilize fully shielded or full cutoff luminaires.

N. Outdoor Lighting Plan Required

All development shall submit an outdoor lighting plan at the time of a site plan, subdivision or building permit application to determine compliance with the requirements of this Section. The outdoor lighting plan shall be prepared by a professional engineer or other highly qualified lighting specialist acceptable to the City of DeFuniak Springs.

O. Maintenance of Nonconforming Luminaires

- (1) All luminaires lawfully in place prior to the effective date(s) of this regulation shall have legal nonconforming status.
- (2) Minor repair and maintenance of legal nonconforming luminaires up to 50% of the replacement value is allowed, however any alteration in excess of 50% of the replacement value shall terminate the nonconforming status of that fixture / use and at that time, all standards of this regulation must be met.

Section 12. Disclosures

A. Real Estate Transaction Notification

No person shall sell, lease, nor offer for sale or lease any property within the MIOD unless the prospective buyer or lessee has been notified through one or more of the following:

- (1) Disclosure with Sale or Lease Contract
 - (a) **Sale of Residential Property.** Any contract for the sale of residential property that is located in whole or part within the MIOD should include, as an attachment to the contract of sale, a Military Installation Proximity Disclosure Notice, in a form approved by the City of DeFuniak Springs. The Military Installation Proximity Disclosure Notice shall be dated and signed by the purchaser(s) and the seller(s). If the seller is represented by a real estate agent, the agent shall witness the signature(s) of the seller(s). The

seller is responsible for providing a copy of the signed disclosure notice to the City of DeFuniak Springs. A disclosure notice form will be made available by the City of DeFuniak Springs Planning Department.

- (b) **Lease of Residential Property.** Any contract for the lease of a residential dwelling for more than seven months should be subject to the notification requirements set forth in Subsection(1)(a).

B. Realty Sales Offices and Marketing

(1) Sales Office Disclosure Requirements

- (a) **Mapping and Pamphlets.** Sales offices that market or sell, including pre-construction sales, new residential homes or mobile homes located in the MIOD, must display a map illustrating the Eglin AFB / Eglin Reservation property boundary, MIOD boundary . This map display requirement also applies to temporary realty sales offices. Pamphlets that include the same information shall also be available for the public and placed in prominent public view.

- (b) **Mapping and Pamphlet Display Requirements.** The display map shall present the image at a minimum size of 24" by 36" and must be prominently displayed in a public area of the realty sales office. The pamphlet shall include an illustration of the map at a minimum image size of 8.5" by 11" and must be legible in both color and black and white. The display map and pamphlet must include a statement that additional information about the MIOD and potential impacts from Eglin Air Force Base is available both online and at the City of DeFuniak Springs Planning Department. The City of DeFuniak Springs Planning Department current telephone number and email contact for inquiries shall also be included. The location of the residential development shall be prominently identified on the map and pamphlet.

- (2) Temporary Permits. All permits for temporary and permanent realty sales offices in City of DeFuniak Springs shall include a requirement for compliance with this Section.

- (3) Site Plan Approval/Development Order. Approved site plans for all commercial and office uses within City of DeFuniak Springs shall include a statement that any realty sales office use shall comply with the Sales Office Disclosure Requirements of this Section.

- (4) Marketing Brochures. Any real estate office or business within City of DeFuniak Springs that produces a marketing brochure for residential

home sales or rental units located on property wholly or partially within the MIOD shall include in the brochure the following statement:

"Some or all of the property within this residential development lies within the Eglin AFB Military Influence Overlay District (MIOD). Information regarding the overlay district, as well as potential impacts to properties, can be obtained from the City of DeFuniak Springs Planning Department."

C. Subdivision Plat, Site Plan and Covenant Notification Requirements

All plats and site plans for properties within the MIOD shall incorporate disclosure requirements on the plat and site plan, as well as within Covenants and Restrictions (CRs) recorded for each subdivision, as set forth in the Subdivision Regulations, or their equivalent, of this jurisdiction.

Section 13. Variances – Additional Requirements within the MIOD

Any variance application to modify any provision in this Article shall include a written statement from the Commander of Eglin Air Force Base that the variance request either will or will not interfere with any existing or planned future mission.

Section 14. Bird/Wildlife Aircraft Strike Hazards

Bird and/or wildlife habitation, forage, nesting, and movement patterns within an airport's approach and/or departure airspace, aircraft movement loading ramps, or aircraft parking areas may cause conditions not only hazardous to pilot safety but also for surrounding developed areas. Human-made improvements, including but not limited to, retention ponds, roosting habitats on buildings, landscaping, agricultural or aquaculture activities, wetlands, solid waste collection sites, and golf courses, are bird/wildlife attractants. As such, these improvements should be carefully sited, designed and managed to minimize their attractiveness for birds/wildlife. The City of DeFuniak Springs will, to the extent practical, work with the Eglin AFB, to implement the Eglin AFB Bird and Wildlife Aircraft Strike Hazard (BASH) to minimize aviation related wildlife threats within the MIOD.



City of DeFuniak Springs

Proposed Land Development Code Amendment

Appendix B – Section 7, Subdivision Regulations

Tri-County Small Area Studies (SAS)

DEFUNIAK SPRINGS SUBDIVISION CODE MODIFICATIONS

The following text provides language recommended to be inserted into the DeFuniak Springs Appendix B-Subdivisions. The draft language includes information that would implement pertinent provisions of the Military Influence Overlay District (MIOD). Table A identifies the location in Section 7 where each section would be inserted.

INSERT A – PRELIMINARY PLAT PRE-APPLICATION CONFERENCE REQUIRED

A pre-application conference with the City of DeFuniak Springs Planning Department is required for all preliminary plat applications for properties that are wholly or partially within a Military Influence Overlay District (MIOD), as defined in Chapter 18. The City of DeFuniak Springs shall notify the Eglin AFB Base Commander or designee of the date and time of the pre-application conference.

INSERT B – PRELIMINARY PLAT REVIEW BY EGLIN AIR FORCE BASE

All preliminary plat applications in a Military Influence Overlay District (MIOD) shall be transmitted by the City of DeFuniak Springs to the 96 Engineer Group for review and comment within three business days from the date the application is received. The City of DeFuniak Springs shall not approve, nor recommend for approval, any preliminary plat in a MIOD for a period of 21 calendar days from the date of application unless written comments are received from the 96 Engineer Group before expiration of the 21 calendar day period. If the City does not receive any comments from Eglin AFB Base Commands within the timeframe identified above, it shall be assumed that the site plan does not create any outstanding issues relative to mission readiness or compatibility.

INSERT C – PRELIMINARY PLAT SUBMITTAL REQUIREMENTS – NOTIFICATION STATEMENT

Plat Applications within a Military Influence Overlay District. If the plat, either part or whole, is located within a Military Influence Overlay District (MIOD), the boundaries of the MIOD shall be delineated on the plat. If the entire plat lies inside the MIOD, the plat shall incorporate a statement that declares all property within its legal description as within the MIOD. Any plat or portion thereof that lies within a MIOD shall include notification language that is substantially similar as that appearing in the following statement, as may apply to the property:

“Notice: This property is located within an area that is near the Eglin Air Force Base Military Reservation, and may be impacted by noise, odors, flight safety hazards, and other potential compatibility issues related to Military Reservation operations. This property is subject to the development regulations included in the Military Influence Overlay District (MIOD) adopted by the City of DeFuniak Springs, and may be subject to additional restrictions set forth in other ordinances of the City and in covenants recorded in the official records of the Clerk of Walton County.”

Tri-County Small Area Studies (SAS)

DEFUNIAK SPRINGS SUBDIVISION CODE MODIFICATIONS

INSERT D – PRLIMINARY PLAT SUBMITTAL REQUIREMENTS – COVENANTS AND RESTRICTIONS

All subdivisions located wholly or partially within a Military Influence Overlay District (MIOD) shall submit a covenants and restrictions document that requires a property owner of a property located within a MIOD to disclose to any prospective buyer or tenant the property's proximity to the Eglin Air Force Base Military Reservation. The covenants and restrictions document shall be recorded concurrent with the approved final plat. Sample language for inclusion in such covenants and restrictions will be provided to the applicant by the City of DeFuniak Springs.

INSERT E – MINOR SUBDIVISIONS IN MILITARY INFLUENCE OVERLAY DISTRICT

Any proposed minor subdivisions in a Military Influence Overlay District (MIOD) shall be submitted to the City of DeFuniak Springs Planning Department and reviewed for consistency with all applicable Land Development Code regulations and Comprehensive Plan policies prior to the subdivision of land.

INSERT F – SITE PLAN REVIEW BY EGLIN AIR FORCE BASE

All site plan applications in a Military Influence Overlay District (MIOD) shall be transmitted by the City of DeFuniak Springs to the 96 Engineer Group for review and comment within three business days from the date the application is received. The City of DeFuniak Springs shall not approve, nor recommend for approval, any site plan in a MIOD for a period of 21 calendar days from the date of application unless written comments are received from the 96 Engineer Group before expiration of the 21 calendar day period. If the City does not receive any comments from Eglin AFB Base Commands within the timeframe identified above, it shall be assumed that the site plan does not create any outstanding issues relative to mission readiness or compatibility.

INSERT G – SITE PLAN SUBMITTAL REQUIREMENTS – NOTIFICATION STATEMENT

Site Plan Applications within a Military Influence Overlay District. If a site plan, either part or whole, is located within a Military Influence Overlay District (MIOD), the boundaries of the MIOD shall be delineated on the site plan. If the entire site plan lies inside the MIOD, the site plan shall incorporate a statement that declares all property within its legal description as located within the MIOD. Any site plan, or portion thereof, that lies within a MIOD shall include notification language that is substantially similar to that appearing in the following statement, as may apply to the property:

"Notice: This property is located within an area that is near the Eglin Air Force Base Military Reservation, and may be impacted by noise, odors, flight safety hazards, and other potential compatibility issues related to Military Reservation operations. This property is subject to the development regulations included in the Military Influence Overlay District (MIOD) adopted by the City of DeFuniak Springs, and

Tri-County Small Area Studies (SAS)

DEFUNIAK SPRINGS SUBDIVISION CODE MODIFICATIONS

may be subject to additional restrictions set forth in other ordinances of the City and in covenants recorded in the official records of the Clerk of Walton County.”

Tri-County Small Area Studies (SAS)

DEFUNIAK SPRINGS SUBDIVISION CODE MODIFICATIONS

Table A

Section Locations⁽¹⁾ for City of DeFuniak Springs Appendix B-Subdivisions Inserts

Military Influence Overlay District (MIOD)

	Insert A	Insert B	Insert C	Insert D	Insert E	Insert F	Insert G
	Preliminary Plat Pre-Application Conference Required	Preliminary Plat Review by Eglin Air Force Base	Preliminary Plat Submittal Requirements - Notification Statement	Preliminary Plat Submittal Requirements – Covenants and Restrictions	Minor Subdivision in Military Influence Overlay District	Site Plan Review by Eglin Air Force Base	Site Plan Submittal Requirements – Notification Statement
Jurisdiction							
City of DeFuniak Springs	Section 7.1	Section 7.3	Section 7.2	Section 17.1	Section 12.1	Section 18.88 (muni-code)	Section 7.4

Notes:

⁽¹⁾ Recommendations regarding the appropriate section to include new subdivision inserts are preliminary.

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City of DeFuniak Springs

Recommended Real Estate Disclosure Language

**CITY OF DEFUNIAK SPRINGS, FLORIDA
REAL ESTATE SALE/LEASE DISCLOSURE LANGUAGE
FOR EXISTING REAL ESTATE FORMS**

The following language has been proposed to the local realtors' association to include in the current forms for real estate disclosure in the City.

The ideal location for said language would be as a 'Background' component in the existing forms.

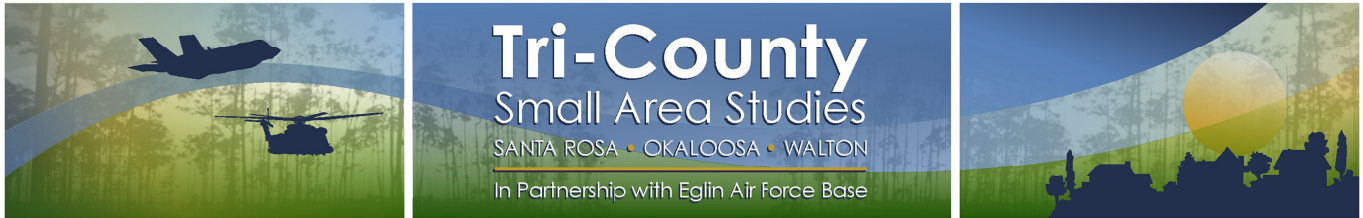
“A portion of the City of DeFuniak Springs is home to Eglin Air Force Base and the 724 square mile Eglin Reservation. The military presence is a strong economic engine, contributing billions of dollars each year to the local economy while providing thousands of full time military and civilian jobs. Flights of military aircraft are a common occurrence. Military testing and training activities can sometimes be heard in communities outside the reservation.”

10

Freeport



10
Freeport



CITY OF FREEPORT OVERVIEW

The recommendations for the City of Freeport contain both policy and regulatory tools to promote compatibility between future land uses in Freeport and the operations associated with the Eglin Reservation.

This chapter of the Tri County Small Area Studies (SAS) presents the recommendations for the City of Freeport. The recommendations for the City are made up of three components, as identified below:

Component

Comprehensive Plan Policy Proposed Amendment

Future Land Use Element

Intergovernmental Coordination Element

Economic Development Element

Military Influence Overlay District (MIOD) Proposed Ordinance

Draft MIOD Regulations

Subdivision Regulation Proposed Amendment

Article 2: Administration and Enforcement



City of Freeport

Proposed Comprehensive Plan Amendment

Future Land Use Element

FUTURE LAND USE ELEMENT

Goal 1: Support and promote military sustainability by encouraging the economic growth generated by Eglin Air Force Base (AFB) through partnering with Eglin AFB to the extent possible to preserve the military mission and provide for the protection of the health, safety, and welfare of the general public.

Objective 1.1: Identify appropriate regulatory and non-regulatory measures to ensure compatibility between the Eglin AFB mission and future land uses.

Policy 1.1.1 The City hereby establishes a Military Influence Overlay District (MIOD) along the northern area of Freeport which includes the Cruise Missile Corridor, as initiated by the Joint Land Use Study and developed by the Tri-County Small Area Studies. This MIOD shall be incorporated into the Future Land Use Map.

Within the MIOD, the City shall require:

- a) Limit structure height
- b) Require lighting standards pursuant; and
- c) Support land acquisition.

Objective 2.1: Ensure the availability of unobstructed airspace for military aviation and other military-related operations, while maintaining the health and safety of the general public.

Policy 2.1.1: The City will implement height restrictions to avoid operational and safety conflicts with military-related aviation exercises as it applies to the MIOD.

a. The City, in coordination with Walton County and the Tri-County region and consistent with **Policy 2.1**, shall participate in committees that advise on aviation operations within the MIOD area such as but not limited to, the Northwest Florida Steering Committee, or other, that publicly manages and advises on airport operations and controlled airspace to ensure coordination of various aviation activities relative to land use decisions in the region.

b. The City shall require buildings and towers to not exceed or penetrate the approach surface, transition surfaces, horizontal surfaces or conical surfaces associated with Auxiliary Field 1 and the improvement of the Rock Hill Landing Zone in a manner which would obstruct aircraft operations, air navigation, or line-of-sight communications. Surfaces information shall be provided by Eglin AFB to ensure the City's compliance.

c. The City will require for all applications for any vertical structure which might be inconsistent with **Policy 2.1.b.**, the inclusion of a statement from the Commander of Eglin AFB, that the proposed structure would not interfere with the installation's mission. This policy does not supersede or negate compliance requirements with the federal obstruction standards contained in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77). The maximum height of building and towers shall be as depicted on the MIOD.

Objective 3.1: Ensure the safety of pilots and viability of military-related, night training operations within the established MIOD, through the use and installation of lighting practices that reduce glare and light trespass.

Policy 3.1.1. The City will implement the following lighting standards in the Freeport Land Development Code to be applied to the area within the MIOD:

- a. Prohibit light patterns common to military aviation.
- b. Prohibit lights which create sky glow (except when used for safety, security and utility).
- c. Prohibit luminous tube-lighting on building exteriors or roofs.
- d. Prohibit external illumination for signage.

Policy 3.1.2. The City shall require all artificial lighting equipment, including but not limited to high intensity white strobe lights, floodlights and searchlights, whether temporary or permanent installations, to be fully shielded with positive optical control so that all light emitted by the fixture, either directly from the lamp or indirectly from the fixture, is projected below a horizontal plane extending from the bottom of the light fixture. No building permit shall be granted unless this requirement is met.

Policy 3.1.3. The City shall require that lights or illumination of street, parking, signs or use of land and structures shall be arranged and operated in such a manner that is neither distracting nor creates a dangerous environment to pilots and aircraft operating within the established MIOD. A lighting plan will be required for review and approval prior to the issuance of a building permit.

Policy 3.1.4. Pursuant to the MOU established in **IC Policy 1.1.1**, the City shall coordinate with Eglin AFB in the review of all lighting plans of new development projects.

Objective 4.1 Implement public awareness measures to preserve the Eglin AFB Reservation military mission in the future and protect the interests and community activities of the general public.

Policy 4.1.1 The City of Freeport will make materials regarding the MIODs (which will be provided by Eglin AFB) available to the public.



City of Freeport

Proposed Comprehensive Plan Amendment

Intergovernmental Coordination Element

INTERGOVERNMENTAL COORDINATION ELEMENT

II. Data Summary and Analysis

A. Federal/State Agencies Coordination

Eglin Air Force Base is important in that it covers 145,000 acres, approximately 20% of the land in Walton County. Eglin AFB and the City have an agreement for mutual aid in fire protection.

Objective 1.1: Strengthen communication and cooperation between Eglin AFB and the City of Freeport.

Policy 1.1.1. The City shall formalize coordination efforts to foster regional compatibility with Eglin Air Force Base and other regional military-related activities through a Memorandum of Understanding (MOU).

a. Such MOU shall include language, but is not limited to the following:

1. The City will include an Eglin AFB representative as an ex-officio member of its Local Planning Agency, which reviews and makes recommendations on new development proposals, comprehensive plan amendments, and zoning changes.

2. All proposed comprehensive plan amendments, proposed land development regulation changes, rezonings, waivers, exceptions, variances, planned unit developments and similar applications which, if approved, would affect the intensity, density, or use of land within the adopted Military Influence Overlay District (MIOD) shall be referred to the designated military representative for review and comment prior to final action;

3. All development of regional impact-related activities within established MIOD; and,

4. Application for development orders requesting a variance or waiver from height or lighting restrictions or noise attenuation/reduction requirements.

Policy 1.1.2. The City will participate in inter-jurisdictional workgroups and committees, such as but not limited to the Joint Land Use Study Group and the Military Growth Advisory Committee, to ensure effective interagency communication about land use planning and decisions.

Policy 2.1.1. Walton County has an unwritten agreement for mutual fire protection to serve unincorporated areas of the County. The County is also working on coordination of fire service communication. Eglin AFB and the City have an agreement for mutual aid in fire protection.



City of Freeport

Proposed Comprehensive Plan Amendment

Economic Development Element

ECONOMIC DEVELOPMENT ELEMENT

Military Sustainability Sub-Element

Objective 1.1: Maintain and enhance current employment centers operating within and immediately surrounding the City of Freeport enabling further economic growth.

Policy 1.1.2. The City will support and promote state and federal land acquisition in the Florida Greenway Program.



City of Freeport

Proposed Land Development Code Amendment

Article III and IV Military Influence Overlay District (MIOD) Ordinance

City of Freeport
MILITARY INFLUENCE OVERLAY DISTRICT (MIOD) REGULATIONS

Section 1. Findings

The City of Freeport finds that:

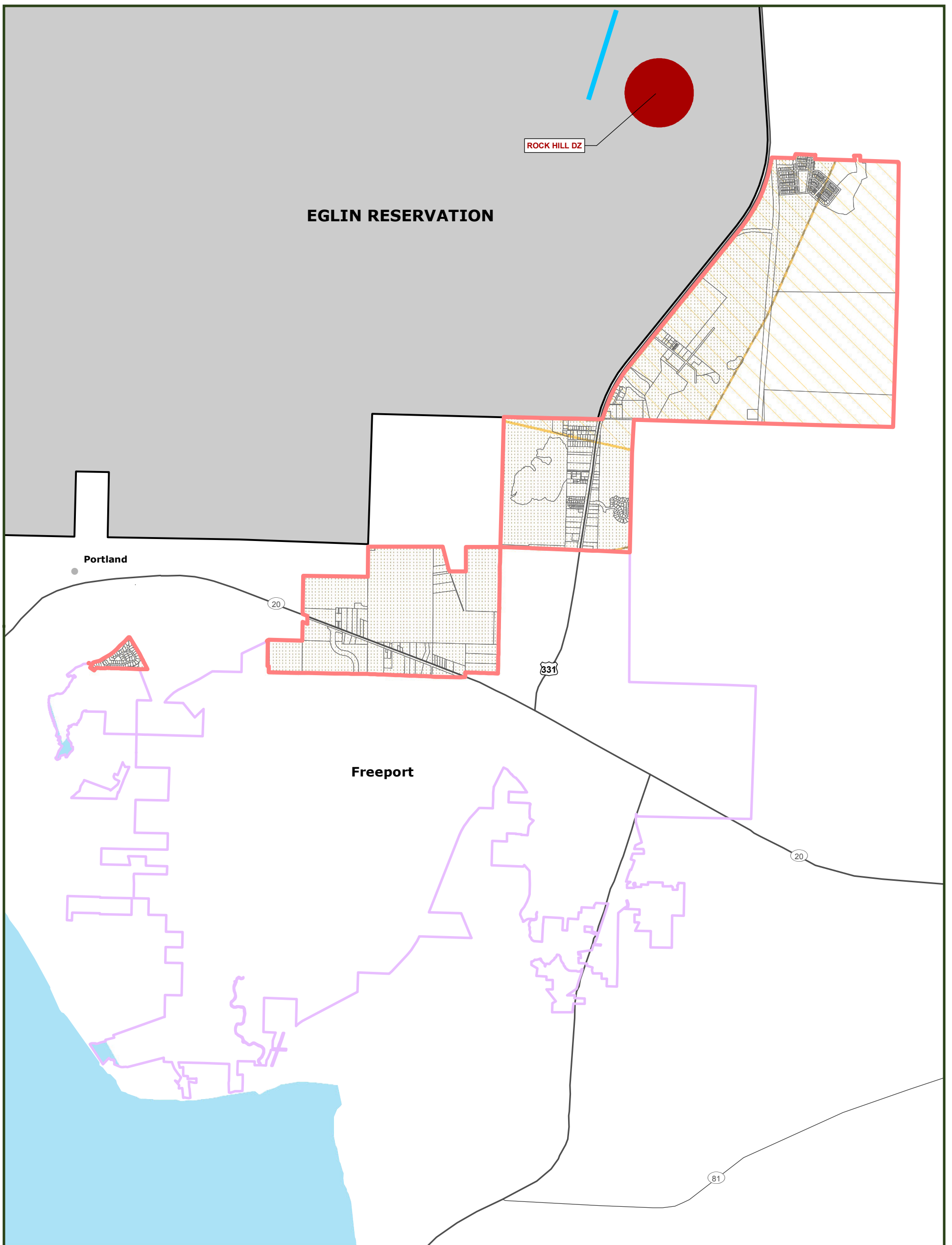
- 1) the Eglin AFB / Eglin Reservation fulfills an essential role for the Department of Defense;
- 2) the Eglin AFB / Eglin Reservation, and operations associated with this installation, have a significant positive economic impact on the City of Freeport and the region- protection of Eglin Reservation's ability to meet current and future operational and training requirements is critical to the economic health of the City of Freeport;
- 3) the creation or establishment of an obstruction or the encroachment of noise sensitive or otherwise incompatible land uses within certain areas set forth herein has the potential of being a nuisance and may injure the owners, occupiers or users of land in the region surrounding Eglin AFB / Eglin Reservation;
- 4) it is necessary in the interest of public health, public safety, and general welfare that the creation or establishment of obstructions or potential incompatible land uses that are a hazard to air navigation or the public health and safety be prevented; and
- 5) the prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power without compensation through regulations in a Military Influence Overlay District (MIOD) included within the City of Freeport Land Development Code (LDC).

Section 2. Applicability

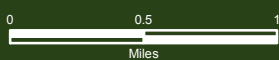
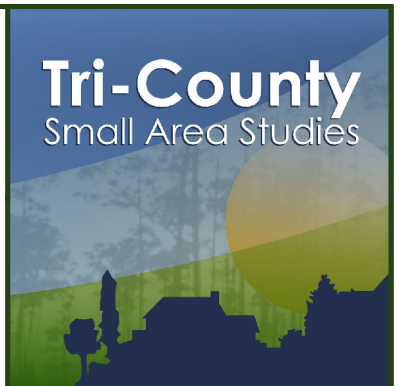
The regulations forth herein are applicable to all lands within the Military Influence Overlay District (MIOD) boundary identified on Exhibit 2-1, Freeport MIOD Boundary and Subzones, in this Article. The MIOD shall be an overlay district established and delineated onto the Official Zoning Map.

Section 3. Conflicting Regulations

In the event of conflict between any regulations in this Article and any other regulations applicable to the same property, the more restrictive regulation shall apply.



- | | | | |
|---------------------------|-------------------------------|----------|----------------------|
| MIOD | Landing Zone (LZ) | Parcel | River |
| MIOD Subzones | Drop Zone (DZ) | Town | Interstate 10 (I-10) |
| Impulse Area | City/Town (Incorporated Area) | Highway | Secondary Road |
| Military Training Route 2 | Eglin Installation Boundary | Railroad | |



Section 4. Relationship of MIOD With Underlying Zoning District

The regulations within this MIOD supplement, modify, and where indicated, supersede the regulations of the underlying zoning district. All definitions, references, requirements and other land use controls not specifically defined or modified in this regulation shall conform to the provisions of the underlying zoning district specified in the City of Freeport Land Development Code (LDC).

Section 5. Exemptions

The following uses are exempt from the regulations in this Article.

- A. Agricultural Use.** This regulation shall not be used to regulate any operational aspect of an existing agricultural use, including the cultivation and harvesting of crops, land management activities (controlled burning, clearing, spraying, trimming), livestock management, hunting, or use and application of water. Expansion of existing structures and construction of new structures that are accessory for agricultural uses are subject to these regulations, however.
- B. Existing Structures.** This regulation shall not restrict or limit the use of legally established, existing land uses and structures as of the effective date of this regulation.
- C. Single Residential Units on Existing Parcels.** This regulation shall not prevent the construction of one (1) single family residential unit on a legally established parcel if

 - (1) the height of the residential structure, including all buildings and accessory structures, is in compliance with the height regulations in this regulation.
- D. Recorded Final Plats.** This regulation shall not apply to any recorded final plat that has been approved prior to the effective date of this regulation or on the land where lots were recorded prior to the effective date of this regulation without the benefit of a recorded final plat (metes and bounds).

Section 6. Definitions

The following are definitions of terms used in these regulations:

- A. Accident Potential Zone (APZ)** – An area of land adjacent to each end of an airport runway where, within the airfield environs, an accident is most likely to take place and the anticipated extent of the impact area (based on the analysis of Air Force accident history) likely to result from any single accident.
- B. Accident Potential Zone I (APZ I)** – The land area measuring three-thousand (3,000) feet wide and five-thousand (5,000) feet long centered on

each runway, immediately beyond the Clear Zone, which possesses significant potential for accidents.

- C. Accident Potential Zone II (APZ II)** – The land area measuring three-thousand (3,000) feet wide and seven-thousand (7,000) feet long adjacent to and centered beyond APZ I which is less hazardous than APZ I but still possesses the potential for accidents.
- D. Air Installation Compatible Land Use Zone (AICUZ)** – An Air Force program that seeks to develop a cooperative relationship between communities and military installations and provides land use compatibility guidelines designed to protect public health and safety, as well as maintain military readiness. As designed, the AICUZ study prepared for an installation evaluates three components: noise, vertical obstructions, and accident potential zones.
- E. Airport Hazard** – Means any structure or plant (e.g., tree, shrub, etc.) or use of the land which obstructs air space required for aircraft flight or which obstructs or interferes with the control or tracking and/or data acquisition in the landing, taking off or flight of an airport, or at any installation or facility relating to flight, and tracking and/or data acquisition of the flight craft; is hazardous, interferes with or obstructs such landing, taking off or flight of aircraft or which is hazardous to or interferes with tracking and/or data acquisition pertaining to flight and flight vehicles.
- F. Ambient Noise** – The amount of all noise generated in the environment, other than the noise from the source of interest. Also referred to as background noise.
- G. ASTM E 90** – The standard test method for laboratory measurement of airborne sound transmission, loss of building partitions and elements.
- H. Automatic-Timing Device** - A device that automatically controls the operation of a light fixture or fixtures, circuit or circuits. Photocells and light and/or motion sensors shall be considered automatic-timing devices.
- I. A-Weighted Decibel (dBA)** – The most commonly weighted sound filter used to measure perceived loudness. The human ear responds differently to frequencies. For example, the human hearing system perceives mid-frequency sounds as louder than low and high frequency sounds. To accommodate this condition when measuring sound levels, filters need to be installed into sound meters. The results are a more accurate measurement of sound for the human hearing system.
- J. Avigation Easement** – An easement is a non-possessory right to use land owned by another party. An avigation easement is an easement that grants the holder one or more of the following rights: the right-of-flight; the right to

cause noise, dust, or other impacts related to aircraft flight; the right to restrict or prohibit certain lights, electromagnetic signals, and bird-attracting land uses; the right to unobstructed airspace over the property above a specified height; and, the right of ingress/egress upon the land to exercise those rights.

- K. Bandwidth** – In electronic communication, bandwidth is the width of the range (or band) of frequencies that an electronic signal uses within a specific transmission medium. In this usage, bandwidth is expressed in terms of the difference between the highest-frequency signal component and the lowest-frequency signal component. Since the frequency of a signal is measured in hertz, its bandwidth is the difference in hertz between the highest and lowest frequency signal within its range. A typical voice signal has a bandwidth of approximately three kilohertz (3 kHz); an analog television (TV) broadcast video signal has a bandwidth of six megahertz (6 MHz) -- approximately 2,000 times as wide as the voice signal.
- L. Bulb** – The source of electric light, as distinguished from the whole light assembly (see Luminaire).
- M. Business** – A person, partnership, corporation, or organization engaged in commerce, manufacturing, or a service; profit and non-profit seeking enterprise or concern. The definition is intended to be broadly construed and shall include, but not be limited to, charitable organizations.
- N. Candela** – The unit of measure indicating the luminous intensity (candlepower) of a light source in a specific direction.
- O. Clear Zone** – The Clear Zone (CZ) is the trapezoidal area lying immediately beyond the end of the runway and outward along the extended runway centerline. The CZ begins at the end of the runway and extends outward 3,000 feet. The CZ width is 3,000 feet (1,500 feet to either side of the runway center line).
- P. Compatible Land Use** – Any use of land adjacent to or in the immediate vicinity of an airport, airfield, or military operations area that does not endanger the health, safety, and welfare of the owners, occupants, or users of the land due to levels of noise or vibrations or the risk of personal injury or property damage created by the operations of the airport, airfield, or military use, including the taking off, landing or flight of aircraft. A compatible use also does not endanger the health, safety, and welfare of military personnel engaged in training or operational assignment or adversely impact the mission conducted.
- Q. Decibel (dB)** – A unit of measurement of sound or sound pressure intensity. The dBA Aircraft Noise Metric is a single event maximum sound level measure

used to quantify peak noise levels of representative aircraft flyovers in relation to speech interference.

- R. Decibel Noise Level (DNL)** – The DNL metric is a day-night sound level used to identify cumulative/average long term aircraft noise exposure.
- S. Digital Sign** – Cathode ray tube (CRT), flat panel liquid-crystal display (LCD), plasma, aerial imaging, projector or other electronic devices that are at the end-point of a digital signage system, presenting the content to include: Dynamic Signs, Electronic Signs, Digital Media Advertising, as well as signs within a Digital Signage Network, In-store TV Network, Captive Audience Network, Narrowcasting Network, Out-of-home Media Network, Digital Media Network, and Advertising Network.
- T. Direct Light** – Light emitted directly from the lamp, off of the reflector diffuser, or through the refractor or diffuser lens of a luminaire.
- U. Electric Utility** – Any municipal electric utility, investor-owned utility, or electric cooperative which owns, maintains or operates an electric generation, transmission or distribution system within the state.
- V. Exterior Lighting** – Temporary or permanent lighting that is installed, located or used in such a manner to cause light rays to shine outside. Fixtures that are installed indoors that are intended to illuminate an object outdoors are considered exterior lighting for the intent of this overlay district.
- W. Fixture** – The assembly that holds the lamp in a lighting system. It includes the elements designed for light output control, such as a reflector (mirror) or refractor (lens), ballast, housing and the attachment parts.
- X. Floor Area Ratio (FAR)** – Standards of building intensity for non-residential uses, such as commercial and industrial development, are stated as maximum floor-area ratios (FARs). A FAR is the ratio of the total building square footage on a lot to the total square footage of the lot (or parcel). For example, a lot with 10,000 total square feet of land area and an FAR of 1.00 will allow 10,000 square feet of gross building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same 10,000-square-foot lot, an FAR of 0.50 would allow 5,000 square feet of floor area, and an FAR of 0.25 would allow 2,500 square feet.
- Y. Foot-candle (fc)** – Illumination produced on a surface one foot from a uniform point source of one candela. A foot-candle is a unit of light measurement equal to one lumen per square foot.
- Z. Frequency Spectrum** – The frequency spectrum is the entire range of electromagnetic frequencies used for communications; which includes

frequencies used for radio, radar, and television. In the performance of typical operations, the military relies on a range of frequencies for communications and support systems. Similarly, public and private users rely on a range of frequencies to support daily life.

- AA. Full Cutoff** – Describes a luminaire light distribution where 100 candela per 1,000 lamp lumens (ten percent) may emit at all vertical angles beginning at 80 degrees up from nadir to less than 90 degrees, and 0 (zero) candela per 1,000 lamp lumens (zero percent) is allowed at 90 degrees (horizontal plane) and all angles above. This applies to all horizontal angles around the luminaire. A full cutoff luminaire is also fully shielded. (See Exhibit 2-2).

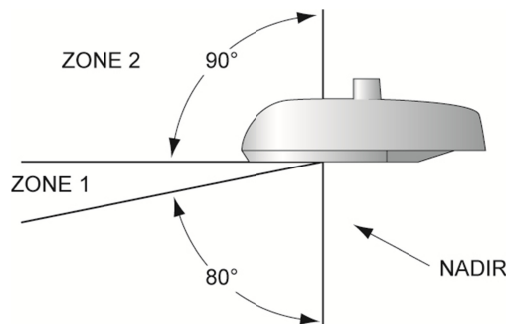


Exhibit 2-2

- BB. Fully Shielded** – A lighting fixture constructed in such a manner that all light emitted by the fixture, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal plane as determined by photometric test or certified by the manufacturer. A fully shielded fixture is not necessarily full cutoff.
- CC. Glare** – The sensation produced within the visual field by luminance that is sufficiently greater than the luminance to which the eyes are adapted, causing annoyance, discomfort, or loss in visual performance and visibility.
- DD. Hazard to Air Navigation** – An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.
- EE. Hertz (Hz)** – Hertz is a unit of frequency (of change in state or cycle in a sound wave, alternating current, or other cyclical waveform) of one cycle per second. Other units of frequency are kilohertz (KHz), equal to 1,000 Hz; megahertz (MHz), equal to 1,000,000 Hz; and gigahertz (GHz), equal to 1,000,000,000 Hz.
- FF. Holiday Lights** – Temporary, decorative lights that are placed on property or buildings between November 20th and January 15th of each year.

- GG. Horizontal Surface** – A horizontal plane one-hundred-fifty (150) feet above the established airport elevation, the perimeter of which in plan view coincides with the perimeter of the horizontal zone.
- HH. "IESNA" (or "IES")** – An acronym for the Illuminating Engineering Society of North America. The IESNA makes recommendations for outdoor lighting but does not set outdoor lighting community standards; these are determined through the adoption of local regulations.
- II. Illuminance** – The quantity of light arriving at a surface measured in foot candles.
- JJ. Interference** – Interference is the inability to effectively distribute or receive a particular frequency because of similar frequency competition. As the use of the frequency spectrum increases (such as the rapid increase in cellular phone technology over the last decade) and as development expands near military installations and operational areas, the potential for frequency spectrum interference increases.
- KK. Intermittent Lighting** – Luminaires that do not emit light for more than five minutes.
- LL. Lumen** – A unit of luminous flux. The lumen-output values shall be the initial lumen output ratings of a lamp. The lumen rating associated with a specific lamp is generally indicated on its packaging or may be obtained from the manufacturer.
- MM. Luminaire** – A complete lighting fixture consisting of a lamp or lamps together with the parts designed to distribute the light, to position and protect the lamps, and to connect the lamps to the power supply.
- NN. Luminous Flux** – A quantitative expression of the brilliance of a source of visible light which is electromagnetic energy within the wavelength range of approximately 390 nanometers (nm) to 770 nm. This quantity is measured in terms of the power emitted per unit solid angle from an isotropic radiator, a theoretical point source that radiates equally in all directions in three-dimensional space.
- OO. Nadir** – The direction, pointing vertically down, from the lowest light emitting part of the luminaire (see Exhibit 2-1 for an example).
- PP. Noise** – Unwanted sound that interferes with normal activities or otherwise diminishes the quality of the environment. Noise may be intermittent or continuous, steady or impulsive. The source of the noise may be stationary or transient. The physical characteristics of noise or sound include its intensity, frequency, and duration.

- QQ. Noise Contour** – A line connecting points of similar day-night average sound levels measured from a specific noise source.
- RR. Noise Exposure Map** – A scaled, geographic depiction of an airport or airfield, its noise contours and surrounding area.
- SS. Noise Level Reduction (NLR)** – The amount of reduction in noise for any geographic point as achieved through the incorporation of noise attenuation measures into the design and construction of buildings. These reductions may be incorporated during initial construction or retroactively as additional construction for existing buildings.
- TT. Nonconforming Use** – Any use of a property that is inconsistent with the provisions of these regulations and which is an existing use as of the effective date of these regulations.
- UU. Non-precision Instrument Runway** – A runway operating with an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or approach procedure that has been approved or planned.
- VV. Octave Band Filter** – An electrical frequency analyzer designed according to standards formulated by the American Standards Association and used in conjunction with a sound level meter to take measurements in specific octave intervals.
- WW. Opaque** – The inability of a material to transmit light from an internal illumination source.
- XX. Outdoor Lighting** – Illumination of an outside area or object by any manmade device that is located outdoors and produces light.
- YY. Perceived Noise Level** – A method of measuring complex sound designated in the Journal of the Acoustical Society of America, No. 31, Pages 1415-1429, 1959
- ZZ. RAICUZ** – The Range Air Installation Compatible Use Zone (RAICUZ) assessment focuses on five land use compatibility issues—noise, population density, height of objects, lighting, and the radio frequency (RF) spectrum.
- AAA. Remodel/Renovate**- A process of partial or total demolition of an existing structure (more than 50 percent of the occupied space and/or 50 percent of its current market value) and the partial/full construction of a new structure on the same parcel of land.
- BBB. Sound Attenuation** – The reduction of sound intensity by various means (e.g., air, humidity, porous materials); diminution of the intensity of sound

energy propagating in a medium; caused by absorption, spreading, and scattering.

CCC. Sound Transmission Class (STC) – A single-figure rating of the sound insulating properties of a partition as determined by methods described in "Determination of Sound Transmission Class", American Society of Testing and Materials designation E413-73.

DDD. Standard Land Use Coding Manual (SLUCM) – A standard system for identifying and coding land use activities. "Standard Land Use Coding Manual", Urban Renewal Administration/Housing and Home Finance Agency and Bureau of Public Roads, Department of Commerce, First Edition, 1965.

EEE. Structure – An object, including a mobile object, constructed or installed by man, including, but not limited to, buildings, antennas, communication or other towers, cranes, smokestacks, earth formations, wind generation structures, and overhead transmission lines.

FFF. Temporary Outdoor Lighting – Lighting allowed as specified in an approved temporary permit pursuant to the requirements of Section 11, in this Article.

GGG. Transitional Surface – The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the runway centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface.

HHH. Trespass Lighting – Light emitted by a luminaire that spills outside the boundaries of the property on which the luminaire is sited.

III. Ultra High Frequency (UHF) – The UHF (ultrahigh frequency) range of the radio spectrum is the band extending from 300 MHz to 3 GHz. The UHF band is extensively used for satellite communication and broadcasting, in cellular telephone and paging systems, and by fourth-generation (4G) wireless systems.

JJJ. Very High Frequency (VHF) – The VHF (very high frequency) range of the radio spectrum is the band extending from 30 MHz to 300 MHz. The VHF band is popular for mobile two-way radio communication, satellite communication and broadcasting.

KKK. Wireless Communication Facility (WCF) – Any unstaffed facility for the transmission and/or reception of wireless communication services, usually consisting of an antenna array, transmission cables, and an equipment facility.

Section 7. Military Influence Overlay District (MIOD) and MIOD Subzones

A. Application of the MIOD

The MIOD is an overlay district with regulations that address conditions related to noise, safety and other effects associated with training and operations (missions) conducted from or associated with Eglin AFB/Eglin Reservation. The MIOD is limited to a specific geographical area within the City of Freeport, as depicted on the City of Freeport 2025 Future Land Use Map and the Official Zoning Map. The location of the MIOD boundary in the City of Freeport is depicted on Exhibit 2-1, MIOD Boundary and Subzones Map.

B. Designation of MIOD Subzones

Within the MIOD is a discrete geographical area, or MIOD Subzone, that includes regulations that are specific to unique characteristics associated with military missions at Eglin. The precise location of the MIOD Subzone in City of Freeport is depicted on Exhibit 2-1 Freeport MIOD Boundary and Subzones, which shall be available for public review at the City of Freeport’s Planning and Zoning Department. The MIOD Subzone is defined as follows:

- (1) **MIOD.** The MIOD includes the MIOD Subzone and any non-Subzone areas, if applicable, within the boundary of Freeport. When used in this regulation, the term MIOD refers to the MIOD within the City of Freeport in its entirety, and not a portion thereof.
- (2) **Impulse Area Subzone.** The Impulse Area Subzone is defined as the area that is within one-mile of the Eglin Reservation boundary. The Impulse Area Subzone is subject to increased levels of explosive noise, or “impulse” noise, generated from missions conducted on Eglin Reservation.
- (3) **MTR 2 Subzone.** The MTR 2 Subzone is defined as the area that includes the MTR, Slow Speed Low Altitude Training Route (SRs), the Low Level Training Area (LLTAs) corridors (with floors of , 500 feet and 1,000 feet mean sea level (MSL)) and the Cruise Missile Corridor (floor of 500 feet MSL) that have been established and designated by the FAA specifically for military training. This Subzone area is based on the corridors identified in the Eglin AFB RAICUZ Study.

C. Updating the MIOD and MIOD Subzone Boundaries

As the AICUZ or RAICUZ studies for Eglin AFB or the Eglin Reservation are updated in the future and publicly available, the City of Freeport shall consider updating Exhibit 2-1, Freeport MIOD Boundary and Subzones, to reflect any changes that may impact the regulations herein. Such update shall be adopted during a properly noticed public hearing of the City of Freeport City Council.

D. Boundaries

The following rules shall apply to the boundaries of the MIOD and MIOD Subzones:

- (1) If any part of a parcel or lot is within the MIOD or MIOD Subzone, all land within the parcel or lot shall be subject to these regulations.
- (2) Where a parcel or lot is within more than one MIOD Subzone, the requirements of the more restrictive Subzone shall apply to the entire parcel or lot.
- (3) Boundaries that appear to follow the approximate centerlines of streets, alleys or easements shall be construed to follow such centerlines.
- (4) Boundaries that appear to follow platted lot lines shall be construed as following such lot lines.

Section 8. Land Use

A. General Use Restrictions

Notwithstanding any other provisions in the City of Freeport Land Development Code, no use of land, water or airspace within the MIOD shall:

- (1) Create electrical interference between Eglin AFB/Reservation and aircraft, missiles or any other associated military or civilian activities;
- (2) Create glare, artificial light, smoke or dust, or reflect light in such a way that may impair pilot visibility at any time;
- (3) Create forage or nesting environments that increase the potential for bird/wildlife aircraft strike hazards within any Eglin AFB approach/departure airspace, aircraft movement areas, loading ramps or aircraft parking areas.
- (4) Endanger or interfere with the landing, departure or maneuvering of aircraft using Eglin AFB/Reservation.

Section 9. Height Limitations

A. General Provisions

Except as otherwise provided in these regulations, no structure, facility or antennae shall be erected or altered in any MIOD or MIOD Subzone to a height in excess of those shown in Table 9-1.

Table 9-1. Applicable Height Limits by Subzone

MIOD Subzone	Maximum Height
Impulse Area	45 Feet
MTR 2	45 Feet

B. Exemptions

Transmission facilities (poles and lines) maintained and/or operated by an electric utility or municipal entity and communication towers may exceed the values listed in Table 9-1 if:

- (1) They are below the maximum height as defined in FAA Part 77 and are in compliance with other requirements or regulations of the Federal Aviation Administration.
- (2) They obtain a determination of "No Hazard to Aviation" from the Federal Aviation Administration. This documentation must be submitted as part of the application for development approval or issuance of a permit for these facilities.
- (3) They are submitted for review and comment to Eglin Air Force Base prior to issuance of a building permit or other required approval from the City of Freeport.
- (4) Amateur radio antennas shall conform to the Federal Communication regulations and are pre-exempt from requirements of this Code regarding placement, screening, and height, pursuant to Florida Statutes, Section 125.561.

Section 10. Sound Attenuation

This Section shall apply only to new construction within the Impulse Area Subzone. Table 10-1 and the following paragraphs include noise attenuation guidelines that are STRONGLY RECOMMENDED to be applied to uses, structures and facilities in the Impulse Area Subzone.

Table 10-1. MIOD Noise Attenuation Guidelines

MIOD Subzone	STC OF EXTERIOR WALLS AND ROOF/CEILING ASSEMBLIES	STC OF DOORS AND WINDOWS
Impulse Area	39	25

A. New Construction. New construction should be designed with the minimum Sound Transmission Class (STC) rating of the structure’s components provided in compliance with Table 10-1 and to achieve an interior noise level no greater than 45 dBA Ldn.

B. Modification of Existing Structures. Modification of an existing structure that requires a building permit should be designed to meet the Table 10-1 guidelines if the following conditions are determined to exist:

- (1) Any remodeling or renovation activities that involve more than 60% of a structure’s occupied space; and/or
- (2) Any remodeling or renovation activities that have a construction value of greater than 60% of the structure’s current market value;

C. Standard Noise Attenuation Standards. Structures subject to the requirements of this Section should meet the requirements of Table 10-1 and achieve an interior noise level not to exceed 45 dBA Ldn.

- (1) **Alternative Design Techniques.** As an alternative to compliance with Table 10-1, structures should be permitted to be designed and constructed using alternative techniques and materials designed to achieve an interior noise level no greater than 45 dBA Ldn. Exterior structures, terrain and permanent plantings should be permitted to be included as part of the alternative design for purposes of noise attenuation. The alternative design should be certified by an acoustic engineer or other expert with appropriate expertise as determined by the City of Freeport’s Planning and Zoning Department.
- (2) **Plans Required.** Building construction plans that depict conformance with these standards should be submitted to the City of Freeport for review and approval. Such plans should be signed and sealed by an engineer licensed in Florida with a proficiency in residential sound mitigation or noise control (Engineer of Record). The Engineer of Record should note on the building plans: “The building design is capable of achieving the required noise level reduction.”
- (3) **Certification of Conformance with Sound Attenuation Guidelines.** Prior to the issuance of a Certificate of Occupancy by the City of Freeport, the Engineer of Record should certify that the construction meets the sound attenuation standards in this Section.

Section 11. Light and Glare Controls

The purpose of this Section is to establish regulations for outdoor lighting in order to restrict light spillage onto areas within the Eglin Reservation and glare that may affect military operations in the SAS Study Area.

A. Applicability / General Provisions

The regulations within this Section shall apply to:

- (1) All public and private outdoor lighting installed in the MIOD after the effective date of this regulation.
- (2) Where a conflict exists between any of the regulations or limitations in this Section, and any other regulations applicable to the same area, the more stringent limitation or requirement shall govern and prevail.

B. Exemptions

The following outdoor lighting is exempt from this Section:

- (1) Any existing luminaires which were lawfully in place according to all applicable Ordinances at the time, but which do not now comply with all applicable regulations as of the effective date of this regulation.
- (2) Outdoor lighting that produces its luminance directly through the combustion of fossil fuels.
- (3) Outdoor lighting used during law enforcement, fire, and emergency medical activities and for meteorological data gathering purposes undertaken with approval from the City of Freeport.
- (4) Temporary outdoor lighting affixed during emergency or night-time repairs of roads and utilities.
- (5) Lighting required by law to be installed on motor vehicles.
- (6) Lighting required in compliance with Federal Aviation Administration (FAA) requirements.
- (7) Outdoor lighting installed on Federal and State facilities; however, voluntary compliance is encouraged.
- (8) Holiday lighting for a period of two consecutive months commencing on November 15.
- (9) Temporary Exemptions: Any individual may submit an application to the City of Freeport Planning and Zoning Department for non-exempt

lighting on a temporary basis and obtain a temporary electrical permit. The permit may grant temporary lighting for a period not to exceed thirty (30) days, with at least thirty (30) days passing before another temporary electrical permit may be issued. The application for temporary lighting must contain the following information in addition to information required to obtain a temporary electrical permit:

- (a) Proposed use and location of the outdoor lighting requested.
- (b) Type of lamp(s) to be used, including manufacturer's part number and initial lumens.
- (c) Type of light fixture used, including manufacturer's model number and specification (cut) sheets indicating photometric distribution data stated in International Standards Organization (ISO) foot-candle diagrams.
- (d) Starting and ending dates for temporary lighting use.
- (e) Contact information including name of applicant, affiliation (if applicable), address, telephone number and email address.
- (f) Such other information the City of Freeport may require.

C. Prohibited Lights and Sources of Glare

The following outdoor lighting and sources of glare are prohibited anywhere in the MIOD:

- (1) Any luminaire in a new development that is pointed or focused which causes light to be directed toward the Eglin Reservation. Such luminaire must be redirected or its light output controlled to eliminate such conditions.
- (2) When projected above a horizontal plane, beacons, laser source lights, strobe lights, or any similar high intensity light used for promotional or entertainment purposes.
- (3) Laser light shows.
- (4) Search lights.
- (5) Public outdoor display of fireworks or pyrotechnics.
- (6) Other outdoor lighting or glare that can cause distraction, flash blindness, vision impairment, or visual interference while piloting or navigating an aircraft or using night vision devices, including, but not limited to:

- (a) Series, lines, rows, or patterns of lights, whether supported by cables or other physical means, or laid upon a ground or building, that may resemble navigational or flight safety aids, landing pads, or lighting common to general or military aviation.
- (b) Lighting designed for the creation of sky glow to attract attention, in excess of the lighting used to provide safety, security, and utility.
- (c) Outdoor floodlighting by wide-angle projection above the horizontal plane.
- (d) Lighting fixtures and architectural detailing that use luminous tube lighting (neon, argon, or krypton) on a building exterior or roof.
- (e) Internally illuminated awnings.
- (f) External illumination for signs.

D. General Lighting Standards

These general lighting standards do not apply to street lights maintained and/or operated by an electric utility or municipal entity.

- (1) The use of low-pressure sodium (LPS) lighting for outdoor, unroofed areas shall be required for all new development.
- (2) Within the MIOD Impulse Area Subzone, all outdoor lighting shall be fully screened from the Eglin Reservation, including lights from vehicles on streets, driveways and parking areas in adjacent development. Methods of screening may include, but are not limited to, fencing, structures and landscaping.

E. Residential Lighting Standards

- (1) Trespass lighting within residential areas may not exceed one and one half (1½) foot-candles at the property line, with the exception of intermittent lighting, which can be up to two (2) foot-candles.
- (2) All lighting within residential areas must comply with any standards in Subsection F, Non-Residential Lighting Standards, which are more restrictive, if applicable.

F. Non-Residential Lighting Standards – General

- (1) These general lighting standards do not apply to street lights maintained and/or operated by an electric utility or municipal entity. All outdoor lighting installed on any non-residential property and which includes or exceeds two (2) foot-candles shall be full cutoff fixtures (no light output

emitted above 90 degrees at any lateral angle around the fixture). See "Examples of Acceptable / Unacceptable Lighting Fixtures" designations on Exhibit 2-3. The manufacturer's specifications, that demonstrate full cutoff status of all outdoor lighting, is required to be approved by the City of Freeport Planning and Zoning Department prior to the issuance of a construction permit.

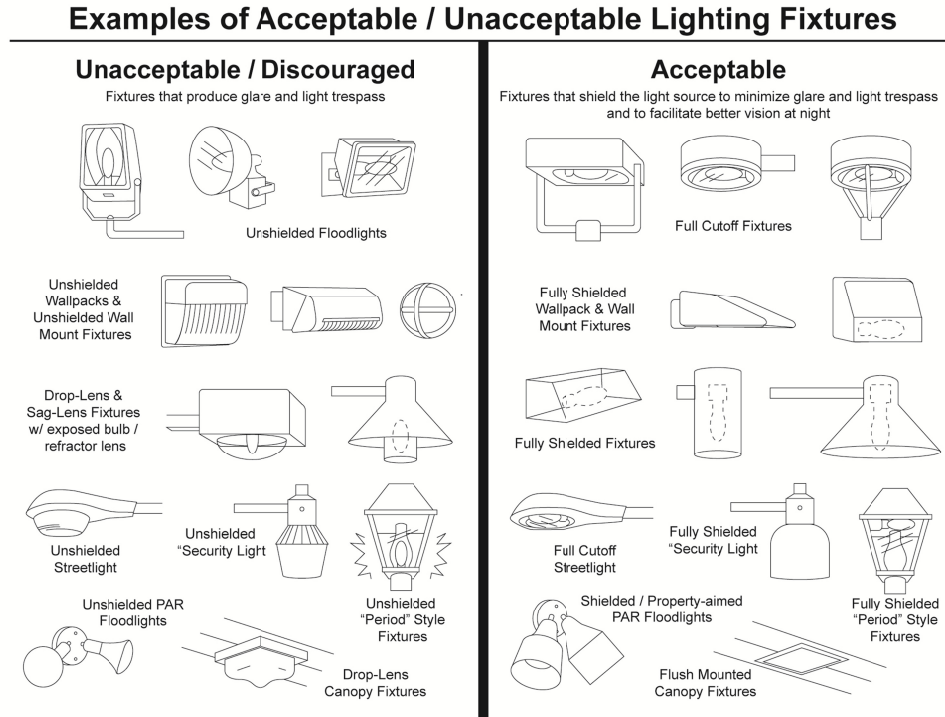
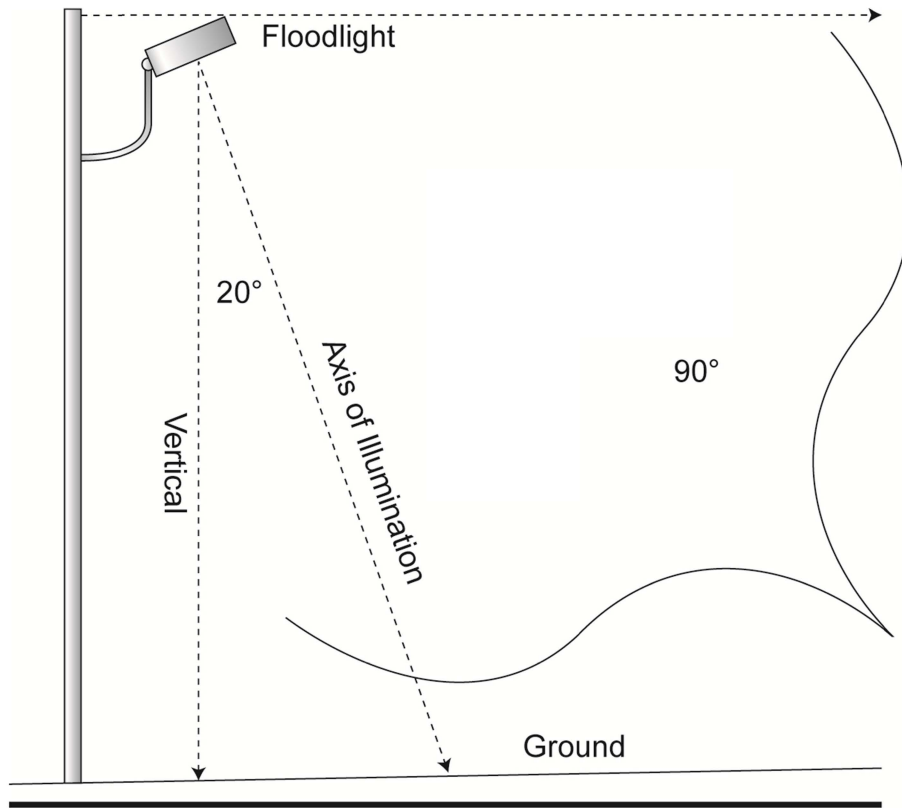


Exhibit 2-3, Acceptable Fixtures

- (2) For lighting horizontal elements such as roadways, sidewalks, entrances and parking areas, fixtures must meet "full cutoff" criteria (no light output emitted above 90 degrees at any lateral angle around the fixture).
- (3) Intermittent lighting must be of the "motion sensor" type that stays on for a period of time not to exceed five (5) minutes and has a sensitivity setting that allows the luminaire to be activated only when motion is detected on the site.
- (4) All trespass lighting shall not exceed two and one-half (2½) foot-candles measured at the property line, except that residential trespass lighting is regulated in Subsection E.
- (5) Floodlight fixtures must be aimed so as to prevent direct radiation of light into the open sky at any angle above the horizontal plane, as

shown in Exhibit 2-4 and verified using a tool such as shown in Exhibit 2-5



Horizontal plane is parallel to the ground and perpendicular to the vertical line

A floodlight may not be positioned as to direct illumination at or above a 90° angle of the horizontal plane.

Exhibit 2-4

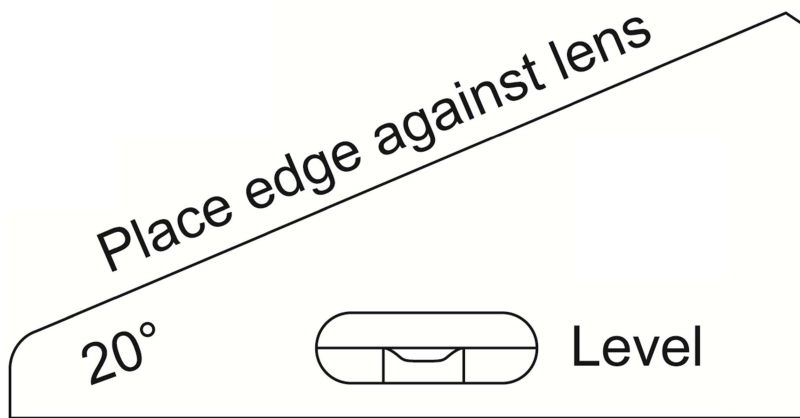


Exhibit 2-5

- (6) With the exception of lighting which is required for security and safety such as parking lot illumination, businesses must turn off outdoor lights emitting illumination levels exceeding 2 foot-candles (fc) after 11:00 p.m.
- (7) Lighting installed to illuminate construction sites in order to secure or protect equipment at night shall meet the requirements of Subsection F(1).

G. Gasoline Stations, Outdoor Sales, Automobile Canopy Standards

- (1) Outdoor sales areas must utilize luminaires that are fully shielded. No wall mounted lighting will be allowed.
- (2) Gasoline station canopies and vehicle canopies for other non-residential uses must utilize canopy lights that are fully recessed into the canopy or are fully shielded by the canopy.
- (3) The following average maintained illumination levels for gasoline stations must not be exceeded:

Service Station Component	Lighting Level
Approach	2.0 fc
Driveway	2.0 fc
Pump Island	10.0 fc
Building Façade	3.0 fc
Service Areas	3.0 fc
Landscape Highlights	2.0 fc

Note: fc = foot-candle

H. Parking Lot / Parking Structure Standards

- (1) Parking lot lights and poles shall not exceed twenty-four (24) feet above adjacent finished grade.
- (2) All outdoor parking lot lighting shall be fully-shielded and illuminated with low pressure sodium light fixtures.
- (3) In order to allow minimize reflectivity and allow for a variety of surface material options:
 - (a) Surface parking lots shall be designed, coated or constructed so that illumination levels are no more than what is reflected from asphalt at an average of twenty (20) foot-candles.

- (b) Top decks of parking structures shall be designed, coated or constructed so that illumination levels are no more than what is reflected from asphalt at an average of fifteen (15) foot-candles.
- (4) One hour after closing, businesses must turn off at least fifty percent (50%) of lighting luminaires in surface parking lots and on top decks of parking structures; however, those luminaires turned off may be set to function utilizing a motion detector system or dimmer.

I. Outdoor Sign Lighting Standards

- (1) All signs located within five miles of Eglin Air Force Base shall be positioned in such a manner and contain "dark sky" approved shielding devices so as to significantly reduce spillover light affecting the military installation and operations. In no instance shall signs be positioned to face parallel to the adjacent boundaries of Eglin Air Force Base or its runways.
- (2) On-premise signs may remain illuminated during regular business hours, but may not be illuminated later than one-half (½) hour after the business is no longer open to the public, nor prior to the daily opening of the business to the public.
- (3) Single-tenant on-premise signs shall be illuminated at a level no greater than seven (7) foot-candles measured at five (5) feet from the light source. Multi-tenant on-premise signs shall be illuminated at a level no greater than twelve (12) foot-candles measured at five (5) feet from the light sources.
- (4) Exterior means of illumination utilized for on-premise signs shall be positioned in a "top down" manner as depicted in Exhibit 2-4. Bottom-mounted fixtures shall not be used for on-premise signs.
- (5) Conventional non-digital off-premise signs shall employ an illumination system utilizing no more than two (2) luminaires to illuminate each sign message area (face). Each luminaire shall employ a refractor and hood that focuses the light onto the sign face and each luminaire may not exceed 400 watts.
- (6) All on-premise and off-premise digital signs shall be illuminated at a level no greater than 0.3 foot-candles over ambient light levels for the location and time and shall employ light cutoff devices, such as louvers, to minimize light escaping above the horizontal plane.
- (7) Nothing in this Ordinance shall be interpreted to authorize signs that are prohibited in certain areas or throughout the City of Freeport.

J. Street Lighting Standards

- (1) This subsection regulates the illumination levels for street lights that are installed on any street and operated and/or maintained by an electric utility or municipal entity. Such lighting shall be designed to follow the American National Standard Practice for Roadway Lighting under the IESNA.
- (2) Street light illumination must follow the guidelines in Item 4 of this subsection, unless a licensed professional engineer, trained and experienced in the science of illumination engineering, deems other illumination levels based on IESNA standards more appropriate for existing conditions and staff concurs with this assessment.
- (3) New ornamental street lights must be classified as either IES "Full Cutoff" or IES "Cutoff" as determined by a valid photometric report. This report must be generated for the specified model by a qualified testing lab (testing to IES standards) and must include a full vertical evaluation through 180 degrees, otherwise that fixture will be unacceptable.

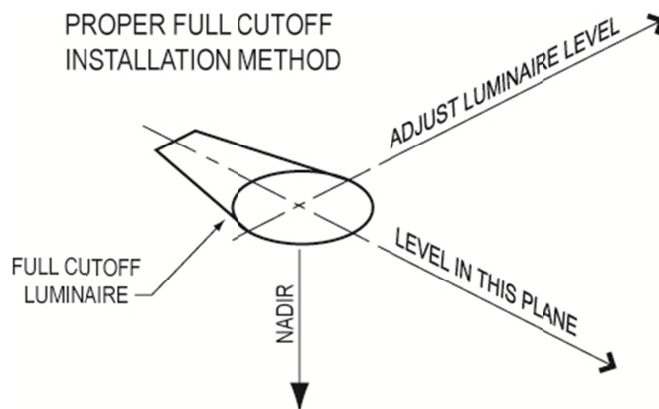


Exhibit 2-6

K. LEED Standards

Leadership in Energy and Environmental Design (LEED) certified lighting that meets the minimum standards of this section may be substituted for the standards in this Section, if approved by the City of Freeport Planning and Zoning Director during the permitting process.

L. Tower and Structure Lighting Standards

Any tower and structure lighting shall conform with current Federal Communications Commission (FCC) or Federal Aviation Administration (FAA) regulations.

M. Automated Teller Machine Lighting Standards

Unmanned automated teller machines (ATM) shall utilize fully shielded or full cutoff luminaires.

N. Outdoor Lighting Plan Required

All development shall submit an outdoor lighting plan at the time of a site plan, subdivision or building permit application to determine compliance with the requirements of this Section. The outdoor lighting plan shall be prepared by a professional engineer or other highly qualified lighting specialist acceptable to the City of Freeport.

O. Maintenance of Nonconforming Luminaires

- (1) All luminaires lawfully in place prior to the effective date(s) of this regulation shall have legal nonconforming status.
- (2) Minor repair and maintenance of legal nonconforming luminaires up to 50% of the replacement value is allowed, however any alteration in excess of 50% of the replacement value shall terminate the nonconforming status of that fixture / use and at that time, all standards of this regulation must be met.

Section 12. Variances – Additional Requirements within the MIOD

Any variance application to modify any provision in this Article shall include a written statement from the Commander of Eglin Air Force Base that the variance request either will or will not interfere with any existing or planned future mission.

Section 13. Bird/ Wildlife Aircraft Strike Hazards

Bird and/or wildlife habitation, forage, nesting, and movement patterns within an airport's approach and/or departure airspace, aircraft movement areas, loading ramps, or aircraft parking areas may cause conditions not only hazardous to pilot safety but also for surrounding developed areas. Human-made improvements, including but not limited to, retention ponds, roosting habitats on buildings, landscaping, agricultural or aquaculture activities, wetlands, solid waste collection sites, and golf courses, are bird/wildlife attractants. As such, these improvements should be carefully sited, designed and managed to minimize their attractiveness for birds/wildlife. The City of Freeport will, to the extent practical, work with the Eglin AFB, to implement the Eglin AFB Bird and Wildlife Aircraft Strike Hazard (BASH) to minimize aviation related wildlife threats within the MTR 2 Subzone.



City of Freeport

Proposed Land Development Code Amendment

Chapter 2, Subdivision Code

Tri-County Small Area Studies (SAS)

FREEMPORT SUBDIVISION CODE MODIFICATIONS

The following text provides language recommended to be inserted into Chapter 2 of the City of Freeport Subdivision Code. The draft language includes information that would implement pertinent provisions of the Military Influence Overlay District (MIOD). Table A identifies the location where each section would be inserted.

INSERT A – PRELIMINARY PLAT PRE-APPLICATION CONFERENCE REQUIRED

A pre-application conference with the City of Freeport Planning Department is required for all preliminary plat applications for properties that are wholly or partially within a Military Influence Overlay District (MIOD), as defined in Chapter 2. The City of Freeport Planning Department shall notify the 96 Civil Engineer Group by fax and/or email of the meeting summary identifying the location of the potential project and a summary of the applicants' intentions.

INSERT B – MINOR SUBDIVISIONS IN MILITARY INFLUENCE OVERLAY DISTRICT

Any proposed minor subdivisions in a Military Influence Overlay District (MIOD) shall be submitted to the Freeport Planning Department and reviewed for consistency with all applicable Land Development Code and Comprehensive Plan regulations prior to the subdivision of land.

INSERT C – SITE PLAN SUBMITTAL REQUIREMENTS – NOTIFICATION STATEMENT

Site Plan Applications within a Military Influence Overlay District. If a site plan, either part or whole, is located within a Military Influence Overlay District (MIOD), the boundaries of the MIOD shall be delineated on the site plan. If the entire site plan lies inside the MIOD, the site plan shall incorporate a statement that declares all property within its legal description as located within the MIOD. Any site plan, or portion thereof, that lies within a MIOD shall include notification language that is substantially similar to that appearing in the following statement, as may apply to the property:

“Notice: This property is located within an area that is near the Eglin Air Force Base Military Reservation, and may be impacted by noise, odors, flight safety hazards, and other potential compatibility issues related to Military Reservation operations. This property is subject to the development regulations included in the Military Influence Overlay District (MIOD) adopted by the City of Freeport, and may be subject to additional restrictions set forth in other ordinances of the City of Freeport and in covenants recorded in the official records of the Clerk of Walton County.”

INSERT D – PRELIMINARY PLAT SUBMITTAL REQUIREMENTS – NOTIFICATION STATEMENT

Plat Applications within a Military Influence Overlay District. If the plat, either part or whole, is within a Military Influence Overlay District (MIOD), the boundaries of the MIOD shall be delineated on the plat. If the entire plat lies inside the MIOD the plat shall incorporate a statement that declares all property within its legal description as within the MIOD. Any plat or portion thereof that lies within a MIOD shall

Tri-County Small Area Studies (SAS)

FREERPORT SUBDIVISION CODE MODIFICATIONS

include notification language that is substantially similar as that appearing in the following statement, as may apply to the property:

“Notice: This property is located within an area that is near the Eglin Air Force Base Military Reservation, and may be impacted by noise, odors, flight safety hazards, and other potential compatibility issues related to Military Reservation operations. This property is subject to the development regulations included in the Military Influence Overlay District (MIOD) adopted by the City of Freeport, and may be subject to additional restrictions set forth in other ordinances of the City of Freeport and in covenants recorded in the official records of the Clerk of Walton County.”

INSERT E – PRELIMINARY PLAT SUBMITTAL REQUIREMENTS – COVENANTS AND RESTRICTIONS

All subdivisions located wholly or partially within a Military Influence Overlay District (MIOD) shall submit a covenants and restrictions document that requires a property owner of a property located within a MIOD to disclose to any prospective buyer or tenant the property’s proximity to the Eglin Air Force Base Military Reservation. The covenants and restrictions document shall be recorded concurrent with the approved final plat. Sample language for inclusion in such covenants and restrictions will be provided to the applicant by the City of Freeport.

INSERT F – SITE PLAN REVIEW BY EGLIN AIR FORCE BASE

All site plan applications in a Military Influence Overlay District (MIOD) shall be transmitted by the City of Freeport to the 96 Eglin Civil Engineer Group for review and comment immediately after the application is received. The City of Freeport shall not approve, nor recommend for approval, any site plan in a MIOD for a period of 30 calendar days from the date of application unless written comments are received from the Eglin AFB Base Commands and Civil Engineer Group before expiration of the 30 day period. If the City does not receive any comments from Eglin AFB Base Commands within the timeframe identified above, it shall be assumed that the site plan does not create any outstanding issues relative to mission readiness or compatibility.

INSERT G – PRELIMINARY PLAT REVIEW BY EGLIN AIR FORCE BASE

All preliminary plat applications in a Military Influence Overlay District (MIOD) shall be transmitted by the City of Freeport to the 96 Civil Engineer Group for review and comment immediately after the application is received. The City of Freeport shall not approve, nor recommend for approval, any preliminary plat in a MIOD for a period of 30 days from the date of application unless written comments are received from the Eglin 96 Civil Engineer Group before expiration of the 30 day period. (Jurisdiction to augment its submittal requirements to allow for one submittal to be transmitted to the Eglin AFB Base Commands Point of Contact). If the City does not receive any comments from Eglin AFB Base Commands within the timeframe identified above, it shall be assumed that the site plan does not create any outstanding issues relative to mission readiness or compatibility.

Tri-County Small Area Studies (SAS)
FREEPORT SUBDIVISION CODE MODIFICATIONS

Table A

Section Locations⁽¹⁾ for Freeport Subdivision Code Inserts

Military Influence Overlay District (MIOD)

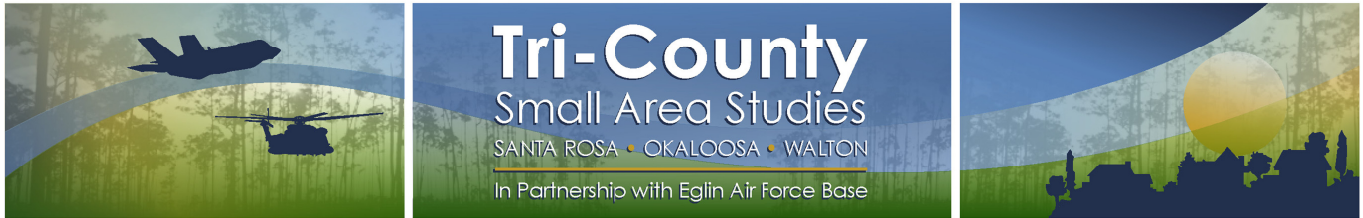
	Insert A Preliminary Plat Pre-Application Conference Required	Insert B Minor Subdivision in Military Influence Overlay District	Insert C Site Plan Submittal Requirements – Notification Statement	Insert D Preliminary Plat Submittal Requirements - Notification Statement	Insert E Preliminary Plat Submittal Requirements – Covenants and Restrictions	Insert F Site Plan Review by Eglin Air Force Base	Insert G Preliminary Plat Review by Eglin Air Force Base
Jurisdiction							
City of Freeport	2.01.05 (A)	2.01.06 (A) (2) (e)	2.01.06 (A) (2) (f)	2.01.06(A) (2) (g)	2.01.06(A) (2) (h)	2.01.06 (A) (3) (c)	2.01.06 (A) (3) (d)

Notes:

⁽¹⁾ Recommendations regarding the appropriate section to include new subdivision are preliminary.

Appendix





APPENDICES

TABLE OF CONTENTS

- Appendix A: Memorandum on Data Gaps**
- Appendix B: Compatibility Guidelines**
- Appendix C: Memorandum on Study Area Map**
- Appendix D: Map of Land Use Compatibility Issues**
- Appendix E: Map of Planning Sub Areas**
- Appendix F: Baseline Report on Economic and Demographic Conditions**
- Appendix G: Memorandum Documenting Findings of Policy / Regulatory Analysis**
- Appendix H: Memorandum of Alternative Approaches**
- Appendix I: Memorandum of Transfer of Development Rights and Cluster Zoning**
- Appendix J: Memorandum on Proposed FLUM Changes**
- Appendix K: Memorandum on Proposed Zoning Map Changes**
- Appendix L: Final Economic and Demographic Impacts of Proposed Changes**
- Appendix M: Public Draft Small Area Studies (SAS) Document**
- Appendix N: Public Draft Small Area Studies Completed Comment Tracker and Responses**
- Appendix O: Memorandum Outlining Public Participation Strategy**
- Appendix P: Small Area Study Informational Brochure**



Date: September 1, 2011

To: Mr. Jeff Fanto
Growth Project Coordinator

From: Celeste Werner
Project Manager

**Re: Task 2: Data Gap Memorandum Deliverable
Okaloosa Small Area Studies**

This Memorandum memorializes the results of the collection of pertinent information associated with Task 2: Initial Data Collection, Mapping and Analysis. The efforts associated with this task have resulted in the collection of a substantial amount of pertinent data by Santa Rosa County, Okaloosa County, Walton County, and the Cities of Crestview, Laurel Hill, DeFuniak Springs and Freeport. The list below has been prepared to identify the data (and/or the format in which we would like to receive the data) that has not yet been provided to Matrix Design Group at the present time. In terms of the timing for our needs, the data identified in highlighted type identifies information that we require on or before September 2, 2011. These data items are principally the responsibility of Eglin AFB. We continue to work closely with their staff to collect these items. Items that are not highlighted will be required on or before September 23, 2011. As shown below data that is required in a native format (i.e. Word, GIS shapefiles, etc.) is designated with a (N).

Santa Rosa County

Recent Development Applications and Maps
Water/Sewer Service Area
Yellow River Ravine Land Management Plan
Milton Draft Wastewater Facilities Plan

GIS-Development Applications (planned and approved)
GIS-Utility Lines and Future Line Locations

Okaloosa County

Water/Sewer Service Area

GIS-Development Applications (planned and approved)

GIS-Utility Lines and Future Line Locations

Walton County

Comprehensive Plan (N-Word file)

Land Development Code (N-Word file)

Building Code (N-Word file)

Recent Development Applications

Capital Improvement Plans

Water/Sewer Service Area

Subdivision Regulations

GIS-Development Applications

GIS-Utility Lines and Future Line Locations

City of Crestview

Comprehensive Plan (N-Word file)

Zoning Ordinance (N-Word file)

Building Code (N-Word file)

Recent Development Applications

Capital Improvement Plans

Water/Sewer Service Area

GIS-Development Applications

GIS-Utility Lines and Future Line Locations

City of Laurel Hill

Comprehensive Plan (N-Word file)

Land Development Code (not utilized-but not officially rescinded)

City of DeFuniak Springs

Comprehensive Plan (N-Word file)

Building Code (N-Word file)
Recent Development Applications
Subdivision Regulations (N-Word file)

GIS-Development Applications
GIS-Utility Lines and Future Line Locations

City of Freeport

Building Code (N-Word file)

Eglin Air Force Base (based on request to Eglin AFB dated May 3, 2011)

GIS data

Figure A-3b (BRAC EIS Alternative 2 Noise Contours); Figure A-9 (High Priority Conservation Areas (Eglin may not be the primary source on this) Public Lands (Eglin may not be the primary source on this); Figure A-10 (Cruise Missile Corridor); Figure A-11 (Restricted Area/Danger Zone)

- Training ranges and their list of operations for: the 7th Special Forces Group (Airborne): two clusters of live fire ranges are under construction for this new range user. Including the “Backyard Ranges”, situated between the 7SFG(A) cantonment site and Camp Rudder, the “Distant Ranges”,
- Cantonment boundaries: Both Duke Field and Camp Rudder’s cantonment boundaries have undergone substantial modifications (from Jess’s team that is pertinent to the project (based on Eglin meeting on May 2, 2011 with Eglin Staff)).

Eglin AFB input on density / intensity / use for:

Phase radar (hazard or exclusion areas)
Cruise missile corridors
Low level corridors
Impulse noise contours
1 mile buffer
Critical approach corridors
Supersonic corridors
Imaginary surfaces

Compatibility Checklist

Need information that is currently used by Eglin AFB to evaluate projects outside the Reservation for compatibility. Please provide the checklist and any documents used in making a determination.

Vertical Obstruction

Information on formal/informal partnering with the Forest Service relative to real property disposal proximate to Eglin AFB.

TRAINING MISSION COMPATIBILITY GUIDELINES

Tri-County Small Area Studies	Auxiliary/Field 6 Military Overlay Districts			Duke Field	Overlay Districts				Military	Rock Hill Landing Zone (LZ) Military Overlay Districts	Drop Zone (DZ)		Districts				Military Overlay	Impulse Area (IA) Military Overlay District	Military Training Routes (MTR) Military Overlay Districts					
	Critical Appr 2	Critical Appr 1	APZ II	Critical Appr 2	Critical Appr 1	Noise Area 2	Noise Area 1	APZ II	Critical Appr 2	Critical Appr 1	Critical Appr 2	Critical Appr 1	Critical Appr 2	Critical Appr 1	Critical Appr 2	Critical Appr 1	Impulse Area	MTR 1	MTR 1	MTR 2	MTR 2	MTR 2	MTR 2	
	Approach / Depart	Critical Approach / Depart	APZ II	Approach / Depart	Critical Approach / Depart	65 - 70 dB	70 - 75 dB	APZ II	Approach / Depart	Critical Approach / Depart	Sontay DZ Approach / Depart	Sontay DZ Critical Approach / Depart	Pino II DZ Approach / Depart	Pino II DZ Critical Approach / Depart	Bogart DZ Approach / Depart	Bogart DZ Critical Approach / Depart	High / Moderate mix (65 - 75 dB)	Floor 200'	Floor 250'	Floor 500'	Floor 1,000'	Floor 1,500'	Cruise Missile Corridor Floor 500'	
Encroachment Issues: D - Density H - Height IN - Impulse Noise OL - Outdoor Lighting ON - Overflight Noise RFS - Radio Frequency Spectrum	D H OL ON RFS	D H OL ON RFS	D H OL ON RFS	D H OL ON RFS	D H OL ON RFS	D H OL ON RFS	D H OL ON RFS	D H OL ON RFS	D H OL ON RFS	D H OL ON RFS	D H OL ON	D H OL ON	D H OL ON	D H OL ON	D H OL ON	D H OL ON	IN OL	D H OL ON No Structures > 150'	D H OL ON No Structures > 200'	D H OL ON No Structures > 450'	D H OL ON No Structures > 950'	D H OL ON No Structures > 1,450'	D H OL ON No Structures > 450'	
Santa Rosa County																								
Okaloosa County																								
City of Crestview																								
City of Laurel Hill																								
Walton County																								
City of Freeport																								
City of DeFuniak Springs																								
Residential (Note 1)																								
1100a to 1100c	Single units; detached; <= 1 du/ 15ac to <= 1du/5 ac																							
1100d	Single units; detached; <= 1 du/ac																							
1100e and 1100f	Single units; detached; <= 2 du/ac or >2 du/ac																							
1100g and 1100h	Single units; semi-detached; > 2 du/ac and >2 du/ac																							
1100i and 1100j	Two units; side-by-side and one above the other																							
1100k to 1900	Single units; detached; <= 4 du /ac to Other Residential																							
Manufacturing																								
2100 and 2200	Food & kindred products; textile mill products; manufacturing																							
2300	Apparel and other finished products made from fabrics, leather, and similar materials; manufacturing																							
2400 to 2700	Lumber and wood products;furniture; paper; painting; manufacturing																							
2800 to 3000	Chemicals and allied products; petroleum; rubber and plastics; manufacturing																							
3200 to 3400	Stone, clay and glass; primary and fabricated metal products manufacturing																							
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks manufacturing																							
3900	Miscellaneous manufacturing																							

TRAINING MISSION COMPATIBILITY GUIDELINES

Tri-County Small Area Studies		Auxiliary/Field 6 Military Overlay Districts			Duke Field Overlay Districts				Military		Rock Hill Landing Zone (LZ) Military Overlay Districts		Drop Zone (DZ) Districts				Military Overlay		Impulse Area (IA) Military Overlay District	Military Training Routes (MTR) Military Overlay Districts					
		Critical Appr 2	Critical Appr 1	APZ II	Critical Appr 2	Critical Appr 1	Noise Area 2	Noise Area 1	APZ II	Critical Appr 2	Critical Appr 1	Critical Appr 2	Critical Appr 1	Critical Appr 2	Critical Appr 1	Critical Appr 2	Critical Appr 1	Impulse Area	MTR 1	MTR 1	MTR 2	MTR 2	MTR 2	MTR 2	
		Approach / Depart	Critical Approach / Depart	APZ II	Approach / Depart	Critical Approach / Depart	65 - 70 dB	70 - 75 dB	APZ II	Approach / Depart	Critical Approach / Depart	Sontay DZ Approach / Depart	Sontay DZ Critical Approach / Depart	Pino II DZ Approach / Depart	Pino II DZ Critical Approach / Depart	Bogart DZ Approach / Depart	Bogart DZ Critical Approach / Depart	High / Moderate mix (65 - 75 dB)	Floor 200'	Floor 250'	Floor 500'	Floor 1,000'	Floor 1,500'	Cruise Missile Corridor Floor 500'	
Transportation, Communications and Utilities																									
4100 to 4600	Railroad, rapid rail transit; motor vehicle; aircraft transportation;marine transportation;highway right of way;automobile parking																								
4700 to 4800	Communications and utilities																								
4850	Solid waste disposal (landfills, debris disposal, incineration, etc.)																								
4900	Other transportation, communications and utilities																								
4900a	Man-made water impoundments (wet stormwater ponds, golf ponds)																								
Trade																									
5100	Wholesale trade																								
5190	Other wholesale trade (scrap and recycling collection/processing)																								
5200 to 5700	Retail trade-building materials, hardware and farm equipment;general merchandise;food;automotive and marine;gas stations;apparel and accessories;furniture																								
5800	Retail trade-eating and drinking establishments																								
5900	Other retail trade																								
Services																									
6100	Finance, insurance and real estate services																								
6200	Personal services																								
6240	Funeral homes, crematory services: cemeteries																								
6300 to 6400	Business services; warehousing and storage;repair services																								
6500	Professional services																								
6590	Other professional services (engineering, architecture, accounting, research, etc.)																								
6513 to 6516	Hospitals, other medical facilities;nursing homes																								
6600	Contract construction services																								
6700	Governmental services																								
6740 to 6800b	Correctional institutions;educational services;child care services																								
6900	Miscellaneous services																								
6910	Religious activities (churches, synagogues, and temples)																								

TRAINING MISSION COMPATIBILITY GUIDELINES

Tri-County Small Area Studies		Auxiliary/Field 6 Military Overlay Districts			Duke Field Overlay Districts				Military	Rock Hill Landing Zone (LZ) Military Overlay Districts		Drop Zone (DZ)		Districts				Military Overlay	Impulse Area (IA) Military Overlay District	Military Training Routes (MTR) Military Overlay Districts						
		Critical Appr 2	Critical Appr 1	APZ II	Critical Appr 2	Critical Appr 1	Noise Area 2	Noise Area 1	APZ II	Critical Appr 2	Critical Appr 1	Critical Appr 2	Critical Appr 1	Critical Appr 2	Critical Appr 1	Critical Appr 2	Critical Appr 1	Impulse Area	MTR 1	MTR 1	MTR 2	MTR 2	MTR 2	MTR 2		
		Approach / Depart	Critical Approach / Depart	APZ II	Approach / Depart	Critical Approach / Depart	65 - 70 dB	70 - 75 dB	APZ II	Approach / Depart	Critical Approach / Depart	Sontay DZ Approach / Depart	Sontay DZ Critical Approach / Depart	Pino II DZ Approach / Depart	Pino II DZ Critical Approach / Depart	Bogart DZ Approach / Depart	Bogart DZ Critical Approach / Depart	High / Moderate mix (65 - 75 dB)	Floor 200'	Floor 250'	Floor 500'	Floor 1,000'	Floor 1,500'	Cruise Missile Corridor Floor 500'		
Cultural, Entertainment and Recreational																										
7110	Cultural activities (art galleries, libraries, museums)																									
7120	Nature exhibits (zoos, botanical gardens)																									
7200	Public assembly (movie theater)																									
7211	Outdoor music shell, amphitheaters																									
7220	Outdoor sports arenas, spectator sports, stadiums																									
7231	Auditoriums, concert halls																									
7300a	Amusements - Outdoor (fairgrounds, miniature golf, driving ranges, amusement parks, etc.)																									
7300b	Amusements - Outdoor [Lighted] (driving ranges, play fields, light/laser shows)																									
7300c	Amusements - Indoor (shooting gallery, skating / ice rink, bowling, billiards, etc.)																									
7400	Recreational activities (including golf courses, tennis courts, riding stables, water recreation)																									
7440	Marinas (yachting clubs, boat rentals and access)																									
7425	Gyms and athletic clubs (health spas and fitness centers; excluding resort lodges)																									
7500	Resorts and group camps (including resort lodges, bed and breakfast inns)																									
7600	Parks (passive recreation areas)																									
7900	Other cultural, entertainment and recreation																									
Resources Production and Extraction																										
8100a	Agriculture (except livestock)																									
8100b	Agriculture (except livestock) w/residential																									
8160a	Livestock farming and animal breeding																									
8160b	Livestock farming and animal breeding w/residential																									
8160c	Exotic livestock farming and animal breeding (ostrich, emu, alpaca, etc.)																									
8200a	Agricultural related activities																									
8200b	Agricultural related activities w/residential																									
8220	Animal husbandry services (animal hospitals and clinics, kennels)																									
8300a	Forestry activities and related services																									
8300b	Forestry activities and related services w/residential																									
8320 to 8900	Forestry activities, fishing activities, mining activities, other resources production and extraction																									

= Permitted
 = Conditional
 = Prohibited



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To: Mr. Ken Little, Growth Project Coordinator, Tri-County Small Area Studies

Copy to: Mr. Elliot Kampert, Director, Okaloosa County Growth Management Department

From: Celeste Werner, AICP
Project Manager

Subject: Update to Task 2C Deliverable - Delineate Study Area Deliverable with Consideration for Rock Hill Landing Zone (LZ) and LZ East

The refined delineation of the Small Area Study (SAS) study area was initiated from the designation of the MAZ (Santa Rosa County) / MIPA III (Okaloosa and Walton Counties) boundaries in the adopted Eglin Joint Land Use Study (JLUS). This memo will serve as the updated deliverable based on the information received delineating the Rock Hill LZ and LZ East Approach and Departure Zones.

In earlier phases of this planning process, the Approach and Departure Zones for Rock Hill LZ and LZ East were not included in the development of refined study area. However as input and data received, it was determined that the Rock Hill LZ and LZ East Approach and Departure Zones should be incorporated in the recommendations of this planning process.

Based on the established parameters in the earlier memo dated August 19, 2011, the inclusion of Rock Hill LZ and LZ East added the following to the affected jurisdictions:

- **Walton County** – With the addition of the approach and departure zones of LZ East, there were an additional 3,453 acres added to the Military Influence Overlay District (MIOD). As a result of input and the Okaloosa Board of County Commissioners meeting on August 21, 2012, the requirement for proposed FLUM and zoning changes were removed from the Final SAS Report. However, the SAS recommends the use of compatibility guidelines (See Walton County Proposed FLU) when considering FLUM amendments for Walton County.
- **DeFuniak Springs** – With the addition of the approach and departure zones for Rock Hill LZ, Critical Approach 1 was added to the subzones of the MIOD for the City of DeFuniak Springs. No additional acres or parcels were added to the MIOD for DeFuniak Springs. However, low sodium pressure lighting standards and height restrictions have been recommended for the Critical Approach I subzone (See DeFuniak Springs MIOD).

This memo combined with the original Study Area Memo concludes the deliverables for Task 2C of the Tri-County SAS.



Date: August 19, 2011

To: Mr. Jeff Fanto
Growth Project Coordinator

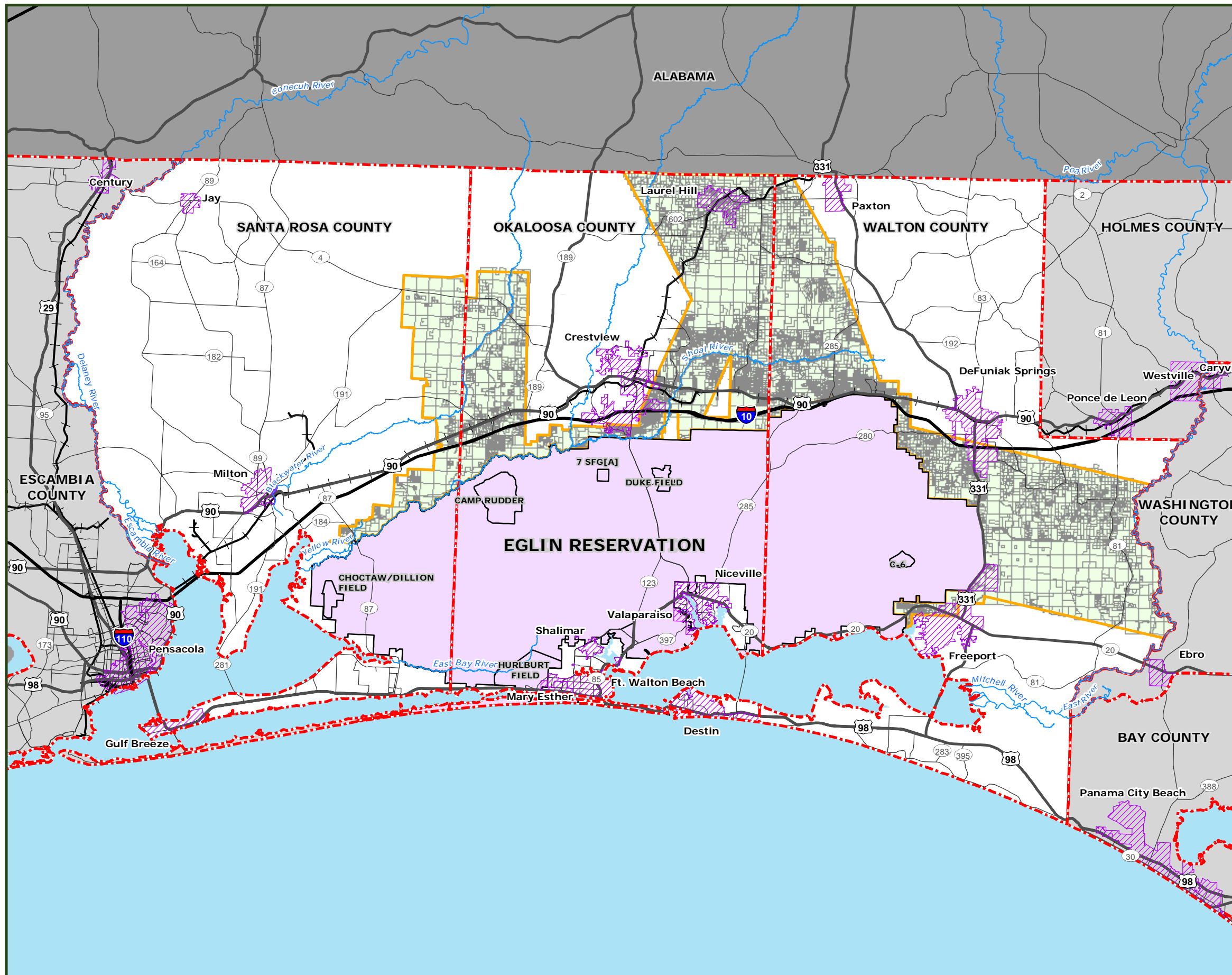
From: Celeste Werner
Project Manager

Re: Task 2c: Delineate Study Area Deliverable
Tri-County Small Area Studies

The refined delineation of the Small Area Study (SAS) study area was initiated from the designation of the MAZ (Santa Rosa County) / MIPA III (Okaloosa and Walton Counties) boundaries in the adopted Eglin Joint Land Use Study (JLUS). The intent of preparing a refined MAZ/MIPA III boundary is to foster ease in the administration of implementation efforts associated with this designation. The protocol for designation is that the boundary does not generally split parcels within each of the three counties-either the parcel is entirely located within the MAZ/MIPA III designation or entirely outside. Beginning with the initial configuration presented in the Eglin JLUS, we have utilized updated parcel data from each of the three counties to refine the initial MAZ/MIPA III boundary within each of the three counties as shown on Figure 1. In order to refine the existing boundary, the following parameters were established for each county, based on the concurrence of their planning staff:

- **Santa Rosa County:** If more than 50% of the parcel is included in the JLUS MAZ, then the entire parcel is included in the new MAZ boundary as shown on Figure 2 (attached). Several discrete locations do not comply with the 50% rule and are shown on Figures 2a-2e (attached).
- **Okaloosa County:** If more than 50% of the parcel is included in the JLUS MIPA III, then the entire parcel is included in the new SAS boundary, as shown on Figure 3 (attached). Inset maps for Laurel Hill (Figure 4) and Crestview (Figure 5) are also attached for reference.
- **Walton County:** If more than 50% of the parcel is included in the JLUS MIPA III, then the entire parcel is included in the new MIPA III boundary. Where the MIPA III parcels cross Interstate 10 (in which case the portion of each parcel extending to the north of Interstate 10 is truncated), it forms the SAS boundary as shown on Figure 6 (attached). Inset maps for DeFuniak Springs (Figure 7) and Freeport (Figure 8) are also attached for reference.

This electronic transmittal of the Study Area Delineation package concludes Subtask 2c: Delineate Study Area of the Tri County SAS Scope of Work. We will transmit the shapefile data to you under separate cover. If you have any further questions or require additional information, please do not hesitate to contact me.



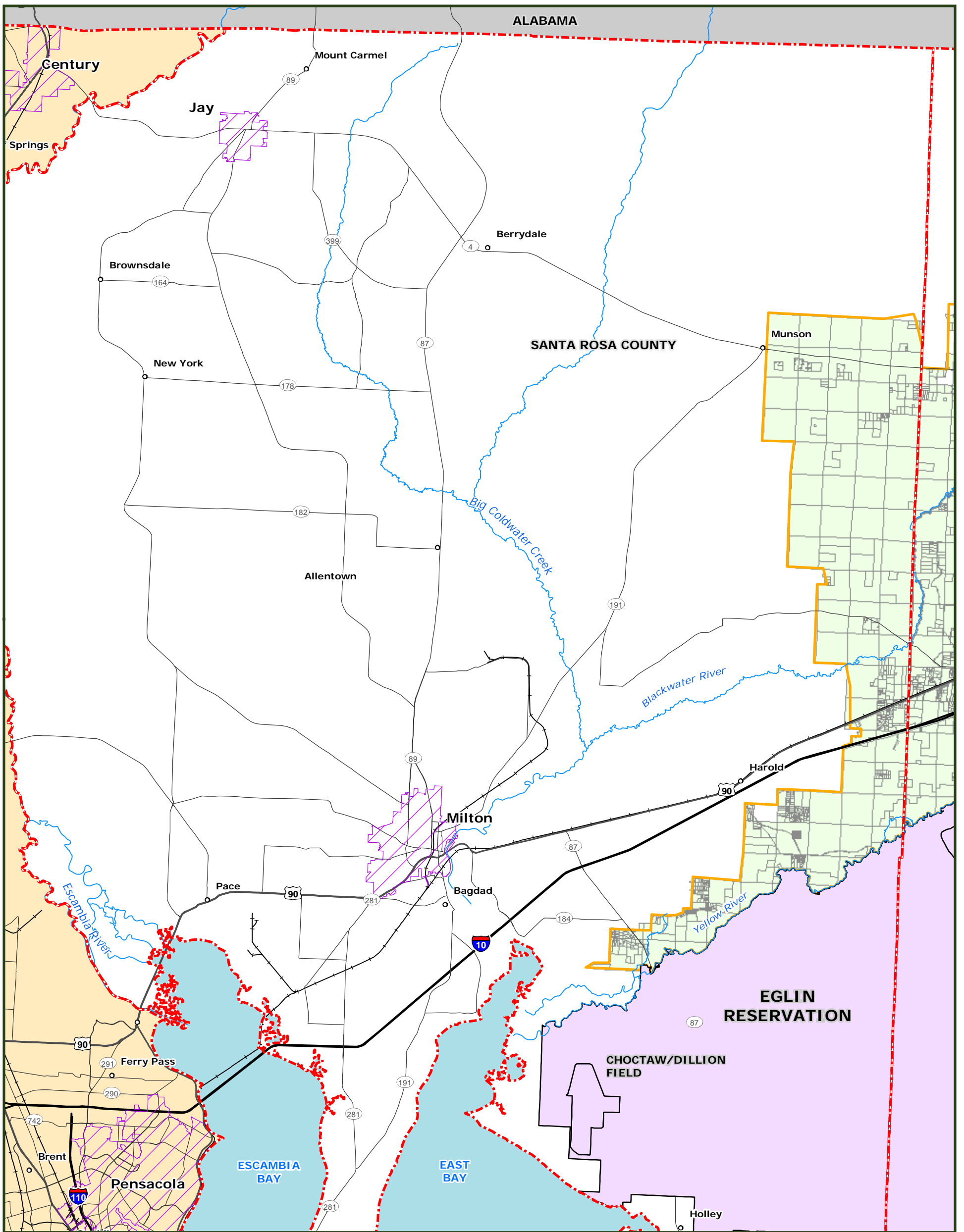
- Project Study Area
- JLUS MAZ III Boundary
- City/Town (Incorporated Area)
- County Boundary
- Eglin Installation Boundary



Project Study Area
Tri-County



Figure 1

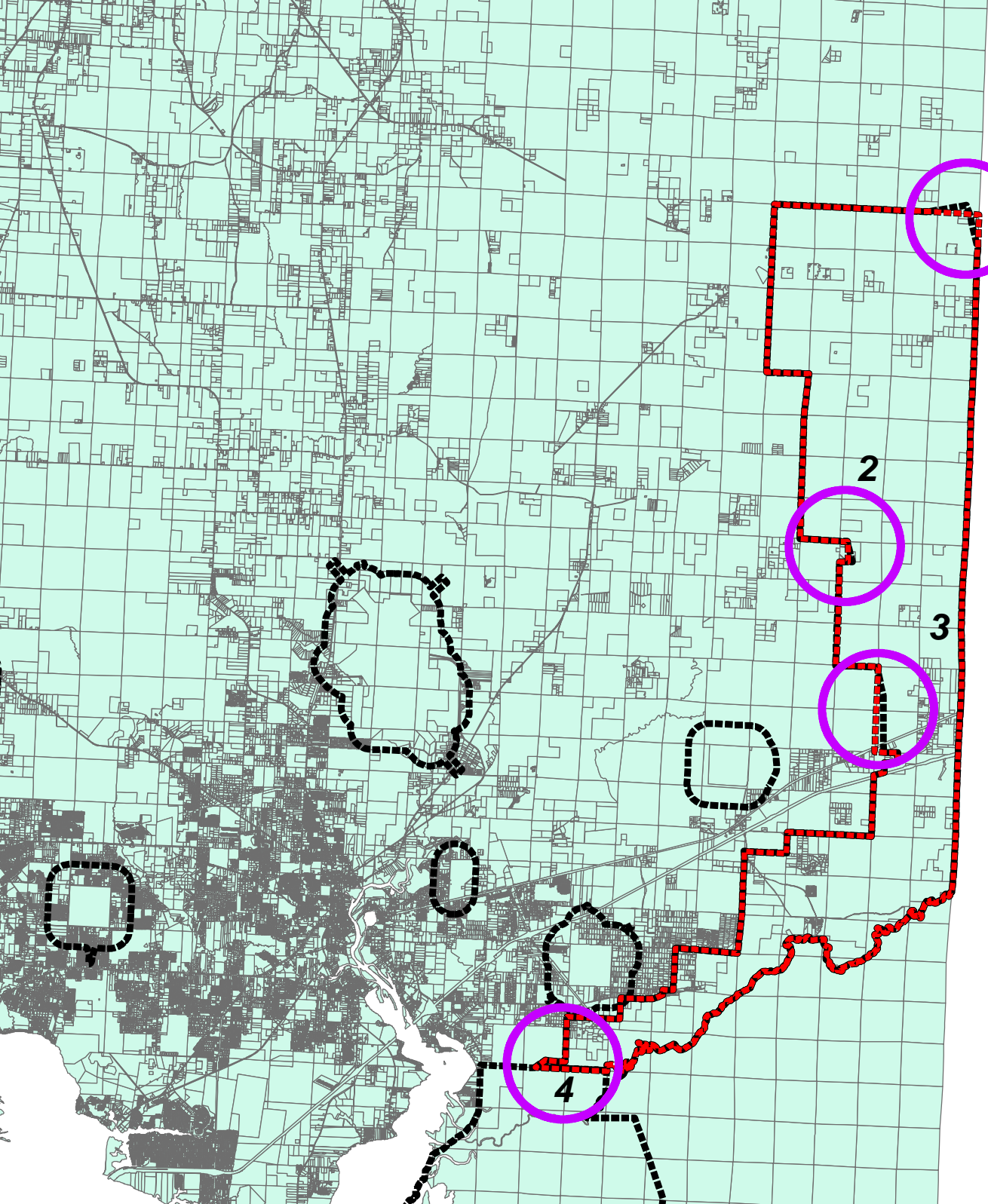


- Project Study Area
- JLUS MAZ III Boundary
- County Boundary
- Eglin Installation Boundary
- City/Town (Incorporated Area)

Matrix Design Group, Inc.
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Figure 2
Project Study Area
Santa Rosa County

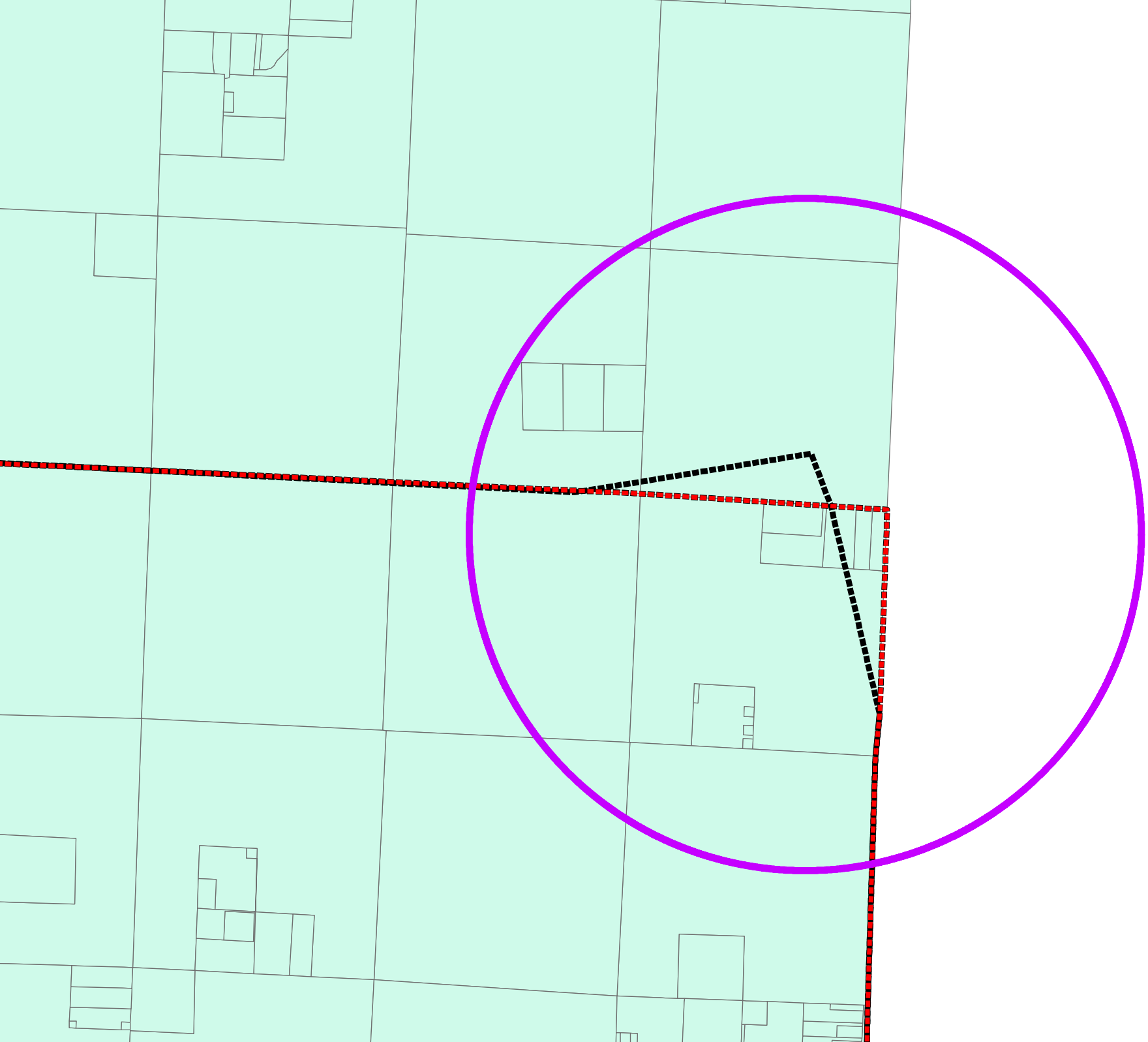


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2

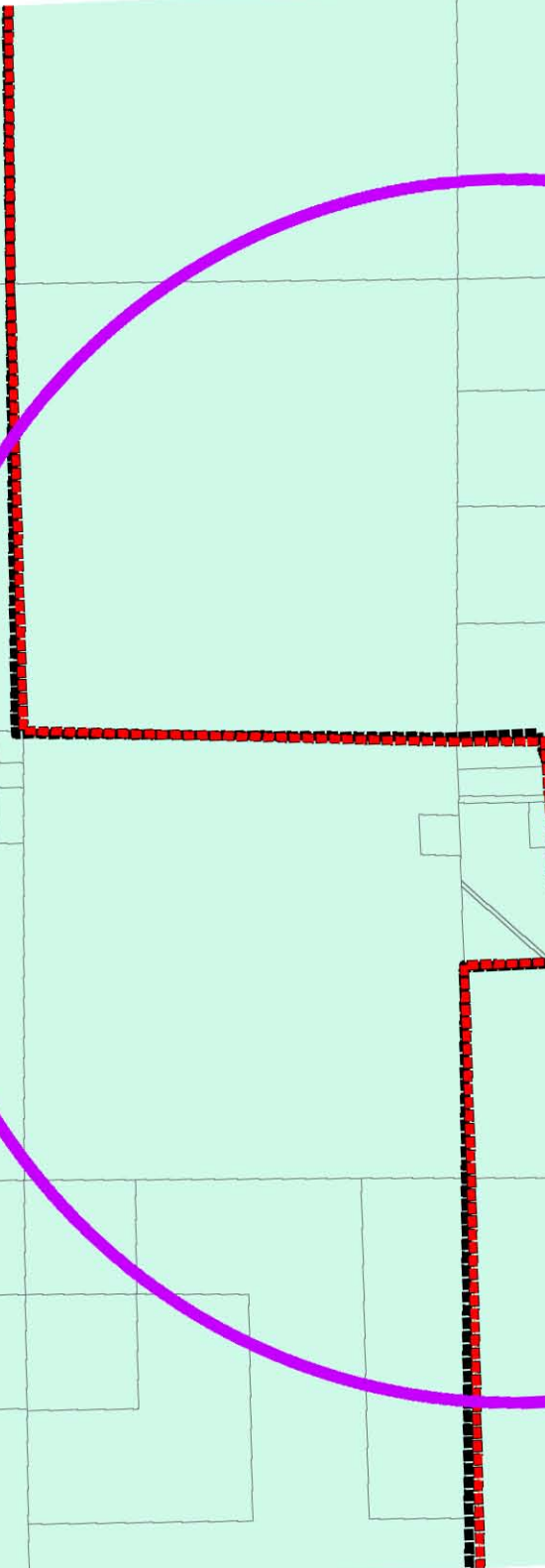
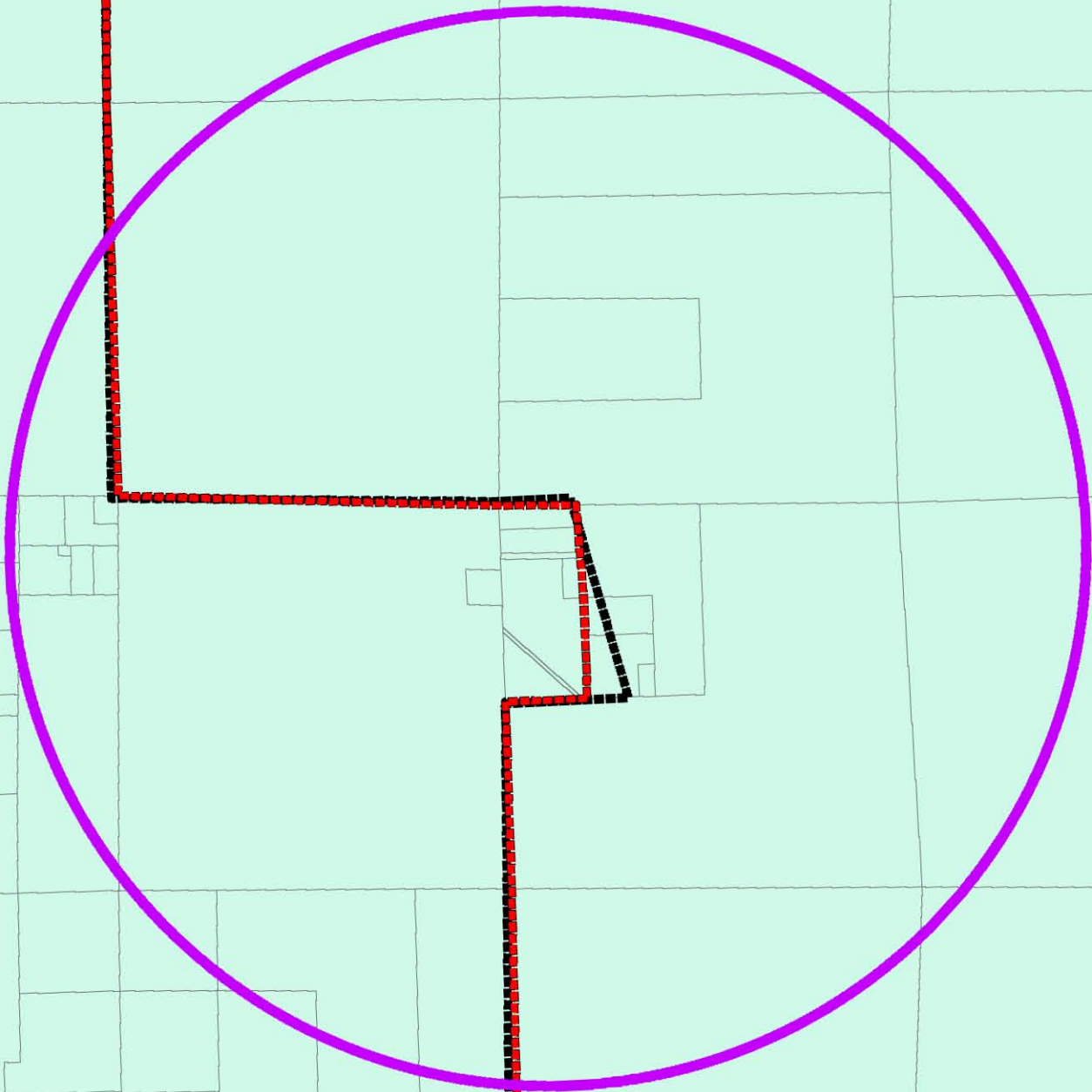
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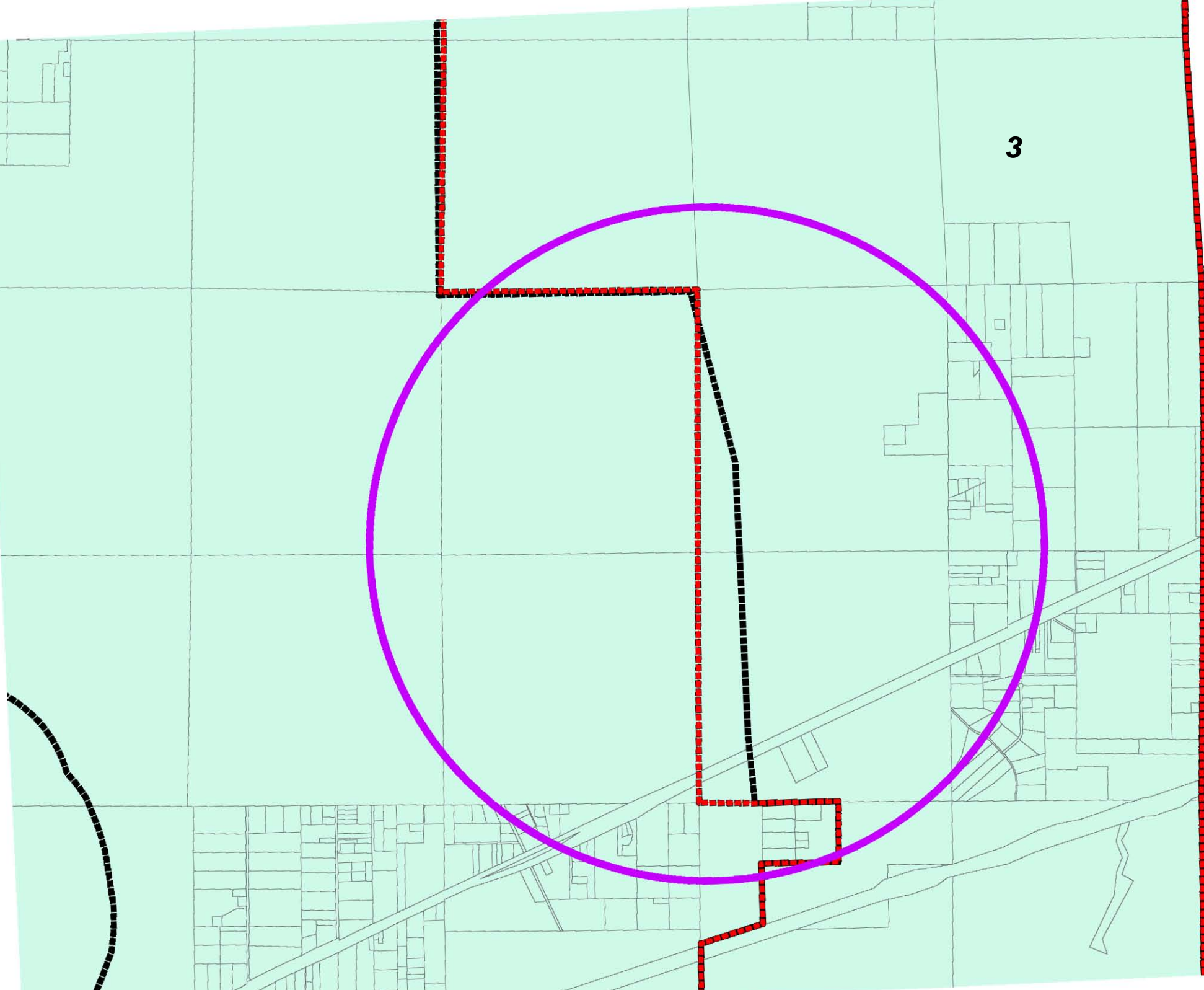
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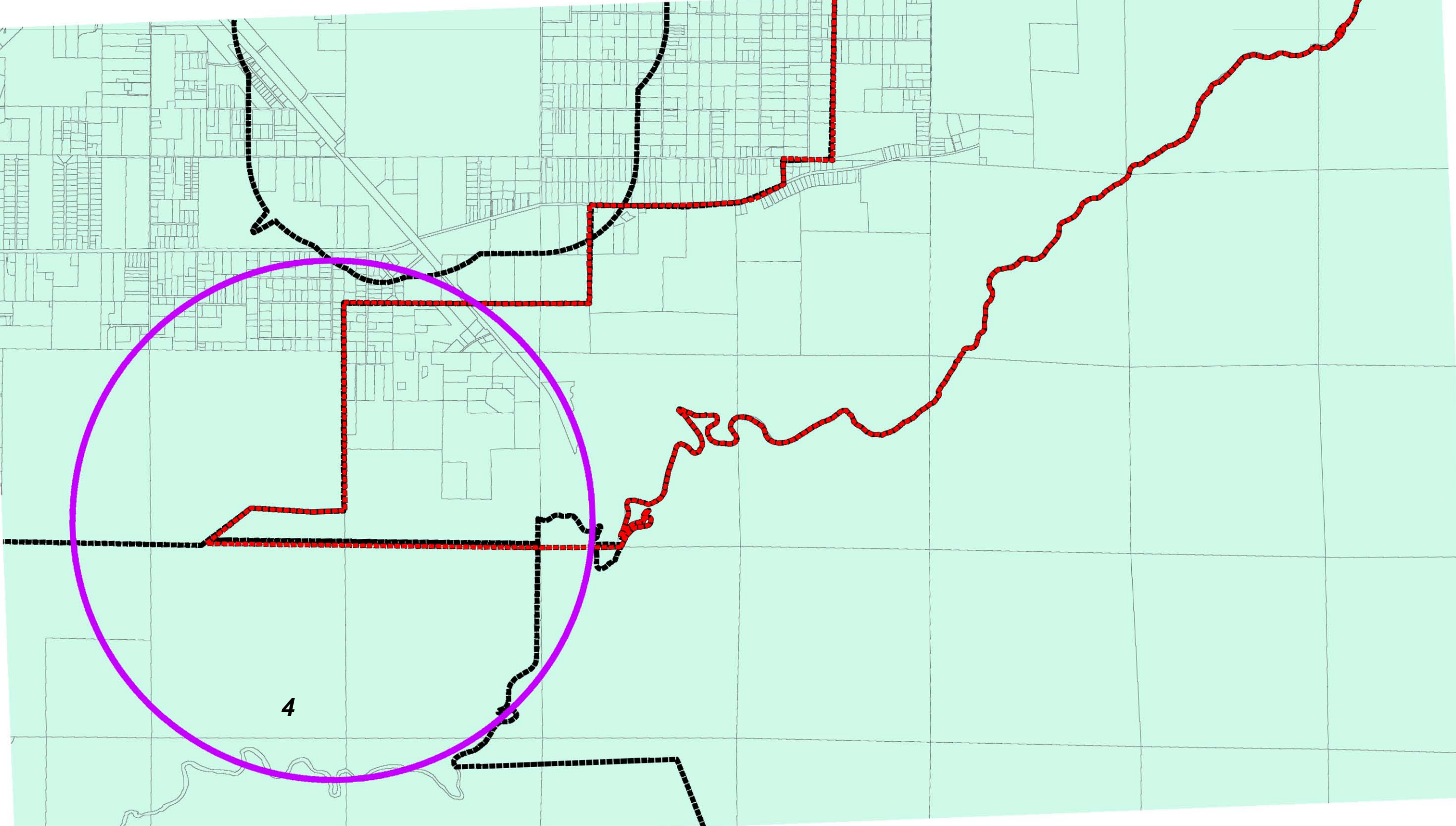
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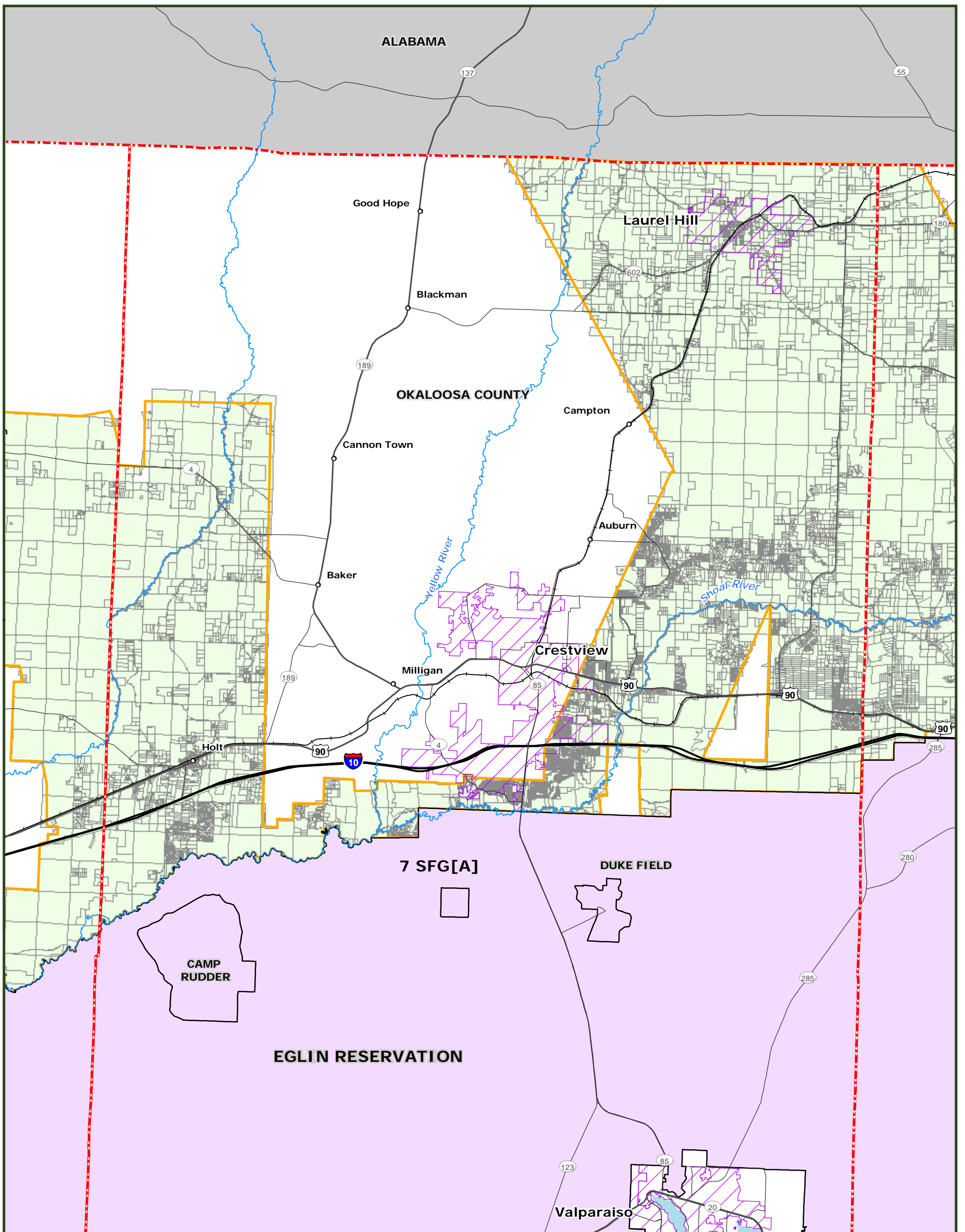




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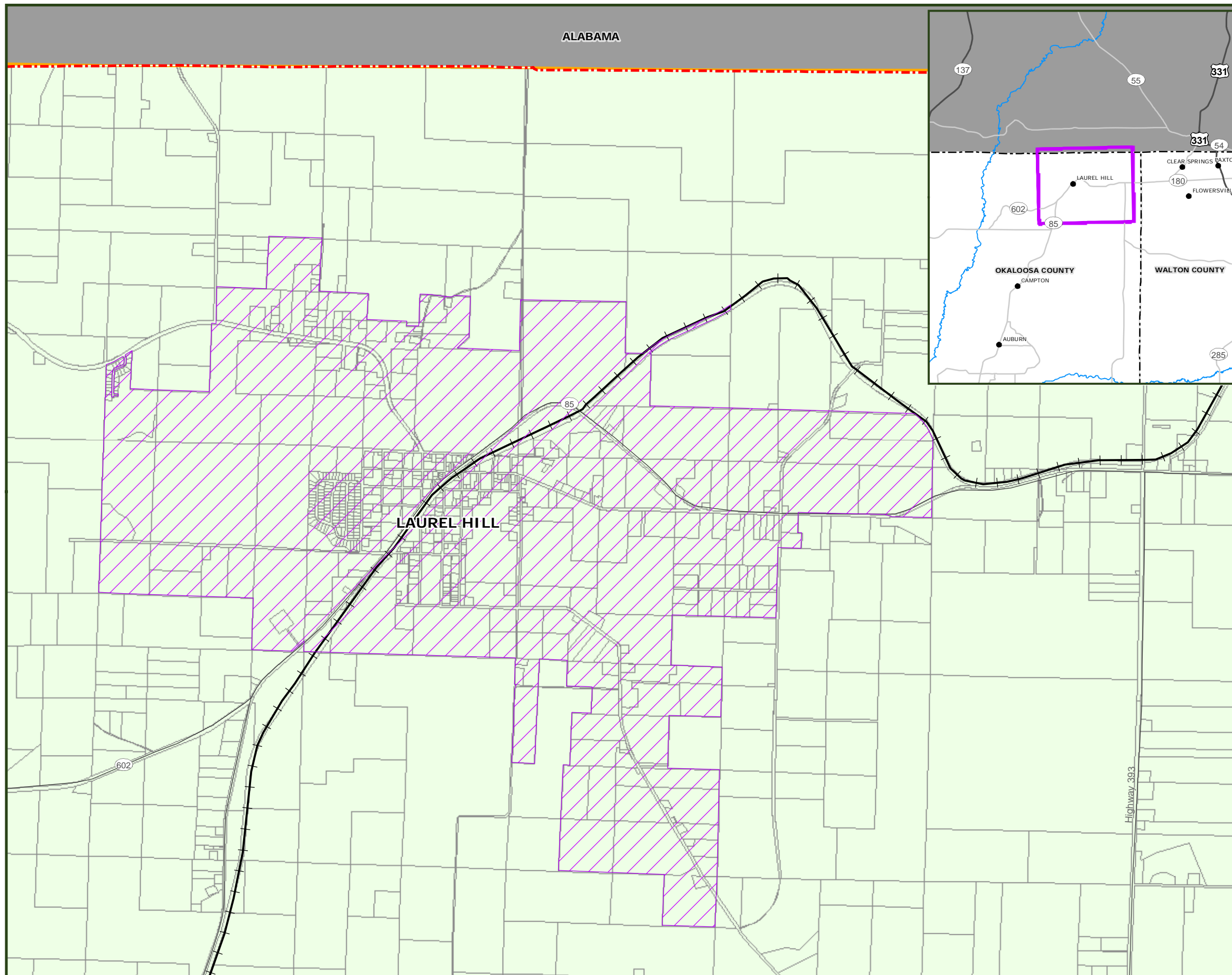
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- Project Study Area
- JLUS MAZ III Boundary
- County Boundary
- City/Town (Incorporated Area)
- Eglin Installation Boundary



Figure 3
Project Study Area
Okaloosa County



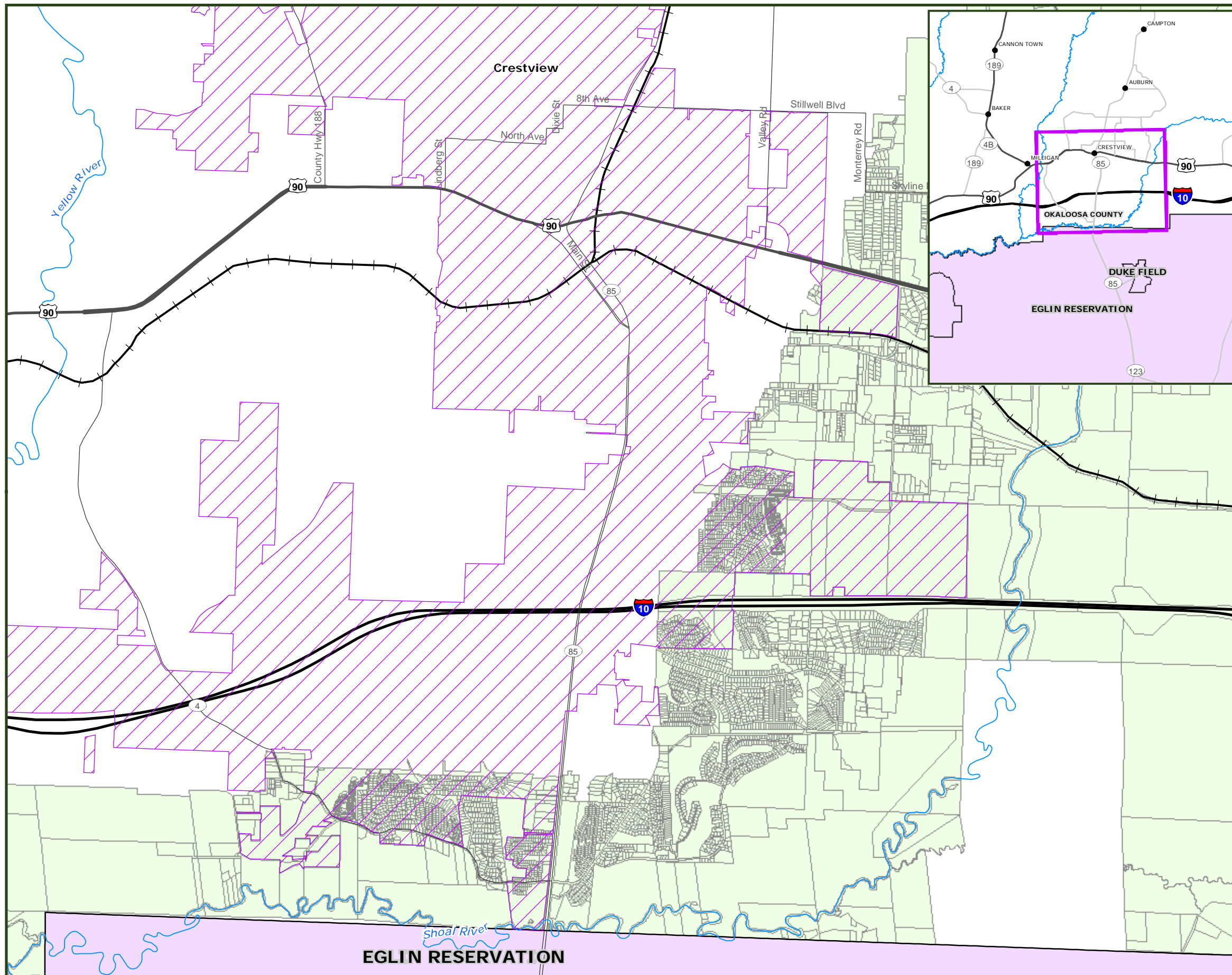
- Project Study Area
- JLUS MAZ III Boundary
- City/Town (Incorporated Area)
- County Boundary
- Eglin Installation Boundary



Project Study Area
Laurel Hill



Figure 4



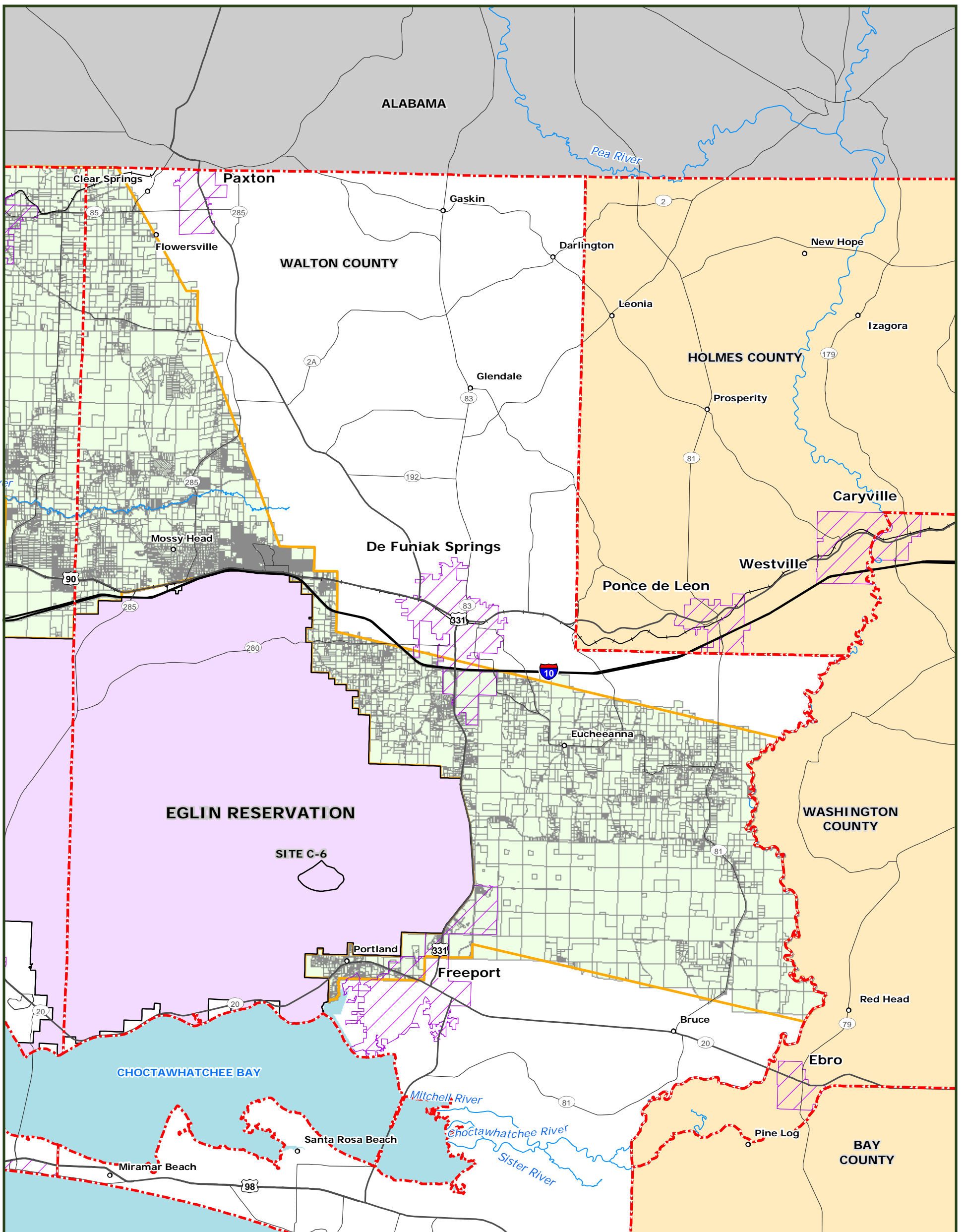
- Project Study Area
- JLUS MAZ III Boundary
- City/Town (Incorporated Area)
- County Boundary
- Eglin Installation Boundary



**Project Study Area
Crestview**



Figure 5



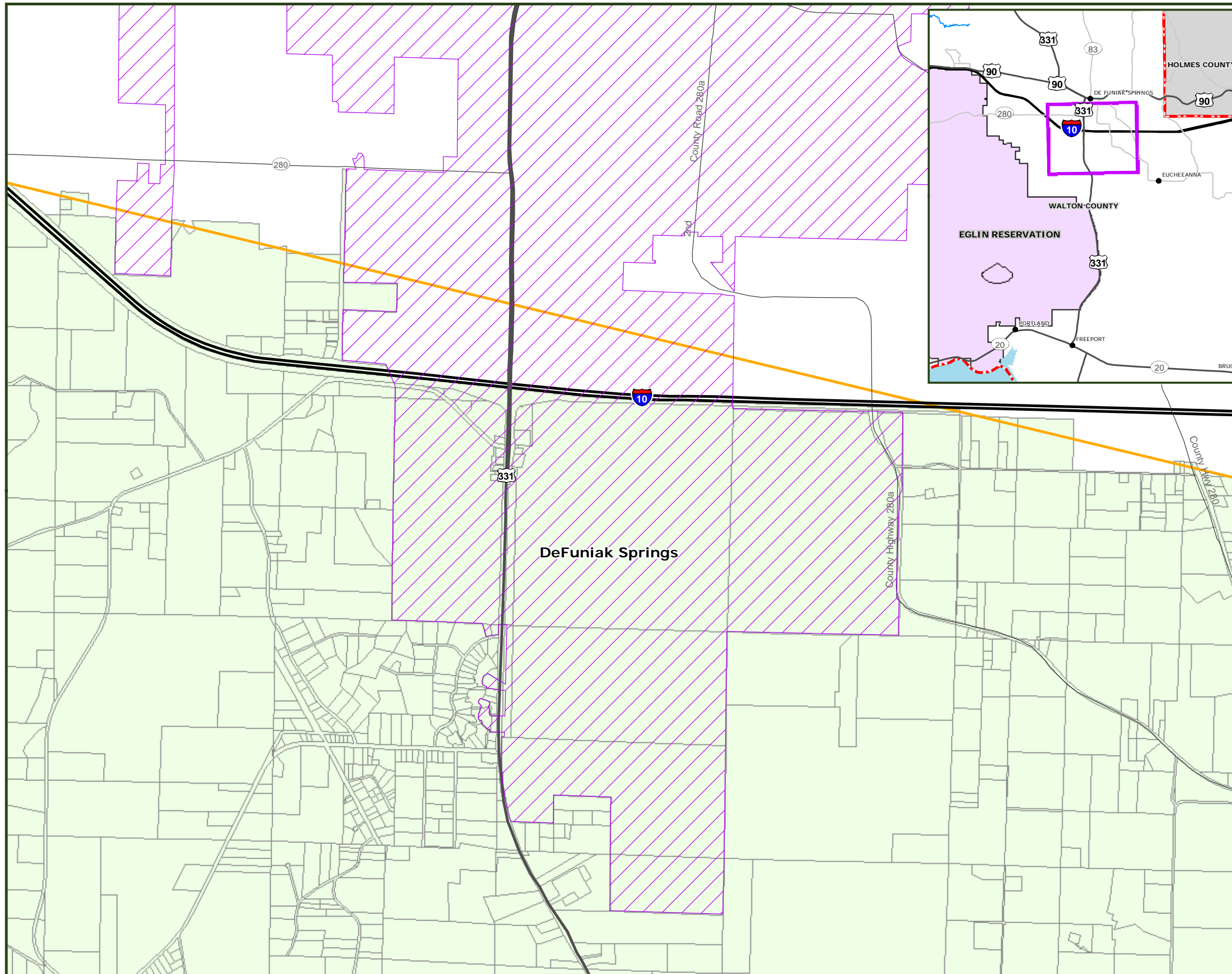
- Project Study Area
- JLUS MAZ III Boundary
- County Boundary
- Eglin Installation Boundary
- City/Town (Incorporated Area)



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Figure 6
Project Study Area
Walton County



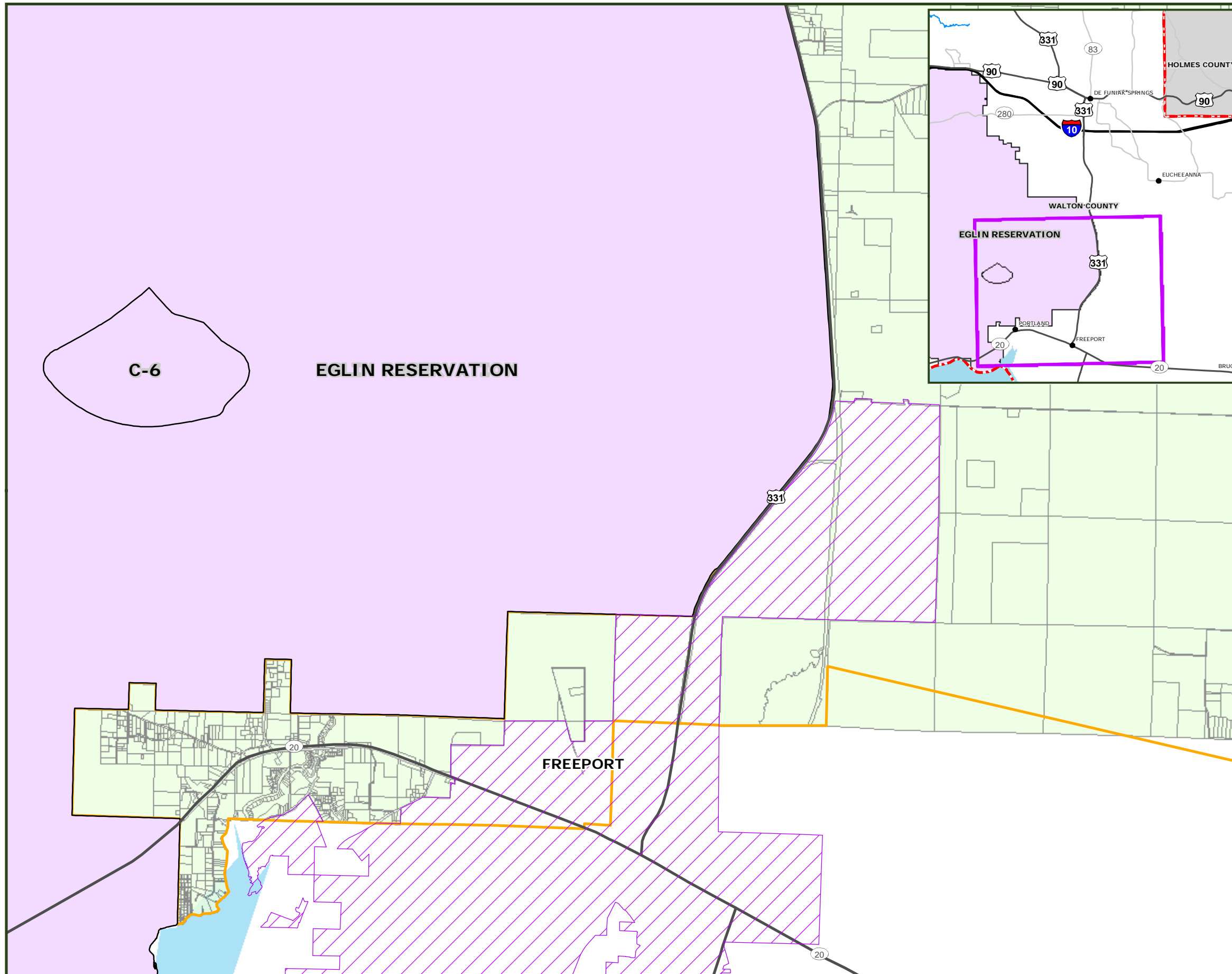
- Project Study Area
- JLUS MAZ III Boundary
- City/Town (Incorporated Area)
- County Boundary
- Eglin Installation Boundary



Project Study Area
DeFuniak Springs



Figure 7



Project Study Area
Freeport

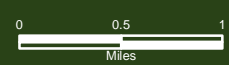
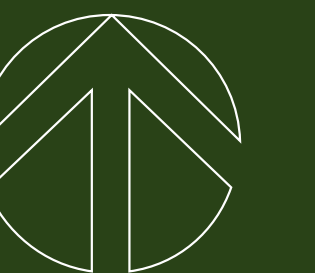
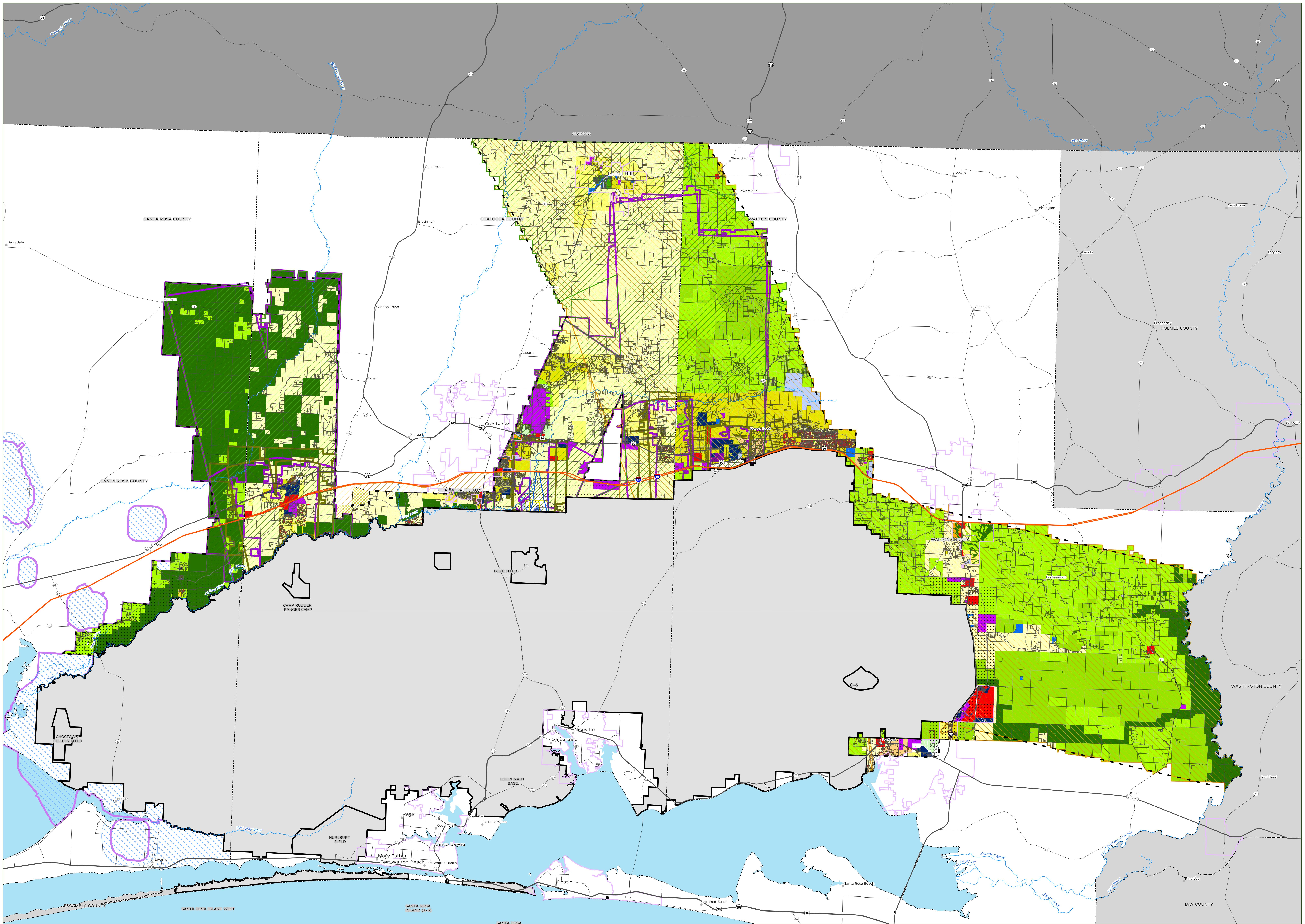


Figure 8



Workmap Legend

Legend

- Study Area
- City/Town (Incorporated Area)
- County Boundary
- Small Area Study Area Parcels
- Eglin Installation Boundary

Military Overlay District

- Critical Approach 1
- Critical Approach 2
- Noise 1 (70-75 dB LDN)
- Noise 2 (65-70 dB LDN)
- APZ II
- Impulse Area
- MTR 1
- MTR 2

Future Land Use by Jurisdiction

Santa Rosa County

- Agriculture
1.0 du/50 ac (90% of designated area) and 1.0 du/ac (10% of designated area) (3:1 bonus in TPA to 3.0 du/ac)
- Single Family Residential
up to 4 du/ac (2.5:1 bonus in Tran. Planning Area to 10 du/ac)
- Conservation/Recreation

Okaloosa County

- AC-5: Airport Compatibility
up to 0.5 du/ac
- AC-1: Airport Compatibility
up to 1.0 du/ac
- Agriculture
1.0 du/10 ac (1.0 du/1 ac w/ conditions)
- Rural Residential
1.0 du/5 ac (1.0 du/1 ac w/conditions in Rural Communities)
- Low Density Residential
up to 4.0 du/ac (north of Eglin AFB)
- Mixed Use
up to 25.0 du/ac (w/in urb. Dev. Bdy.- up to 4.0 du/ac outside)
- Commercial
up to 25.0 du/ac (w/in urb. Dev. Bdy.- up to 4.0 du/ac outside)
- Industrial
up to 25.0 du/ac (w/in urb. Dev. Bdy.- up to 4.0 du/ac outside)
- Conservation
- Recreation

City of Crestview

- Low Density Residential
Less than or equal to 6.0 du/ac
- Medium Density Residential
Less than or equal to 15.0
- Commercial
1 unit per business parcel
- Industrial
- Public Lands/Institutional
- Conservation

City of Laurel Hill

- Agricultural
1.0 du/10 ac (1.0 du/1 ac w/ conditions-10%)
- Rural Residential
1.0 du/5 ac (1.0 du/5 ac in Rural Comm.)
- Low Density Residential
up to 2.0 du/ac
- Mixed Use
up to 4 du/ac
- Industrial
- Public Lands
- Recreation

Walton County

- Large Scale Agriculture
1.0 du/40 ac (lots pre 1996 at 1.0 du/2.5 acres)
- General Agriculture
1.0 du/10 ac (lots pre 1996 at 1.0 du/2.5 acres)
- Estate Residential
1.0 du/5 ac (clustering is permitted)
- Rural Low Density
1.0 du/5 ac (no central potable water)
1.0 du/ac (central potable water)
- Rural Residential
up to 1.0 du/2.5 acres
- Rural Village
up to 2.0 du/ac
- Development of Regional Impact-Mixed Use
up to 12.0 du/ac
- General Commercial
up to 17.0 du/ac (conditional use)
- Light Industrial
- Industrial
- Heavy Industrial
- Public Facilities
- Institutional
- Parks and Recreation
- Extractive Uses
1.0 du/development (security only)
- Conservation

City of Freeport

- Agricultural
1.0 du/10 ac (1.0 du/2.5 ac - lots as of 12/96)
- Rural Development
1.0 du/2 ac (1.0 du/5 ac in fldpln/wtland)
- Rural Village
2.0 du/ac
- Low Density Residential
up to 4.0 du/ac
- Established Residential
- Urban Development
less than or equal to 16.0 du/ac
- Industrial

City of DeFuniak Springs

- Agricultural
1.0 du/5 ac
- Estate Residential (Walton County)
1.0 du/5 ac (clustering is permitted)
- Low Density Residential
0-2.5 du/ac
- Medium Density Residential
2.6-16.0 du/ac
- Commercial
- Conservation

Zoning by Jurisdiction

Santa Rosa County

- AG: Agriculture
- PUD: Planned Unit Development
- R-1M: Mixed Residential Subdivision
- P2: Park District-Active

Okaloosa County

- AA: Agricultural
up to 1.0 du/ac
- AC-5: Airport Compatibility
up to 0.5 du/ac
- AC-1: Airport Compatibility
up to 1.0 du/ac
- RR: Residential Rural
up to 0.2 du/ac
- R-1: Residential-1
up to 5.0 du/ac
- MU: Mixed Use
up to 25.0 du/ac
- C-3: General Commercial
up to 10.0 du/ac
- I-1: Industrial
up to 10.0 du/ac
- I-2: Airport Industrial Park
- INST: Institutional
up to 10.0 du/ac
- REC: Recreation

City of Crestview

- A: Agricultural
up to 0.96 du/ac
- AA:
up to 0.96 du/ac
- R-1: A One (Single) Family
up to 6.0 du/ac
- R-2: Multiple Family (Medium Density)
up to 15 du/ac
- PUD: Planned Unit Development
up to 15.0 du/ac
- C-1: Commercial
- M-1: Industrial

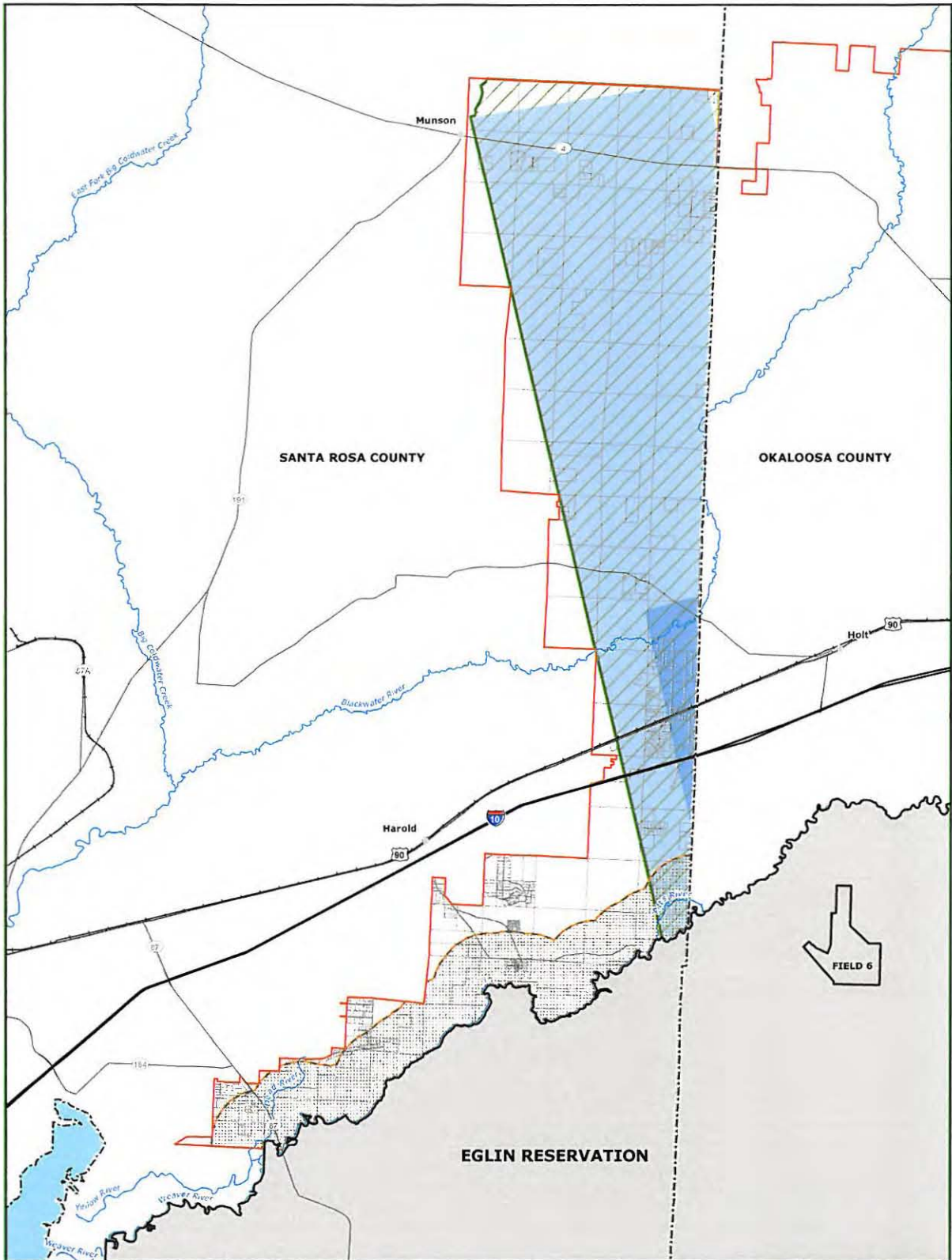
City of Freeport

- RA: Rural Agricultural
up to 0.10 du/ac
- RR: Rural Residential Development
up to 0.20 du/ac
- RV: Rural Village
- R1: Low Density Residential
up to 4.0 du/ac
- R2: Medium Density Residential
up to 8.0 du/ac
- R3: High Density Residential
up to 14.0 du/ac
- RC: Residential/Neighborhood Commercial
up to 14.0 du/ac
- C1: General Commercial
- I1: Light Industrial
- I2: General Industrial

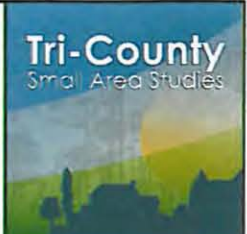
City of DeFuniak Springs

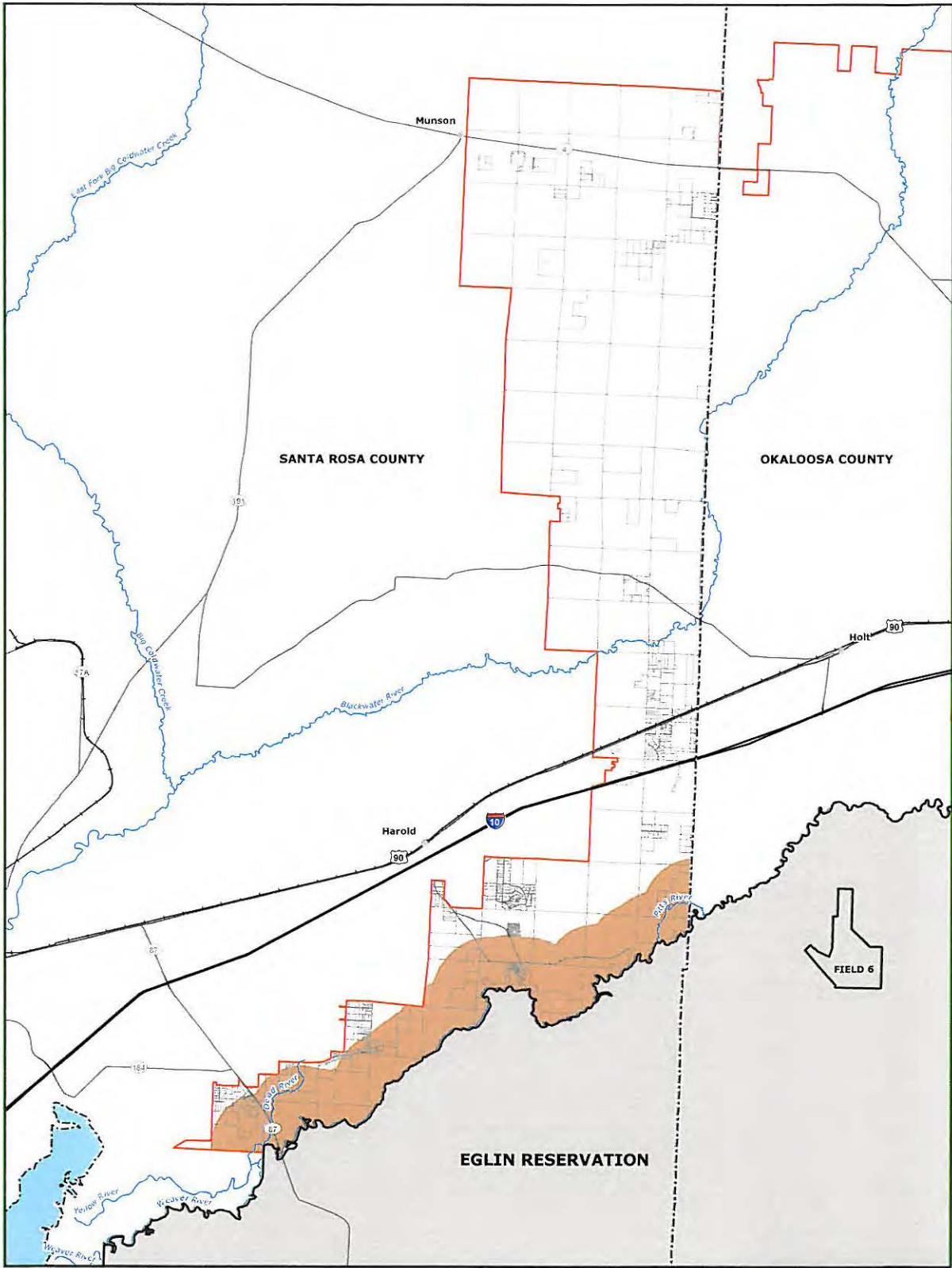
- A: Agricultural
up to 0.20 du/ac
- R-1: Single Family Residential
up to 2.5 du/ac
- R-2: Multi-Family Residential
up to 16.0 du/ac
- C-1: Commercial Restricted
- C-2: Commercial-General
- County Designated

- Eglin AFB North Encroachment Zone
- Future Land Use Element Policies 13.1 - 13.314.1, 5
- Santa Rosa County Notification Zone
- Santa Rosa MAZ

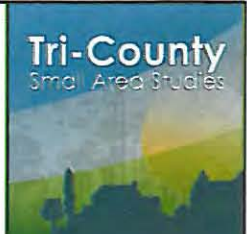


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|---------------------|-------------------------------|----------------------|
| MAZ | Parcel | River |
| MAZ Subzones | Town | Interstate 10 (I-10) |
| Critical Approach 1 | City/Town (Incorporated Area) | Highway |
| Critical Approach 2 | County Boundary | Secondary Road |
| Impulse Area | Eglin Installation Boundary | Railroad |
| MTR 1 | | |

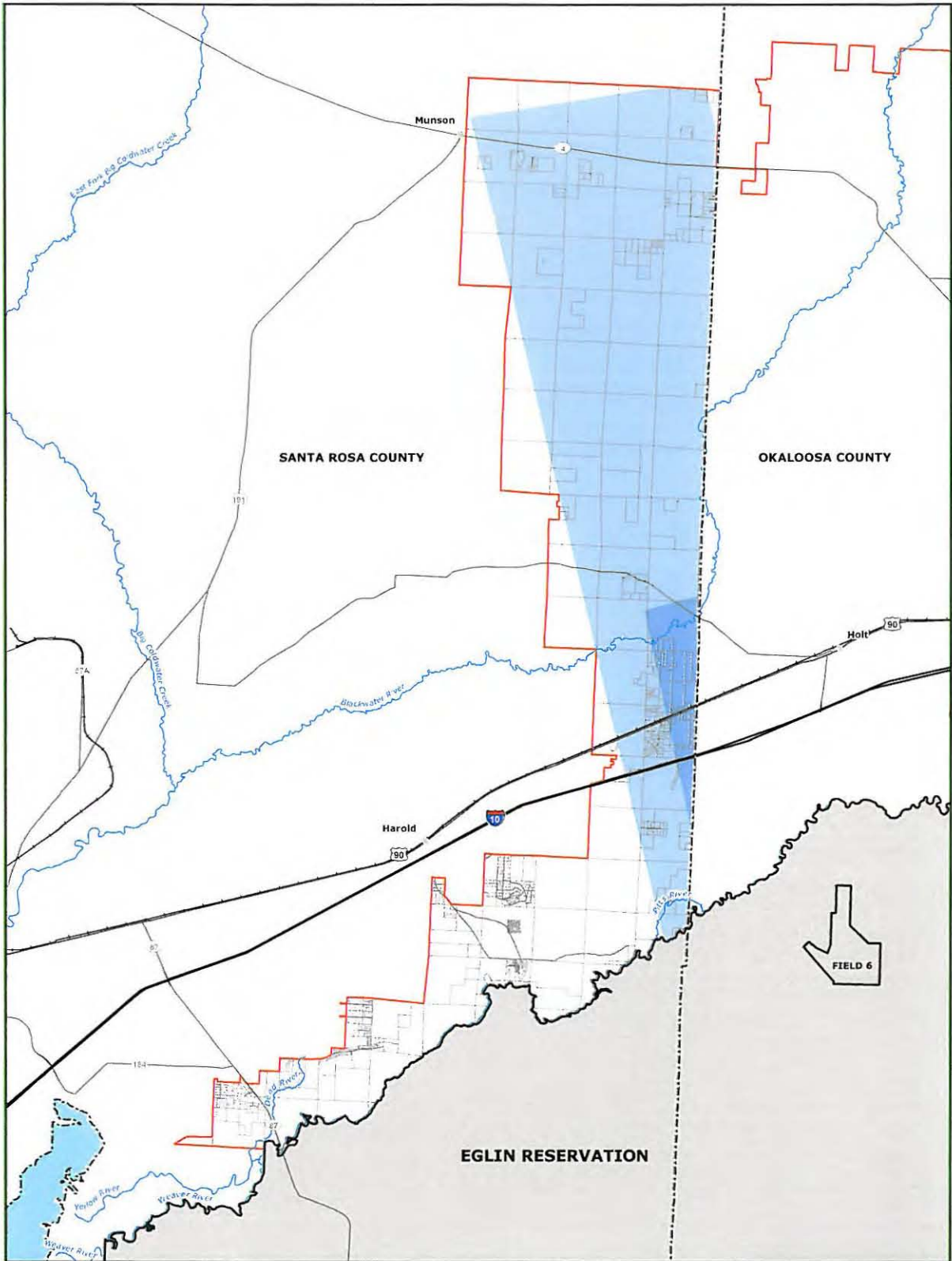




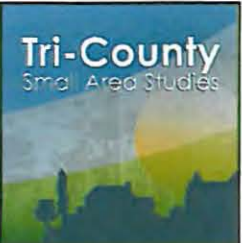
MAZ	Parcel	River
Subzone Impulse Area	Town	Interstate 10 (I-10)
	City/Town (Incorporated Area)	Highway
	County Boundary	Secondary Road
	Eglin Installation Boundary	Railroad



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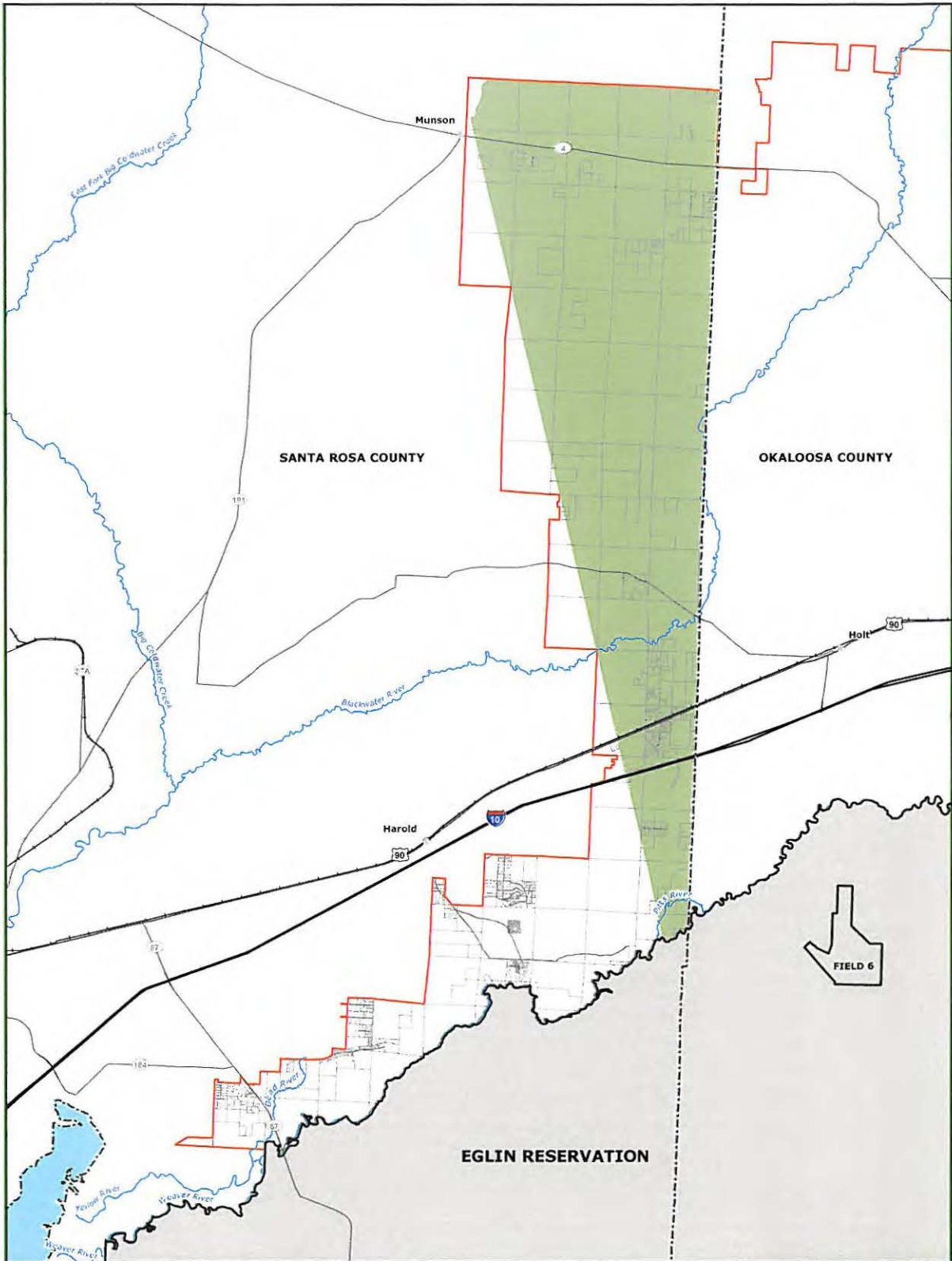


MAZ	Parcel	River
Subzone	Town	Interstate 10 (I-10)
Critical Approach 1	City/Town (Incorporated Area)	Highway
Critical Approach 2	County Boundary	Secondary Road
	Eglin Installation Boundary	Railroad



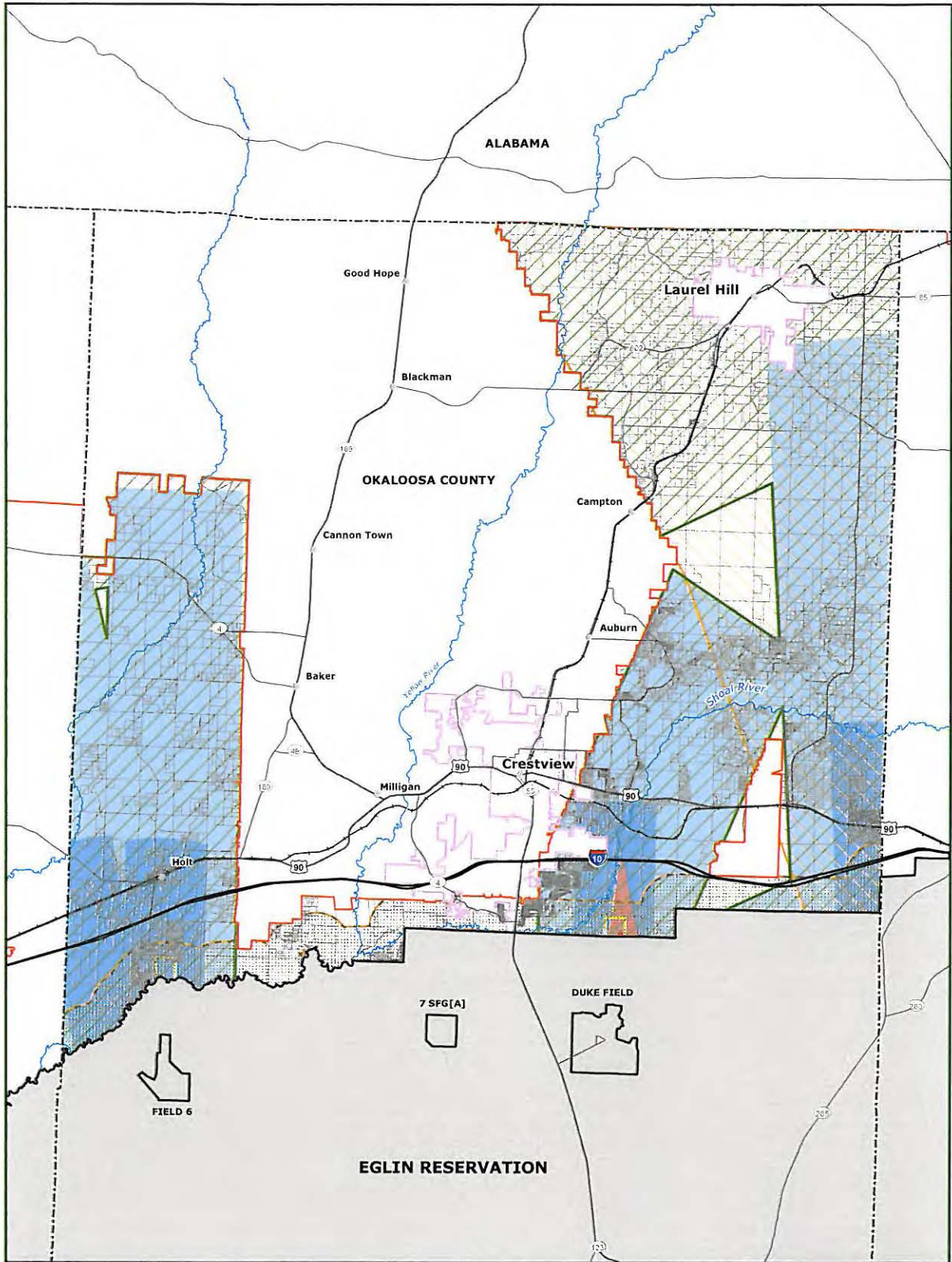
MAZ / Critical Approaches 1 & 2 Subzones
Santa Rosa County

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|----------------|-------------------------------|----------------------|
| MAZ | Parcel | River |
| Subzone | Town | Interstate 10 (I-10) |
| MTR 1 | City/Town (Incorporated Area) | Highway |
| | County Boundary | Secondary Road |
| | Eglin Installation Boundary | Railroad |

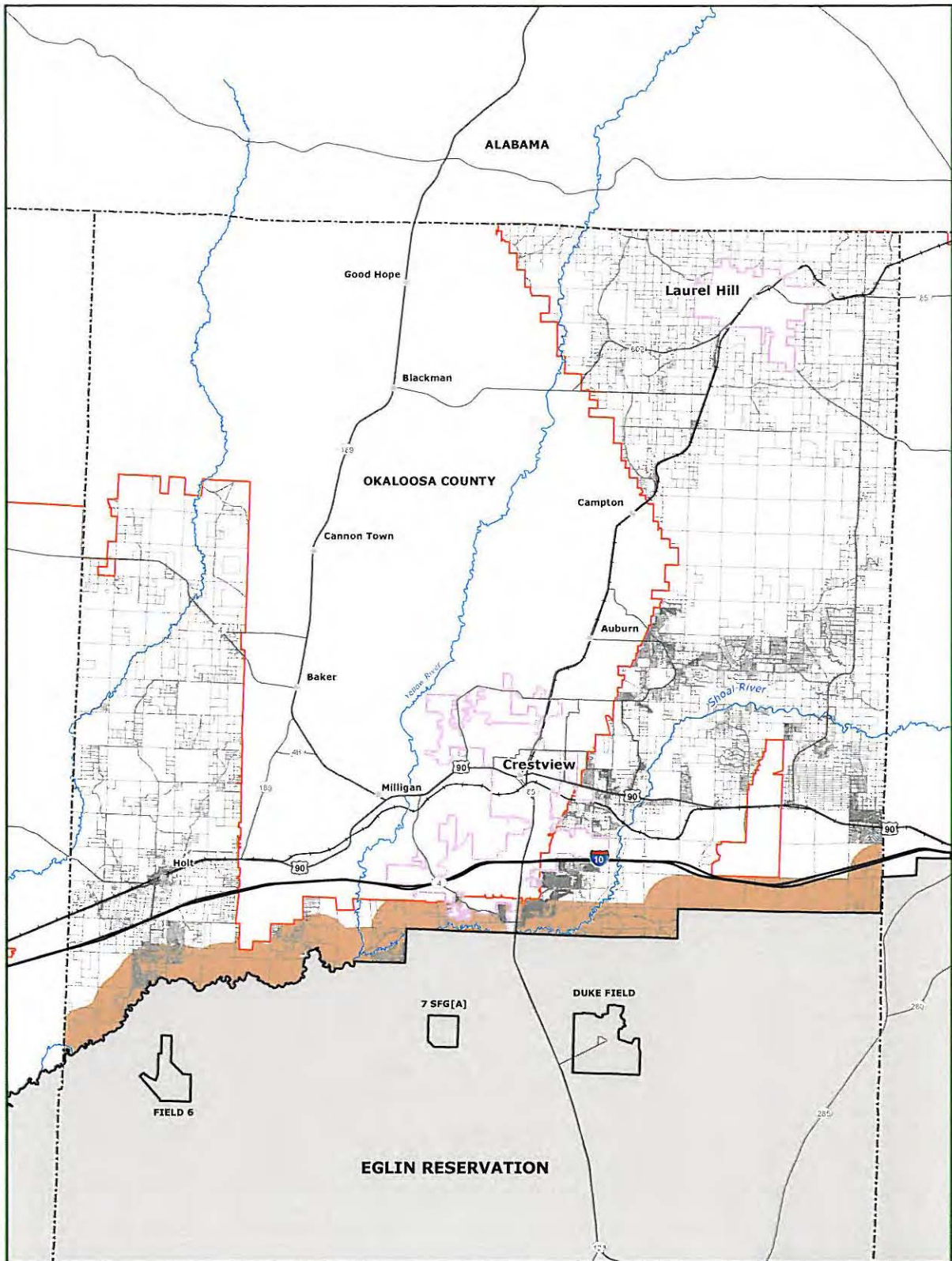




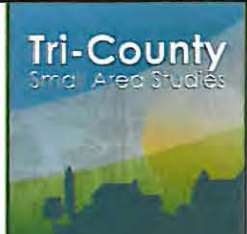
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|------------------------|-----------------------------|----------------------|
| MIOD | Parcel | River |
| MIOD Subzones | Town | Interstate 10 (I-10) |
| Critical Approach 1 | APZ II | Highway |
| Critical Approach 2 | Impulse Area | Secondary Road |
| Noise 1 (70-75 dB LDN) | MTR 1 | Railroad |
| Noise 2 (65-70 dB LDN) | MTR 2 | County Boundary |
| | Eglin Installation Boundary | |



MIOD & MIOD Subzones
Okaloosa County

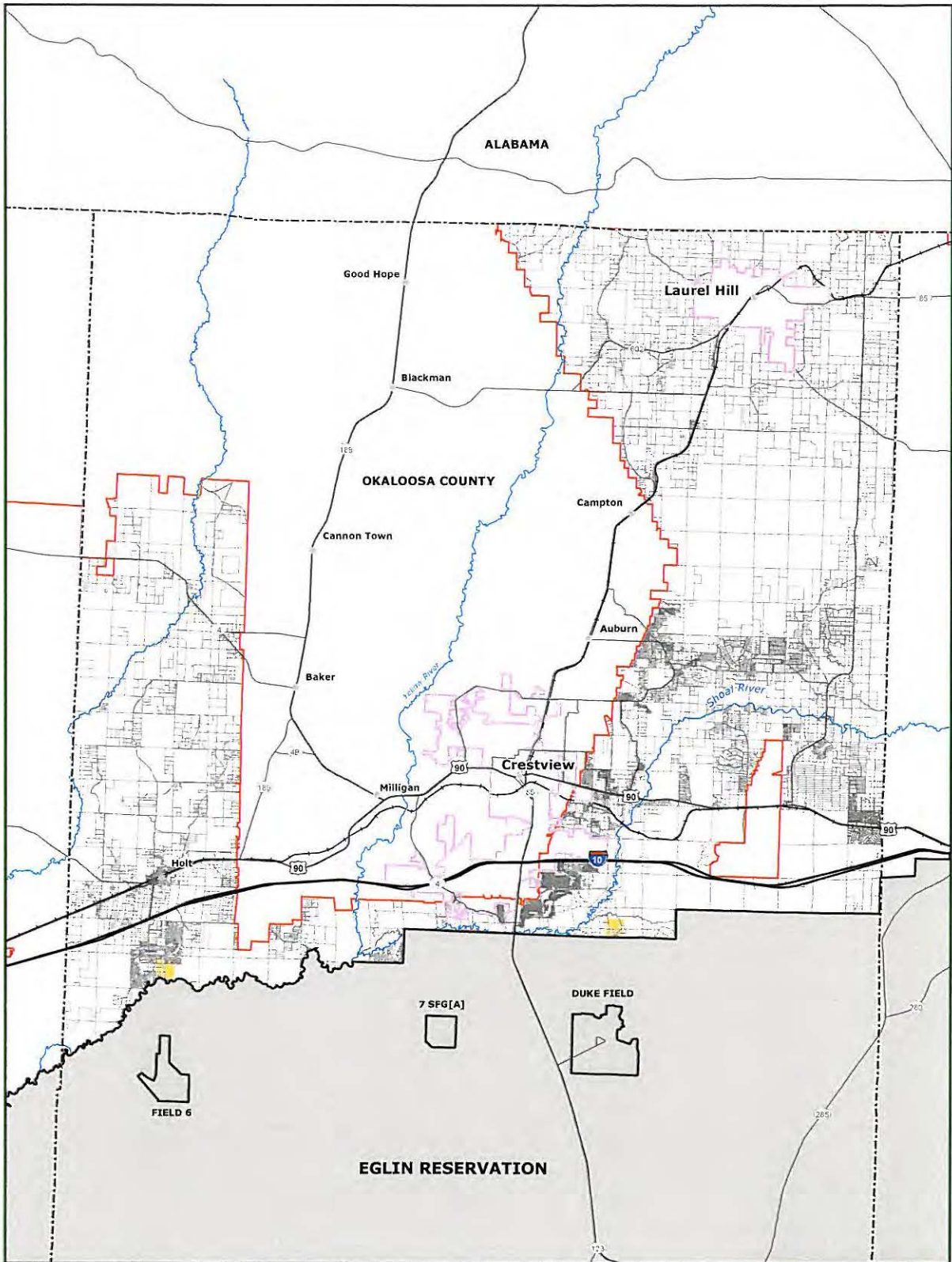


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| MIOD | Parcel | River |
| Subzone | Town | Interstate 10 (I-10) |
| Impulse Area | City/Town (Incorporated Area) | Highway |
| | County Boundary | Secondary Road |
| | Eglin Installation Boundary | Railroad |

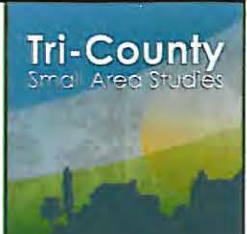


MIOD / Impulse Area Subzone
Okaloosa County

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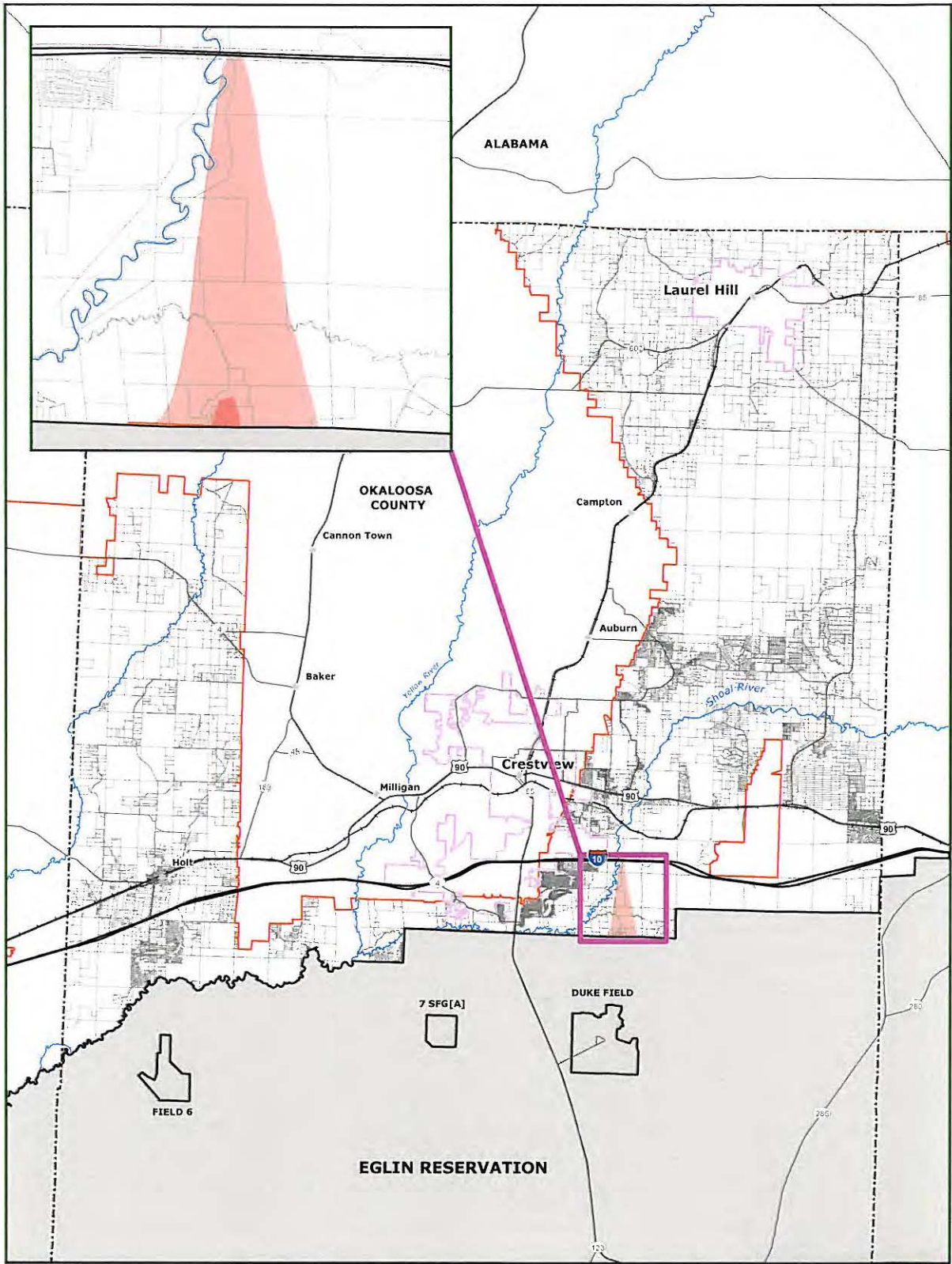
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|----------------|-------------------------------|----------------------|
| MIOD | Parcel | River |
| Subzone | Town | Interstate 10 (I-10) |
| APZ II | City/Town (Incorporated Area) | Highway |
| | County Boundary | Secondary Road |
| | Eglin Installation Boundary | Railroad |



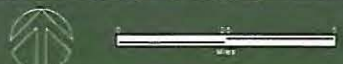
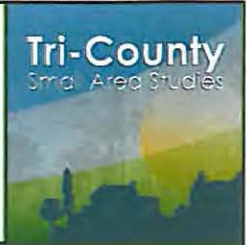
Matrix
DESIGN GROUP

MIOD / APZ II Subzone
Okaloosa County

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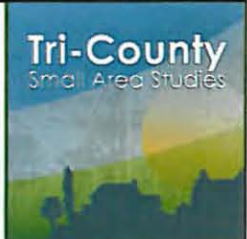
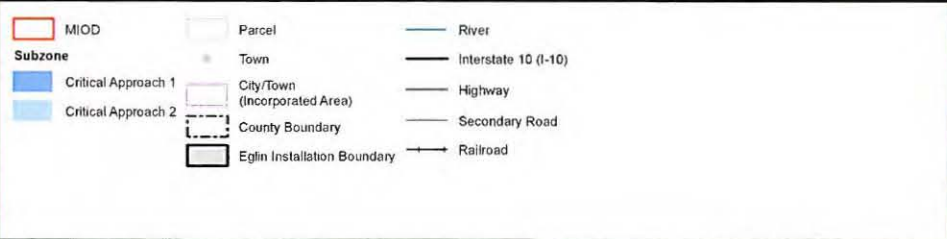
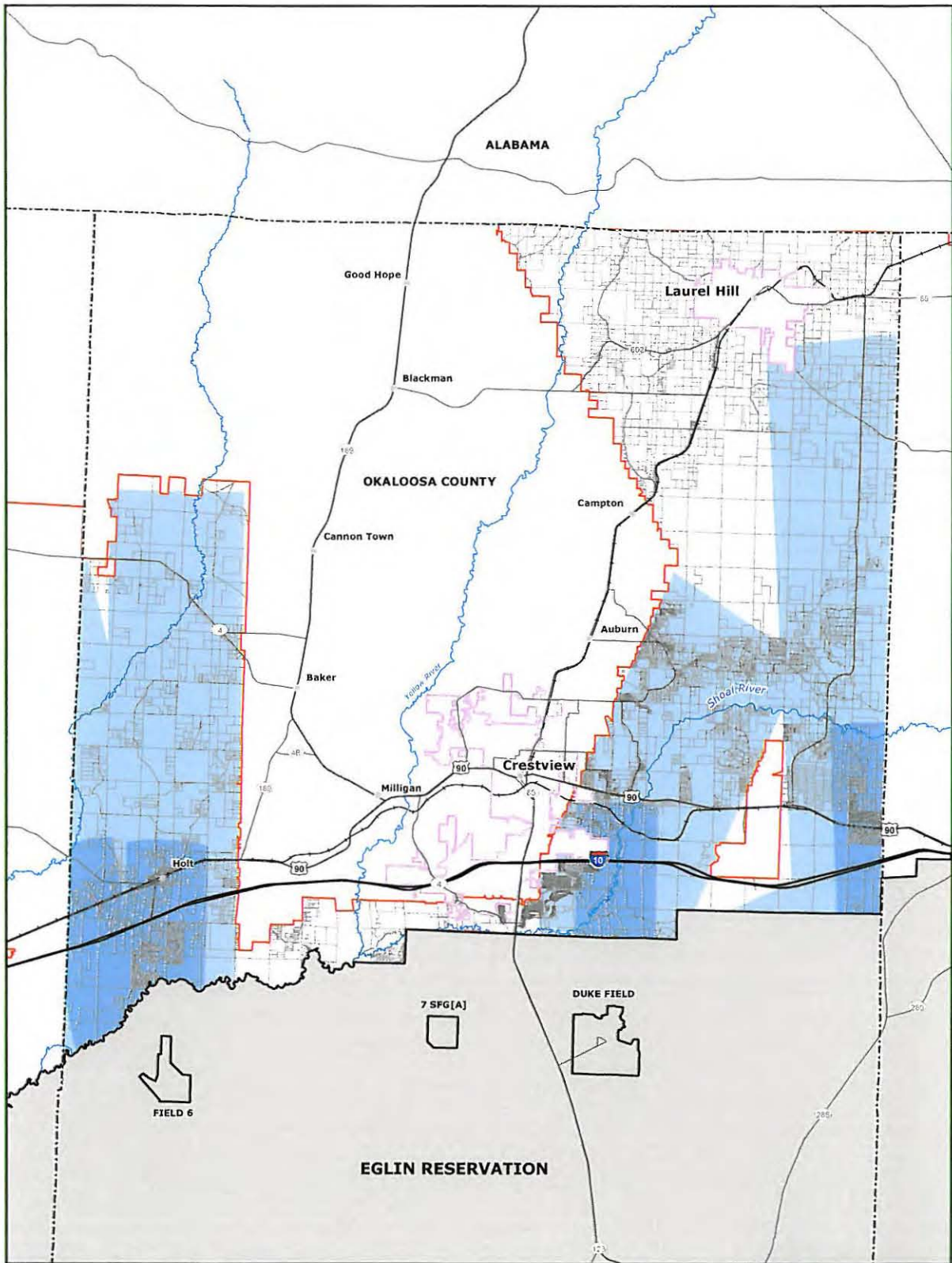


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|------------------------|-------------------------------|----------------------|
| MIOD | Parcel | River |
| Subzone | Town | Interstate 10 (I-10) |
| Noise 1 (70-75 dB LDN) | City/Town (Incorporated Area) | Highway |
| Noise 2 (65-70 dB LDN) | County Boundary | Secondary Road |
| | Eglin Installation Boundary | Railroad |

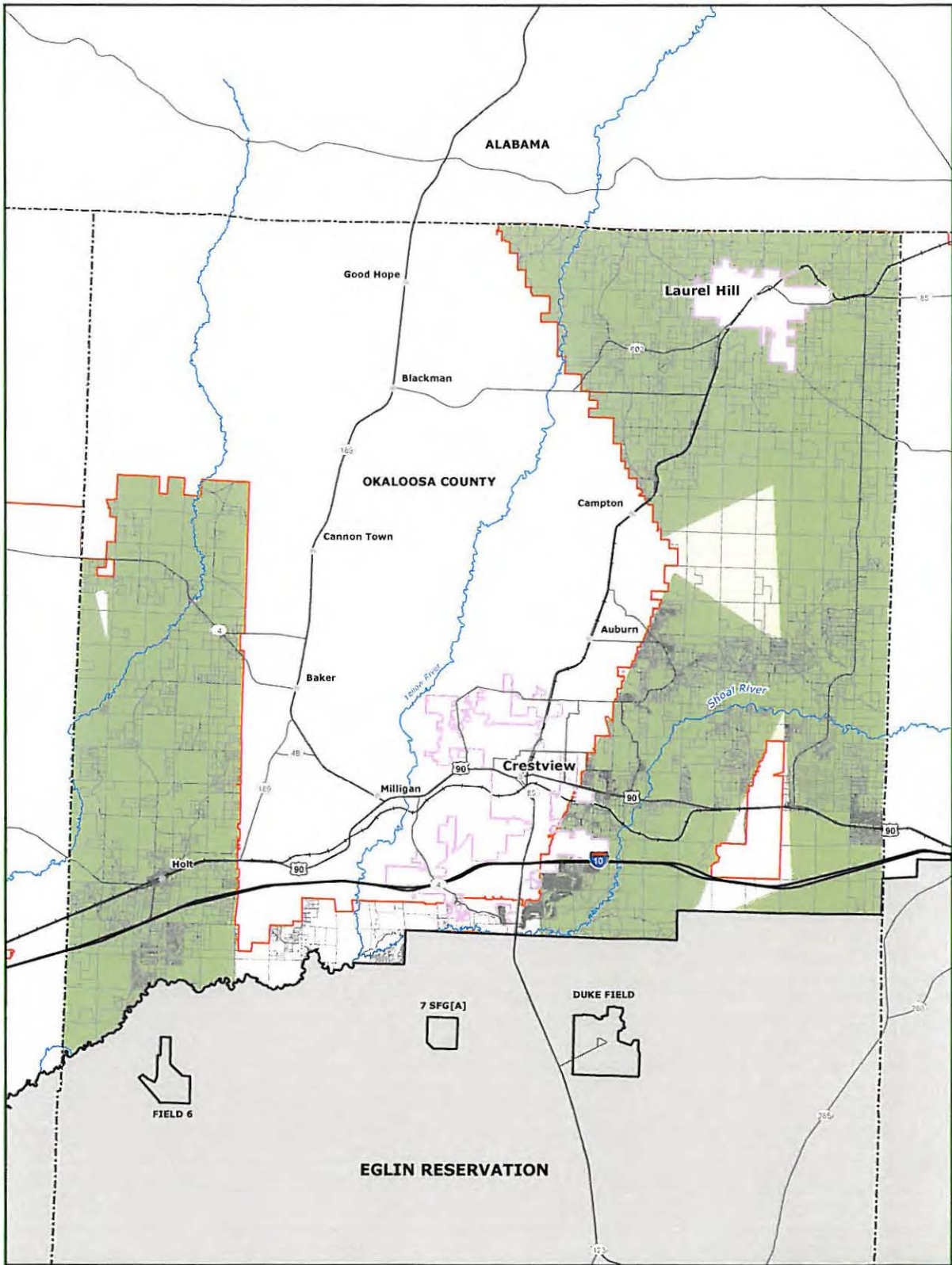


MIOD / Noise 1 & 2 Subzones
Okaloosa County

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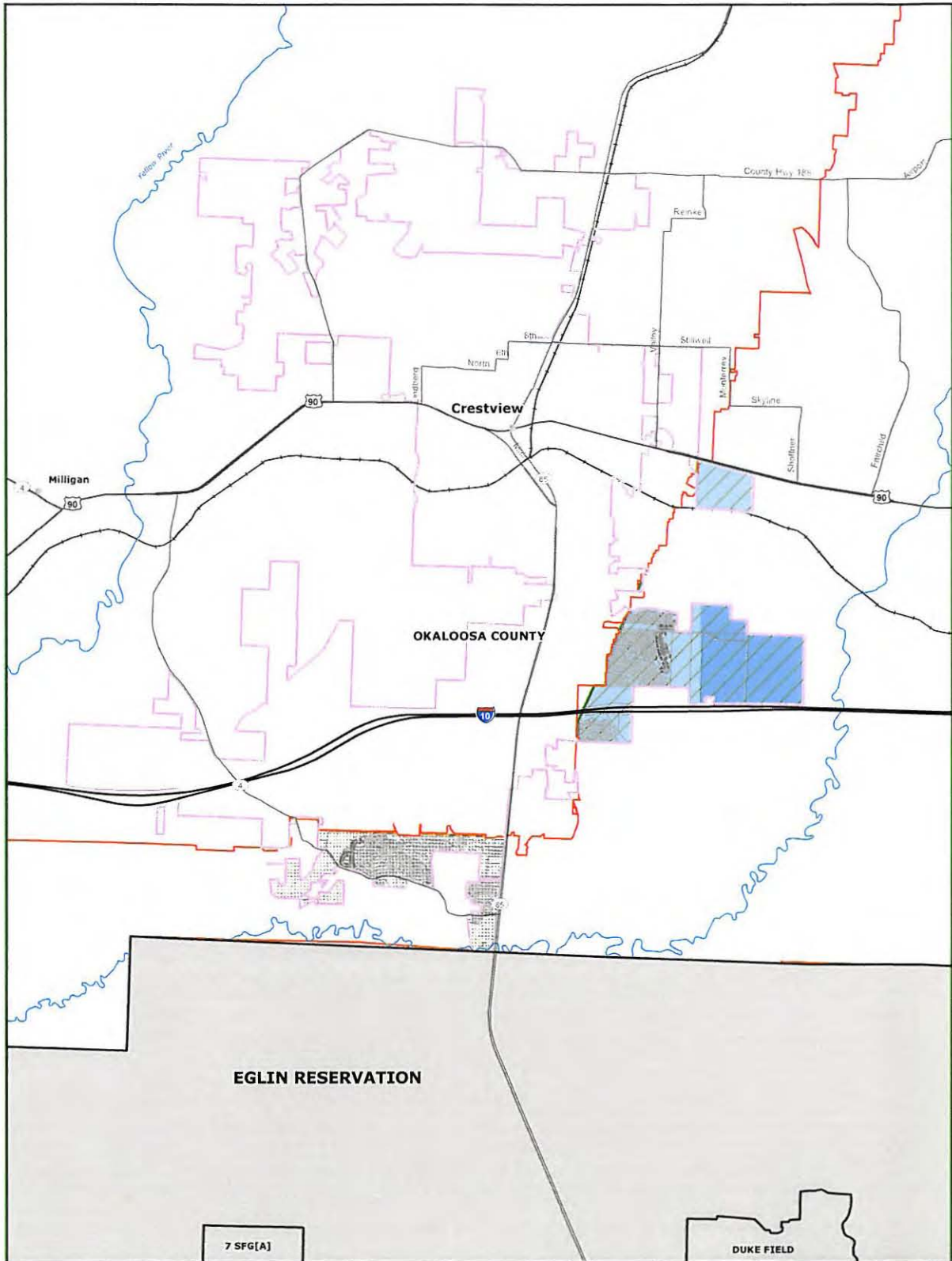


	MIOD		Parcel		River
	MTR 1		Town		Interstate 10 (I-10)
	MTR 2		City/Town (Incorporated Area)		Highway
			County Boundary		Secondary Road
			Eglin Installation Boundary		Railroad

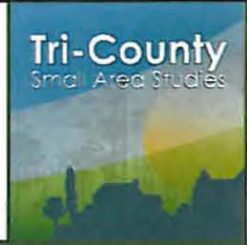


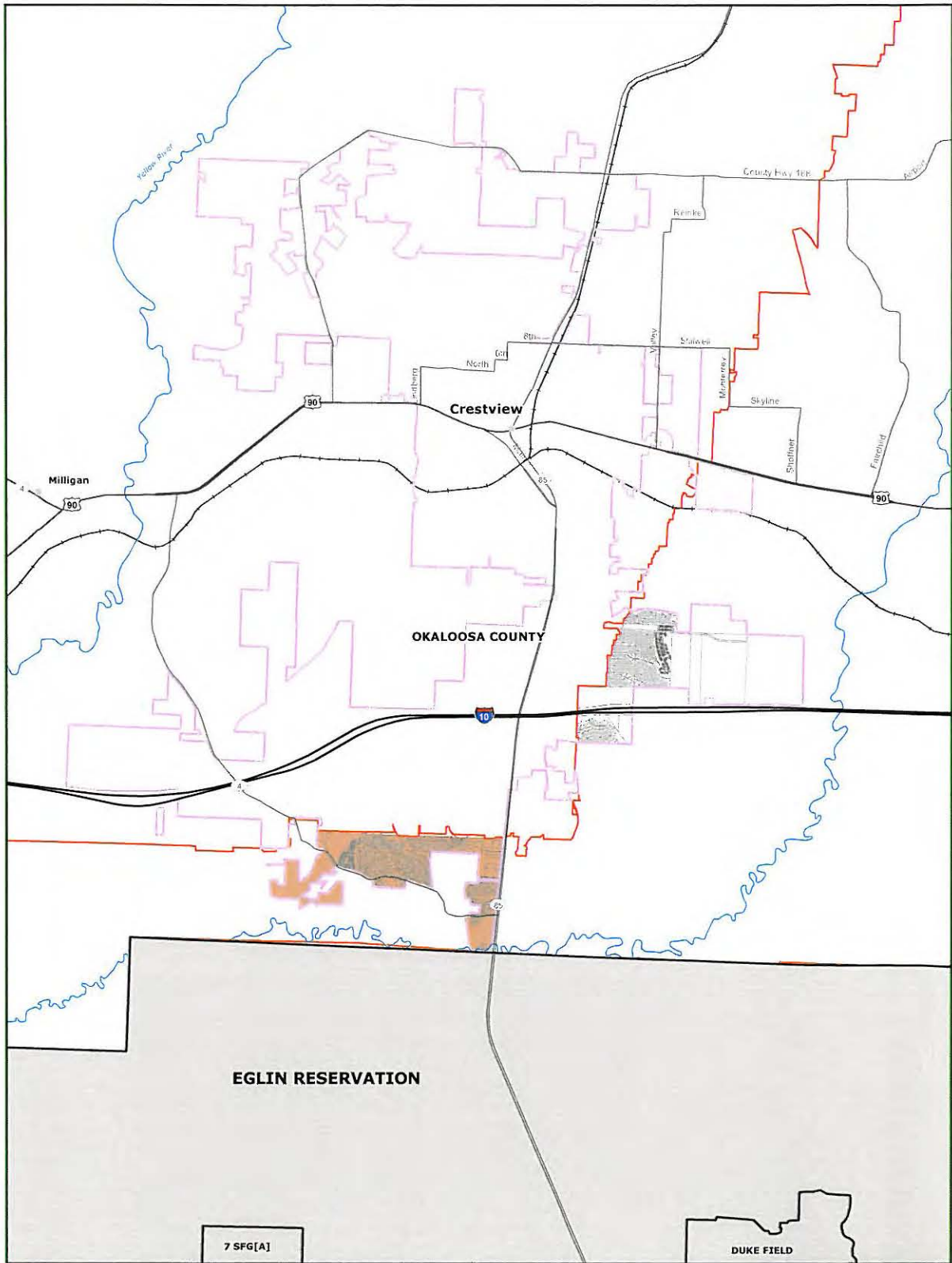
MIOD / MTR 1 & 2 Subzones
Okaloosa County

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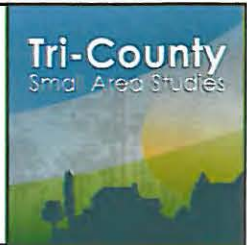


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|----------------------|-------------------------------|----------------------|
| MIOD | Parcel | River |
| MIOD Subzones | Town | Interstate 10 (I-10) |
| Critical Approach 1 | City/Town (Incorporated Area) | Highway |
| Critical Approach 2 | County Boundary | Secondary Road |
| Impulse Area | Eglin Installation Boundary | Railroad |
| MTR 1 | | |

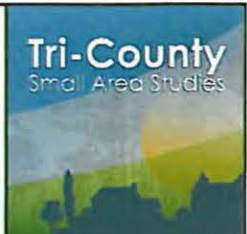
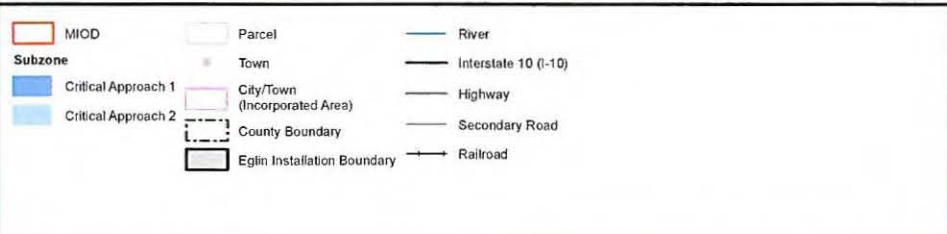
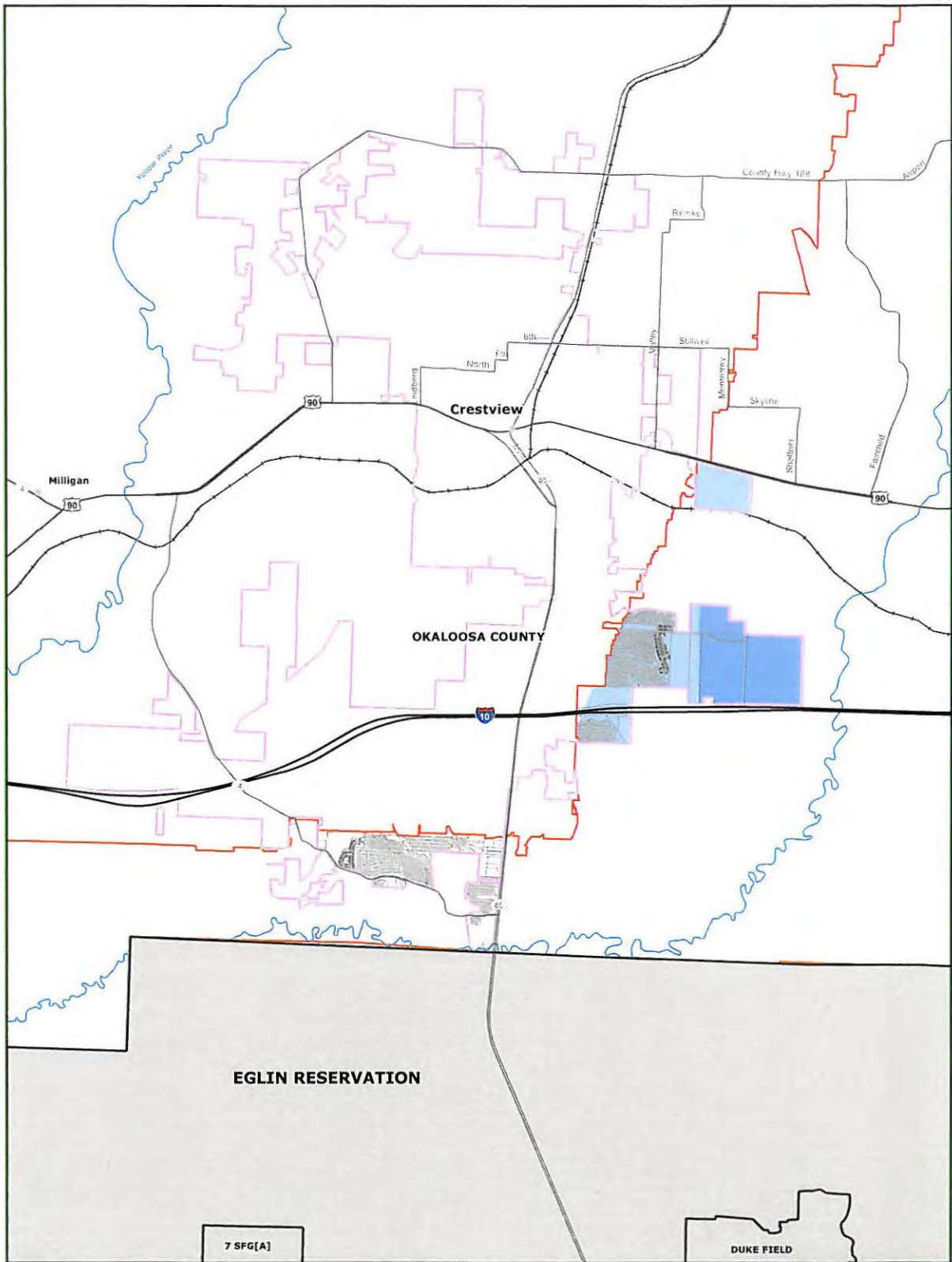




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|----------------|-------------------------------|----------------------|
| MIOD | Parcel | River |
| Subzone | Town | Interstate 10 (I-10) |
| Impulse Area | City/Town (Incorporated Area) | Highway |
| | County Boundary | Secondary Road |
| | Egin Installation Boundary | Railroad |

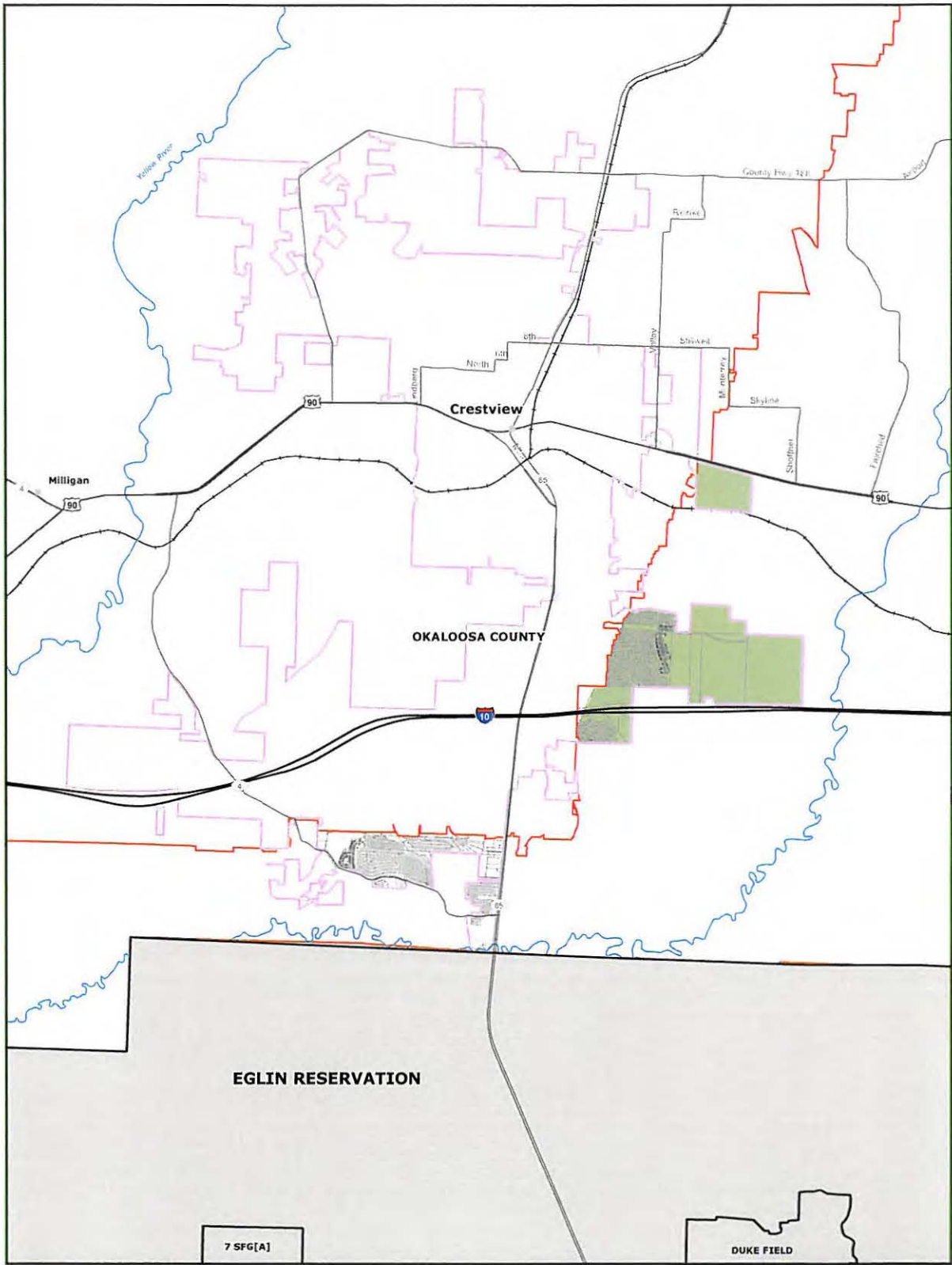


MIOD / Impulse Area Subzone
Crestview



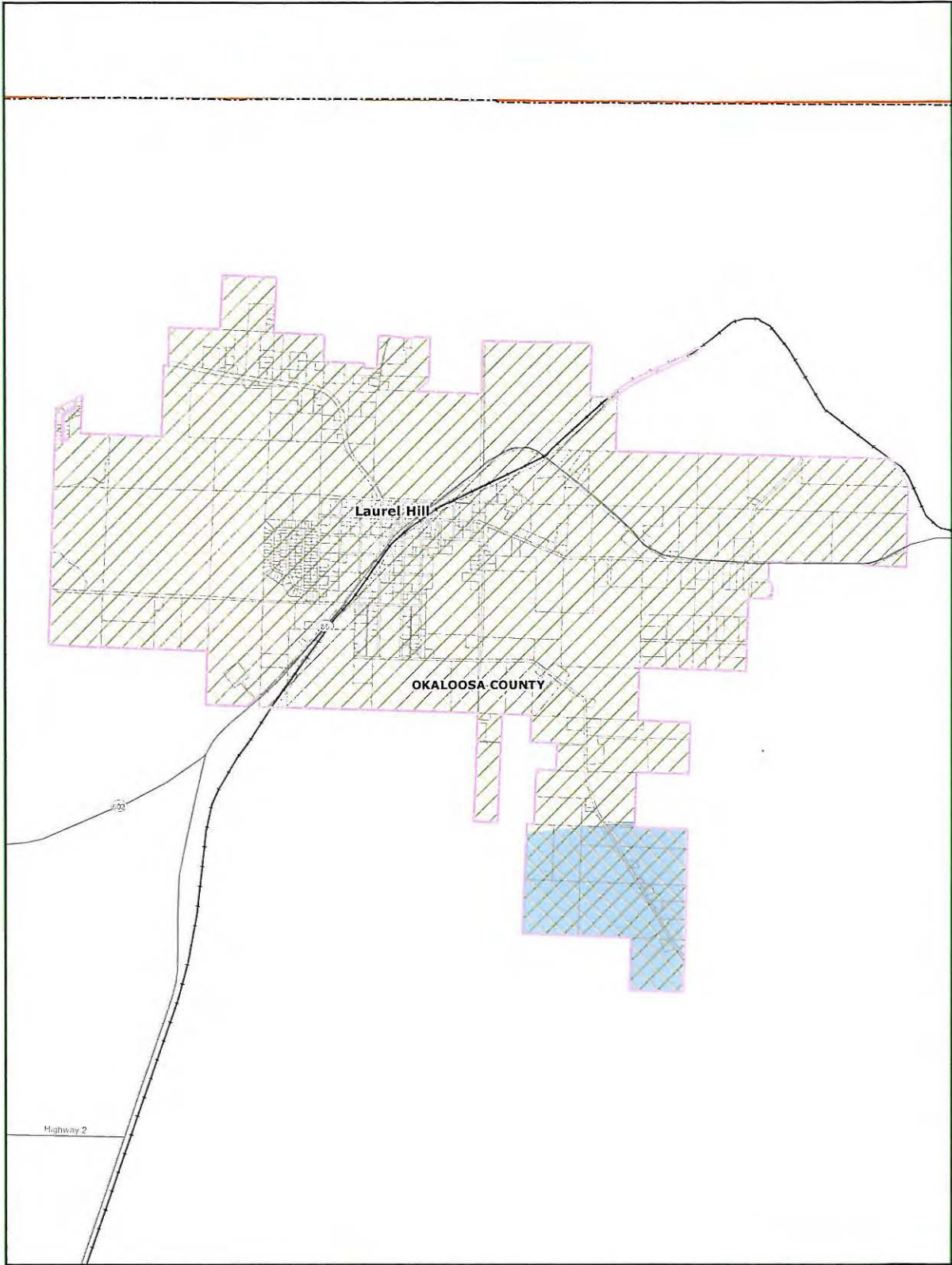
MIOD / Critical Approaches 1 & 2 Subzones
Crestview

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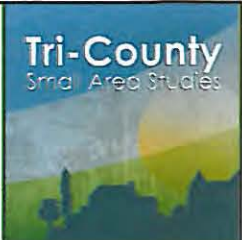


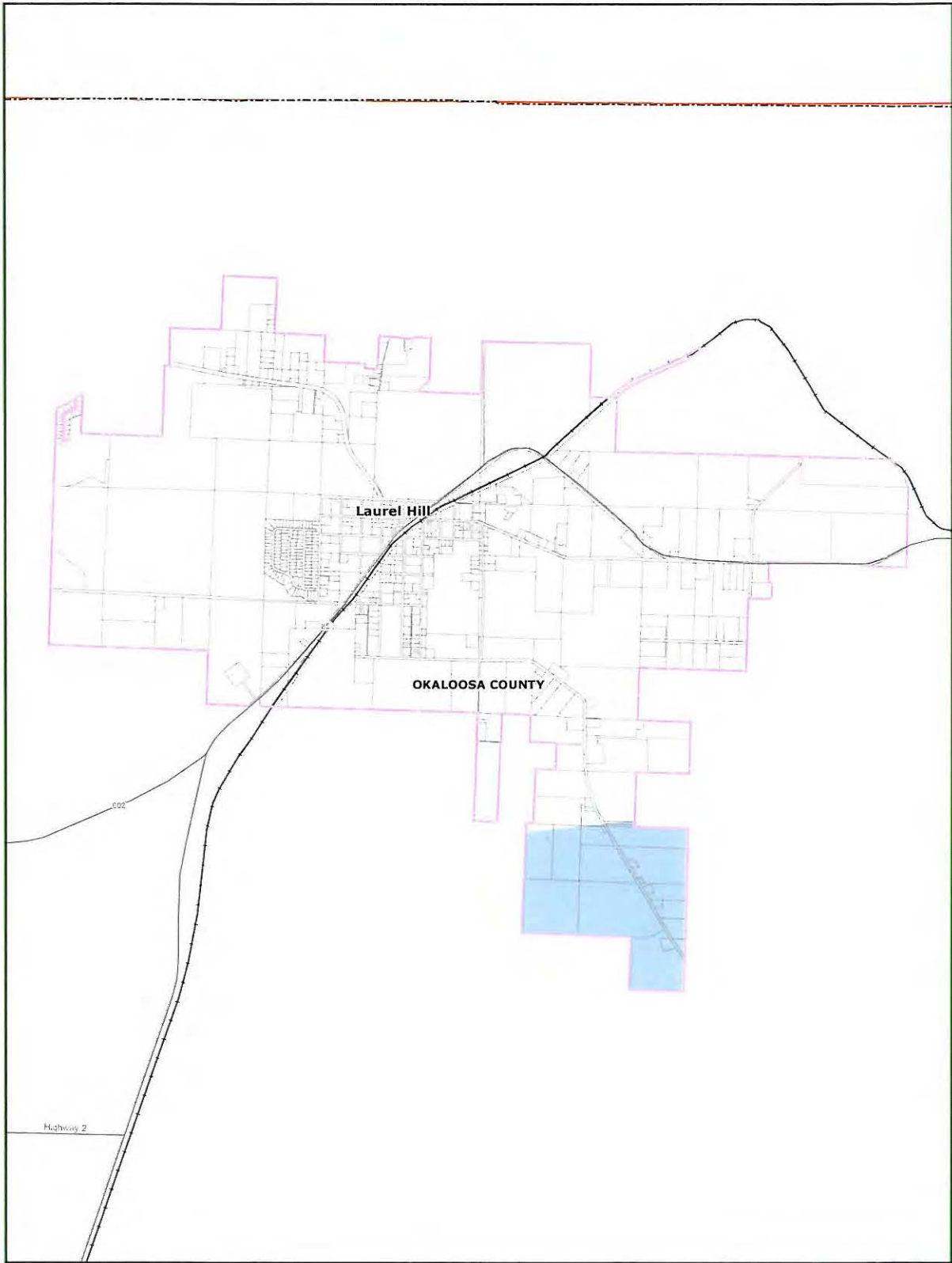
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|----------------|-------------------------------|----------------------|
| MIOD | Parcel | River |
| Subzone | Town | Interstate 10 (I-10) |
| MTR 1 | City/Town (Incorporated Area) | Highway |
| | County Boundary | Secondary Road |
| | Eglin Installation Boundary | Railroad |



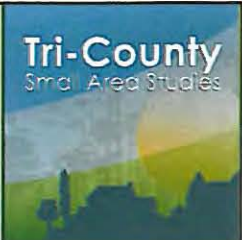


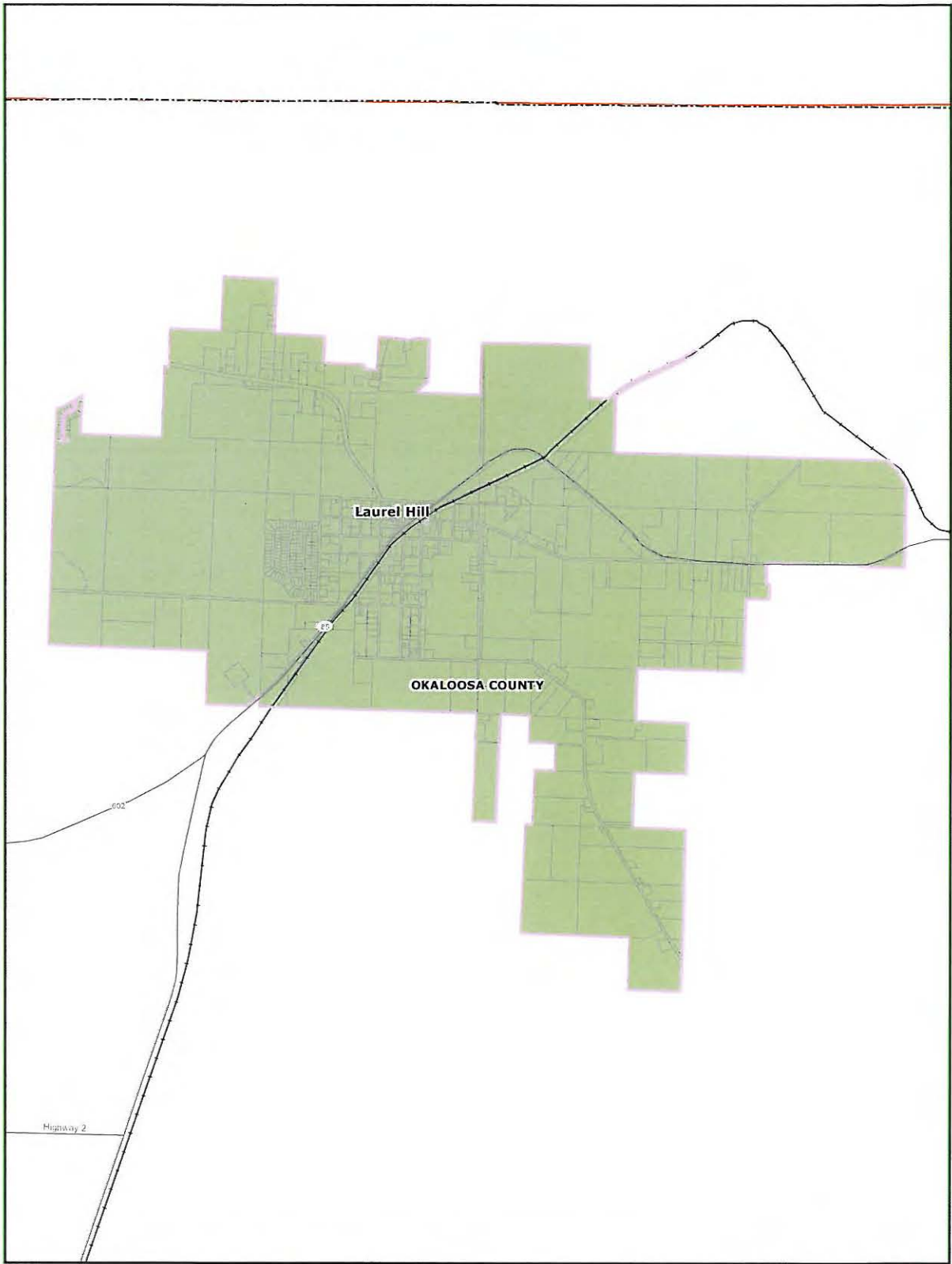
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|----------------------|-------------------------------|----------------------|
| MIOD | Parcel | River |
| MIOD Subzones | Town | Interstate 10 (I-10) |
| Critical Approach 2 | City/Town (Incorporated Area) | Highway |
| MTR 1 | County Boundary | Secondary Road |
| MTR 2 | Eglin Installation Boundary | Railroad |





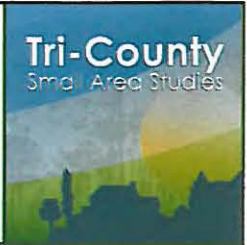
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| MIOD | Parcel | River |
| Subzone | Town | Interstate 10 (I-10) |
| Critical Approach 2 | City/Town (Incorporated Area) | Highway |
| | County Boundary | Secondary Road |
| | Eglin Installation Boundary | Railroad |



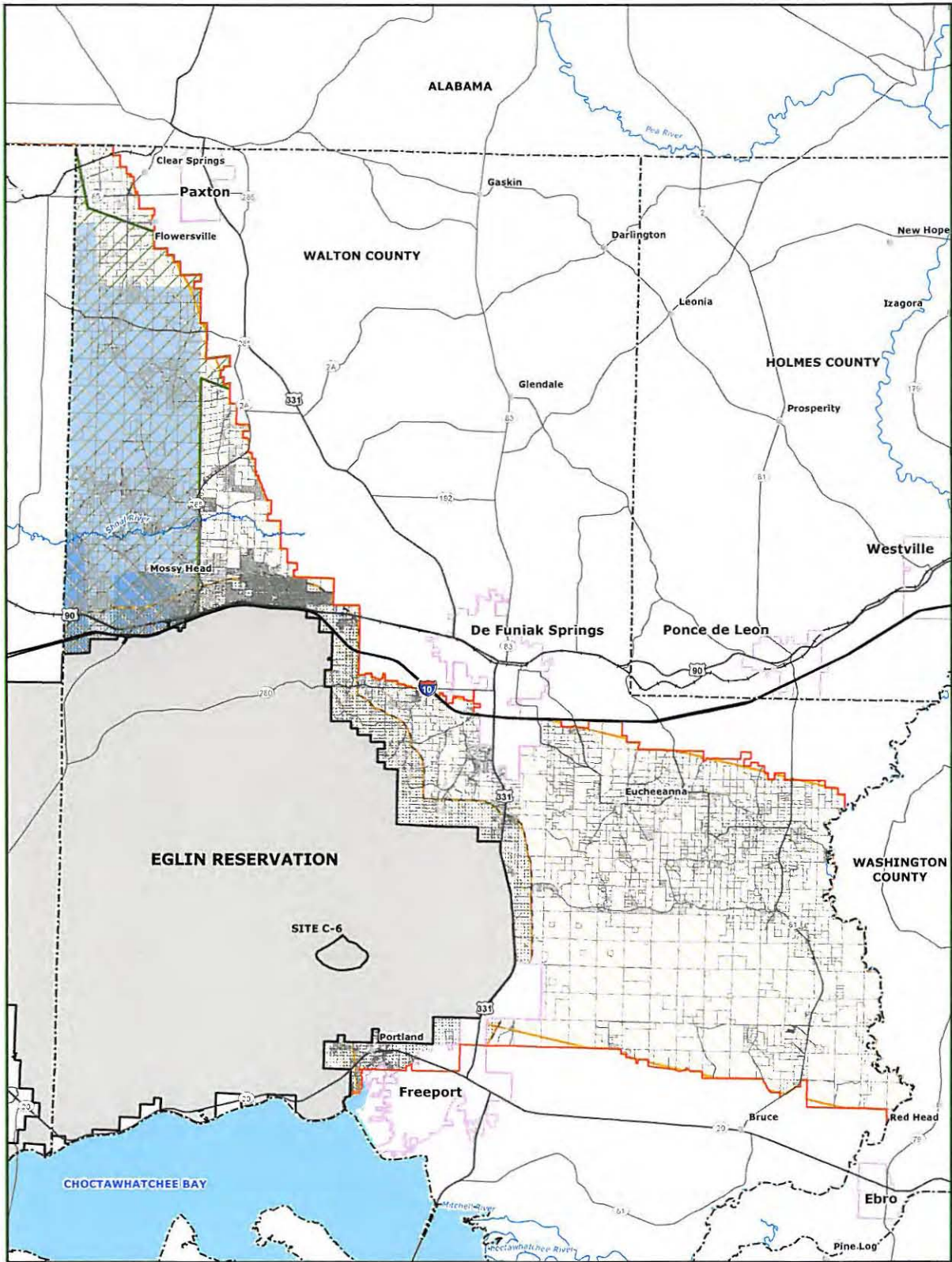


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|----------------|-------------------------------|----------------------|
| MIOD | Parcel | River |
| Subzone | Town | Interstate 10 (I-10) |
| MTR 1 | City/Town (Incorporated Area) | Highway |
| MTR 2 | County Boundary | Secondary Road |
| | Eglin Installation Boundary | Railroad |

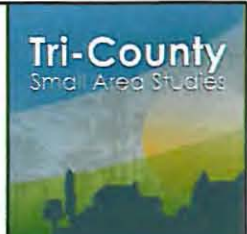
* Note: MTR 1 overlays MTR 2

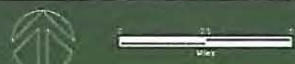
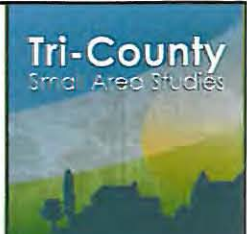
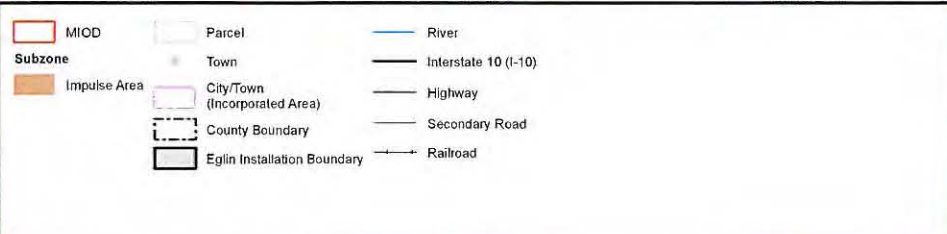
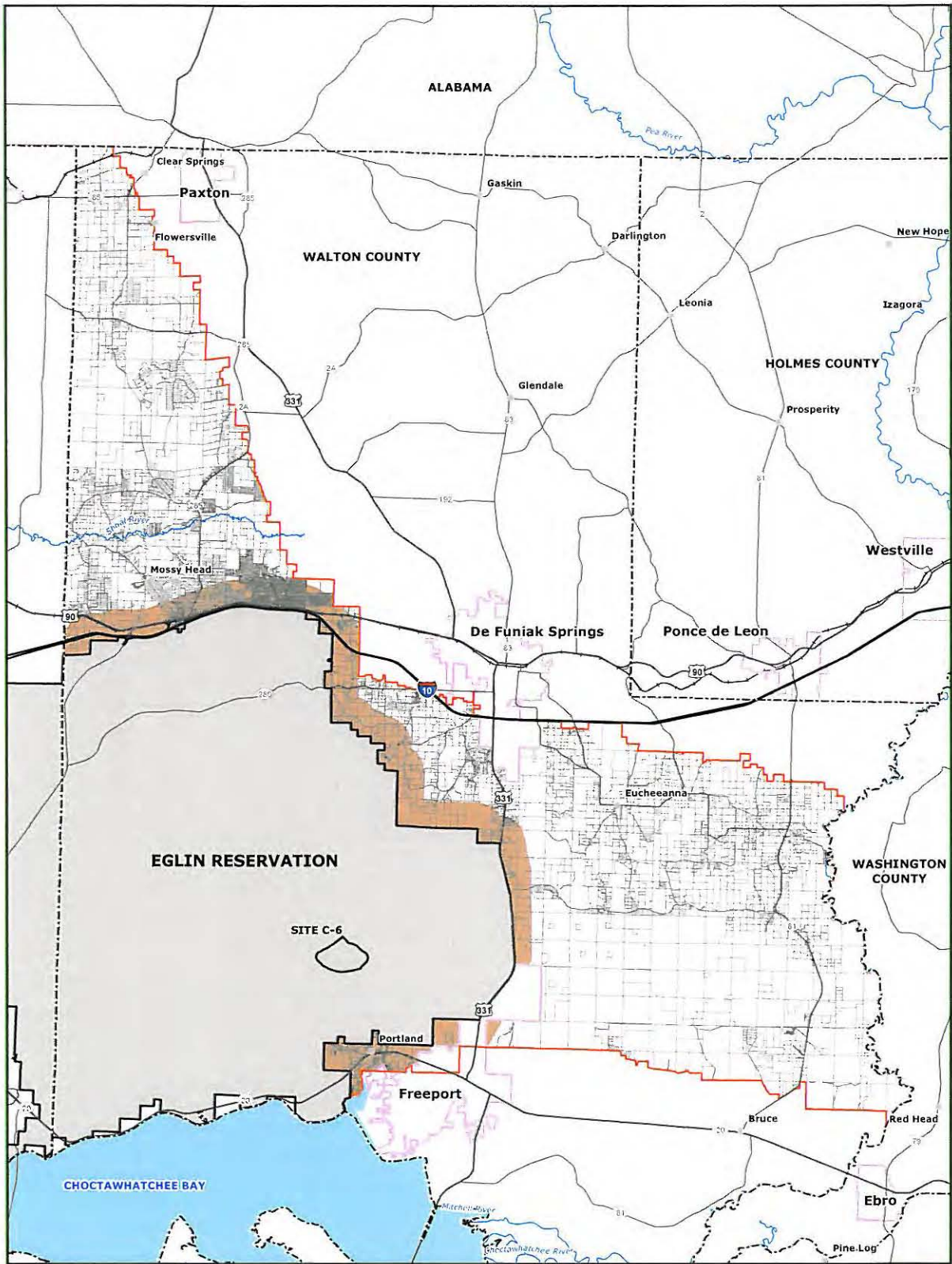


MIOD / MTR 1 & 2 Subzones
Laurel Hill



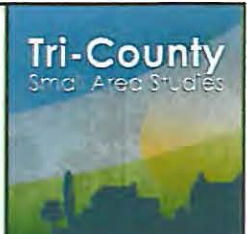
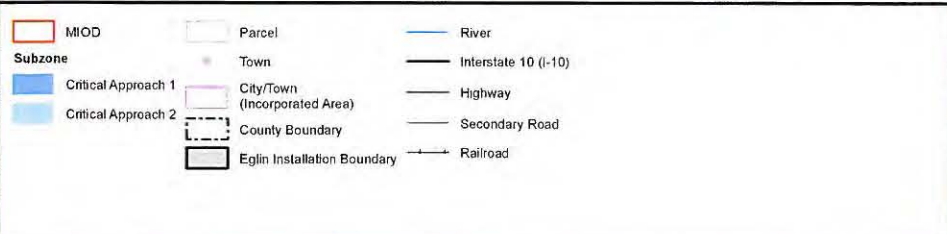
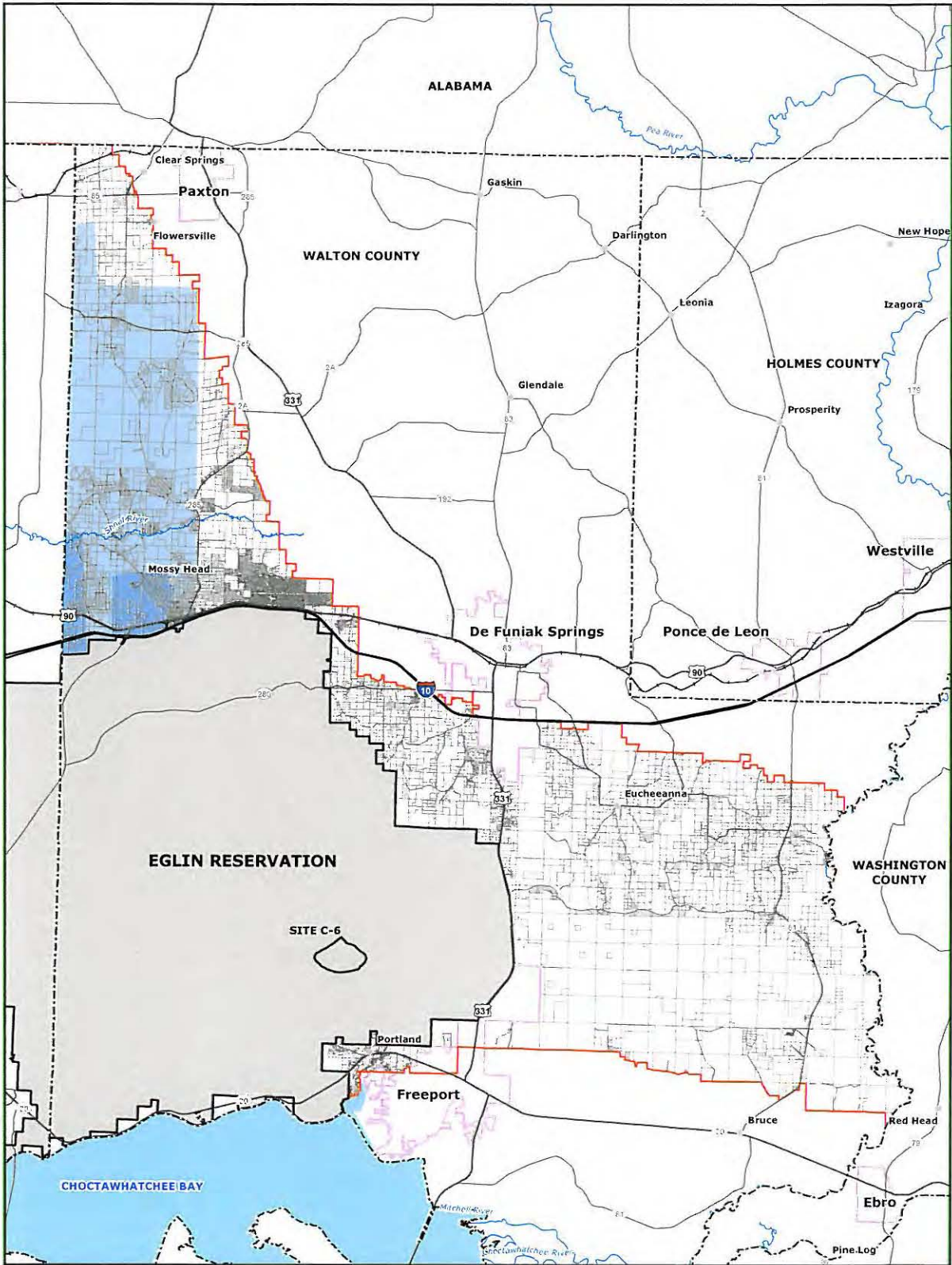
MIOD	Parcel	River
MIOD Subzones	Town	Interstate 10 (I-10)
Critical Approach 1	City/Town (Incorporated Area)	Highway
Critical Approach 2	County Boundary	Secondary Road
Impulse Area	Eglin Installation Boundary	Railroad
MTR 1		
MTR 2		





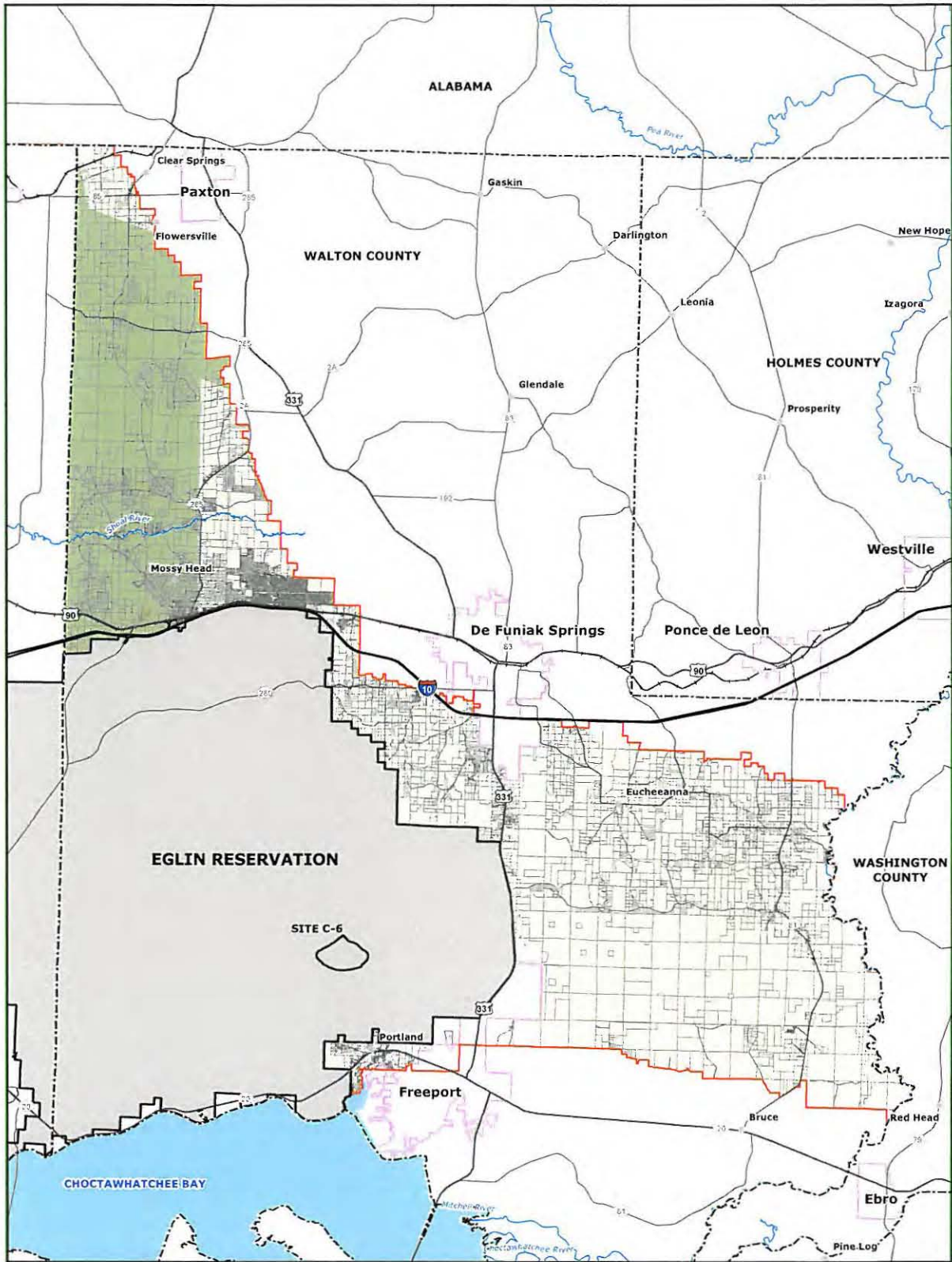
MIOD / Impulse Area Subzone
Walton County

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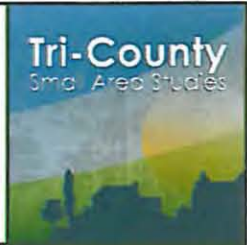


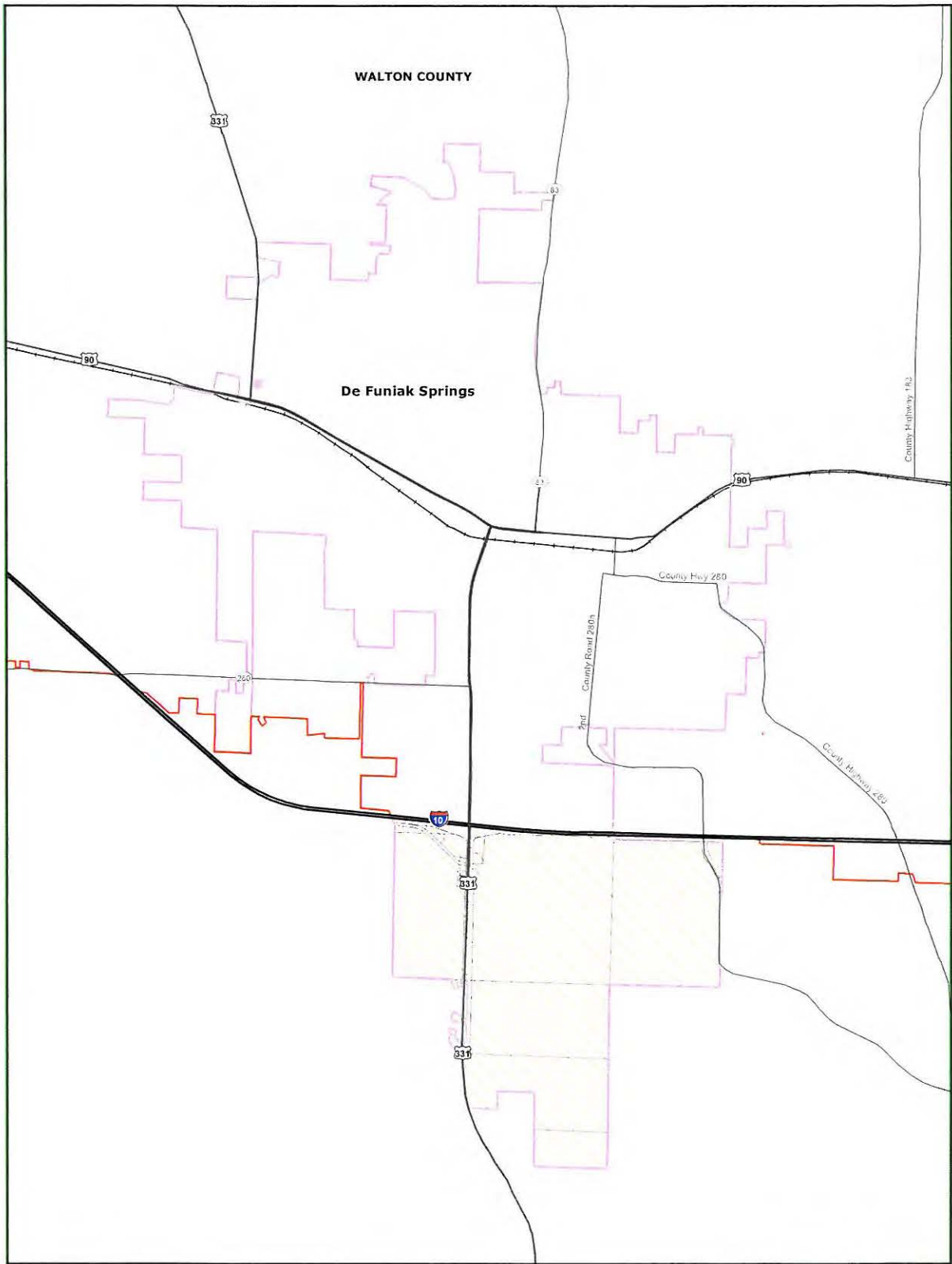
MIOD / Critical Approaches 1 & 2 Subzones
Walton County

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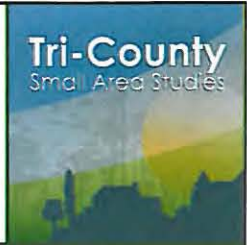


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|-----------------------------|-------------------------------|----------------------|
| MIOD | Parcel | River |
| Subzone | Town | Interstate 10 (I-10) |
| MTR 1 | City/Town (Incorporated Area) | Highway |
| MTR 2 | County Boundary | Secondary Road |
| Eglin Installation Boundary | Railroad | |

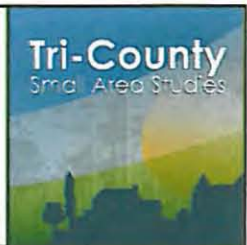
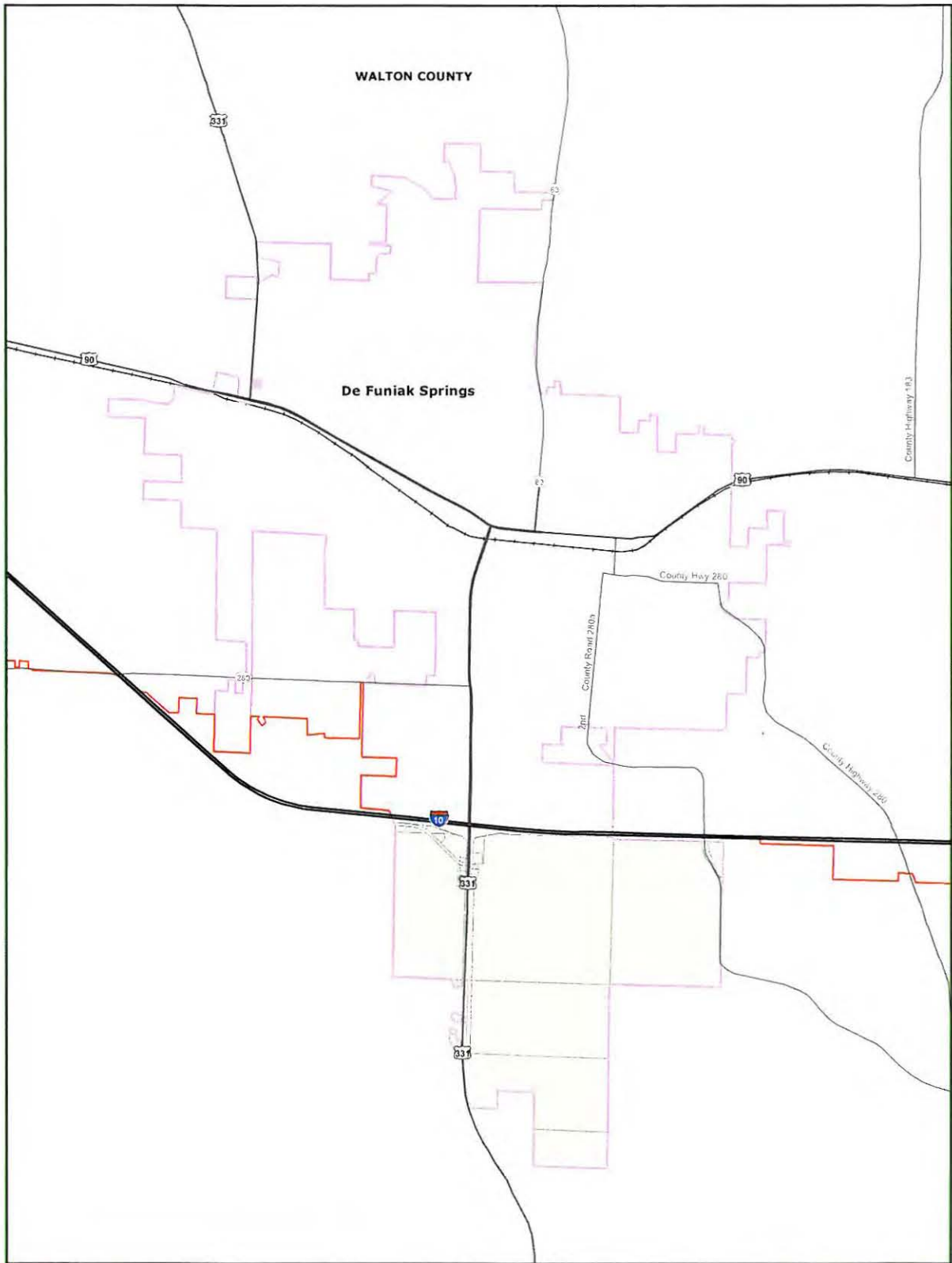




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|---------------------|-------------------------------|----------------------|
| MIOD | Parcel | River |
| MIOD Subzone | Town | Interstate 10 (I-10) |
| MTR 2 | City/Town (Incorporated Area) | Highway |
| | County Boundary | Secondary Road |
| | Eglin Installation Boundary | Railroad |

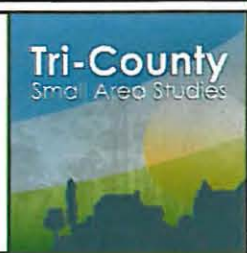
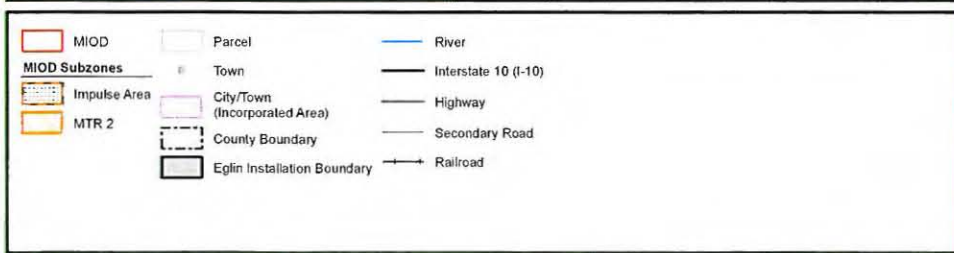
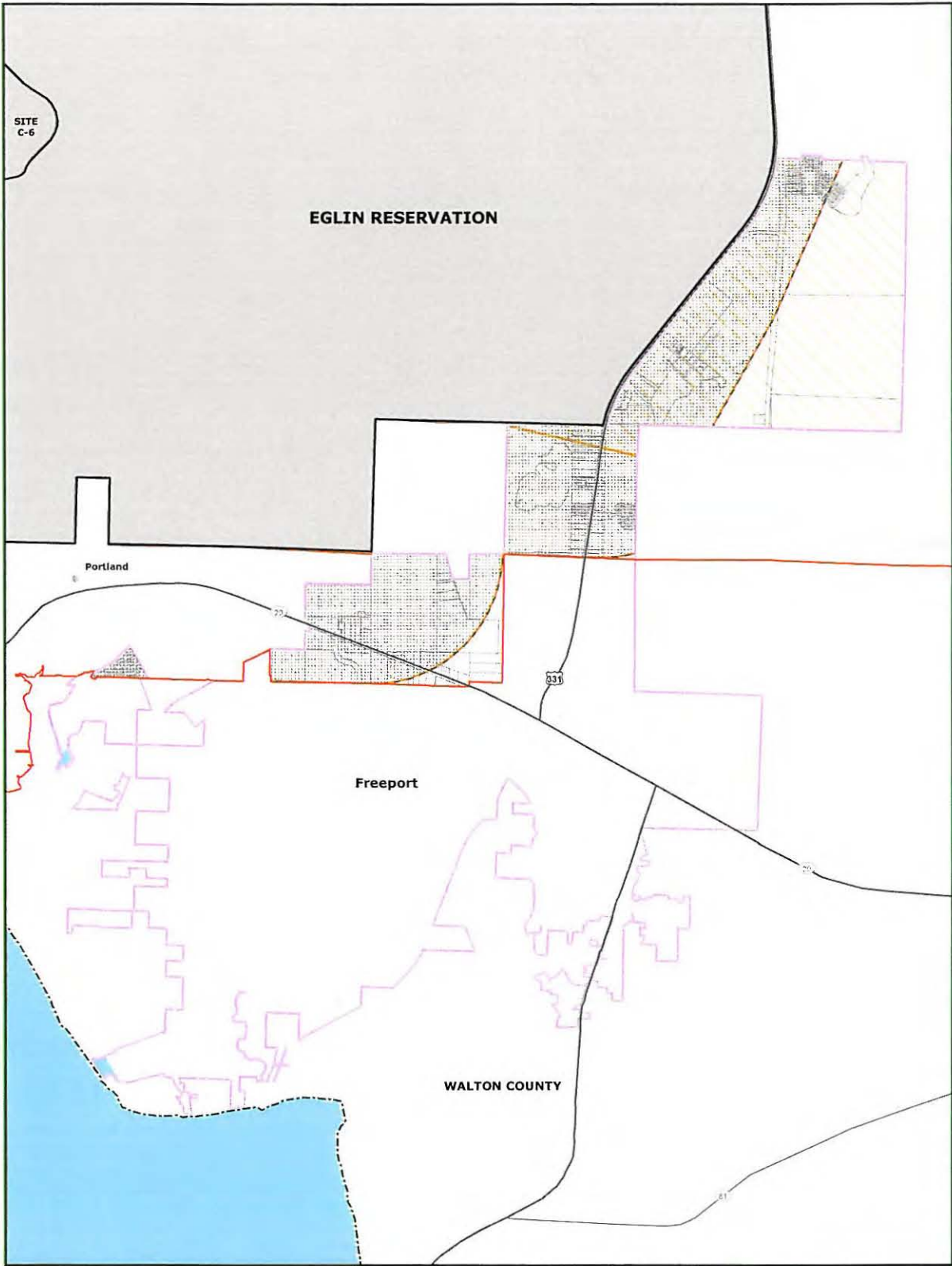


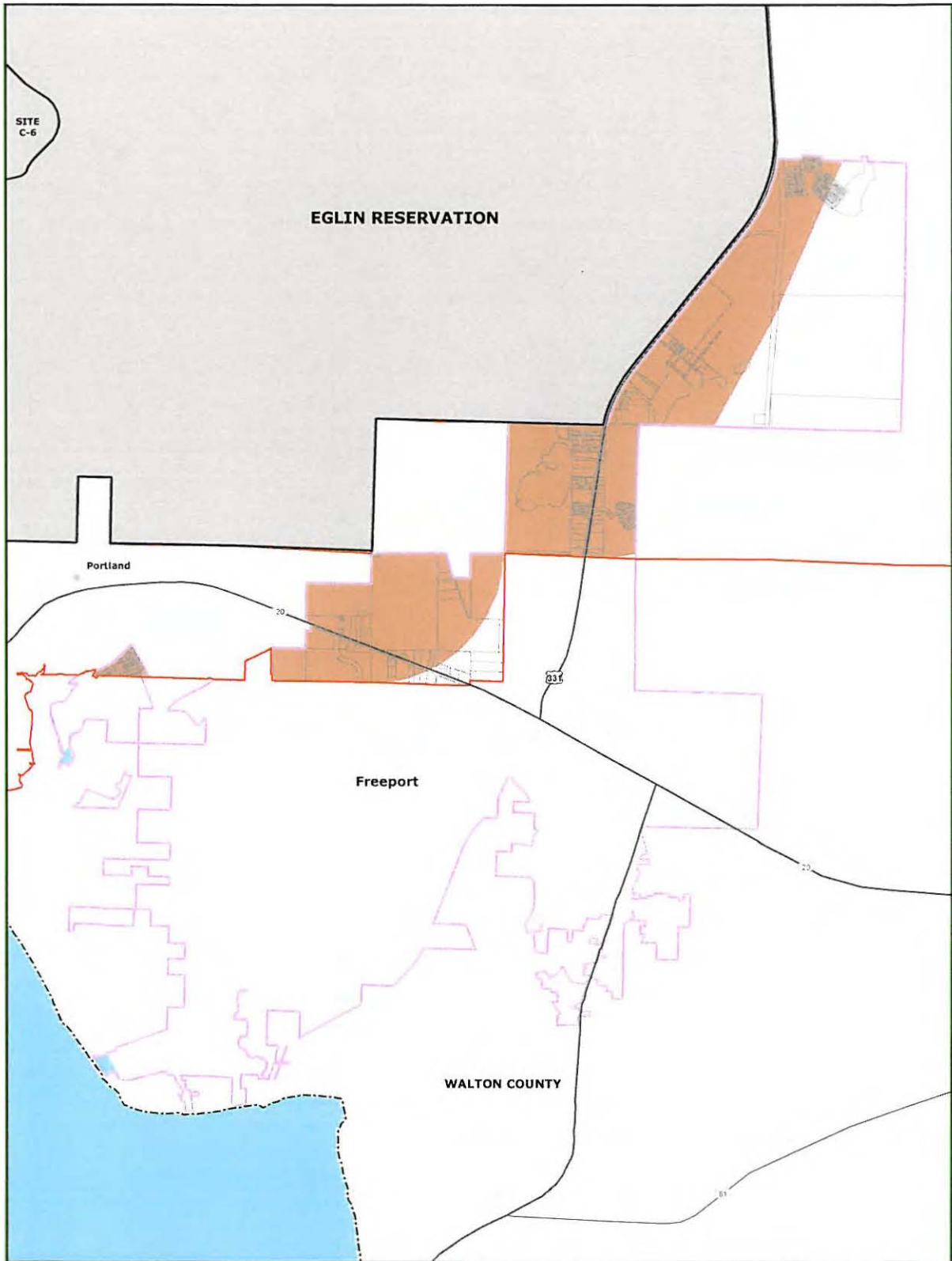
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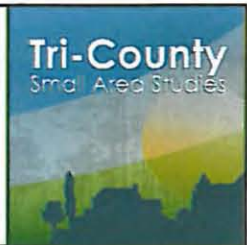
MIOD / MTR 2 Subzone
De Funiak Springs

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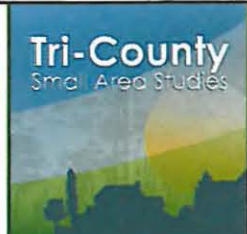
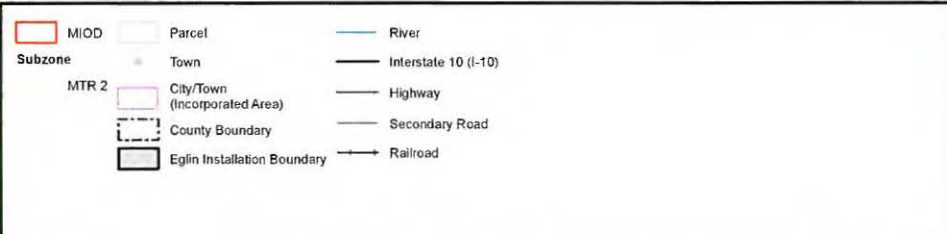
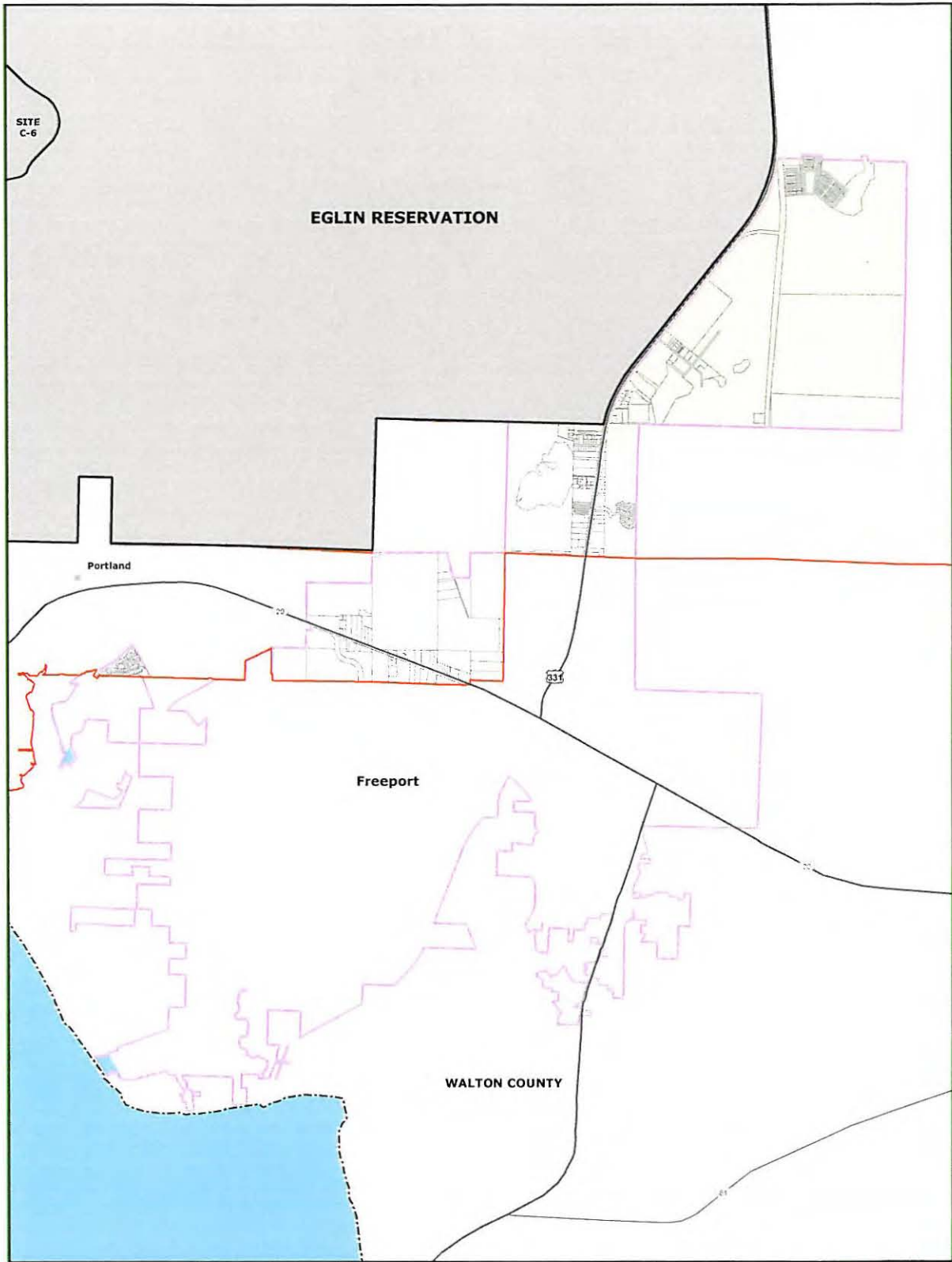




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| MIOD | Parcel | River |
| Subzone | Town | Interstate 10 (I-10) |
| Impulse Area | City/Town (Incorporated Area) | Highway |
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| | Eglin Installation Boundary | Railroad |



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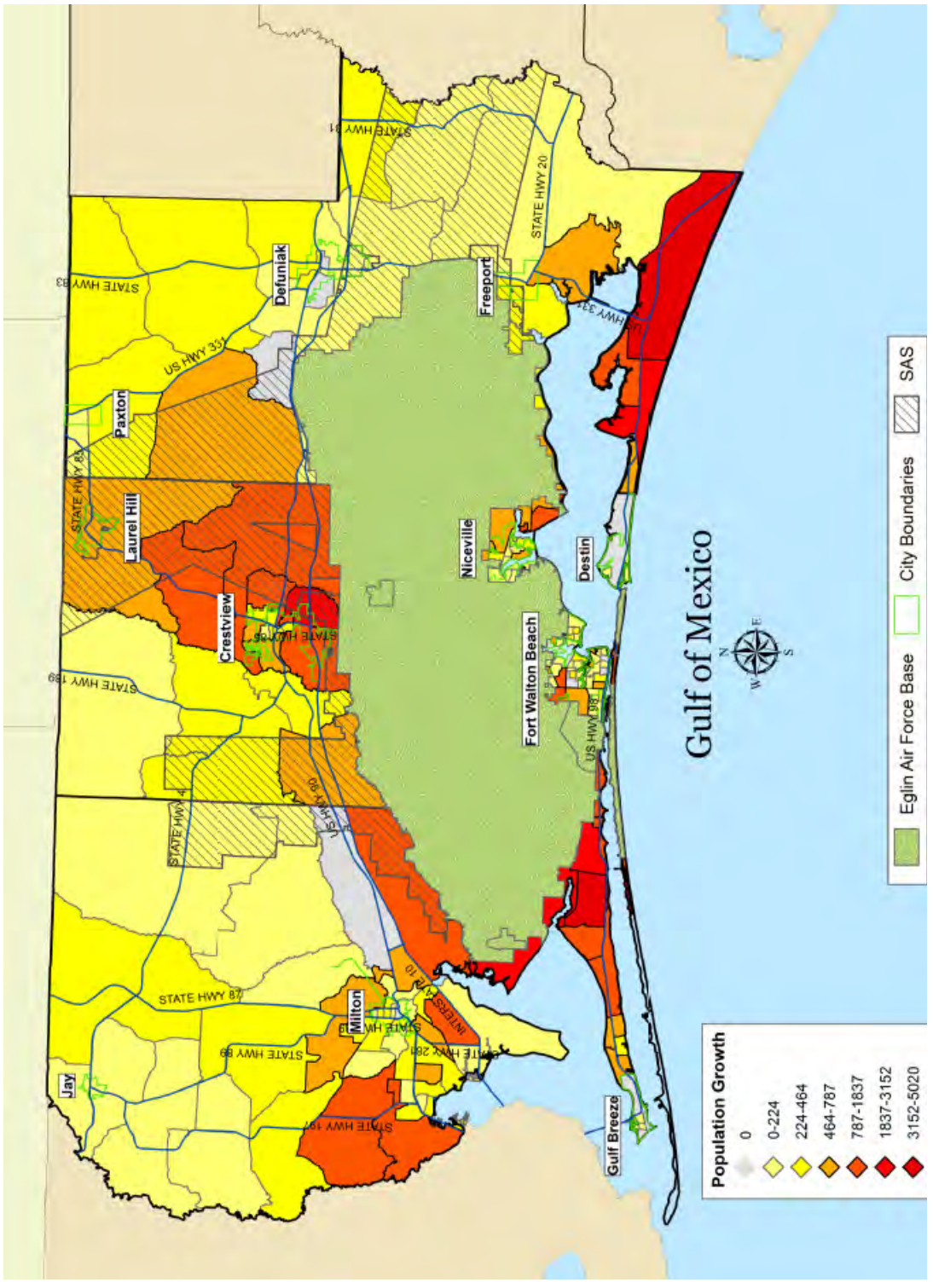
**The Small Area Studies Region
Economic and Demographic Summary**

Baseline Report

April 2012

The Haas Center was commissioned by the team to determine the overall impact of proposed regulatory changes to the economic and demographic composition of the region. Our first deliverable is intended to benchmark existing conditions in the region (both inside and outside the MIPA areas) to frame the potential impacts associated with any changes in the region. We outline those potential impacts in this document. We begin with an overview of the MIPA (Military Influence Planning Area) areas relative to population growth patterns in the region. We then discuss potential impacts on population growth patterns. We then plot the key regional industry sectors imposing the MIPA areas on top of the locations of businesses in the region. These data will allow us to more thoroughly understand the potential impacts moving forward.

Population Growth and the MIPA Areas



The data in the figure presented to the right show the population growth patterns across the MIPA areas. The MIPA areas are

many of the region's growth hotspots. Indeed, the only high-growth areas that will be affected by changes within the MIPA areas are the areas to the north and east of the Crestview area and some areas within the Crestview city limits.

Utilizing the most current Census data (along with recent forecasts) we were able to estimate the population totals for those who live within the MIPA areas. In the table below, we highlight the population of the MIPA areas and the forecast growth patterns. As the data show, as of the 2012 Census, about 51,000 individuals reside in the MIPA areas affected by this study. This represents approximately 13% of the overall population of the tri-county study region (estimated at 390,000). Moreover, as we note, even utilizing an optimistic annual growth rate of 2.05% (which eclipses the previous decades average) the MIPA area will account for roughly 14.% % of the region's estimated 430,000 residents in 2020. Therefore, the overall impact on the region's population centers is forecast to be relatively minimal, regardless of the proposed changes outlined

in the course of the study. We see no reason for population growth in the region to be negatively affected by any proposed action within the next several decades. Adequate space appears to be available to accommodate growth patterns within and outside the MIPA areas. For a comparative overview, we show summary statistics for major population centers, as well as the counties that are in the affected areas on the following page.

Again, as the data in the maps and tables indicate, the only areas where the MIPA planning process affects major growth centers is in and around the Crestview area and to the south of Interstate 10 and 90 in Santa Rosa County (and north of the Eglin Reservation). The remainder of the MIPA planning process should affect only sparsely populated rural areas and also areas where weaker growth is forecast.

As the planning process moves forward and capacity totals are

confirmed, we will model the overall potential impacts on future growth in light of current capacity and capacity as affected by the planning process. We note, in terms of population growth, that the overall planning process is forecast to affect a comparatively small number of individuals (less than 13% of the tri-county area) while the military affects, at last estimate, nearly 60% of Okaloosa County's economy.

We therefore aim to measure, as the final data are released from the planning team and accurate figures are known, the overall impact of the MIPA planning process in light of the greater impact of the military and the alternative impacts to some of the regions communities. We will highlight areas of potential concern (where military growth conflicts with community growth) and suggest approaches to compensate for any conflicts - to the extent that they exist.

The military has a substantial impact on the economy of the tri-county study region encompassing Okaloosa, Walton and Santa Rosa Counties.

Population Figures for the MIPA Areas

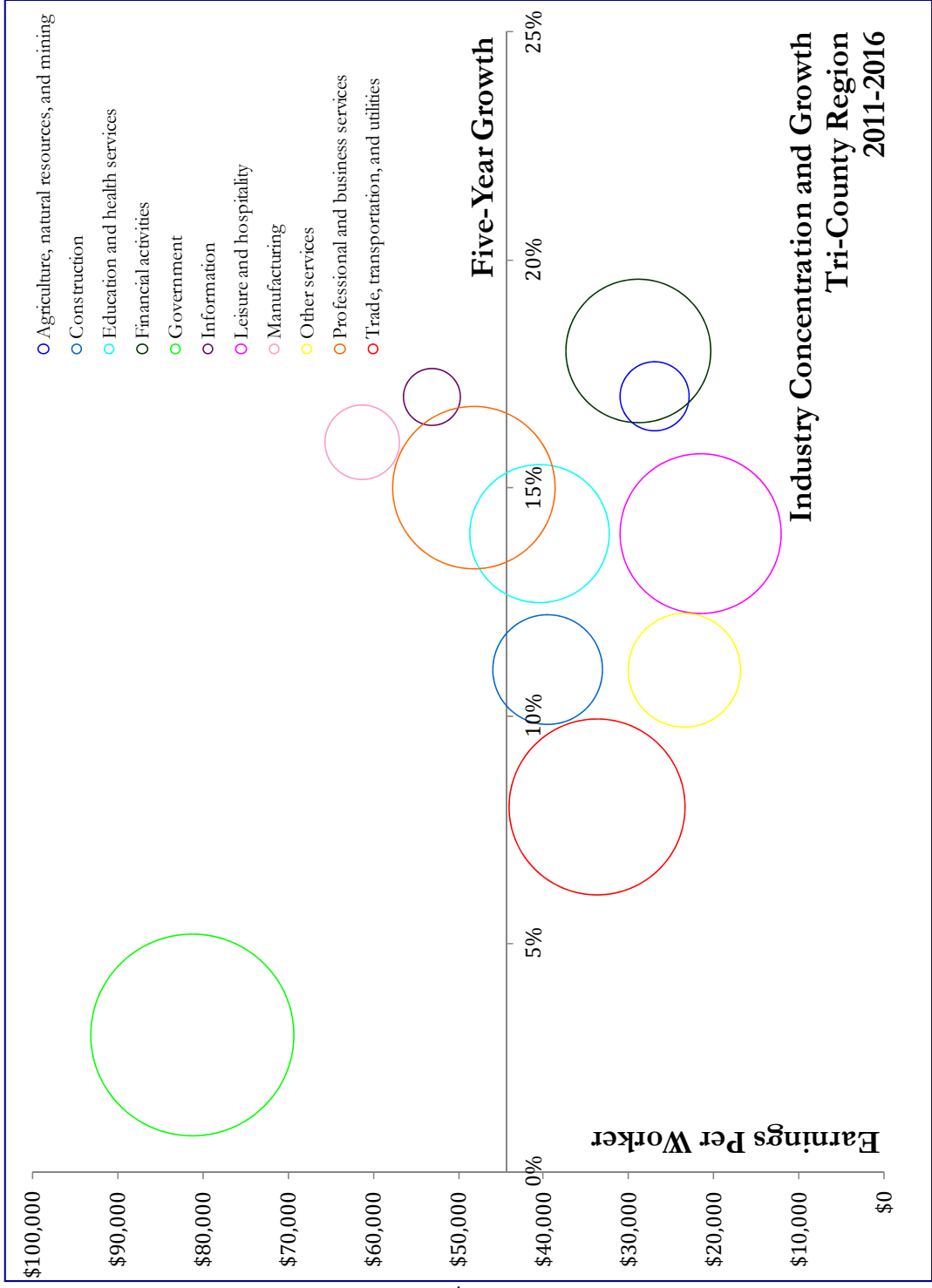
2000 Population	44,615
2010 Population	50,821
2020 Forecast Population	62,282
2000-2010 Growth	6,206
2010-2020 Growth	11,461
2000-2010 Annual Growth Rate	1.31%
2010—2020 Annual Growth Rate	2.05%
Tri County Population Current	389,546

	Cities									Counties		
	Crestview	DeFuniak Springs	Destin	Fort Walton Beach	Freeport	Laurel Hill	Niceville	Valparaiso	Okaloosa	Santa Rosa	Walton	
Sources: Economic Modeling Specialists Incorporated, Florida Demographic Estimating Conference, US Census Bureau, Haas Center												
2011 Population	21,474	5,149	12,319	19,534	1,860	527	12,834	5,061	180,280	149,961	53,878	
2000 Census Population	14,293	4,923	10,290	19,748	1,193	413	11,700	6,347	170,498	117,743	40,601	
Pct Population Change 2000 to 2011	50%	5%	20%	-1%	56%	28%	10%	-20%	6%	27%	33%	
2011 Households	7,725	2,119	5,285	8,268	751	205	5,122	1,531	70,400	55,842	22,513	
2011 Median Age	36	41	47	42	42	44	43	35	40	40	44	
2000 Census Median Age	34	41	42	39	38	40	40	34	36	37	40	
2011 Median HH Income	\$44,233	\$36,801	\$69,307	\$48,419	\$46,528	\$37,550	\$58,127	\$49,035	\$53,553	\$55,222	\$51,256	
2000 Census Median HH Income	\$34,025	\$26,297	\$54,864	\$38,514	\$31,274	\$28,530	\$44,752	\$38,720	\$41,657	\$42,391	\$32,607	
Pct Median HH Income Change 2000 to 2011	30%	40%	26%	26%	49%	32%	30%	27%	29%	30%	57%	
2011 Average HH Income	\$55,783	\$47,975	\$94,128	\$60,364	\$58,083	\$46,822	\$70,489	\$61,775	\$66,897	\$69,065	\$68,162	
2011 Per Capita Income	\$20,066	\$19,746	\$40,386	\$25,550	\$23,439	\$18,247	\$28,131	\$18,689	\$26,124	\$25,718	\$28,482	
Total Housing Units	7,511	2,630	9,145	9,064	808	213	5,376	1,946	83,877	61,895	39,886	
Percent Owner Occupied	61%	62%	38%	60%	63%	73%	67%	64%	58%	72%	45%	
Percent Renter Occupied	29%	25%	15%	34%	16%	15%	27%	30%	28%	18%	12%	
Vacant	10%	14%	47%	7%	21%	11%	6%	5%	14%	10%	43%	

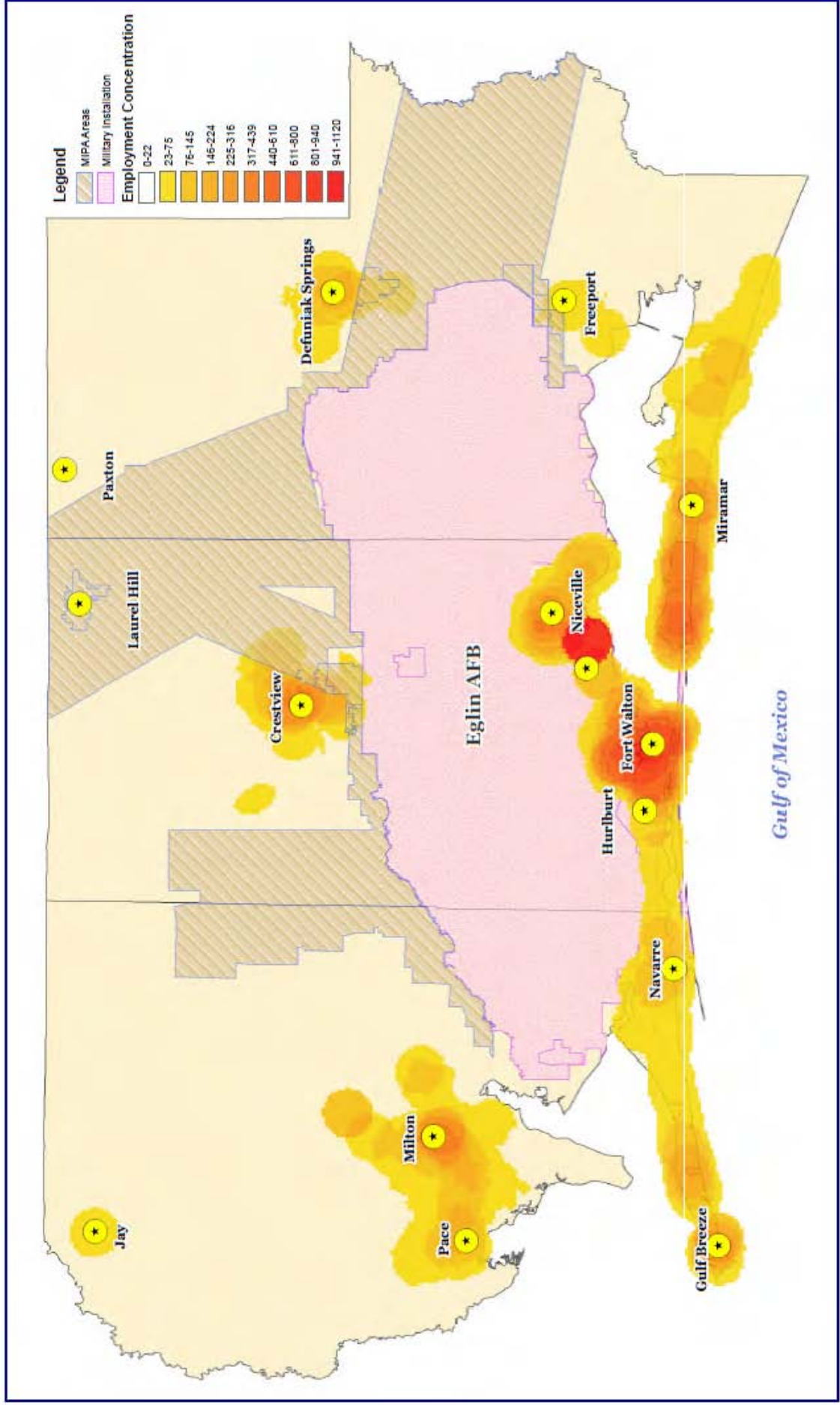
The latest estimates indicate that the military accounts for just over \$7 billion of the tri county's \$15.1 billion annual gross regional product. The military therefore accounts presently for just under 50% of the region's total economic output. This is particularly important given that the military is also very strongly tied to key high-wage, high growth economic sectors such as professional and technical services (particularly engineering and design) as well as manufacturing.

The figure to the right presents data on industry concentration, growth and earnings for the tri-county region for the 2011 - 2016 period. As the data show, the professional and business services sector as well as the manufacturing sector are high-earnings sectors that are also forecast to drive a substantial amount of growth in the region over the next five years. Moreover, in an era of tightening budgets, it is more critical than ever to ensure that the military presence remains as an integral driver of high impact sectors in the region. On the pages that follow, we plot employment concentrations in the tri-county region relative to the military influence planning areas, the Eglin installation and key cities,

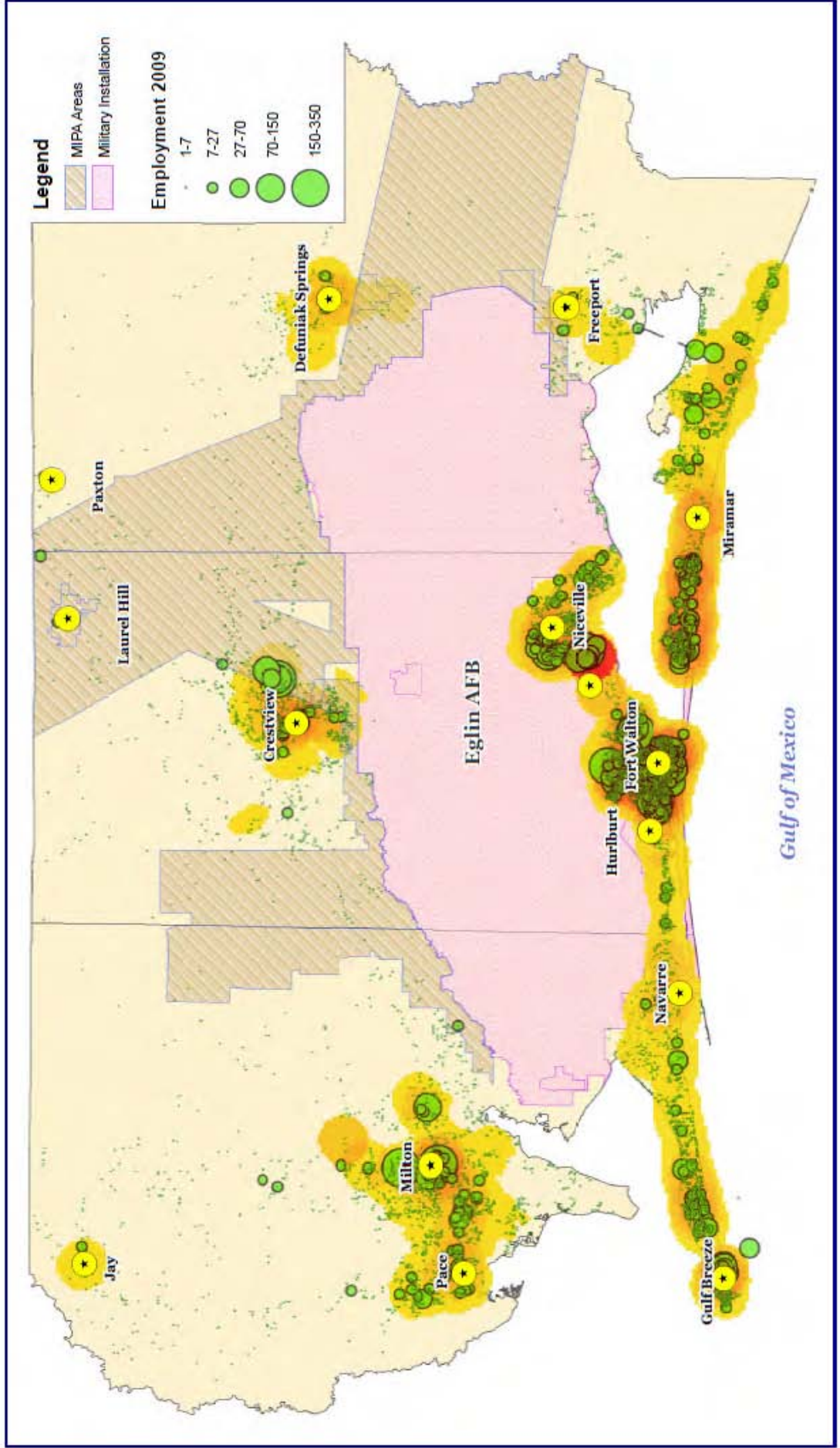
towns and communities throughout the area. As the data reflect, there are several areas where there remains the potential for private-sector business interests to conflict with the Eglin mission. For now, we present these initial data. As the study progresses, we will refine these data and, in conjunction with the Matrix team, work to ensure that the potential issues are addressed in such a way as to offer maximum opportunities for regional growth as well as maximum support for the Eglin mission.



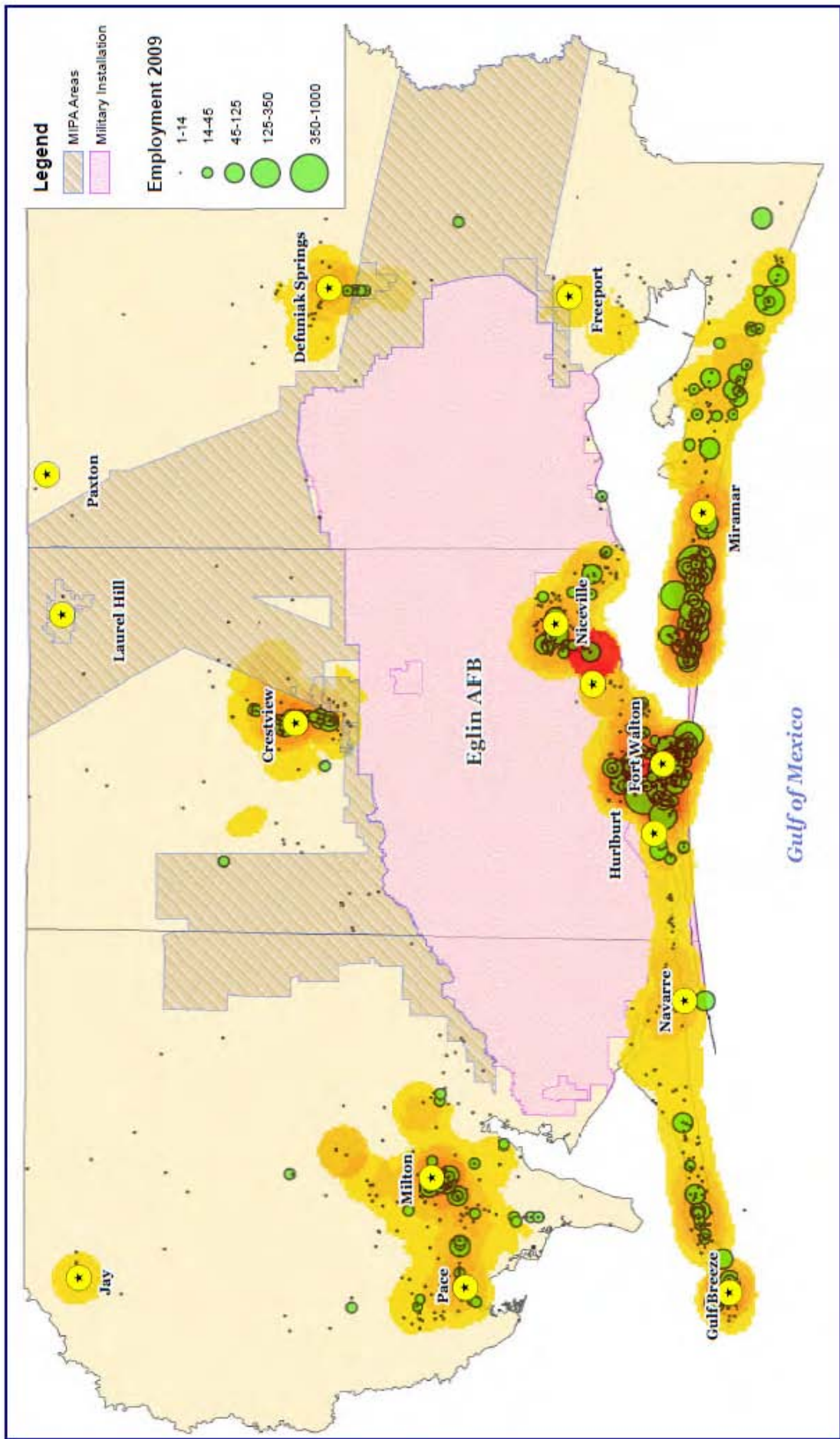
Employment Concentration in the Tri-County Region



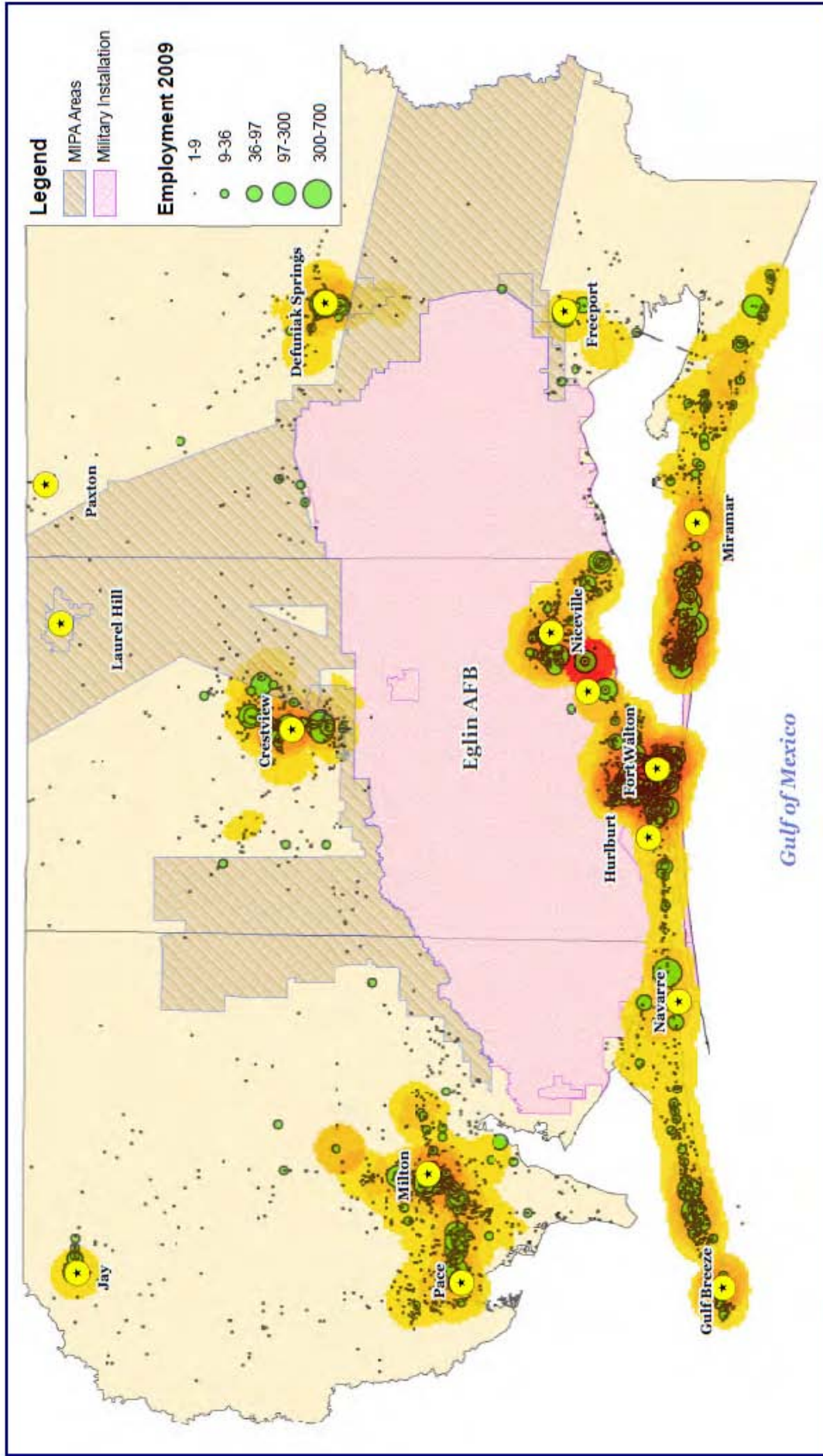
Professional and Business Services



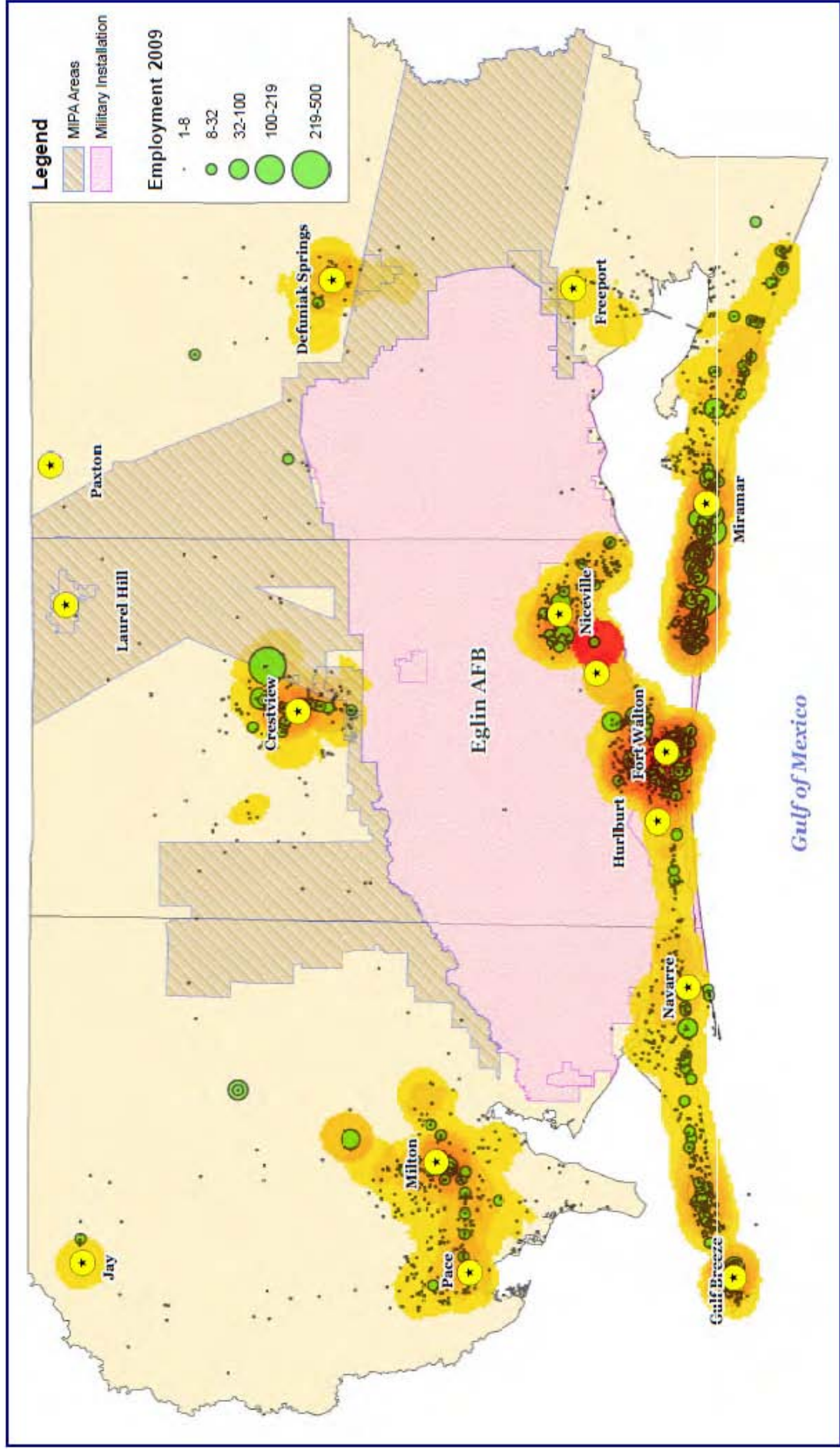
Leisure and Hospitality



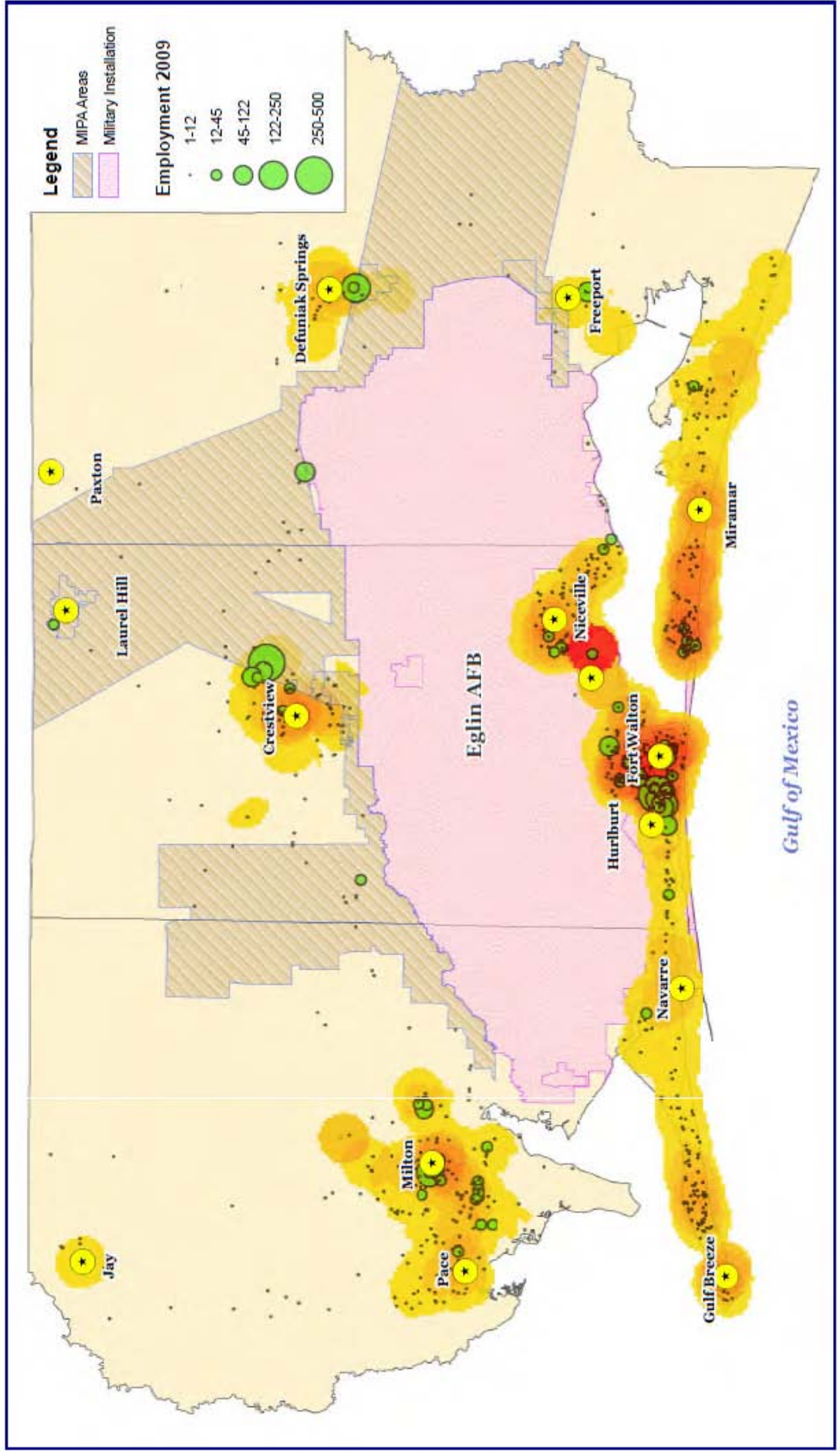
Information



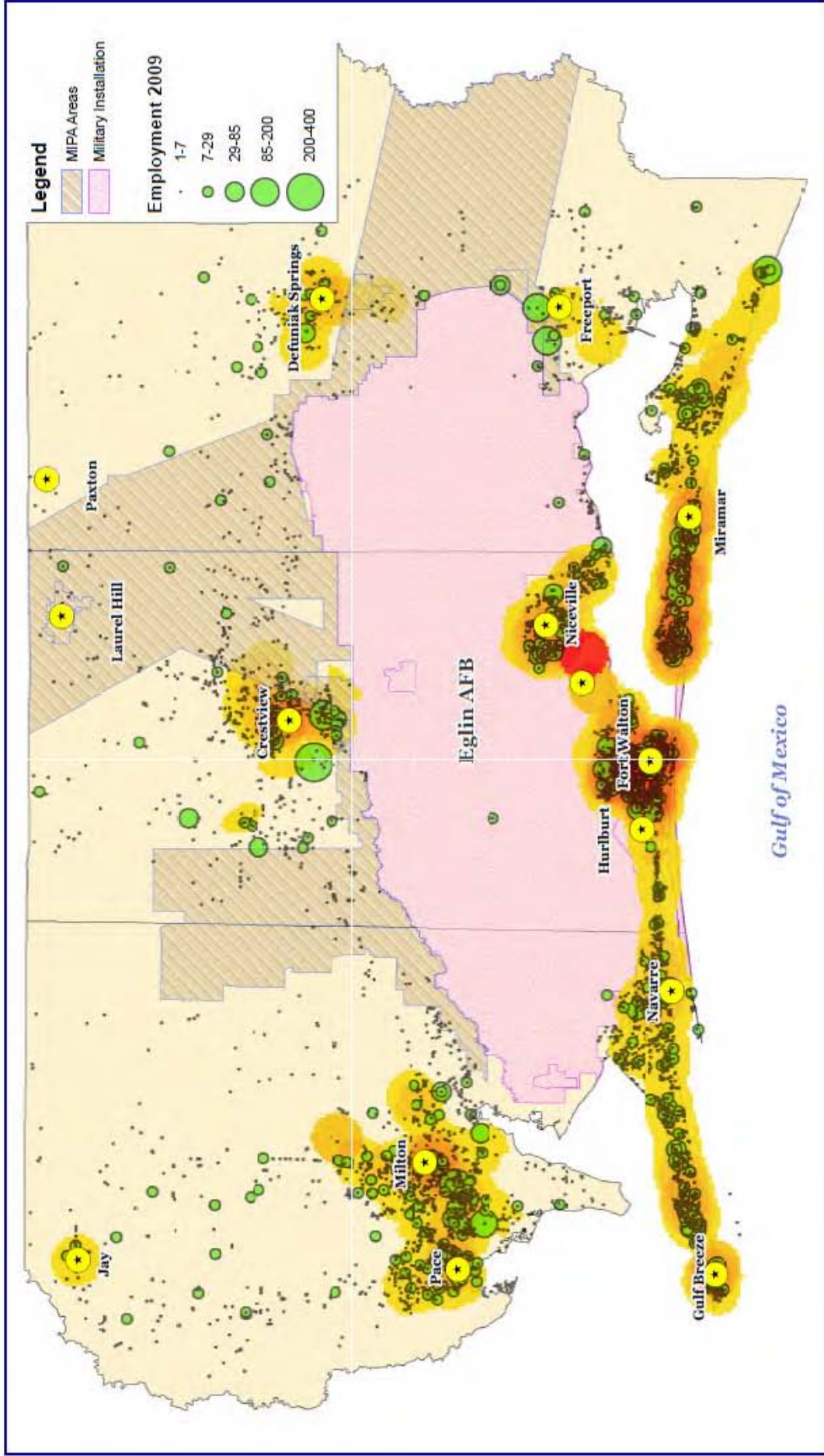
Financial Activities



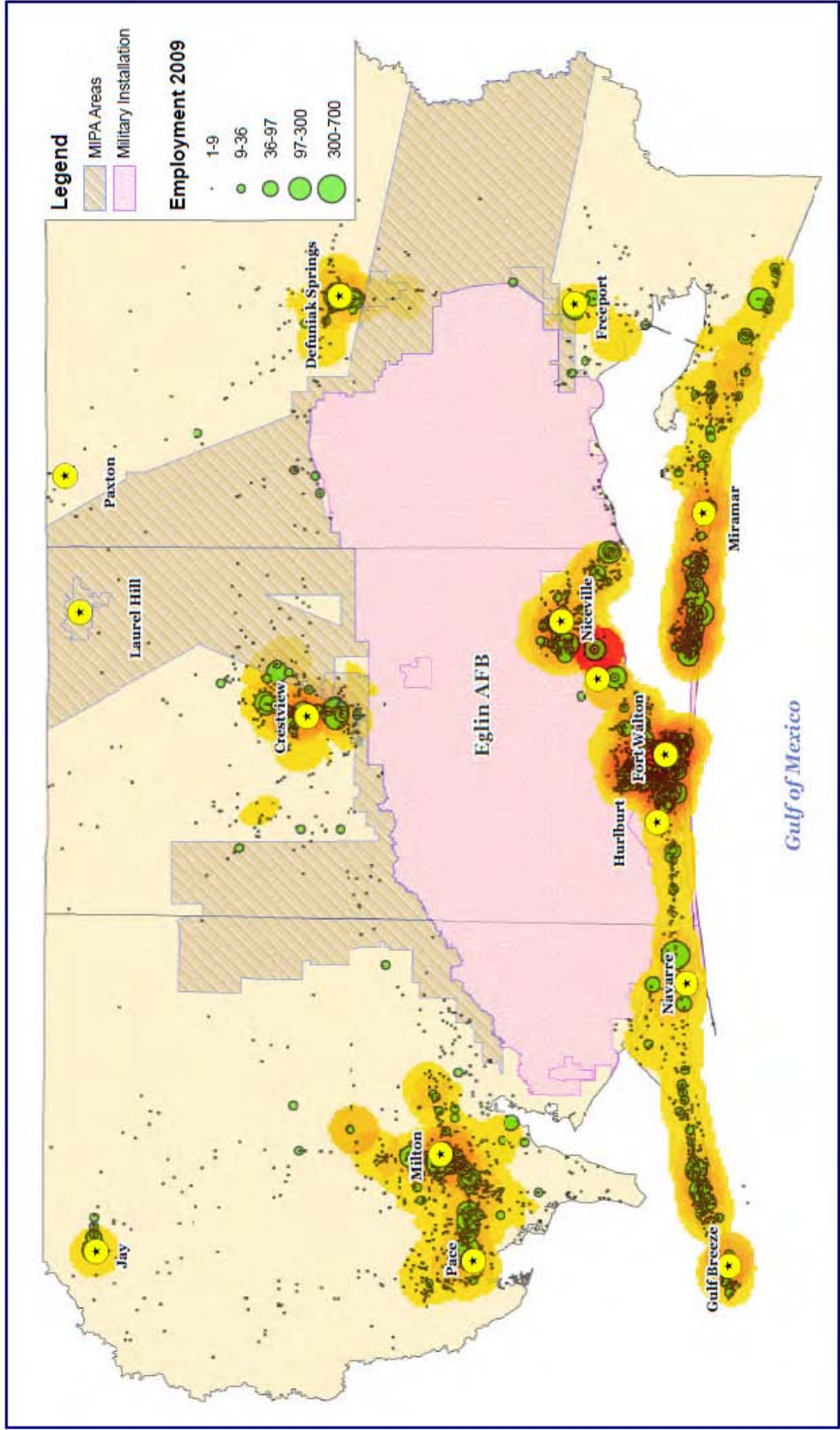
Manufacturing



Construction



Trade, Transportation and Utilities





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Phoenix, Arizona 85021
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Date: January 23, 2012

To: Mr. Ken Little
Growth Project Coordinator

From: Celeste Werner, AICP
Project Manager

**Re: Task 3C: Policy / Regulatory Analysis Findings Memorandum Deliverable
Okaloosa Small Area Studies**

This Memorandum memorializes the results of the baseline analysis of the current planning policies and regulatory tools associated with Task 3C: Policy / Regulatory Analysis. The efforts associated with this task have resulted in a consolidation of the Tri-County region jurisdictional comprehensive policies and regulatory tools that address military compatibility enabling further assessment to provide recommended changes to these tools.

The enclosed binder provides a collection of the seven jurisdictions efforts in coordinating with Eglin AFB to ensure both mission sustainability and effective community, managed growth. In the binder, you will find seven sections that correspond with each jurisdiction. Each section begins with a one-page summary of initial findings, and the remaining pages are the actual, annotated pages of the various Comprehensive Plan Elements and Land Development Code.

This hard-copy collection of the consolidated, analyzed Policy / Regulatory Analysis concludes the Subtask 3C: Policy / Regulatory Analysis of the Tri-County SAS Scope of Work. We will provide an electronic version via Remote Access site, which you may access at the following website, <http://connect.matrixdesigngroup.com/>. The username is **smallareastudies** and the password is **Ok?123**. If you have any further questions or require additional information, please do not hesitate to contact me.

Sincerely,

Celeste Werner, AICP
Vice President

SANTA ROSA COUNTY (SRC)

MILITARY AIRPORT-RELATED LAND USE POLICIES AND REGULATIONS

SUMMARY

(See data binder for copies of regulations/exhibits)

A. COMPREHENSIVE PLAN POLICIES (in Future Land Use Element)

1. The CP was amended to include goals, objectives and policies that implement the JLUS. The policies address:

- a. Establishment of military airport zones (MAZ) that serve as overlay districts (Policy 3.3.A.1)
- b. Prohibition of FLUM amendments and rezonings that increase residential densities
- c. Use of agricultural and conservation uses to buffer military airfields
- d. Effective coordination and communication between SR County and the DoD
- e. Inclusion of DoD representatives as ex-officio members of the Local Planning Board (Policy 3.3.B.2).
- f. Review of development applications by local DoD officials
- g. Written approval (for location) from local DoD officials of telecommunications tower applications. (Policy 3.3.B.4)
- h. Disclosure of military airfield proximity as part of all real estate transfers. (Policy 3.3.C.1)
- i. Public availability of information concerning the location of military airfields and impacts through the county website, signage and information notes on plats and site plans.

2. NOTE: A very quick review appears to indicate that Policy 3.3.A.1 needs to be amended to specifically identify the location of the Eglin AFB MAZ to be consistent with the LDC Article 11. There may be several other policies that also need modifying to specifically address Eglin.

3. CP Objective 3.1J and Policy 3.1.J.1 address Transfer of Development Rights (TDR) from active agricultural areas and Military Airport Zones. 3.1.J.1 indicates that the county will establish a TDR program, including the identification of sending and receiving areas and program and admin requirements by December 2011.

B. LAND DEVELOPMENT CODE (LDC) – ARTICLE 11 – MILITARY (and Public) AIRPORT ZONES (MAZ)

1. Public airports are addressed in sections 11.03.00 and military airports in 11.04.00. The Eglin MAZ appears to be the same as the SAS area in SR County (contiguous to north side of Eglin and eastern county boundary (see MAZ exhibit in the binder).
2. The MAZ is an overly zone. There are separate subsections that address height limitations based on type of structure (35 feet for single family residential and 50 feet for non-residential structures), use restrictions (extensive) and conditional use criteria. Other sections in Article 11 address nonconforming uses, permitting, real estate disclosure requirements (through the creation of a Military Airport Notification Zone), outdoor lighting and glare (this is an extensive section that includes a requirement for DoD review of an Outdoor Lighting Plan for site plan and subdivision applications within an MAZ), and an administrative appeals process. Article 11 is very comprehensive and detailed.

C. EGLIN AFB NOTIFICATION ZONE

1. As required by the Military Airport Notification Zone provisions in Article 11, the seller or lessor of any **residential** property that is offered for sale or lease within a Military Airport Notification Zone, including the Eglin AFB Notification Zone, is required to provide written disclosure to prospective purchasers/tenant on a form provided by SRC, as well as to provide a copy of the signed Disclosure Notice to SRC. Additional requirements apply to real estate sales office marketing efforts, as well as disclosure requirements in subdivision covenants and on plats.

D. SRC DEVELOPMENT SERVICES WEBSITE – AIRPORT ENVIRONS INFORMATION

1. The SRC Development Services webpage has a section devoted exclusively to information concerning airport environs, where links to MAZ and Notification Zone areas are provided, disclosure requirements are discussed and maps and disclosure forms can be downloaded.

OKALOOSA COUNTY

MILITARY AIRPORT-RELATED LAND USE POLICIES AND REGULATIONS

SUMMARY

(See data binder for copies of regulations/exhibits)

A. COMPREHENSIVE PLAN POLICIES (in Future Land Use Element)

1. Objective 13 includes three policies designed to facilitate cooperation with Eglin AFB to encourage compatibility and prevent encroachment:
 - a. Policy 13.1 - Establishment of the Eglin AFB North Encroachment Protection Zone (ENEPZ) as a FLUM overlay that includes the area between the northern Eglin AFB boundary and I-10.
 - b. Policy 13.2 – Within the ENEPZ will be no land use amendment that changes the FLU categories from those adopted in May 2000 until a recommendation concerning the encroachment impact of any proposed amendment has been provided by Eglin AFB.
 - c. Policy 13.3 - The Okaloosa County PC and Board of County Commissioner shall give great weight to Eglin AFB recommendations during deliberations of proposed FLUM amendments, including the basis for denial or conditional approval.
2. Objective 14 and Policy 14.1 encourages implementing the Eglin AFB JLUS recommendations during 2009 through a combination of FLUM amendments, LDC revisions and modifications to any other codes, as necessary, including:
 - a. Amending building and construction codes to require additional insulation or soundproofing for new construction and existing structures in high noise areas (>65db).
 - b. Create an “Airfield Influence District” within which all real estate sale and lease transactions would be subject to signed disclosures.
 - c. Revise the LDC to restrict/prohibit lighting encroachments/nuisances within the ENEPZ or any other areas recommended by military officials.
 - d. Amend FLUM so all vacant or undeveloped properties within the ENEPZ that are 10 acres or larger are designated with “Agriculture” land use category.
 - e. Limit density on properties within the ENEPZ with a FLU designation of Agriculture to 1 du/10 acres.
 - f. Revise the LDC to include the JLUS recommendations for building and structure height limits.
 - g. Require applications within the ENEPZ and Low Level Flight Training Routes be submitted to the Eglin Encroachment Office for review and comment.

h. Coordinate with private property owners and local, state and federal agencies to acquire conservation lands proximate to the Eglin AFB boundary.

3. NOTE: A very quick review of the LDC on the Matrix server suggests that no code modifications or new ordinances concerning soundproofing/noise attenuation, light/glare, required real estate disclosure or Eglin AFB review of proposed developments in Low Level Flight Training Routes have been adopted to date. Instead, it appears that only regulations have been adopted concerning the ENEPZ and Military Installation Height Encroachment Zones, as described below.

4. NOTE: A framework for the Transfer of Development Rights (TDR) is addressed in the Comp Plan in the Airport Compatibility (AC) FLUM designation. The AC designation only applies to areas in the vicinity of Bob Sikes Airport, which is east of Crestview.

B. LAND DEVELOPMENT CODE (LDC) – CHAPTER 3 – OVERLAY ZONES

1. **Eglin North Encroachment Protection Zone (ENEPZ) – Section 3.08.00.** Several of the policies described in Comprehensive Plan FLU Element Objectives 13 and 14 (above) have been codified as regulations in this section, including:

a. Applicability to the area south of I-10 and the northern Eglin AFB boundary.

b. Limits density to 1 du/10 acres in areas with a FLUM “Agriculture” designation.

c. Implies a development application review process (but doesn’t specifically state that there “shall be” a review) by Eglin AFB officials and indicates that the county shall give “great weight” to Eglin AFB recommendations and can be the basis of denial or conditional approval.

2. **Military Installation Height Encroachment Zones – Section 3.09.00.** The purpose of this section is to implement and codify as regulations certain recommendations of the Eglin AFB JLUS and the “Okaloosa County Building Height Study”, May, 2006. The section prescribes the establishment of military height encroachment zones as shown in Figure 3-14 of the Eglin JLUS with certain height restrictions as set forth on JLUS Figure 3-15. Since JLUS Figure 3-15 only encompasses the areas south (and not north) of Eglin, however, there presently are NO enforceable building height restrictions north of Eglin per Section 3.09.00 (as confirmed by Terry Jernigan at Okaloosa County). This is something that Matrix may want to recommend be addressed.

3. **Airspace Obstruction Permit - Section 3.02.01.** This part of Section 3.02.00, Airspace Protection, addresses the need to obtain an Airspace Obstruction Permit. Any proposal to erect or alter a structure that exceeds federal obstruction standards, which is within FDOT jurisdictional responsibility and within a 10 nautical mile radius of the geographical center of a military airport must obtain a permit from the County (OR FDOT???). Am awaiting confirmation from Okaloosa County concerning the location of “the geographical center of a military airport” and if it means from the center of Eglin AFB overall, or from the individual fields within Eglin.

CITY OF CRESTVIEW

MILITARY AIRPORT-RELATED LAND USE POLICIES AND REGULATIONS

SUMMARY

(See data binder for copies of regulations/exhibits)

A. COMPREHENSIVE PLAN POLICIES

1. The CP has no policies in the Future Land Use Element (FLUE) relative to compatibility with Eglin AFB. Actually, there appears to be no mention whatsoever of Eglin AFB in the FLUE, including no mention of the Eglin AFB JLUS.
2. The only mention of Eglin AFB in the **entire** CP appears to be in Chapter 13, Intergovernmental Coordination Element in Policy 13.A.1.1, Sub-Policy A.1.2.
 - a. Sub-Policy A.1.2 states: “The City shall continue to use the Okaloosa County Comprehensive Plan Committee (consisting of officials from Okaloosa County and all cities therein, Eglin AFB, Hurlburt Field, and the Okaloosa County School Board) to coordinate Comprehensive Plans for the local governments, the School Board and the Air Force and to provide information regarding proposed development.”

B. LAND DEVELOPMENT CODE (LDC) – SECTION 102-133 – TELECOMMUNICATIONS TOWERS

1. The only section of the LDC that appears to address possible Eglin AFB compatibility and encroachment issues is Section 102-133, Standards For Telecommunications Towers. No other compatibility factors, such as land use, light and glare, safety, noise, etc. appear to be addressed anywhere in the LDC – or in any other Crestview code or ordinance on our server. This includes no requirements for real estate disclosure or notification, structure height restrictions (except below) or provisions for shielded outdoor lighting.
2. Section 102-133 provides for the location of telecommunications towers on properties that are zoned industrial (M-1), commercial (C-1) or agriculture (a). Towers are not allowed in any other zoning districts. The height of towers is based on the number users with telecommunications equipment on the tower. Towers for single users may be 180’ in height; two user towers may be 240’ in height; and three user towers may be 300’ in height. Towers for licensed AM/FM radio broadcast stations and television stations may be up to 600’ in height. All telecommunications facilities must meet FAA, FCC and any other local and state standards and regulations. Tower permit applications to Crestview must include written evidence that tower design and placement are within FAA regulations, or that it is exempt from such regulations.

CITY OF LAUREL HILL

EGLIN AFB – RELATED LAND USE POLICIES AND REGULATIONS

SUMMARY

(See data binder for copies of regulations/exhibits)

A. COMPREHENSIVE PLAN POLICIES (in Future Land Use Element)

1. The recently adopted (June 2011) Laurel Hill Comprehensive Plan 2030 FLUE has the five policies presented below that specifically address Eglin AFB:

a. **Outdoor Lighting - Policy 7.A.3.11** – Addresses light and glare from proposed project located in the MIPA established by the Eglin AFB JLUS. The policy states that an outdoor lighting plan is required to be submitted and approved by the city prior to the issuance of a building permit and that the city will coordinate with Eglin AFB to jointly review the proposed plan. Further, all temporary and permanent outdoor lights are required to be fully shielded with light emitted only from the bottom of the fixture as a condition of building permit issuance. .

b. **Public Notification – Policy 7.A.3.12** – Requires all new subdivisions, PUD’s and DRI’s located in the MIPA must post signage informing the public of the proximity of Eglin AFB. The policy also states that maps which depict the low level training areas, critical approach zones and cruise missile corridors depicted on JLUS Figures 8-2, 8-3 and 8-5, respectively, will be kept at the Laurel Hill city offices and made available for public inspection.

c. **Disclosure in Recorded Public Documents – Policy 7.A.3.13** – Requires publicly recorded documents to include a notice disclosing proximity to Eglin AFB and possible exposure to noise, vibration and low level overflight by military aircraft. Documents subject to the notice requirement include plats, site plans, PUD’s, zoning and subdivision actions, deeds and other real estate transfers, and recorded covenants.

d. **City Participation in the SAS – Policy 7.A.3.14** – Confirms Laurel Hill participation in the SAS, which shall recommend strategies to ensure compatible development within the low level approach zone and cruise missile corridor. Within MIPA 3 the city shall:

1. Require lighting standards.
2. Distribute educational handouts on radio frequency
3. Implement public awareness measures
4. Require disclosure of cruise missile corridor on public recorded documents.
5. Participate in the SAS
6. Support land acquisition

7. Limit object height

e. **Height Restrictions – Policy 7.A.3.15** – The maximum height of buildings and towers shall be 150', consistent with JLUS Figure 8.3. A statement from the Installation Commander of Eglin AFB indicating support must accompany any application for a structure inconsistent with the standard.

2. The CP **Intergovernmental Coordination Element** includes several policies that address **coordination with Eglin AFB**, including:

a. Policy 14.A.1.2 – Continued Eglin AFB participation on the Okaloosa County Comprehensive Plan Committee.

b. Policy 14.A.1.3 – An Eglin AFB representative as an ex-officio, non-voting member of the Laurel Hill Local Planning Agency (board).

c. Policy 14.A.1.4 – All development proposals within the MIPA, including height, noise or lighting variance requests, shall be referred to Eglin AFB for review and comment prior to final action by Laurel Hill.

d. Policy 14.A.1.5 – Prohibitions on public use of radio bandwidth 5.4 to 5.9 GHz enforced through business licensing, building permits and development order processes administered by Laurel Hill. Any businesses, buildings or other uses that would include or accommodate any equipment, including LAN and microwave communication equipment, operating within the bandwidth would be verboten. The policy includes other provisions concerning radio frequency interference, as well.

3. The CP also includes Appendix E, which is the Eglin AFB JLUS recommendations related to Laurel Hill. Many of the recommendations appear to be included in the CP policies. The recommendations to be incorporated into the LDC, however, don't appear to have been adopted yet, as the city presently has no LDC.

B. LAND DEVELOPMENT CODE (LDC)

1. According to staff, there is presently no Laurel Hills LDC, although there has apparently been discussion about preparing and adopting one.

WALTON COUNTY

EGLIN AFB – RELATED LAND USE POLICIES AND REGULATIONS

SUMMARY

(See data binder for copies of regulations/exhibits)

A. COMPREHENSIVE PLAN POLICIES (in Future Land Use Element)

1. **Objective L-1.16: Compatibility with Eglin AFB.** Encourages Walton County to promote the sustainability of the Eglin AFB military mission by ensuring compatibility of county land uses with the base military operations. Includes 10 policies to accomplish the objective, several of which are listed below:

a. **Buyer Beware Notification - Policy L-1.16.1** - Requires property owners within the “established” MIPAs identified in JLUS Figures 13-9 through 13-12 (attached) to notify prospective buyers of possible low level aircraft and impulse noise, if any, associated with the property, and whether the impact is low, medium or high intensity per JLUS Figure 13-2 (attached).

b. **Outdoor Lighting - Policy L-1.16.2** – Requires Walton County to regulate outdoor lighting in new developments within the MIPAs in JLUS Figs 13-9 thru 13-12 (attached). Generally, outdoor lighting is to be fully shielded and all light emitted by a fixture is to be projected toward the ground from the bottom of the fixture.

c. **Radio Frequency Educational Program - Policy L-1.16.3** - Walton County to work with Eglin AFB to implement a program to distribute radio frequency interference educational handouts and other materials (provided by Eglin) to homebuilders and developers.

d. **Disclosure Part Deux or “Son of Buyer Beware” – Policy L-1.16.4** – Requires as a condition of Walton County development approval the disclosure of the presence of low level approach areas and cruise missile corridors identified in JLUS Figs 13-9 through 13-11 and Fig 13-6 on recorded plats and site plans, and in CCR’s and other similarly recorded public documents.

e. **Use / Development Restrictions In Certain Areas - Policy L-16.6** – Requires development in the Low Level Approach Areas per JLUS Figs 13-9 thru 13-11, inclusive, and the Eglin AFB Boundary Buffer to be **low density residential**. Identifies potentially incompatible development in these areas to include hospitals, schools and churches. Also indicates that clustering of development away from the Cruise Missile Corridors per JLUS Fig 13-6 may be required where feasible.

f. **Military Representation on Walton County Local Planning Agency – Policy L-1.16.9** – Eglin AFB shall have a representative on Walton County’s Local Planning Agency as an ex-officio non-voting member.

g. **Height Restrictions – Policy L-1.16.10** – Development within a Maximum Obstruction Heights for Other Military Training Routes area or critical approach area identified on JLUS Figure 13-4 is subject to the height restrictions adopted in FLUE Policy L-1.5.4 and the implementing LDC provisions.

NOTE: FLUE Policy L-1.5.4 defers to the LDC for height standards and measurement methodologies in North Walton County. Section 5.00.06 of the LDC dated March 2011 indicates in N. Walton County residential buildings may be up to 50' to 75' in height, depending on the setback. Commercial and institutional buildings may be up to 75' in height and industrial buildings up to 100' in height. Exceptions and exemptions apply for radio tower, steeples and items in Appendix A (which apparently we don't have a copy of presently).

B. LAND DEVELOPMENT CODE (LDC)

1. According to staff, the LDC is presently not being used and is being updated. The version of Chapter 2, Land Use Regulations, on our server is dated June 2011. Chapter 5 (dated March 2011) addresses development standards, such as **building heights, outdoor lighting and tall structures (towers)**. These are included in the binder. NEED TO CONFIRM WITH STAFF THE SCHEDULE FOR READOPTION OF THE LDC.

CITY OF FREEPORT

EGLIN AFB - RELATED LAND USE POLICIES AND REGULATIONS

SUMMARY

(See data binder for copies of regulations/exhibits)

A. COMPREHENSIVE PLAN POLICIES

1. The CP has no policies in the Future Land Use Element (FLUE) relative to compatibility with Eglin AFB. Actually, there appears to be no mention whatsoever of Eglin AFB in the FLUE, including no mention of the Eglin AFB JLUS.
2. The only mention of Eglin AFB in the **entire** CP appears to be in Chapter 7, Intergovernmental Coordination Element. There are no policies concerning Eglin. Rather, there is mention of a longstanding agreement for mutual aid in fire protection.

B. LAND DEVELOPMENT CODE (LDC) SECTIONS

1. There are sections of Article 3 that address common compatibility factors, such as light, glare, noise, etc., **that would need to be modified to include restrictions specific to preserving the missions at Eglin AFB**. These sections are briefly summarized below:
 - a. **Section 3.06.00 - Overlay and Floating Zones** – This section could be modified to include an overlay related to Eglin AFB. However, the purpose of the section presently clearly states that the overlay zone merely imposes additional or different development STANDARDS (i.e. height limits, density, etc.) and does NOT restrict USES that are already allowed in an underlying base zoning district. This would need to be changed to enable an overlay district to prohibit incompatible uses presently allowed in an underlying district.
 - b. **Section 3.10.00 – Airport Regulations** – This section includes several subsections that address height limits near airports, airport hazards and other hazards. The Other Hazards subsection states that uses in Freeport that are within two miles of any airfield **runway** [including Eglin] shall conform to the standards in Section 3.10.00, although this appears to apply only to proximity to a runway and not an entire installation. This section also limits electrical use or operations that may interfere with planes, radar, radio or ground control approach systems. The height restrictions in Section 3.10.00 seem written, however, to apply only to existing development that is undergoing an expansion and not new, ground up development. The height restrictions limit encroachment into any approach, horizontal or conical zones.

Section 3.11.06, Glare, addresses the prevention of emission of glare by all uses.

Section 3.12.02, Noise, addresses the regulation of noise generated by uses in Freeport.

Section 3.12.07, Electromagnetic Interference, limits the production of electric/magnetic fields that interfere with normal radio, telephone or television reception from off the premises where the activity is occurring.

Section 3.07.01, Height and Area, addresses the maximum height of buildings and other structures, including communications towers. Communications towers are limited to a maximum of 40 feet in height in all districts except I-1 and I-2, where there is no maximum height restriction

Section 4.05.00, Transfer of Development Rights, describes the city's process for clustering and transferring development rights. This is included only as an existing example of a TDR program in one of the jurisdictions in the SASA.

CITY OF DE FUNIAK SPRINGS
EGLIN AFB-RELATED LAND USE POLICIES AND REGULATIONS

SUMMARY

(See data binder for copies of regulations/exhibits)

A. COMPREHENSIVE PLAN POLICIES

1. The CP appears to have no policies anywhere in the document relative to compatibility with Eglin AFB. Actually, there appears to be no mention whatsoever of Eglin AFB in the CP.

B. LAND DEVELOPMENT CODE (LDC) APPENDIX A - ZONING

1. The only sections of the LDC that appear to address possible Eglin AFB compatibility and encroachment issues is Section 2.12, Exclusions from Height Limits, wherein towers exceeding the prescribed height limits require approval of the planning boards, and Section 8.03 (Ag Zone) which requires special approval for any radio or television towers over 50 feet in height.

2. There appear to be no other pertinent regulations in any of the other De Funiak Springs codes or ordinances.



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Date: January 23, 2012

To: Mr. Ken Little
Growth Project Coordinator

From: Celeste Werner, AICP
Project Manager

Re: *Tri County Small Area Studies*
Task 4: Future Land Use Map Analysis / Alternative Approaches Memorandum
Deliverable

This Memorandum memorializes the results of the analysis of the Future Land Use Map Assessment by jurisdiction as associated with Task 4: Future Land Use Map Analysis / Alternative Approaches Memorandum. The assessment of the Future Land Use Map resulted in a minimal number of parcels identified as incompatible with the Land Use Compatibility Matrix of the proposed Military Influence Overlay District (MIOD) or the Eglin Military Airport Zone (EMAZ) regulation. The following outlines the methodology in which we undertook in the assessment and development of recommendations to address the future land use map issues. (See attachments for backup materials)

- 1) Assessed and determined if each jurisdiction's future land use category was compatible or incompatible per the MIOD or EMAZ Subzone Land Use Compatibility Matrix in the proposed overlay district regulation. (see attached matrix)
- 2) If the future land use category was identified as incompatible, evaluated if the future land use category could be mitigated by recommending minor changes to the future land use category definition. (see attached future land use definition recommendation table)
- 3) If the incompatible future land use category was not able to be mitigated by revising the definition, conducted a GIS analysis that illustrated which parcels were incompatible on the future land use map. (see attached maps)
- 4) Drafted recommended future land use map changes for the parcels that were identified as incompatible. (hand drawn maps presented in person during site visit for discussion and buy-in)

Sincerely,

Celeste Werner, AICP
Vice President

Future Land Use Category Definitions — Recommended Revisions

NOTE: FLUM Categories that are located in the Eglin Military Airport Zone (EMAZ) or the Military Influence Overlay District are denoted in Bold

Okaloosa County				
Acronym	FLUM Category	Maximum Density (Du's / Acre)*	Definition / Intended Uses	Notes
AC-.5	AC-.5 Airport Compatibility	1	<ol style="list-style-type: none"> 1. Single-family detached residential dwellings; 2. Category A and B mobile homes/manufactured houses; 3. Customary accessory structures; 4. Home occupations; 5. Parks and playgrounds; 6. Public utilities customary to residential areas; 7. Government activities; 8. Utilities such as power lines, water mains, sewer mains, lift stations, water supply wells, or other similar facilities for the delivery of utilities services. 	<p>Same as zoning; the Airport Influence Zone (AIZ) shall be an overlay to the Future Land Use Map. The AIZ shall encompass an area from the centerline of Runway 17-35 to a radius of 5,000 feet from each end of the runway and 5,000 feet on each side of the runway.</p> <p>The density bonuses and transfers otherwise allowed in other sections of this Plan shall not be allowed within the AC category except as specified herein.</p>
AC-1	AC-1: Airport Compatibility	1	<ol style="list-style-type: none"> 1. Single-family detached residential dwellings; 2. Category A and B mobile homes/manufactured houses; 3. Customary accessory structures; 4. Home occupations; 5. Parks and playgrounds; 6. Public utilities customary to residential areas; 7. Government activities; 8. Utilities such as power lines, water mains, sewer mains, lift stations, water supply wells, or other similar facilities for the delivery of utilities services. 	<p>Same as zoning; The Airport Influence Zone (AIZ) shall be an overlay to the Future Land Use Map. The AIZ shall encompass an area from the centerline of Runway 17-35 to a radius of 5,000 feet from each end of the runway and 5,000 feet on each side of the runway.</p> <p>The density bonuses and transfers otherwise allowed in other sections of this Plan shall not be allowed within the AC category except as specified herein.</p>

Future Land Use Category Definitions — Recommended Revisions

NOTE: FLUM Categories that are located in the Eglin Military Airport Zone (EMAZ) or the Military Influence Overlay District are denoted in Bold

Okaloosa County				
Acronym	FLUM Category	Maximum Density (Du's / Acre)*	Definition / Intended Uses	Notes
AG	Agriculture	0.1 (1.0 du/1 ac w/ conditions)	Land, buildings, support machinery, and other appurtenances typically found in the production of agricultural products and activities including croplands, pasturelands, orchards, vineyards, nurseries, ornamental horticulture, groves, tree farms, timberland, feed lots, farm houses, barns, stables, pens, silos, farm accessory buildings and sheds, roadside produce stands, U-pick fields; conservation uses; outdoor recreation; public/institutional; residential; general commercial when fronting upon an arterial or county-numbered roadway; rural communities; borrow pits when approved as a special exception; oil and gas exploration and production consistent with Conservation Element Policy 3.8 when approved by special exception	1100 a, 8100a
RR	Rural Residential	0.2 (1.0 du/1 ac w/conditions in Rural Communities)	Single-family detached dwellings; category A and B mobile/manufactured homes; customary accessory uses/structures including farm buildings such as barns and stables; small-scale agricultural activities; places of worship; schools; family day care; community residential homes; schools; private airstrips; residential airparks as a special exception; recreation activities; conservation; public or private utilities	Combination of AG and LDR plus schools, places of worship

Future Land Use Category Definitions — Recommended Revisions

NOTE: FLUM Categories that are located in the Eglin Military Airport Zone (EMAZ) or the Military Influence Overlay District are denoted in Bold

Okaloosa County				
Acronym	FLUM Category	Maximum Density (Du's / Acre)*	Definition / Intended Uses	Notes
LDR	Low Density Residential	4 (north of Eglin AFB)	Single-family detached residential dwellings; attached single-family dwellings (townhouse) when planned as a Planned Unit Development; category A and B mobile/manufactured homes; customary accessory uses/structures; small-scale agriculture; places of worship; primary and secondary schools; parks and playgrounds; public or private utilities except for electric sub-stations which may be approved by special exception; family day care; community residential homes	1100e-f
MDR	Medium Density Residential	16	Single-family attached dwellings (townhouse); multi-family dwellings; customary accessory uses/structures; places of worship; schools	Only allowed within the UDA
SR	Suburban Residential	16	Single-family and multi-family family residential dwellings; category A and B mobile/ manufactured homes; customary accessory uses; houses of worship; primary and secondary schools; recreation facilities; public or private utilities except for electric sub-stations which may be approved by special exception; family day care; community residential homes. Small-scale neighborhood commercial or business uses include uses such as neighborhood-serving offices, neighborhood-serving services, or neighborhood serving retail activities. Light commercial uses shall be located on arterial roadways, unless located within a Commercial/Business or Industrial Park	
HDR	High Density Residential	25	All allowable LDR and MDR uses; customary accessory structures including parking garages; places of worship; schools.	

Future Land Use Category Definitions — Recommended Revisions

NOTE: FLUM Categories that are located in the Eglin Military Airport Zone (EMAZ) or the Military Influence Overlay District are denoted in Bold

Okaloosa County				
Acronym	FLUM Category	Maximum Density (Du's / Acre)*	Definition / Intended Uses	Notes
MU	Mixed Use	25 (4.0 du/ac if outside Dev. Body)	Residential (up to 25 du/acre), commercial, institutional, recreation, agriculture, conservation, or any combination thereof, including individual buildings that may contain a mixture of uses	Combination of LDR, commercial
C	Commercial	25 (4.0 du/ac if outside Dev. Body)	Any for profit sales, service, professional, or office business activity for which a county occupational license is required and does not involve the manufacture of new products from raw materials; customary accessory uses; schools, colleges, and universities; government buildings and offices; communications facilities; on and off premise advertising signs; public and private utilities; residential uses provided no adjacent commercial use will be required to install buffers or other form of compatibility mitigation	6500
I	Industrial	N/A	Industrial or commerce parks; mining; manufacturing; assembly; construction; public or private utilities including water or wastewater treatment facilities; transportation; electric generating plants; communication and information facilities including towers; research and development labs; wholesale trade; warehousing; materials storage; accessory or incidental uses such as administrative offices, cafeteria, recreation area; "flex parks"; construction and demolition landfills; public safety; airstrips and airports including airplane hangars; petroleum, gas or fuel storage and distribution; training and trade schools; other similar industrial uses. Residential uses may be allowed for industry employees as workforce housing	

define


define

All Acronyms

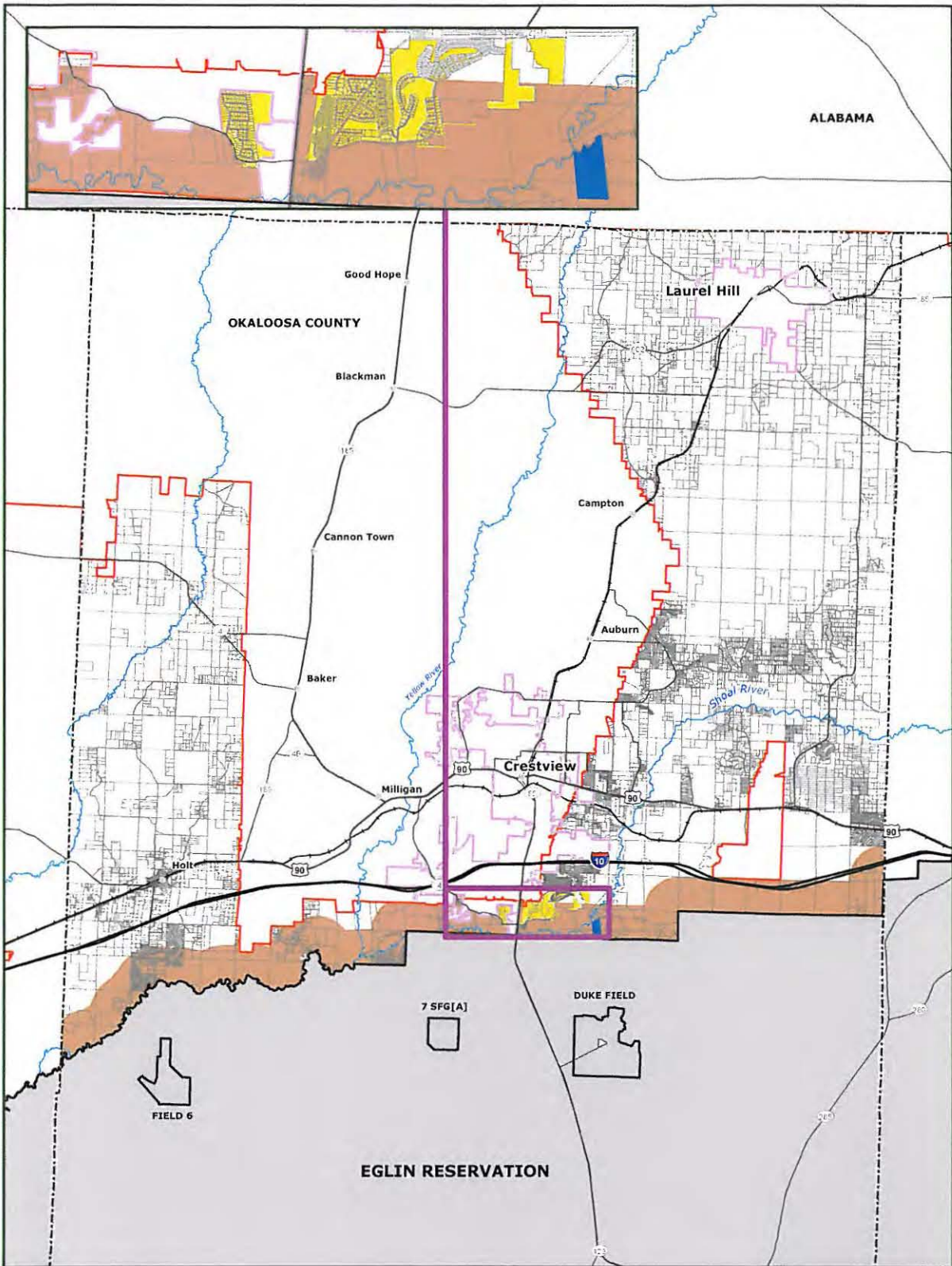
Future Land Use Category Definitions — Recommended Revisions

NOTE: FLUM Categories that are located in the Eglin Military Airport Zone (EMAZ) or the Military Influence Overlay District are denoted in Bold

Okaloosa County				
Acronym	FLUM Category	Maximum Density (Du's / Acre)*	Definition / Intended Uses	Notes
CON	Conservation	N/A	Conservation areas; outdoor recreation consistent with conservation purposes; campgrounds ; forestry stations and storage areas; communications towers; picnic areas; boat launches; seawalls; docks and piers; trails, tracks, and walks; other similar conservation uses	7400, 7500-7600
REC	Recreation	N/A	Parks and playgrounds; sports or athletic fields ; beach access; special use leases; picnic areas; campgrounds; R/V parks; fairgrounds; fishing piers; boat ramp/launch; marinas , wet or dry storage; trails and tracks; stadiums; golf courses and related facilities ; BMX, skateboard, paintball parks or tracks; shooting or archery ranges ; swimming pools; zoos, aquariums, wildlife exhibits; tennis or racquetball courts or clubs; amusement parks; racetracks, drag strips, motocross ; vessel rentals; bowling alleys; exhibits; fishing ponds; performing arts or theatres; fitness or health spas or clubs; other similar recreation uses	Passive parks
INST	Institutional	.75 FAR, up to 25 du/acre (4 du/acre outside UDA)	Government grounds, buildings, and activities; public or private schools; colleges, universities, technical or trade schools; places of worship; fraternal organizations; libraries ; museums; community centers; civic centers; solid waste transfer stations ; fire, emergency response, or police stations; communications facilities including towers; hospitals and public health facilities; correctional facilities ; other similar uses	6700, 6513 to 6516, 6740 to 6800

 Future Land Use Map Compatibility Assessment			Impulse Area	APZ II	Noise 1 70 - 75 dB	Noise 2 65 - 70 dB	Critical Approach 1	Critical Approach 2	MTR 1	MTR 2
Enticement Issues: D - Density H - Height IN - Impulse Noise OL - Outdoor Lighting ON - Overflight Noise RFS - Radio Frequency Spectrum			<i>Note: Assessed for compatibility with the Overlay District Land Use Compatibility Matrix Regulation</i>							
Santa Rosa County Okaloosa County Walton County										
City of Crestview City of Laurel Hill City of Freeport City of DeFuniak Springs										
Santa Rosa County Comprehensive Plan										
FLU Acronym / Designation Density Range										
AG	Agriculture	1.0 du/50 ac (90% of designated area) and 1.0 du/ac (10% of designated area) (3:1 bonus in TPA to 3.0 du/ac) up to 4 du/ac (2.5:1 bonus in Tran. Planning Area to 10 du/ac)								
SFR	Single Family Residential									
CON/REC	Conservation/Recreation	N/A								
Okaloosa County Comprehensive Plan										
FLU Acronym / Designation Density Range										
AC-5	AC-5 Airport Compatibility	up to 0.5 du/ac								
AC-1	AC-1: Airport Compatibility	up to 1.0 du/ac								
AG	Agriculture	1.0 du/10 ac (1.0 du/1 ac w/ conditions)								
RR	Rural Residential	1.0 du/5 ac (1.0 du/1 ac w/conditions in Rural Communities)								
LDR	Low Density Residential	up to 4.0 du/ac (north of Eglin AFB)								
MU	Mixed Use	up to 25.0 du/ac (w/in urb. Dev. Bdy.- up to 4.0 du/ac outside)								
C	Commercial	up to 25.0 du/ac (w/in urb. Dev. Bdy.-								
I	Industrial	N/A								
CON	Conservation	N/A								
REC	Recreation	N/A								
INST	Institutional	.75 FAR, up to 25 du/acre (4 du/acre outside UDA)								
Crestview Comprehensive Plan										
FLU Acronym / Designation Density Range										
LDR	Low Density Residential	Less than or equal to 6.0 du/ac								
MDR	Medium Density Residential	Less than or equal to 15.0								
C	Commercial	1 unit per business parcel								
I	Industrial	N/A								
PL	Public Lands/Institutional	N/A								
CON	Conservation	N/A								
Laurel Hill Comprehensive Plan										
FLU Acronym / Designation Density Range										
AG	Agriculture	1.0 du/10 ac (1.0 du/1 ac w/ conditions-10%)								
RR	Rural Residential	Comm.)								
LDR	Low Density Residential	up to 2.0 du/ac								
R	Residential	up to 4 du/acre								
MU	Mixed Use	up to 4 du/ac								
C	Commercial	N/A								
I	Industrial	N/A								
P	Public Lands	N/A								
REC	Recreation	N/A								
Walton County Comprehensive Plan										
FLU Acronym / Designation Density Range										
LGA	Large Scale Agriculture	du/2.5 acres)								
AG	General Agriculture	du/2.5 acres)								
ER	Estate Residential	1.0 du/5 ac (clustering is permitted)								
RLD	Rural Low Density	1.0 du/ac (central potable water)								
RR	Rural Residential	up to 1.0 du/2.5 acres								
RV	Rural Village	up to 2.0 du/ac								
DRI	Mixed Use	up to 12.0 du/ac								
C	General Commercial	up to 17.0 du/ac (conditional use)								
LI	Light Industrial	N/A								
I	Industrial	N/A								
HI	Heavy Industrial	N/A								
PF	Public Facilities	N/A								
INST	Institutional	N/A								
REC	Parks and Recreation	N/A								
EX	Extractive Uses	1.0 du/development (security only)								
CON	Conservation	N/A								
Freeport Comprehensive Plan										
FLU Acronym / Designation Density Range										
AG	Agricultural	1.0 du/10 ac (1.0 du/2.5 ac - lots as of 12/96)								
RD	Rural Development	fldpln/wetland)								
RV	Rural Village	2.0 du/ac								
LDR	Low Density Residential	up to 4.0 du/ac								
ER	Established Residential	up to 16 du/acre								
UD	Urban Development	less than or equal to 16.0 du/ac								
I	Industrial	N/A								
DeFuniak Springs 2025 Comprehensive Plan										
FLU Acronym / Designation Density Range										
AG	Agricultural	1.0 du/5 ac								
ER	Estate Residential (Walton Co.)	1.0 du/5 ac (clustering is permitted)								
LDR	Low Density Residential	0-2.5 du/ac								
MDR	Medium Density Residential	2.6-16.0 du/ac								
C	Commercial	N/A								
CON	Conservation	N/A								





Incompatible Future Land Use

- Low Density Residential up to 40 du/ac (north of Eglin AFB)
- Public Lands/Institutional

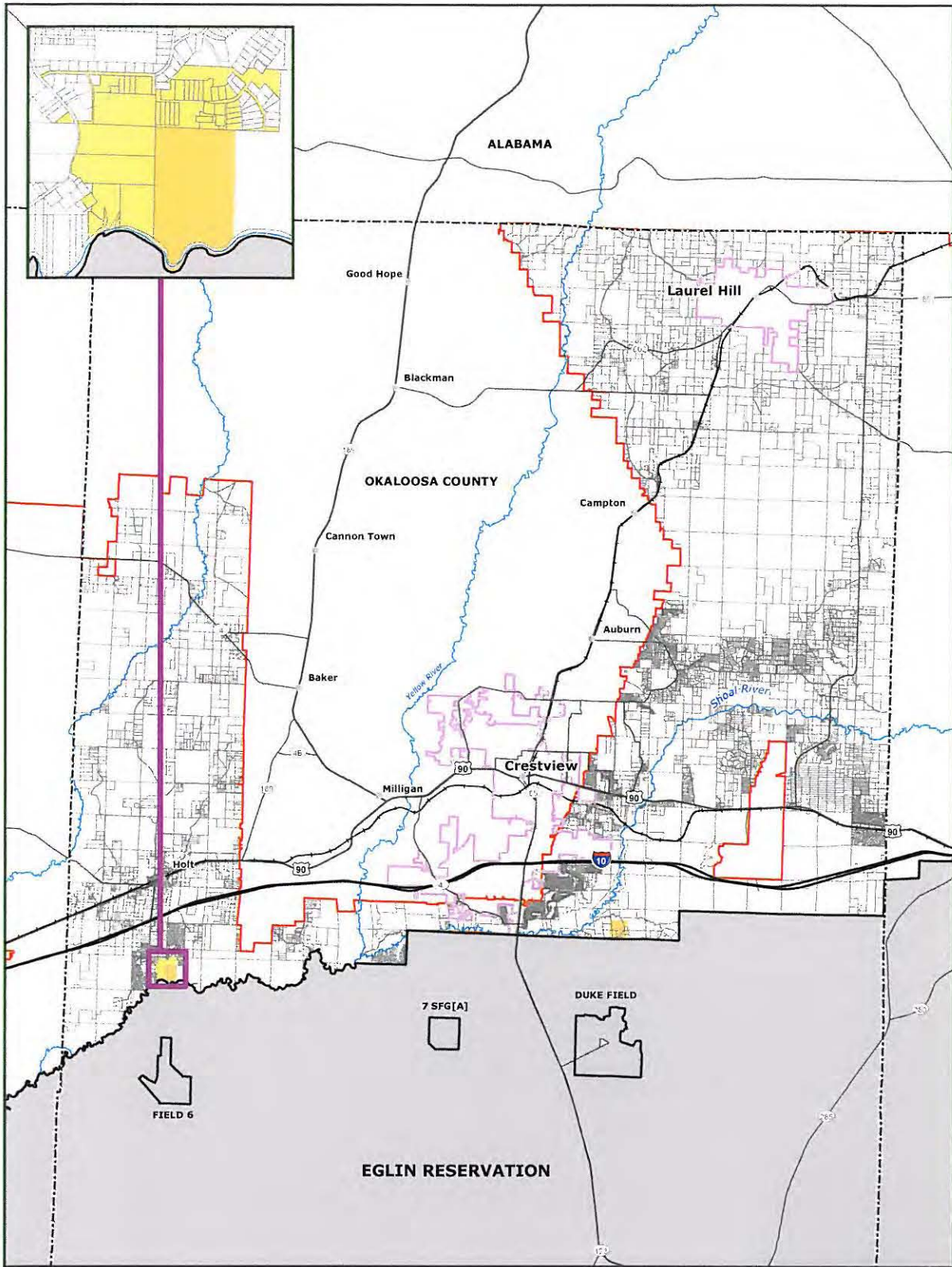
- MIOD
- Impulse Area

- Parcel
- Town
- City/Town (Incorporated Area)
- County Boundary
- Eglin Installation Boundary

- River
- Interstate 10 (I-10)
- Highway
- Secondary Road
- Railroad

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Small Area Studies





Incompatible Future Land Use

Rural Residential
1.0 du/5 ac (1.0 du/1 ac w/conditions
in Rural Communities)

Subzone

APZ II

MIOD

Parcel

Town

City/Town
(Incorporated Area)

County Boundary

Eglin Installation Boundary

River

Interstate 10 (I-10)

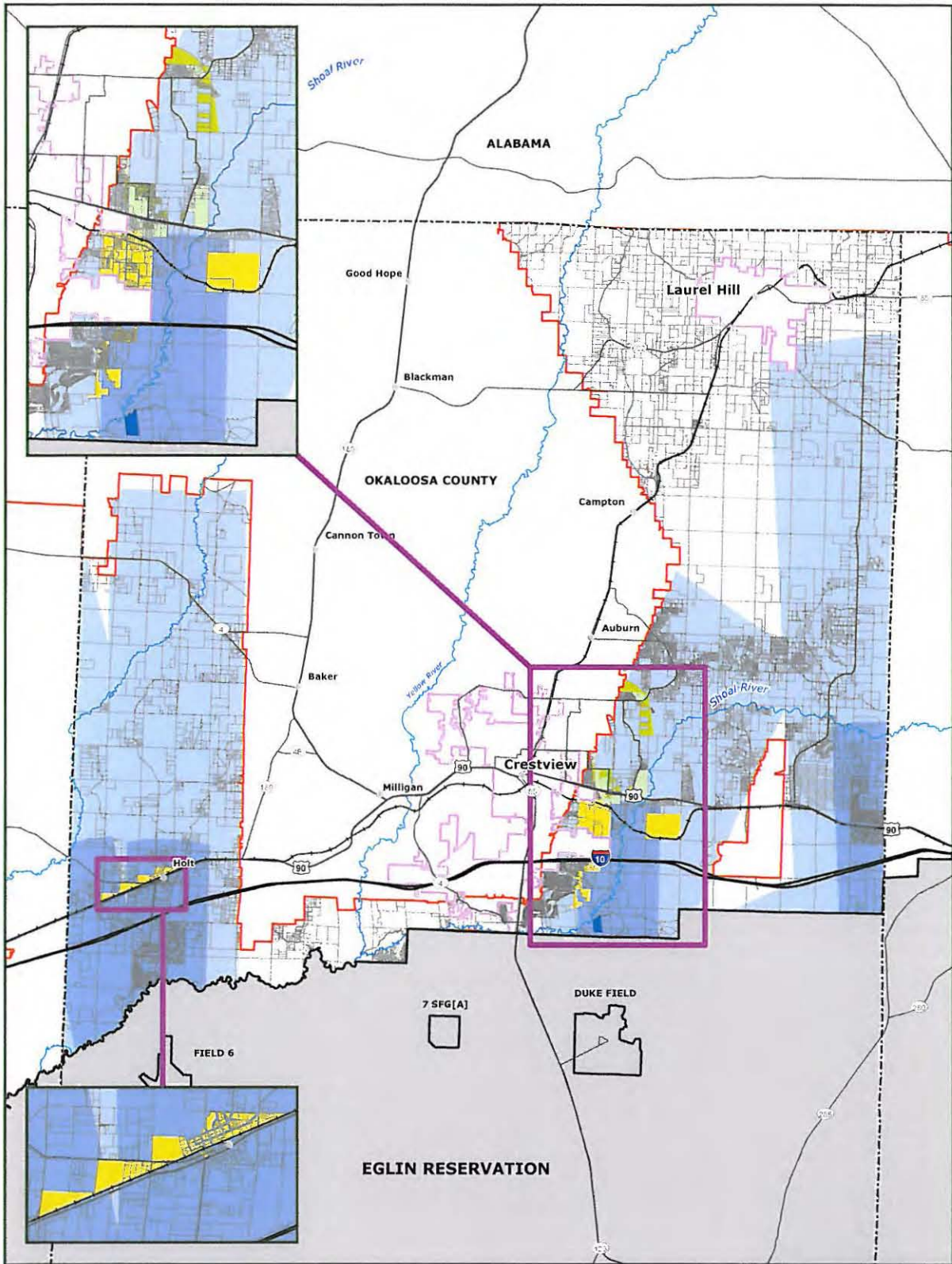
Highway

Secondary Road

Railroad

Tri-County
Small Area Studies





Incompatible Future Land Use

- AC-5: Airport Compatibility up to 0.5 du/ac
- AC-1: Airport Compatibility up to 1.0 du/ac
- Low Density Residential up to 4.0 du/ac (north of Eglin AFB)
- Public Lands/Institutional

MIOD

- MIOD
- Subzone
- Critical Approach 1
- Critical Approach 2

- Parcel
- Town
- City/Town (Incorporated Area)
- County Boundary
- Eglin Installation Boundary

- River
- Interstate 10 (I-10)
- Highway
- Secondary Road
- Railroad

Tri-County
Small Area Studies



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To: Mr. Ken Little, Growth Project Coordinator, Tri-County Small Area Studies

Copy to: Mr. Elliot Kampert, Director, Okaloosa County Growth Management Department

From: Celeste Werner, AICP Project Manager

Subject: Tri-County Small Area Studies
Deliverable - Evaluation of Application for Cluster Zoning Ordinance and Transfer of Development Rights Program

In the original scope of work for the Okaloosa County Small Area Study (SAS), the Matrix Design Team proposed to complete the following actions under Task 5: Changes to Policy and Regulatory Framework for SAS:

The Consultant Team will prepare each regulatory implementing mechanism in written form for specific regulatory related tools. To include:

- **Cluster Zoning.** *Based on the absence within each jurisdictions' zoning code for the ability to allow for the clustering of uses, the Consultant Team will prepare proposed provisions that foster the opportunity to group compatible uses within close proximity.*
- **Transfer of Development Rights (TDR).** *The potential for application of this tool will be evaluated with the committees, and where applicable; a TDR program for the appropriate jurisdiction(s) will be prepared. This includes the identification of receiving and sending zones on a regional, subregional or jurisdictional basis; the designation of the lead entity; development of the TDR program ordinance; and procedural steps to implement the program (i.e. pre-application conference, application, TDR Certificate, Conservation Easement, Conservation Management Plan, Instrument of Transfer and Rezoning process).*

However, after an in-depth, parcel-by parcel analysis of the cluster zoning potential of vacant land within the Military Influence Overlay District (MIOD) and the availability of parcels zoned for high-density uses outside of the MIOD, the Matrix Team has determined that these tools would not be effective in the Tri-County Study Area, as identified in the following narrative.

Cluster Zoning

Cluster zoning is a tool in which density is determined for an aggregate area, rather than on a lot-by-lot basis. The main objective of cluster development is to protect open space by promoting residential and commercial uses developed at higher densities that provide a smaller footprint than if the development were to be designed and built in accordance with the typical underlying zoning specifications. The ability to use a cluster concept provides the developer with the flexibility to design and place structures based on the ability to protect open space, buffer uses, and reduce infrastructure costs. Cluster developments differ from traditional developments in several ways. Cluster developments usually locate homes on smaller lots; however, the total number of homes, or overall density, on a parcel would not necessarily increase over that allowed if a traditional subdivision design was used. The same number of homes are grouped together on a smaller portion of the total available land. The remaining land, which would have been allocated to individual home sites can then function as protected open space to be shared by the residents of the subdivision and possibly the entire community.

In order to be successful, cluster zoning requires an available land base of vacant property that could be used for this purpose. The minimum vacant developable land area that has been identified for consideration is 20 acres, which is the existing minimum parcel acreage identified by the Santa Rosa County Land Development Code. This is one of the only jurisdictions located within the study area that utilizes a cluster provision in its Land Development Code. Additional requisites to be met if clustering is desired are: all principal or accessory uses are allowed and multifamily dwellings, duplexes, and townhouses are permitted; and the application of maximum lot coverage, floor area ratios, building height, and parking requirements are applied to the entire site rather than the individual lot.

In the Tri-County Study Area, cluster zoning is not a viable solution for securing open space around Eglin AFB. Through a comprehensive GIS analysis of the proposed MIOD area, it has been determined that a limited supply of vacant lots (that are twenty (20) acres or more in size) exist within the proposed Military Influence Overlay District (MIOD). To determine the utility of cluster zoning for the SAS, the Matrix Team, applied the 20 acre parcel threshold to all of the vacant parcels within the MIOD. The analysis demonstrated that an insufficient number of vacant parcels exist (with a future land use designation of at least four (4) dwelling units to the acre) to justify the use of a clustering ordinance as a useful tool for the jurisdictions. The mapping results of this analysis are presented on Figures 3-1 through 3-7 (located at the end of this memorandum).

The results of the analysis show that, within Okaloosa County, which comprises the most land area in the MIOD, there are only five feasible sites where clustering could be utilized. In Walton County, only three sites with cluster potential were identified, with the largest area in Freeport. In Santa Rosa County, no site with cluster potential was identified. Based on the

limited amount of acreage that could potentially be in play, it was determined that (although cluster zoning is an existing mechanism for managing development patterns in Santa Rosa County) this tool would be marginally effective for the jurisdictions. As such, we are requesting that cluster zoning be removed as a deliverable.

Transfer of Development Rights

A transfer of development rights (TDR) program creates a framework for the exchange of zoning privileges from areas with low population needs, such as farmland (sending areas), to areas of high population needs, such as downtown areas (receiving areas). These transfers allow for the preservation of open spaces and historic landmarks, while concurrently allowing urban areas to expand and increase in density. TDR programs work best under the following conditions:

1. When there is a demand for, and an ability to sustainably supply density bonuses to developers to meet the demands of an active real estate market.
2. When the receiving areas have:
 - a. adequate infrastructure to accommodate the additional development
 - b. the surrounding community approves of the project
 - c. a compatible land use pattern with existing development
 - d. consistency with the comprehensive plan
 - e. a location where developers perceive a market for higher density
 - f. the ability to accept more growth
3. When restrictive development regulations exist in the sending areas, such as low density zoning.
4. When limited but similar alternatives to TDR for achieving additional development and TDR requirements are strictly enforced.
5. When market incentives are loaded into transfer ratios and conversion factors and the value of the increased density is commensurate with the value of preserved land.
6. When developers are able to use TDRs because receiving areas have the appropriate zoning in place.
7. When there is strong public support for the preservation of land.

In the case of the Tri-County Study Area, any impetus for density bonuses is currently negligible, thereby making a TDR program unnecessary or feasible. This is primarily due to the current economic climate and the subsequent slow-down in development in the region. Based on the existing condition of the real estate market, the supply of housing and improved lots in the region, and reticence by jurisdictions to implement such a program, there does not appear to be a demonstrated need for a TDR program at this time. As such, we are requesting that the TDR program be removed as a deliverable.

In summary, the MIOD does not contain an adequate supply of vacant large parcels, nor is there an adequate demand for density bonuses within the MIOD, to justify the need for cluster zoning or a TDR program in the foreseeable future.



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Copy to: Mr. Elliot Kampert, Director, Okaloosa County Growth Management Department

From: Celeste Werner, AICP
Project Manager

Subject: Update to Task 5 Deliverable - Proposed FLUM Changes with Consideration for Rock Hill LZ and LZ East

In the scope of work for the Tri-County Small Area Study (SAS), Task 5: Proposed FLUM Changes, to include draft diagrams by jurisdiction showing the proposed changes. This memo was to be updated based on the information received delineating the Rock Hill LZ and LZ East Approach and Departure Zones.

Following an August 21, 2012 meeting of the Okaloosa County Board of County Commissioners, the requirement for FLUM changes was removed from the SAS; therefore, no proposed FLUM changes for the addition of the Approach and Departure Zones of Rock Hill LZ and LZ East have been included this portion of the process. However, the SAS has recommended Walton County use the compatibility guidelines proposed for the County when considering FLUM amendments (See Walton County Proposed FLU). For the purposes of this updated SAS deliverable, FLUM changes are not required in the Final SAS Report for Rock Hill LZ and LZ East.



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From: Celeste Werner, AICP
Project Manager

Subject: Update to Task 5 Deliverable - Proposed Zoning Changes with Consideration for Rock Hill LZ and LZ East

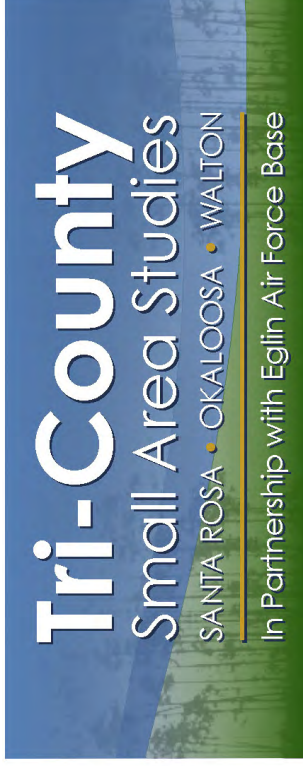
In the scope of work for the Tri-County Small Area Study (SAS), Task 5: Proposed Zoning Changes, to include draft maps by jurisdiction showing the proposed zoning. This memo was to be updated based on the information received delineating the Rock Hill LZ and LZ East Approach and Departure Zones.

After an August 21, 2012 meeting of the Okaloosa County Board of County Commissioners, the requirement for zoning changes was removed from the SAS; therefore, no proposed zoning changes for the Approach and Departure Zones of Rock Hill LZ and LZ East were developed for this Task. However for the purposes of this updated deliverable, zoning changes for the areas encompassed by the Approach and Departure Zones for Rock Hill LZ and LZ East are not required in the Final SAS Report.

The Tri-County Small Area Studies Project

Final Economic and Demographic Report

and Recommendations



PRESENTED TO:
The Tri-County Military Growth Advisory Group

PROPOSED PROJECT TEAM MEMBERS

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INTRODUCTION

The Haas Center was commissioned by The Matrix Design Group to create a document that utilizes economic and demographic modeling to predict changes in employment and demographic patterns in three counties in the Northwest Florida region that include target areas for the Small Areas Study (SAS): 1) Okaloosa County; 2) Santa Rosa County; and 3) Walton County. The data included here refine the initial estimates presented in the Baseline Report released in April 2012. The changes include the updated SAS boundaries which are cover considerably less area than they did in the initial estimates along with updated economic and demographic data

In the table to the right, we highlight the populations of the affected areas and the forecast growth patterns. As the data show, as of the 2010 Census, approximately 22,000 individuals reside in the covered MIPA areas. This is roughly half of the 51,000 individuals who were estimated to live in the Military Influence Planning areas as they were initially defined. Utilizing an optimistic annual growth rate of 1.8% (which eclipses the previous decade's average and is slightly lower than the earlier estimates presented in the baseline report) the affected area will grow to an approximate 30,000 people by 2020 and the MIPA area will account for roughly 5% of the region's estimated 430,000 residents. Therefore, the overall impact on the regions population centers is forecast to be relatively minimal.

Table 1
Population Forecasts

Population Figures for the Affected Areas	
2000 Population	22,047
2010 Population	24,845
2020 Forecast Population	29,721
2000 - 2010 Growth	12.70%
2010 - 2020 Growth	19.63%
2000 - 2010 ANNUAL growth rate	1.2%
2010 - 2020 ANNUAL forecast growth rate	1.81%



The growth patterns, as one might expect, vary widely both on the demographic side and the economic side across the region. We begin our work with an overview of the impact of the military on the regional economy—highlighting the potential impacts of proposed changes as a result of the ever-changing national budget climate. We continue our analysis with a look at the region's micro and macro economies in terms of industries, employment and growth patterns. Finally, we examine county and city level growth and demographic data for MIPA and surrounding areas.

THE MILITARY AND THE ECONOMY

It should come as a surprise to no one that the military has a significant impact on the Northwest Florida regional economy. Indeed the most recent impact study conducted by the Haas Center indicates that the military accounts for nearly 60% of all economic activity in Okaloosa County alone and roughly 1/4 of all economic activity in Santa Rosa County. What is surprising is the rather ambivalent way in which the region is responding to the potential budget cuts that loom large on the fiscal horizon. The potential for long-term damage to the Northwest Florida regional economy is real and present. The region *will* experience economic difficulties as budget cuts begin to affect spending by the Department of Defense and other federal agencies which feed money into the local economy. Indeed, as we will shortly show, the cuts have already begun and they appear prominent in regional data.

Moreover, the region faces these potential cuts without having significantly diversified its economic base beyond the two traditional pillars of regional economic activity—the military and tourism. Tourism revenues have, of course, seen a dramatic recovery in 2011 and 2012 posting record figures across the region in the wake of the disastrous oil spill. Oka-

loosa County, in particular, has benefitted tremendously in the recent recession from the stabilizing influence of the military and the rapid recovery of the tourism economy in the wake of the oil spill. It is primarily for these reasons that unemployment in Okaloosa County remained among the lowest of all Florida counties throughout the recessionary period. Indeed, recent figures released in July 2012 place Okaloosa County's unemployment rate at 6.4% (the third lowest in the state) and Walton County's unemployment rate at 5.6% (the second lowest in the state). Moreover, the Crestview MSA's unemployment rate of 6.4% is the lowest of all MSAs in the state of Florida - some 1.4 percentage points lower than the Gainesville MSA which is next on the list. It is largely because of the stabilizing influence of the military and the rapid recovery of the tourism industry that the region posts one of the lowest unemployment rates in the state.

Unfortunately, the pending budgetary crisis ensures that the region can no longer depend on cash flow from the Department of Defense as the anchor of the regional economy. The draw-down associated with procurement spending is illustrative of the overall threat, but certainly the magnitude of the threat is many times larger where military and civilian personnel totals. Nevertheless, we are just now beginning to develop good data on the potential effects of budget cuts on the procurement side. We therefore utilize the procurement example as demonstrative of the potential impacts.

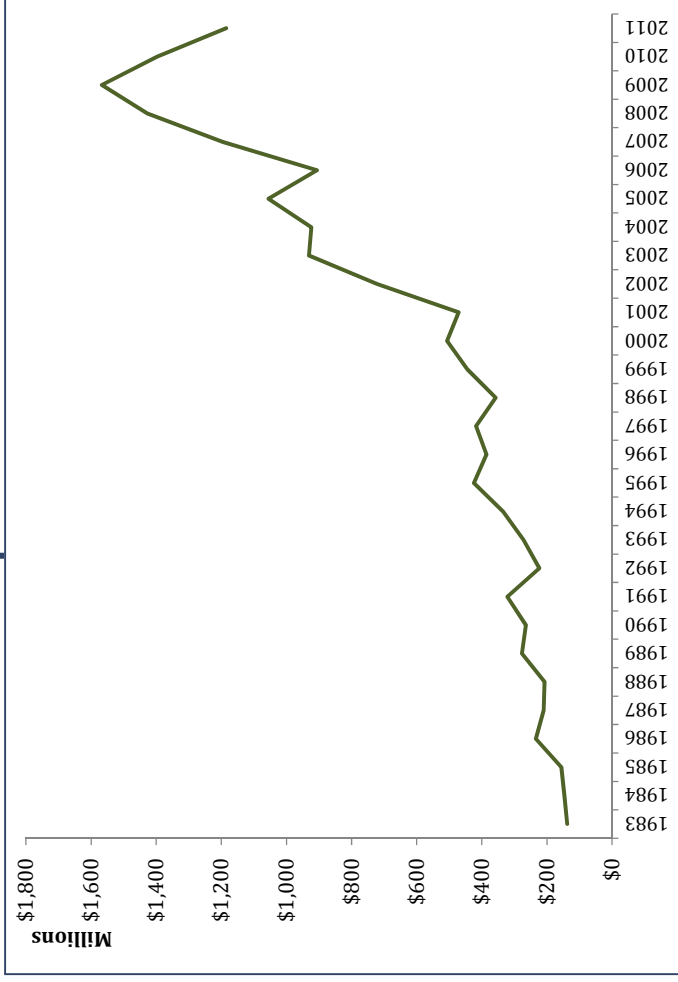
As the data in Figure 1 shows, Okaloosa County's share of federal procurement dollars have increased dramatically in the period since 1983. Indeed, procurement totals in 2009 were over 8 times as large as the 1983 totals. The region's procurement flows have tapered dramatically as the construction projects sur-

rounding the Joint Strike Fighter and the 7th Special Force Group (Airborne) have been completed.

As we look to the future, what can we reasonably expect DoD procurement flows into the region to reflect? To answer this question, we turn to the DoD's own "Green Book" estimates which predict federal procurement flows from each of the three branches of the service through 2017. These are typically good indicators of the overall trends with regards to federal funding flows. In Figure 2, we model traditional procurement flows to the region as a function of historical flows and federal allocations to each of the three branches of the service. The red line shows our predicted values based on historical flows to the county and state as well as federal allocations to each of the three branches of service. The red line beyond 2011 shows the Center's predictions for Okaloosa County based on projected federal allocations to each of the three branches, past performance and state-level predictions. The black prediction trend line shows the overall trend from 1983 to 2011 projected out through 2017.

The data clearly demonstrate that the post 9/11 procurement "bubble" is about to burst for Okaloosa County - both as a function of the ending of the two wars and the looming federal funding crisis. Indeed, the predictions through 2017 indicate that procurement flows are projected to return to a level very close to where they would otherwise have been had the

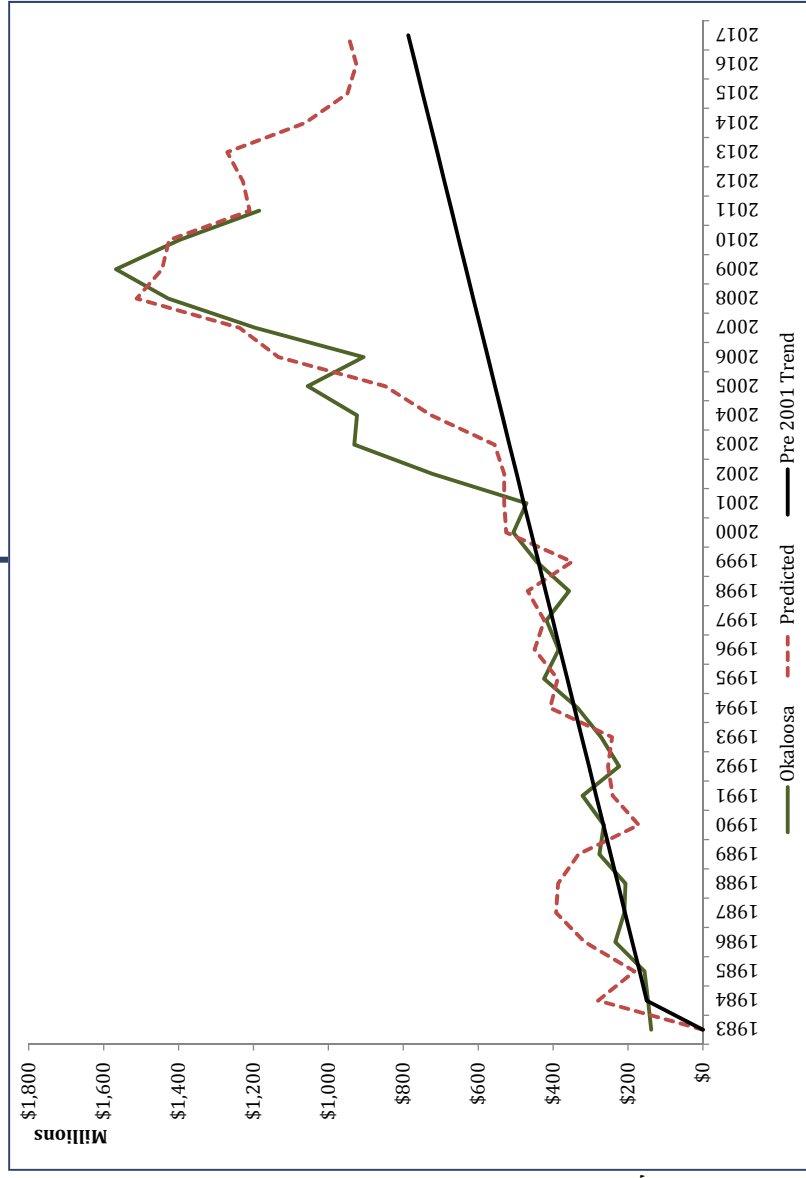
Figure 1
Okaloosa Procurement 1983 - 2011



bubble not occurred. For those familiar with the recent Okaloosa housing bubble, the bursting of which proved to be rather spectacular in the local market, this figure will look eerily familiar. It is worth noting that this figure does not yet account for the full projected effects of sequestration (the additional \$500 billion in cuts associated with the attempt to balance the budget). Those data have not yet been integrated fully into the DoD's budget projections. *Therefore, this figure represents an extremely conservative estimate of the future procurement flows into the regional economy.*

But what do these lines mean, in terms of jobs and dollars and cents? Procurement flows into Okaloosa County peaked in 2009 at \$1.5 billion. By 2017, conservative estimates put the predicted value of all procurement spending in the County at just under \$950 billion. Between 2009 and 2017 there will be a total of \$3.5 billion in revenue that is lost between the peak estimate and the annual predicted value. Procurement flows in 2011 were just under \$1.2 billion Okaloosa County. By 2017, that total will shrink by a further quarter of a billion dollars. In 2011, federal procurement spending generated 10,209 direct jobs in Okaloosa County with an

Figure 2
Procurement - Past, Present and Future



average sales per worker figure of \$116,000. The decline in procurement spending will shave 2,237 jobs off this total by 2017 - jobs which are critical drivers of Okaloosa's high-tech, high-wage economy. Recall, once again, that these are conservative estimates of the total potential impacts.

When one removes jobs from an economic environment, there is, of course, collateral damage. Economists refer to this as indirect and induced losses. The loss of the 2,237 direct jobs would cause the indirect and induced loss of an additional 1,106 jobs for a total impact of 3,343 jobs. We estimate that 690 of these would be in technical and professional services (high-wage, high-technology jobs such as engineering) 585 in construction, 154 in health care and so on. This equates to a loss of roughly \$369 million in total sales throughout the Okaloosa County economy (annually) - a conservative estimate.

As we noted earlier, Okaloosa County's unemployment rate is among the lowest in the state. There are an estimated 102,400 individuals currently in the labor force of whom 6,256 are unemployed for a calculated unemployment rate of 6.1%. The projected losses associated with the decline in procurement spending would take the expected rate up to 8.1% with an estimated 1,435 individuals who leave the labor force population electing to stay in the county. This would yield a total labor force of 101,000 with 8,164 individuals unemployed. If, however, all those who left the labor force as procurement spending declines chose to stay in the county the unemployment rate would rise to 9.4%. Naturally, many of these individuals will leave the county and still others will seek and find lower-paying jobs in the market. Even still, we would expect at least a 2% rise in unemployment if current trends hold without factoring in the total potential effects of sequestration. Moreover, we have yet to receive data that will allow us to deal with

the potential impacts of any decline in federal military and civilian employment as a result of budget cuts.

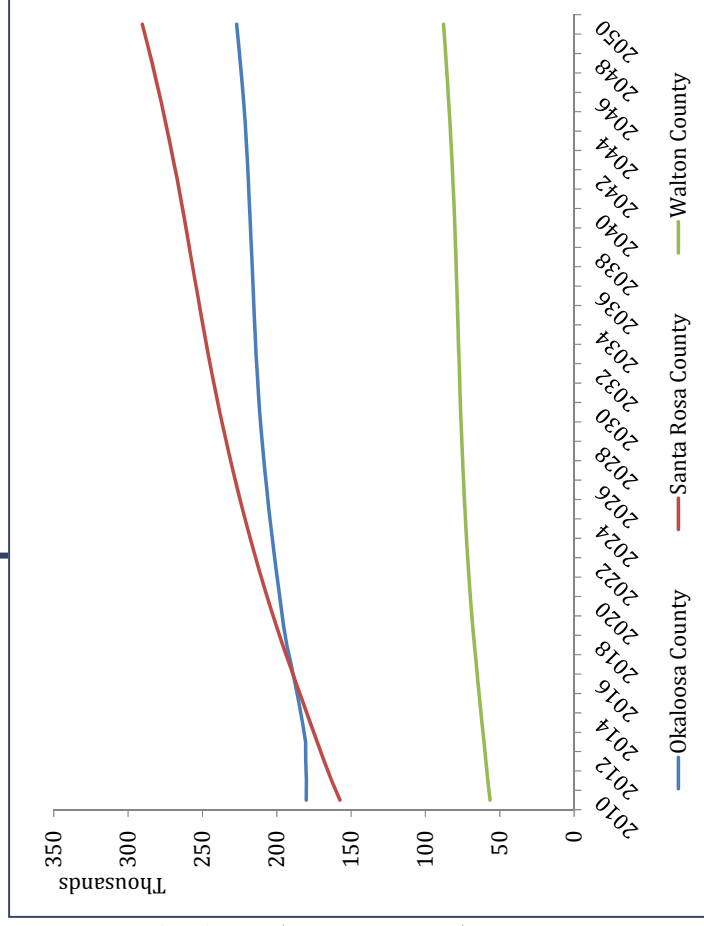
The Okaloosa County economy traditionally is supported by two pillars - the defense industry and tourism. The best way to combat losses such as those that loom large on the horizon is through economic diversification. However, in the near term, these diversification efforts must be combined with community wide efforts to showcase the region's strengths to the broader defense community. Fears of any negative consequences associated with curbing encroachment around the Eglin installation should diminish as the full implications of the impending cuts become known. However, by that point, it may well prove too late to try to prop up an Okaloosa economy that would be quickly slipping into recession. Property and housing values would also fall dramatically as defense dollars are sucked out of the regional economy into communities that have been more proactive.

REGIONAL OVERVIEW

In this section, we present the regional demographic overview for the SAS affected counties and cities. We begin with the long-range population growth patterns.

Long Range Population Growth Patterns. The long-range growth estimates presented in Figure 3 display forecast trends from the present through 2050 for the three counties in the area that have SAS affected areas within their bounda-

Figure 3
Long-Range Population Forecasts



ries. The military realignment activities that took place in affected counties are not captured in these forecast growth estimates. However, as the chart indicates, Okaloosa County has actually lost population over the past several years. Much of this stems from the military realignment activities which saw the departure of the 33rd Fighter Wing well in advance of the arrival of the 7th SFG (A) and the Joint Strike Fighter (JSF) personnel. However, even if we account for these additional individuals, it is likely that Santa Rosa County will surpass Okaloosa in total population well before 2050. Walton is also forecast to add appreciable numbers of residents in the coming decades.

Detailed Growth Patterns. The region has grown substantially since the year 2000. As depicted in Table 2, Freeport has been the fastest growing city in the region over the past dec-

ades. The military realignment activities that took place in affected counties are not captured in these forecast growth estimates. However, as the chart indicates, Okaloosa County has actually lost population over the past several years. Much of this stems from the military realignment activities which saw the departure of the 33rd Fighter Wing well in advance of the arrival of the 7th SFG (A) and the Joint

Table 2
Regional Growth Patterns

	Cities			Counties		
	Crestview	Defuniak Springs	Freeport	Okaloosa	Santa Rosa	Walton
	2011 Population	21,474	5,149	1,860	180,280	149,961
2000 Census Population	14,293	4,923	1,193	170,498	117,743	40,601
Pct Population Change 2000-2011	50%	5%	56%	6%	27%	33%
2011 Households	7,725	2,119	751	70,400	55,842	22,513
2011 Median Age	36	41	42	40	40	44
2000 Census Median Age	34	41	38	36	37	40
2011 Median HH Income	\$ 44,233	\$ 36,801	\$46,528	\$53,553	\$55,222	\$51,256
2000 Census Median HH Income	\$ 34,025	\$ 26,297	\$31,274	\$41,657	\$42,391	\$32,607
Pct Median HH Income Change 2000 to 2011	30%	40%	49%	29%	30%	57%
2011 Average HH Income	\$ 55,783	\$ 47,975	\$58,083	\$66,897	\$69,065	\$58,162
2011 Per Capita Income	\$ 20,066	\$ 19,746	\$23,439	\$26,124	\$25,718	\$28,482
Total Housing Units	7,511	2,630	808	83,877	61,895	39,886
Percent Owner Occupied	61%	62%	63%	58%	72%	45%
Percent Renter Occupied	29%	25%	16%	28%	18%	12%
Vacant	10%	14%	21%	14%	10%	43%

Sources: Economic Modeling Specialists Incorporated, Florida Demographics Estimating Conference, US Census Bureau, Haas Center



ade, and Crestview has been the area’s fastest growing large city over the past decade. In Freeport, population has risen from 1,193 to 1,860 since the year 2000 – a 56% increase. In Crestview, the population has risen from just over 14,000 in 2000 to nearly 21,500 in 2011 – a 50% increase. During that time, it eclipsed Fort Walton Beach in total population and the metropolitan statistical area (MSA) was renamed the Crestview-Fort Walton Beach-Destin MSA. DeFuniak Springs experienced much more modest growth over the past decades, with population increasing from 4,923 to 5,149 over the past decade.

Median household income has risen in every city and county included in the SAS. Walton County has seen a 57% increase in Household Income, Santa Rosa has seen a 30% increase, and Okaloosa County has seen a 29% increase in Median household income over the past decade. Renter occupied rates are relatively high in the coastal counties and have been increasing over recent years, which is reflective of the presence of the (hopefully improving) coastal tourism economy.

As a broad-based summary, the table here includes total employment and population comparative growth forecasts at 5, 10, and 20 years increments post 2011. As

Table 3
Summary Growth Patterns

		2011	2016	2021	2031
Okaloosa	Total Employment	124,126	136,669	145,663	149,161
	Population	180,085	187,625	198,981	212,332
Walton	Total Employment	26,378	31,303	34,192	36,159
	Population	57,999	64,540	70,267	76,693
Santa Rosa	Total Employment	49,042	57,835	64,513	1,053
	Population	163,014	186,862	208,605	241,034

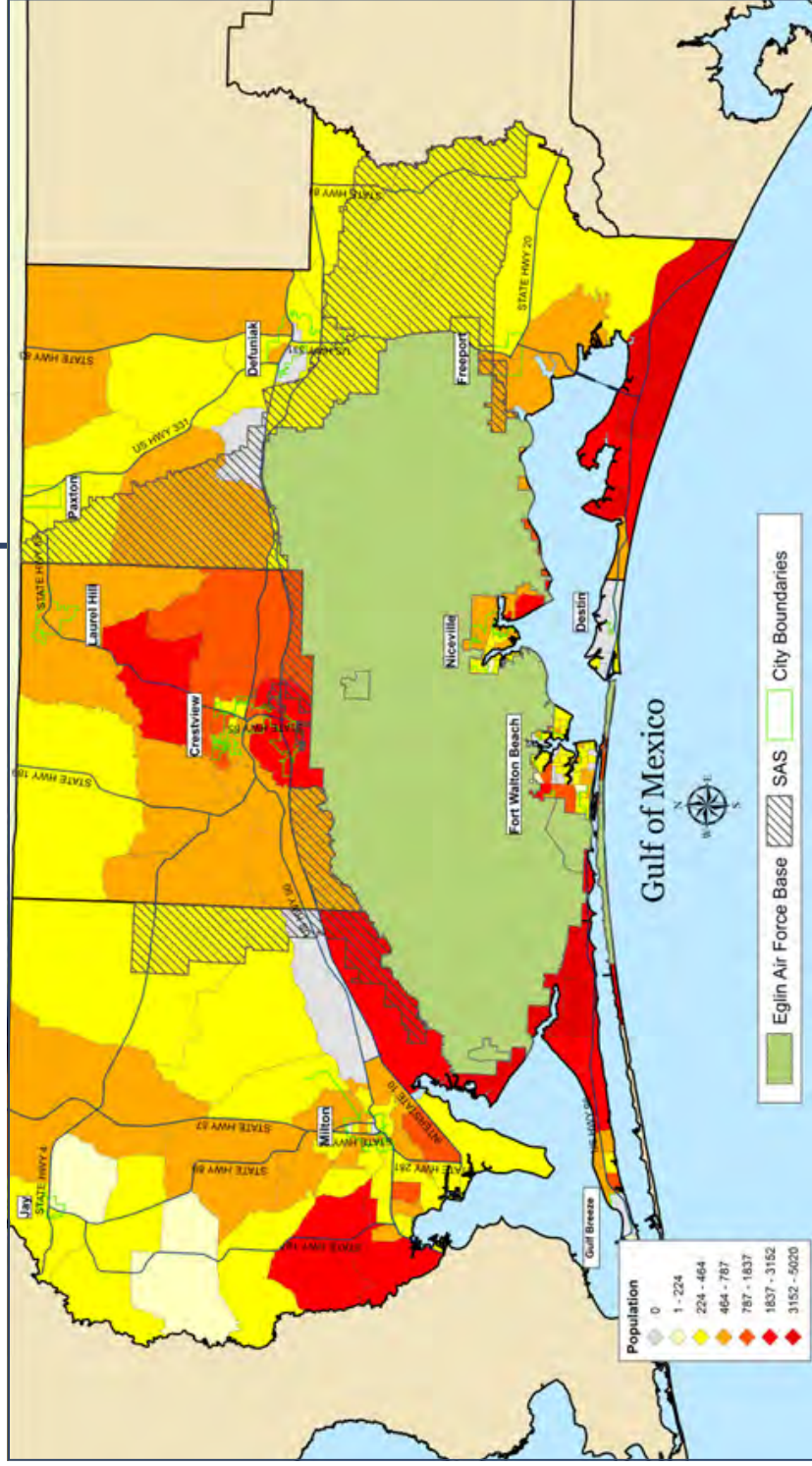


the table shows, employment and population growth in the tri-county area is expected to increase over the next two decades.

On the pages that follow, we map the employment and population growth patterns across the tri-county SAS Study Area. We begin with a regional population overview.

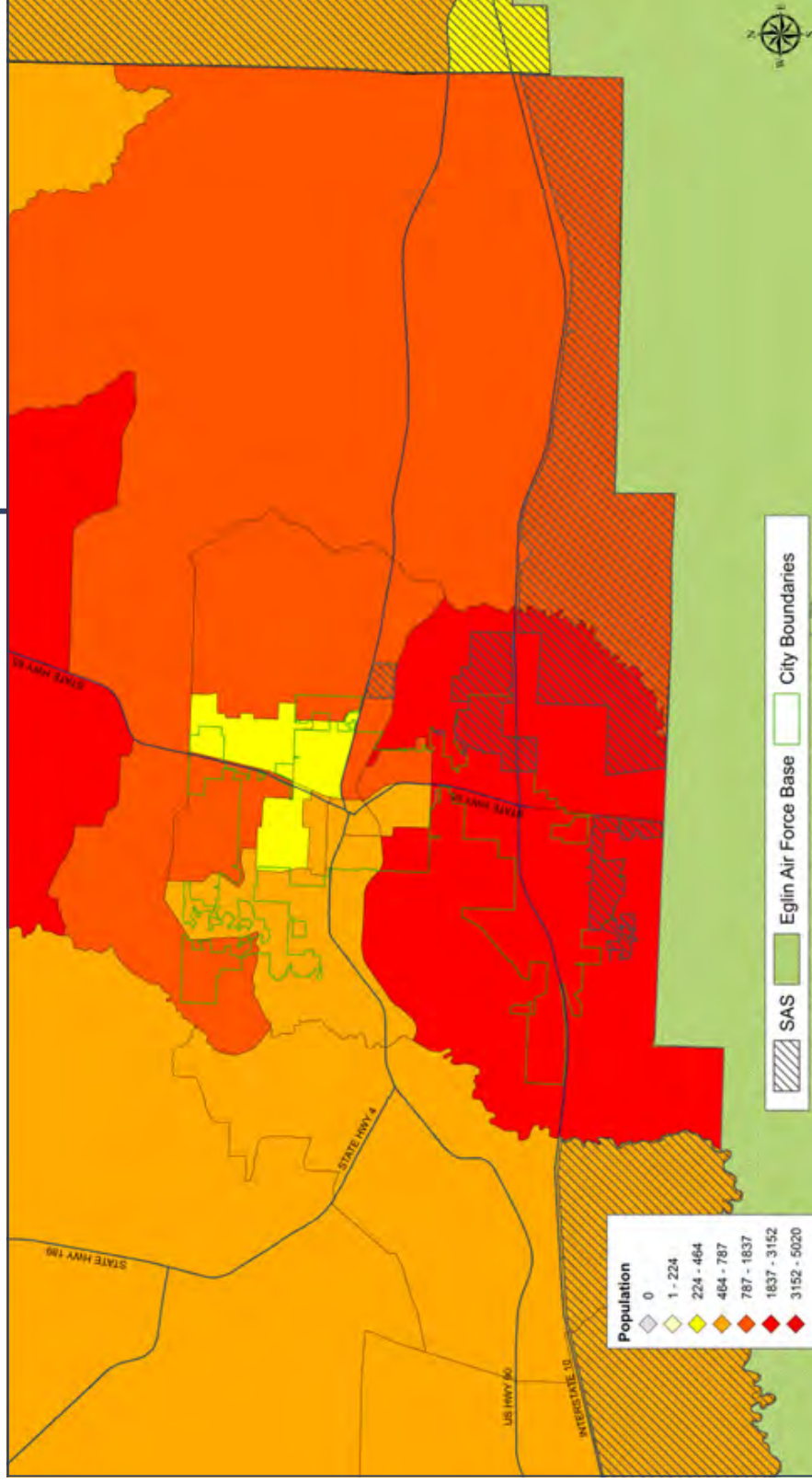
Regional Growth Patterns. The figure below maps forecast growth across the Northwest Florida region. As the data indicate, the stronger areas of growth are forecast to occur in and around Crestview, to the south and east of Niceville and to the east of Destin in South Walton County. The area south of Freeport is also forecast to gain residents over the period. Some areas of DeFuniak Springs, as well as North Central Walton County are forecast to lose population over the period. On the pages that follow, we zoom in on the growth regions in order to better examine the potential for growth in and around SAS covered areas.

Map 1
Regional Growth Patterns



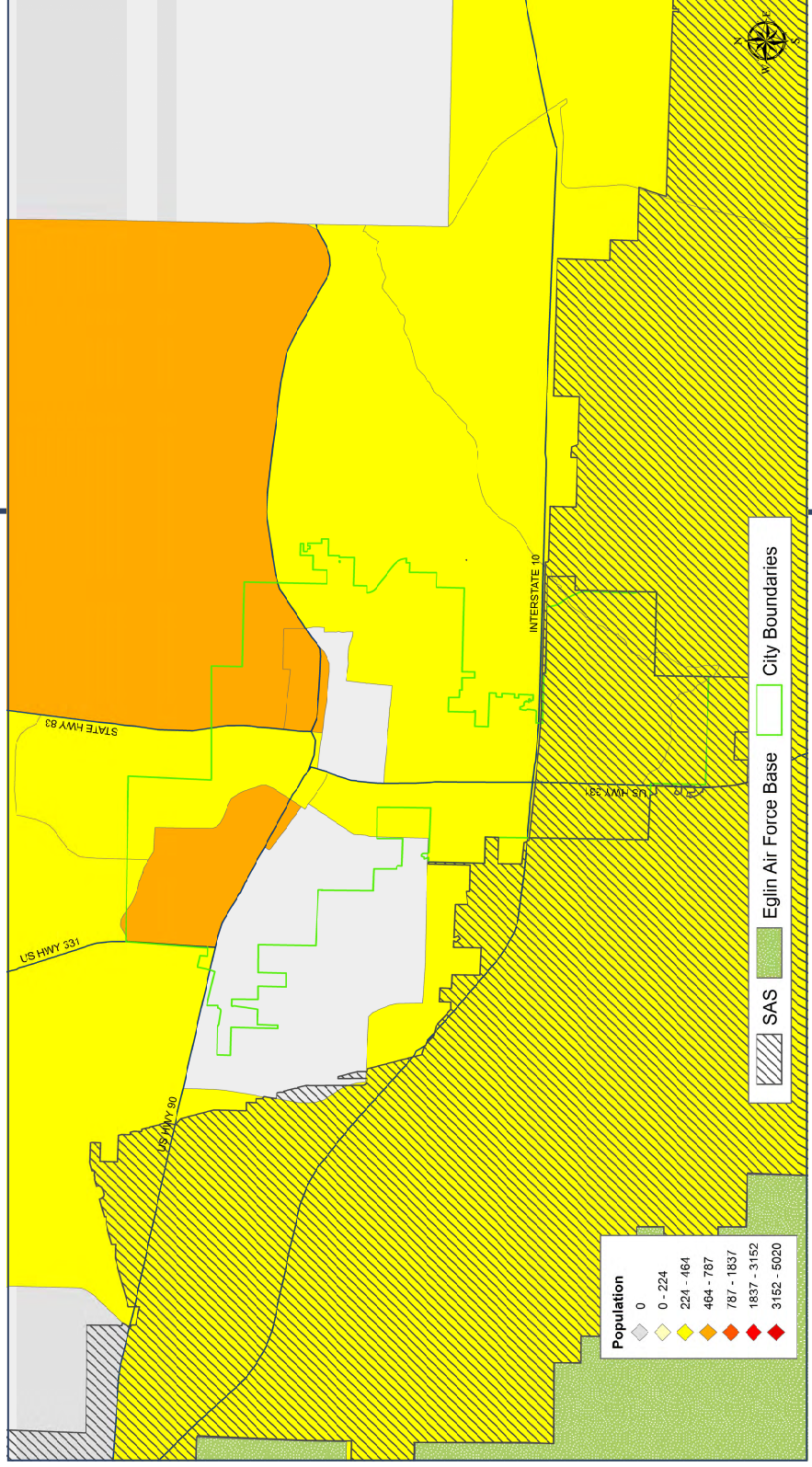
Crestview Growth Patterns. The Crestview area is one of the fastest growing areas in Northwest Florida. Areas shown in red hues are among the fastest growing and areas to the north and west of Crestview are expected to add substantial numbers of residents along with the area directly east of the city over the next 10 years. As seen on the graph above, SAS affected areas border Eglin Air force base across the southern portion of Crestview and extend both to the east and west of the city.

Map 2
Crestview Growth Patterns



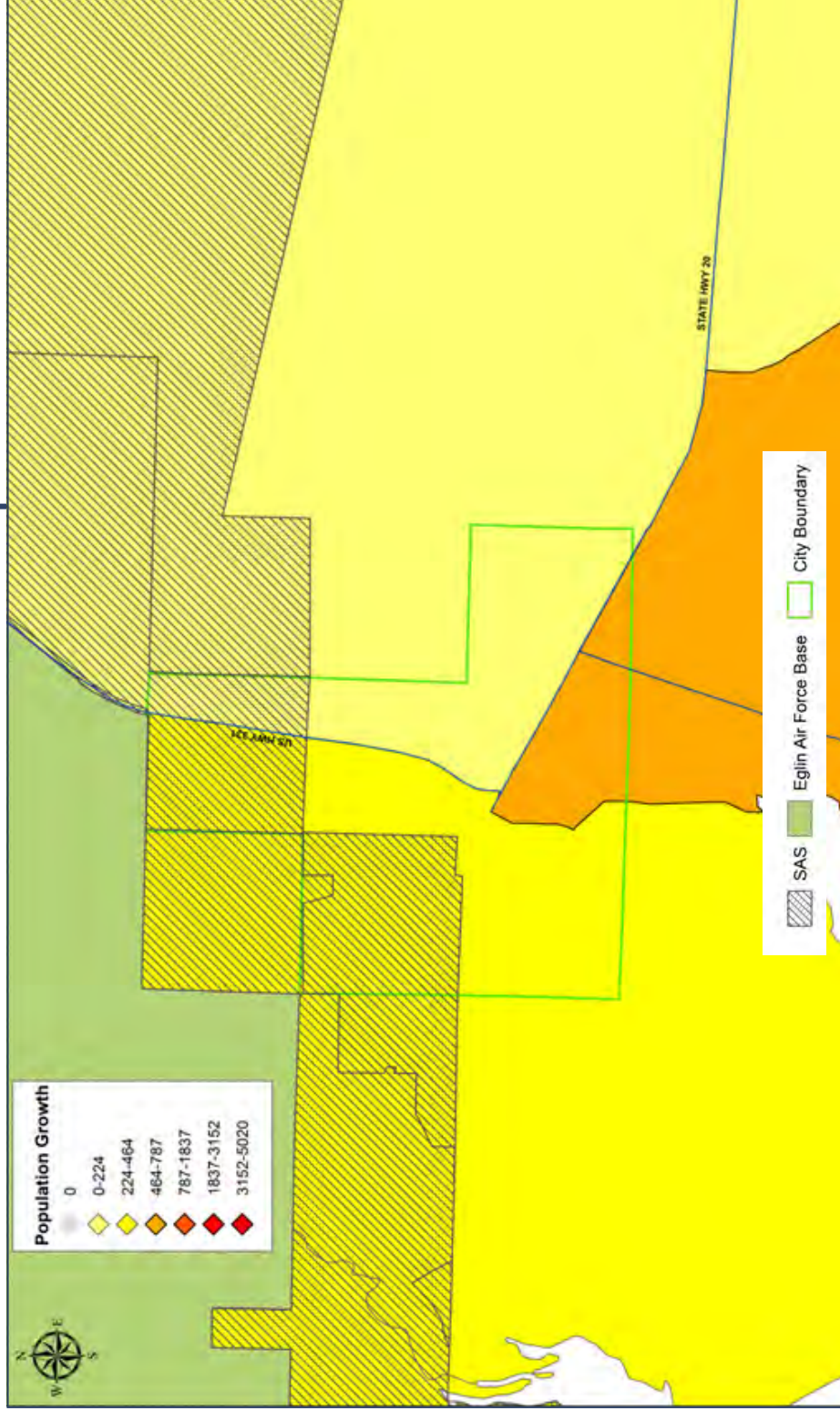
Defuniak Springs Growth Patterns. The DeFuniak Springs area is forecast to have weak growth over the coming decade. Only the region to the north and east of the city is expected to gain substantial numbers of residents. SAS affected areas are shown by hash marks in the figure above and a substantial portion of DeFuniak springs is covered by the SAS affected areas. Some areas in the city area (including a small portion covered by the SAS) are not forecast to grow at all over the next decade.

Map 3
Defuniak Springs Growth Patterns



Freeport Growth Patterns. The Freeport area is forecast to add a substantial number of residents in the coming decade. Much of this growth is forecast to occur in the western and south eastern parts of the city. No doubt much of this growth that is forecast to occur within the highlighted boundaries will occur in and around the Choctawhatchee Bay area. However, the city, itself, could absorb some of the growth as well.

Map 4
Freeport Growth Patterns

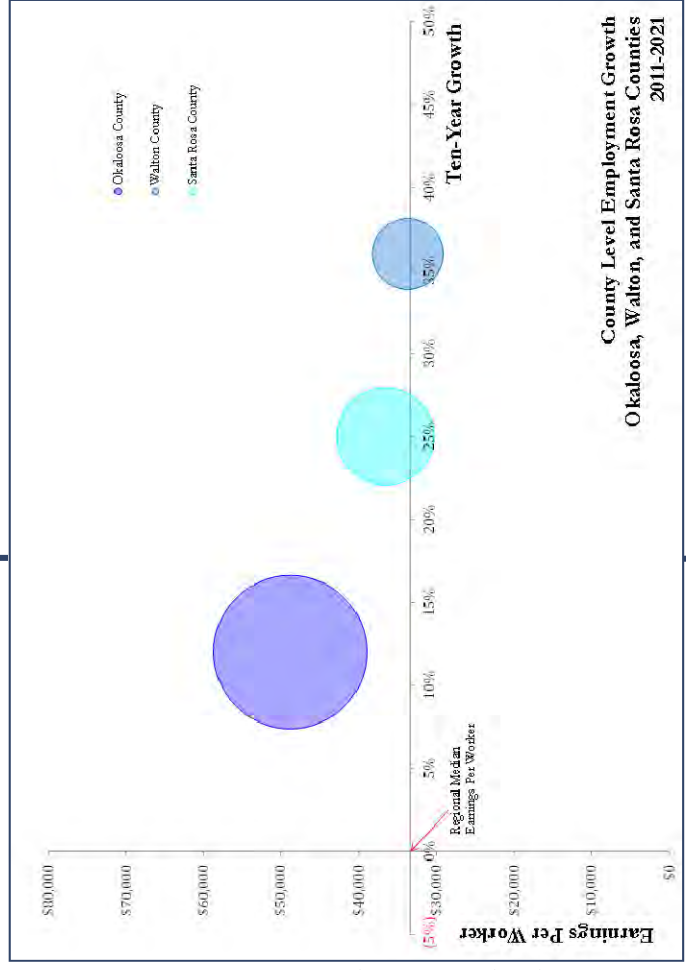


Economic Snapshots. In this section, we look at the key components of each of the affected county's economies in terms of industry sectors, earnings and forecast growth patterns. We outlined, in the early sections of the document, the potential impacts associated with the coming fiscal crisis. In this section, we show the overall size of the regional economies as well as the composition of the industry sectors. In each of the regional economies, you will note that the government sector plays a large role. We begin with a comparative analysis of the three counties.

Figure 4 compares ten-year growth forecasts among the three counties. The vertical axis represents average earnings per worker (EPW), which is an aggregate of values, such as total wages and industry profits, divided by the total number of workers per county. The horizontal axis represents employment growth as a percentage increase of total county-wide employment. The diameter of the bubbles represents the overall size of the workforce for each county.

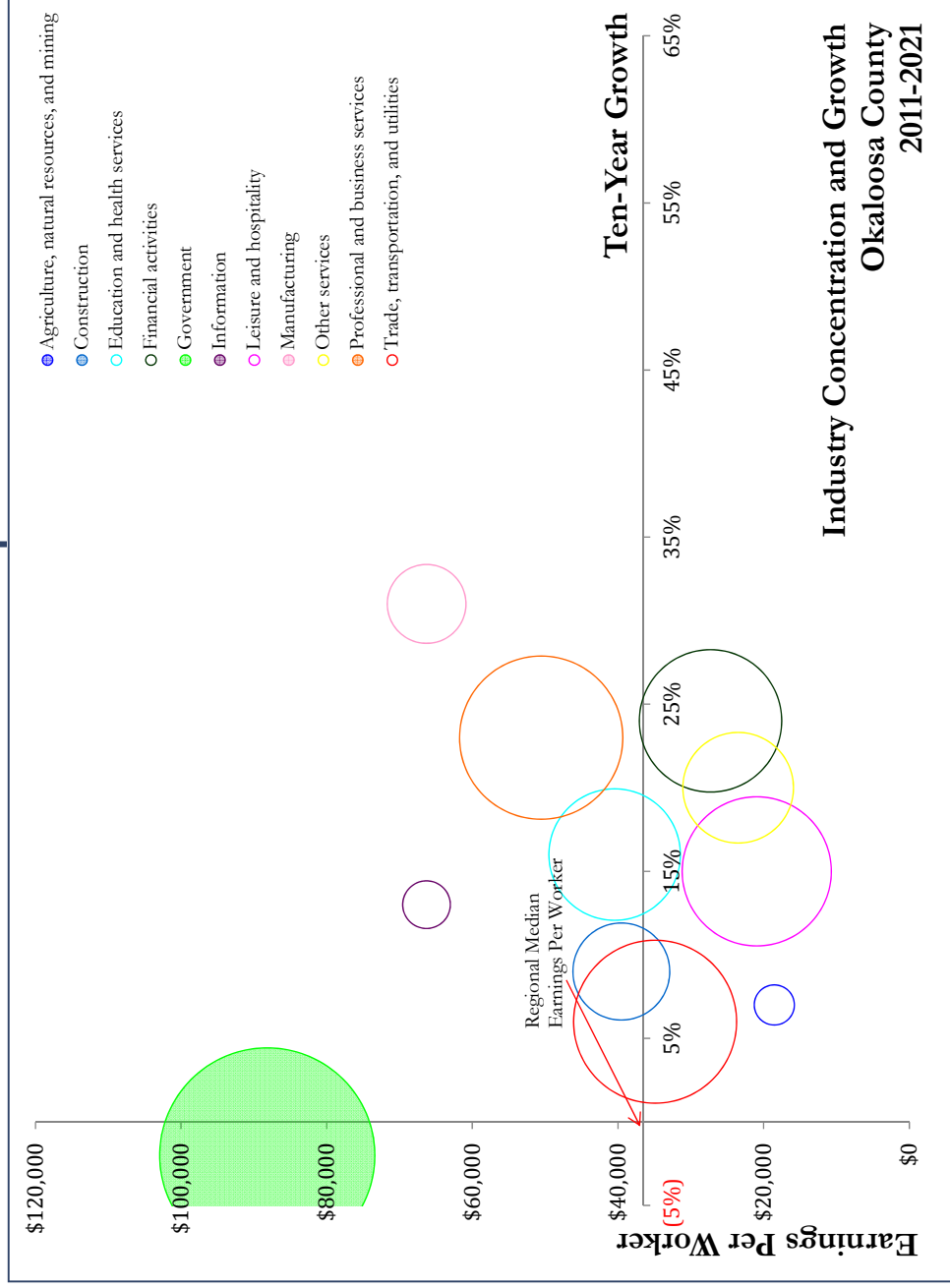
Okaloosa County has the highest EPW out of the three counties but the lowest employment growth rate. Its high EPW is primarily due to the government industry sector, which is accounted for by the large military presence in the area. Employment growth in Okaloosa County is fairly strong; however, Walton and Okaloosa Counties surpass it substantially—as much as three times greater. Nevertheless, each county is experiencing positive growth.

Figure 4
County-Level Growth Patterns



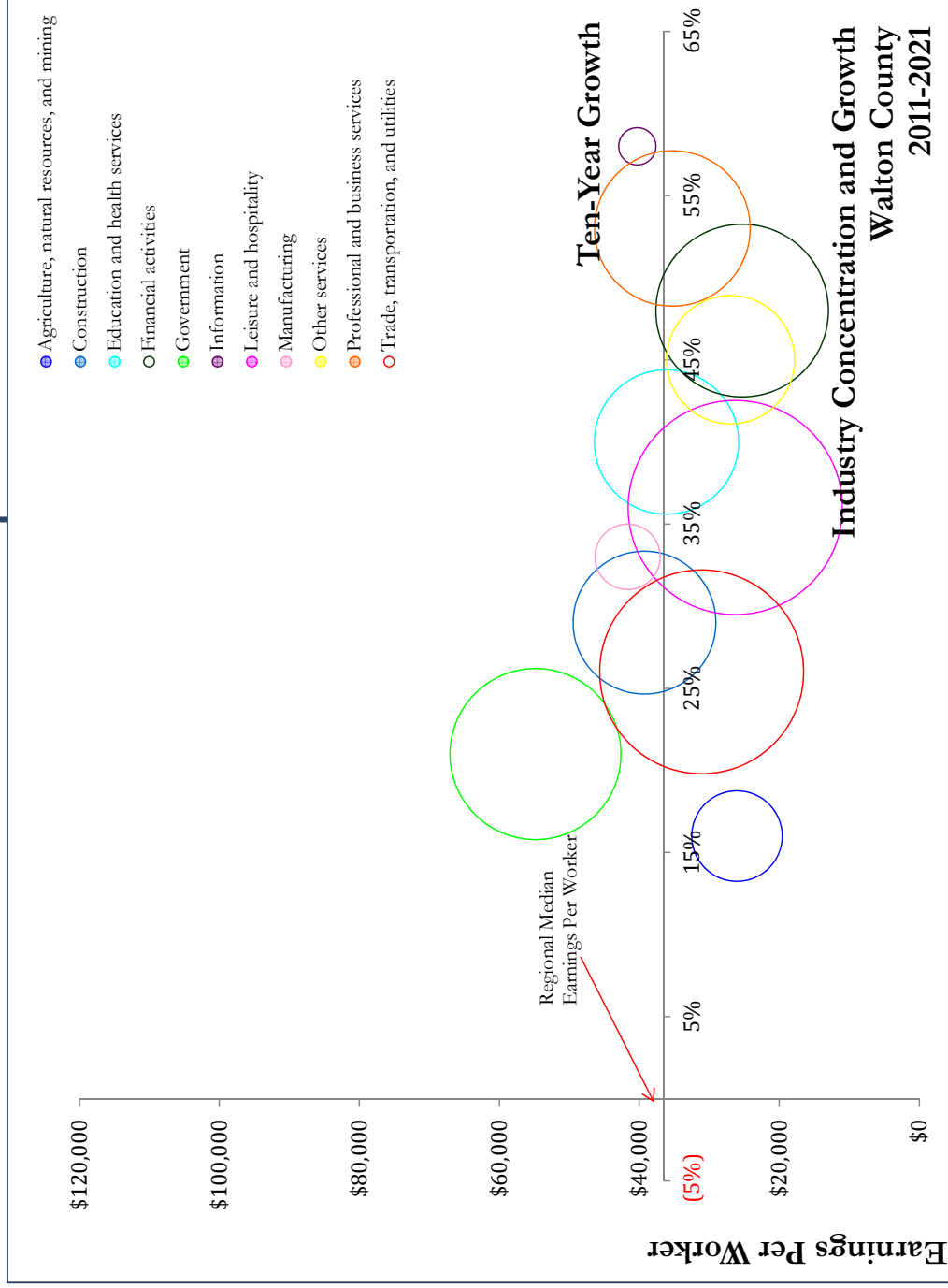
Okaloosa County. In Okaloosa County, government is the industry sector with the greatest EPW, followed by manufacturing—both of which are largely due to the high concentration of military in the area. Manufacturing is also headed towards strong growth over the next several years, showing the highest growth forecast of all industry sectors. Financial activities and professional business services sectors are also experiencing significant growth. The government sector, however, is on a slight downturn—consistent with forecasts predicting a downward trend in federal government spending for the region.

Figure 5
The Okaloosa Economy



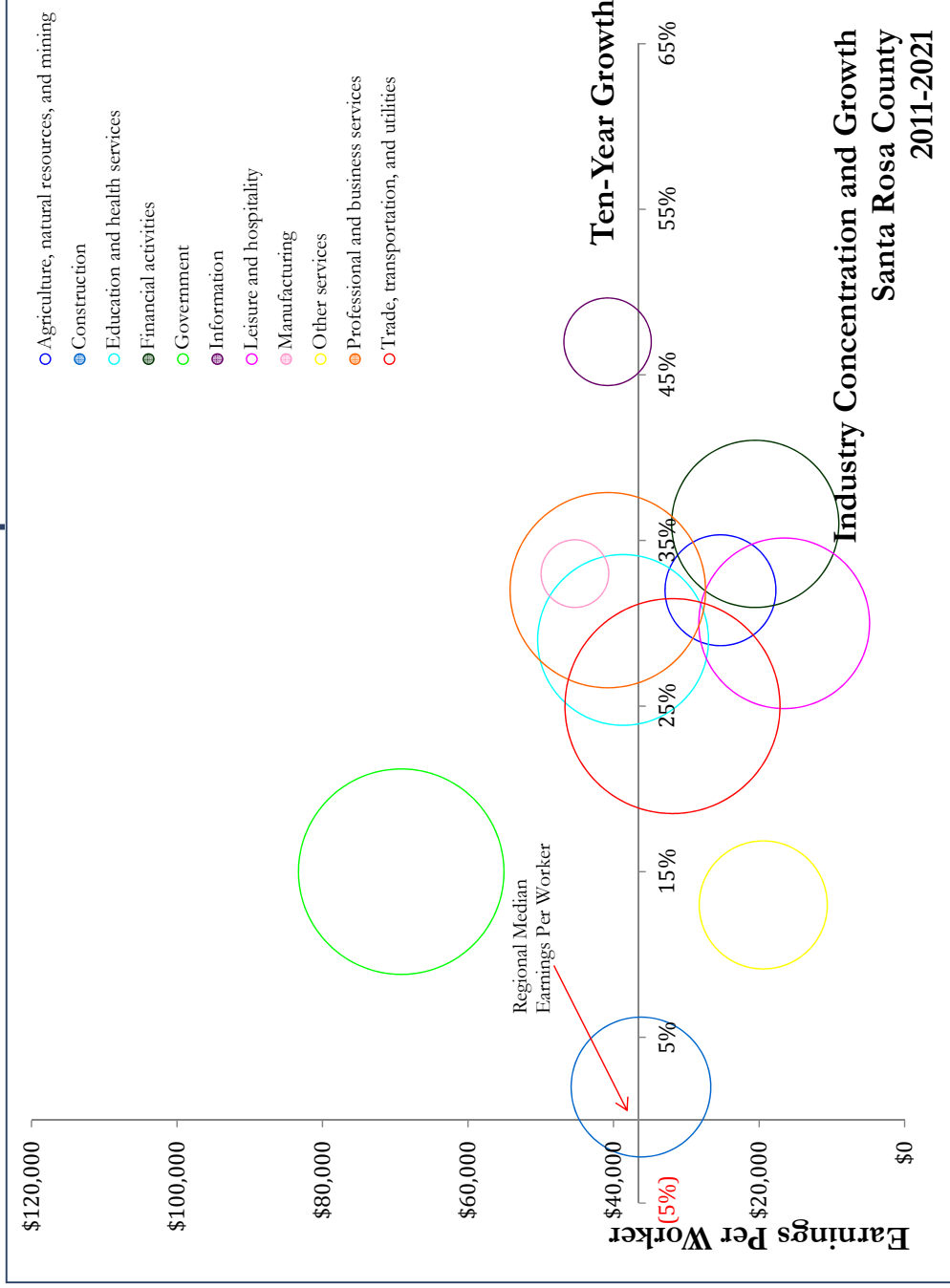
Walton County. Walton County is experiencing relatively high growth in all sectors. The information and professional and business services sectors are both projected to grow by 50% over the next several years. The financial activities sector is also in the same growth range. Not surprisingly, the government and manufacturing sectors are leaders in earnings-per-worker as they are in the other two counties. However, in terms of total impact, the leisure and hospitality sector is large and growing swiftly.

Figure 6
The Walton Economy



Santa Rosa County. Employment growth in Santa Rosa County is slightly more varied than some of the other counties in the region. All sectors are experiencing positive growth, but construction is growing minimally over the next several years. Aside from construction, all other industry sectors are growing relatively healthily - with even the government sector expected to grow over the coming decade.

Figure 7
The Santa Rosa Economy



CONCLUSION

There is little doubt that regional policy makers face difficult choices in extremely uncertain and unstable economic times. It is universally accepted as fact that the government sector will shrink throughout the region - both as a function of reduced employment and reduced spending. This will affect not only direct government employment, but also may well have substantial implications for the private sector. A highly diverse economy would permit the region to absorb these potential blows without serious repercussions to overall economic health. However, the region's economy is not highly diverse. Two sectors - tourism and the military - are the core foundations of the overall economy. The recent economic downturn and the oil spill have demonstrated the effects that shocks (and exogenous shocks) can have on the health of one major sector. The military sector, however, has throughout that time sustained the regional economy with growth - particularly at Eglin Air Force Base.

If the DoD's own budget forecasts are to be accepted as relatively accurate, the potential threat to the region's economy is real just as a function of procurement spending flows. If there are personnel cuts (and there is every reason to expect that there will be personnel cuts) then the negative impacts will grow. The need to balance the region's overall economic health and manage the relationship with the regional military installations and DoD contracts is acute. It is likely that the only way to manage short and medium term efforts to stabilize the economy if the cuts materialize will be through the protection of the critical sectors directly associated with DoD spending. Longer-term efforts demand that the local economy develop effective ways to diversify the base as it the region looks to the future.

Table 3
Summary Growth Patterns

Tri-County

Small Area Studies

SANTA ROSA • OKALOOSA • WALTON

In Partnership with Eglin Air Force Base



Public Final Draft Report

August 2012

A Tri-County Joint Venture



A JOINT EFFORT MANAGED BY



OKALOOSA COUNTY

with the participation of



prepared by



HAAS CENTER

INNOVATIVE RESEARCH • INTELLIGENT SOLUTIONS
A Center of the University of West Florida

August 2012

This study was prepared under contract with Okaloosa County, with financial support from the Office of Economic Adjustment, Department of Defense. The content reflects the views of Okaloosa County and all of the project stakeholders and does not necessarily reflect the views of the Office of Economic Adjustment.



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Military Influence Overlay District (MIOD) Proposed Ordinance
Subdivision Regulation Proposed Amendment
Article 2: Administration and Enforcement



ACKNOWLEDGEMENTS

Military Sustainability Partnership Executive Committee (MSPEC)

The Military Sustainability Partnership Executive Committee (MSPEC) consists of elected officials and Base leadership that represents those entities that have entered into a formal Interlocal agreement or Memorandum of Agreement (MOA) with Okaloosa County. They have served as the policy committee for the SAS planning process. As such, the MSPEC has been responsible for leading the direction of the SAS, has provided policy direction, oversight of the process, monitoring of public involvement, consideration of report adoption, and monitoring the implementation and adoption of policies and strategies. These individuals have served as the conduit of information for the SAS. The members are:

- | | |
|---|--|
| <ul style="list-style-type: none"> ■ Commissioner Wayne Harris
Okaloosa County Board of Commissioners (Chair) ■ Brig Gen David A Harris
Commander, 96th Test Wing, Eglin AFB ■ Col Sal Nodjomian
Commander, 96th Air Base Wing, Eglin AFB ■ Mayor Mike Anderson
City of Fort Walton Beach ■ Mayor J.M. "Mickey" Marse
City of Freeport ■ Mayor Margaret McLemore / Mayor William
Creekmore
City of Mary Esther | <ul style="list-style-type: none"> ■ Commissioner Sara Comander
Walton County Board of Commissioners ■ Councilman Ben Iannucci
City of Crestview ■ Councilman Ron Kelley
City of DeFuniak Springs ■ Commissioner Don Salter
Santa Rosa County Board of Commissioners ■ Councilman Dr. Bill Smith
City of Niceville ■ Councilman Jim Wood
City of Destin ■ Jim Breitenfeld
Economic Development Council of Okaloosa County |
|---|--|
-

Military Growth Advisory Group (MGAG)

A cross section of representative interests of the three county study area was selected to serve on the Military Growth Advisory Group (MGAG). This group functioned as the technical committee to assist in the preparation of the SAS. As such, they have been responsible to identify key issues, provide technical and local expertise, review draft deliverables, and recommend the draft report to the MSPEC. The MGAG members are listed (by first name in alphabetical order) below. These individuals have served as the conduit of information for the SAS. The Military Growth Advisory Group (MGAG) served as the technical committee on this project. The members are:

- Abra McGill, Okaloosa County Transit
- Al Ward, Retired Businessman/Consultant
- Andre Partin, 96 ABW/XP
- Barry Stafford, Emerald Coast Association of Realtors (Ex. Dir.)
- Beckie Cato, Santa Rosa County Planning Director
- Bob Black, Congressman Miller Military Liaison (local)
- Carl Scott, Valparaiso City Administrator
- Christine Sammelmann, Walton County GIS
- Christy Johnson, WFRC
- Cliff Long, Emerald Coast Association of Realtors (legislative)
- Dan Sambenedetto, Okaloosa County GIS Manager
- Danny Bowers Sr., retired civil servant
- Darryl Sigur, Eglin AFB
- David Prichard, 46 TW/XP
- Debbie C. Benoit, Okaloosa Title Co.
- Denise McKinion, CHELCO
- Dick Roberts, local citizen
- Dr. Bill Smith, Okaloosa County School District Facilities Director
- EJ Gomes, Eglin AFB Community Planner
- Elaine Tucker, former Okaloosa Commissioner
- Elliot Kampert, Okaloosa County Growth Management Director
- Eric Davis, Crestview Planning Department
- Gerry Demers, Walton County Assistant Administrator
- Glenn Lattanze, Hurlburt Community Planner
- Gordy Fornell, Mid-Bay Bridge Authority Chairman
- Greg Donovan, Okaloosa County Airports Director
- Greg Scoville, DeFuniak Springs Planning Director
- Harold Bigham, Walton County GIS
- Howard Bush, AAC Plans
- J. Thomas Miesen, local realtor (Century 21 NV)
- Jason Bryan, Walton County Planner
- Jeff Fanto, Growth Project Coordinator (former)
- Jesse Borthwick, 46 Test Wing Ranges
- Jim Breitenfeld, Independent Consultant
- John Hofstad, Okaloosa Public Works Director
- Kelle Olsen, Okaloosa Gas District
- Ken Gallander, Destin Community Development Director
- Ken Wolfe, Okaloosa County Emergency Management Coordinator
- Kenneth Bristol, Eglin AFB GIS
- Kim Steele, Okaloosa County GIS
- Lani Birchett, Okaloosa County Transit
- Larry Greene, AAC Plans
- Latilda Henninger, Freeport Planning Director
- Lt Col Scott Scheno, Hurlburt
- Lynne Oler, Mary Esther City Manager
- Mac Carpenter, Walton County Planner
- Marion Cook, Eglin AFB Community Planner

Military Growth Advisory Group (MGAG) (continued)

- Marisol Reina, Eglin AFB
- Mark Clark, Okaloosa Gas District
- Mary Ann Vance, Santa Rosa County GIS
- Melinda Wickham, Walton County
- Michael Beedie, Fort Walton Beach Engineering Services Director
- Michael Wing, Crestview Administration Services Director
- Nell Dykes, Cinco Bayou Town Manager
- Nick Nickoloff, West Florida Regional Planning Council
- Philip Hoge, Inst. Of Sr. Professionals, NWFSC
- Robert Cole, Santa Rosa County Commissioner
- Rodney Nobles, Assistant Superintendent, Okaloosa County School District
- Roger Blaylock, Santa Rosa County Engineer
- Roy Petrey, Valparaiso City Engineer (contractor)
- Sandra Dreaden, Reference Librarian, Crestview
- Scott Kearney, local developer representative
- Skip Miller, local builder (BIA)
- Stella Jones, Fort Walton Beach City Planner
- Steve Schmidt, Destin Public Services Director
- Tammy King, Mary Esther City Clerk
- Terry Jernigan, Okaloosa County Planning Manager
- Terry Joseph, Executive Director - WFRPC
- Thomas Duley, Hurlburt Field
- Tom Burns, Shalimar Town Clerk
- Tom Heffernan, 46 Test Wing, Eglin AFB
- Val Jarvis, Santa Rosa County GIS
- Wanda Cruttenden, Niceville Planning Director

Okaloosa County Staff



The Tri-County Small Area Studies was managed by the Okaloosa County Growth Management Department. The Director and the Growth Project Coordinators listed to the right were instrumental in guiding and administering the tools to be utilized by the surrounding jurisdictions and Eglin AFB to promote compatibility within selected areas of Santa Rosa, Okaloosa and Walton Counties.

- **Elliot Kampert**
Growth Management Director
- **Ken Little**
Growth Project Coordinator
- **Jeff Fanto**
Growth Project Coordinator (former)

Public Input



Okaloosa County would like to thank the citizens, property owners and other stakeholders who gave their time in developing the various tools through their participation in workshops and corresponding with members of the Military Sustainability Partnership Executive Committee and/or Military Growth Advisory Group members.

Consultants



- Celeste Werner, AICP
- Rick Rust, AICP
- Mike Hrapla
- Michele Parlett
- Jeanette Studley
- Ron Ramold
- Cathy Lloyd



- Christopher Lewis PhD



A. Introduction

The Tri County Small Area Studies is an implementation project of the Eglin AFB Joint Land Use Study (JLUS). The intent is to prepare the specific tools that can be utilized by the surrounding jurisdictions to foster compatibility on both sides of the “fence”. The Introduction is organized in the following manner:

- Project Background
- Project Intent
- SAS Study Area
- Eglin Reservation Missions and Facilities
- SAS Planning Process Overview
- SAS Public Participation Program Summary
- Document Organization and Composition

A.1 PROJECT BACKGROUND

In 2010, the Okaloosa County Board of County Commissioners requested technical and cost proposals to prepare the Tri-County BRAC Small Area Studies. The preparation of this project is to effectively develop the land use, economic, infrastructure and interagency coordination related policy and regulatory tools that each of the seven jurisdictions (i.e. Santa Rosa County, Okaloosa County, City of Laurel Hill, City of Crestview, Walton County, City of DeFuniak Springs and City of Freeport) can immediately utilize in a “plug and play” manner. This approach not only fosters compatibility within the adjacent and proximate communities, but also provides their contribution to compatibility as a partner within the Tri-County Region.

These studies are the result of a recommendation contained in the Eglin Air Force Base (AFB) Joint Land Use Study (JLUS), which was prepared in 2009, to promote land use compatibility within proximity to the Eglin Reservation. The Eglin AFB JLUS is a collaborative study utilizing the input of city, county, state, and federal officials, residents, business and land owners, and the military to identify compatible land uses and growth management guidelines near the Eglin Reservation. The Eglin AFB JLUS examined past, current and projected future growth trends in an effort to identify and confirm issues between the military and civilian communities in the interest of promoting a compatible future planning program. The future program establishes and fosters a relationship with the installation and the community to act as a team to avoid conflicts associated with future military related activities and community growth. A JLUS is implemented, essentially, to protect the resident’s quality of life, the property owner’s rights, and the existing and future mission of the installation.

A.2 PROJECT INTENT

Okaloosa County’s main objective in this project is to complete one of the key recommendations from the Eglin JLUS to ensure that a compatible land use pattern and balanced growth occurs within the MIPA III areas. The following three tenants have guided the technical and public participation processes to ensure a successful outcome in the Tri-County Small Area Studies:

- **Understanding.** Continue to build on the initial foundation set through the JLUS with the military, jurisdictions and agencies to resolve current and potential compatibility issues in an open forum, taking into consideration both community and military viewpoints and needs. This understanding has involved:
 - An understanding of historical, current, and future growth patterns; existing land use regulations, policies, and building and permitting requirements;
 - An assessment of economic factors associated with growth; and
 - A knowledge of military operational functions within the selected study area.
- **Collaboration.** Continue to promote cooperative land use planning among the military, jurisdictions and agencies so that a communicative and coordinated environment is fostered. Balancing future community growth and development with the training and operational missions conducted on the Reservation is the goal.
- **Consent.** Confirm the palette of permitted, conditional and prohibited land uses, specific policy and regulatory guidance that achieves a compatible future land use mosaic and minimizes nuisances within the Eglin Military Airport Zone (EMAZ)/Military Influence Overlay District (MIOD). Strive to gain support from the property owners, local jurisdictions, agencies, and the military to refine, review and adopt workable policy and regulatory mechanisms within each jurisdiction that can collectively create a compatible mosaic within the Tri-County region.

A.3 SAS STUDY AREA

The Study Area for the SAS project includes portions of Santa Rosa, Okaloosa and Walton Counties as well as portions of the Cities of Crestview, DeFuniak Springs and Freeport. It includes all of the incorporated area of Laurel Hill as shown on **Figure A-1**, Small Area Study Area. The study area boundary is based on the prior delineations of the Military Airport Zone (MAZ) III in Santa Rosa County and Military Influence Planning Area (MIPA) III boundary in Okaloosa and Walton Counties as identified in the Eglin AFB JLUS. The analysis and recommendations of the SAS will only pertain to those areas that were initially identified within the MAZ III/MIPA III in the Eglin JLUS.

Through a portion of the work in this project, the initial MAZ/MIPA boundary has been refined (based on parcel boundary data) for ease of administration and is also depicted on the supportive maps in this document.

Insert Figure A-1, Small Area Study Area

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Back of Figure A-1, Small Area Study Area

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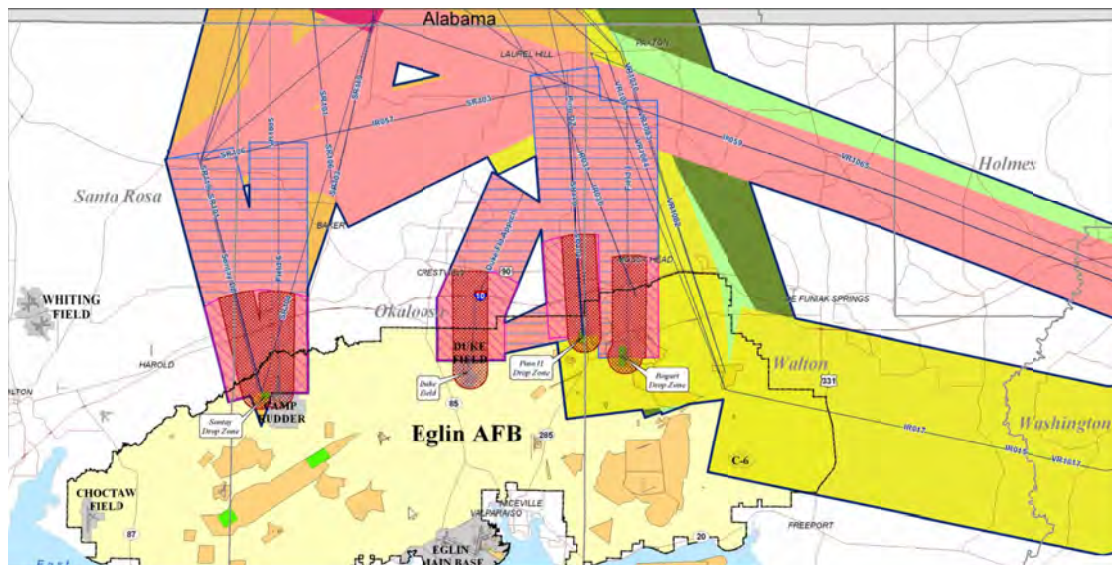
A.4 EGLIN RESERVATION MISSIONS AND FACILITIES



The Eglin Military Reservation is the largest air force base in the world, comprising approximately 724 square miles of land with 36 specific test ranges. The Reservation overlaps Okaloosa, Santa Rosa and Walton counties and also includes 124,642 square miles of water test ranges comprising the Eglin Gulf Test and Training Range (EGTTR). For the Tri-County SAS, the following five facilities and their associated training missions are shown on **Figure A-2**, SAS Military Facilities and their operational components are summarized below:

- **Auxiliary Field 6.** Provides the site for the 6th Ranger Training Battalion consisting of airborne and helicopter assaults, small boat operations, river crossings and swamp crossing training. Its components consist of:
 - Critical Approach 1-Critical Approach and Departure Corridor
 - Critical Approach 2-Approach and Departure Corridor
 - APZ II-Area contained with the Accident Potential Zone II
- **Duke Field.** Site of the 711th (711 SOS) and 8th (8 SOS) Special Operations Squadrons that utilize the MC-130E Combat Talon I aircraft. Its components consist of:
 - Critical Approach 1-Critical Approach and Departure Corridor
 - Critical Approach 2-Approach and Departure Corridor
 - Noise Area 1-Area contained within the 70-75 dB Ldn
 - Noise Area 2-Area contained within the 65-70 dB Ldn
 - APZ II-Area contained with the Accident Potential Zone II
- **Drop Zones (DZ).** A total of four specific areas within Eglin AFB (i.e. Pino II, Sontay, Bogart, Rock Hill) where military personnel, equipment, and/or supplies are dropped from the air by rotary or fixed wing aircraft, but utilize off-installation approach and departure corridors. Its components consist of:
 - Critical Approach 1-Pino II Drop Zone Approach and Departure Corridor
 - Critical Approach 2-Pino II Drop Zone
 - Critical Approach 1-Sontay Drop Zone Approach and Departure Corridor
 - Critical Approach 2-Sontay Drop Zone
 - Critical Approach 1-Bogart Drop Zone Approach and Departure Corridor
 - Critical Approach 2-Bogart Drop Zone
 - Critical Approach 1-Rock Hill Drop Zone Approach and Departure Corridor
 - Critical Approach 2-Rock Hill Drop Zone

- **Landing Zones (LZs)** A total of two specific facilities (i.e. Landing Zone East and Rock Hill Landing Zone) that are unimproved landing strips that have the ability to accommodate fixed and rotary wing aircraft on an infrequent basis for military training and readiness purposes. Its components consist of:
 - Critical Approach I-Critical Approach and Departure Corridor
 - Critical Approach II-Approach and Departure Corridor
- **Impulse Area (IA)** is created off-installation through the detonation of high explosives within Eglin AFB
 - Impulse Area-Areas designated as the Higher Intensity, Greater Frequency Impulse Area and portions of the Moderate Intensity, Less Frequent Impulse Area (Eglin AFB RAICUZ (2008)) within one mile of the Eglin AFB boundary
- **Military Training Routes (MTRs)** are aerial corridors delineated above the Tri-County Study Area in which military aircraft can operate at airspeeds in excess of 250 knots while flying below an altitude of 10,000 feet.
 - MTR 1-Floor 100'
 - MTR 1-Floor 200'
 - MTR 1-Floor 250'
 - MTR 2-Floor 500'
 - MTR 2-Floor 1,000'
 - MTR 2-Floor 1,500'
 - MTR 2-Floor 500' (Cruise Missile Corridor)



Insert Figure A-2, SAS Military Facilities

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Back of Figure A-2, SAS Military Facilities

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A.5 SAS PLANNING PROCESS OVERVIEW



The planning process to prepare the Tri-County SAS was conducted over an 18-month timeframe and consisted of the following five phases:

Phase 1: Initial Data Collection and Analysis. The SAS project implements several of the key recommendations in the Eglin AFB JLUS, and data collected for that and other pertinent studies (i.e. Eglin AFB RAICUZ, Tri-County Growth Management Plan) form the foundation of the SAS. However, because the JLUS data is now a couple of years old, the SAS project updated selected data sets. This effort focused on updating existing maps that were used to evaluate and analyze future development scenarios. Current information was critical to identify trends, development patterns and constraints that could influence future growth. As part of this phase, the areas included in this study were

refined. Instead of looking at broad lines from a regional perspective, maps were prepared that identified the study area based on current parcel boundaries, making it very clear what areas are being addressed. Finally, a comprehensive set of guidelines was prepared that identified the criteria for the evaluation of compatible land uses within the study area. These guidelines formed the basis of the analysis for future conditions and the assessment of development alternatives.

Phase 2: Assess Future Buildout Potential. What land use pattern would result if compatibility was not addressed in future development? Phase 2 explored the development scenarios that could occur in the Study Area based on existing land use, zoning and comprehensive plan designations without compatibility measures. This future development potential was assessed based on existing growth patterns, expected development potential in the area (based on socioeconomic factors), and the ability to serve potential development areas. The ability to serve included a review of the available and planned infrastructure, ranging from utility systems to schools. Based on the information collected and plans and policies in place today, potential development scenarios were modeled. The results of this modeling were used to understand the extent and distribution of compatibility issues.

Phase 3: Identify Land Uses Incompatible with the Eglin Mission. Building on the analysis and evaluation established in Phases 1 and 2, existing land uses in the SAS study area were evaluated. This exercise was essential in the planning process to isolate existing and potential land use conflicts around Eglin AFB. In addition to land uses, a review of existing comprehensive plan policies and zoning were also critical components. Once a thorough review of the existing land use and policies was complete, conflicts between the Eglin Mission and the Tri-County area were then analyzed. Furthermore, this activity assists the planning team to identify and understand the conflicts between the Eglin Mission and future land use plans.

Phase 4: Analyze Alternative Land Use Scenarios and Tools. Alternative land use concepts were developed where compatibility issues could be identified. These concepts were based on the results from the other phases in this process, as well as the application of potential policy and regulatory tools. Land use concepts were unique to each subarea and its jurisdictional regulatory powers. Additionally, the concepts consisted of one approach, or a combination of scenarios, employing key tools (i.e. incentives, ordinances, clustering, transfer of development rights, etc.). After the analysis of the various planning / regulatory tools, two land use concepts were developed for each subarea. These concepts were then presented to the jurisdictions for their review and comment to enable support for the land use recommendations and their specific implementation tools.

Phase 5: Develop Recommended Implementation Tools. Based on the issues identified and alternatives assessed, the final phase provided the tools (policies, programs and regulations) needed to make compatibility a reality. Some existing tools only needed minor adjustments to achieve the results desired, while in other cases, new tools were developed. The overall objectives were to create a set of tools that are easily understood, simple to implement, and provide a consistent approach to compatibility planning across the Study Area. The toolbox also includes approaches to address all of the compatibility issues identified in earlier phases. These solutions entailed comprehensive plan policy augmentation/amendments, changes to regulations (such as zoning modifications and light and glare ordinances) and alterations to building codes to address noise attenuation standards. These tools were designed based on information and feedback obtained in previous phases from the planning team and the community. The goal was to provide solutions that enhanced compatibility while allowing appropriate community growth and economic diversity in the Tri County Small Area Studies Area.

A.6 SAS PUBLIC PARTICIPATION PROGRAM SUMMARY

The SAS Public Participation Program was essential to providing opportunities for interested parties to become aware, educated and provide contributions to shaping the outcome of the small area studies. The intent was to ensure that all segments in the affected study areas (especially residents and property owners, local elected officials, business interests, and military representatives) had access to frequent and timely progress reports, meaningful and convenient methods of participation, and timely access to draft and final deliverables in advance of open houses/charrettes. Public involvement and public relations were integral to achieving consensus for the recommendations within each jurisdiction garnering the support of those directly affected and providing the foundation for a compatible land use pattern within the study area. The SAS Public Participation Program included the following techniques:

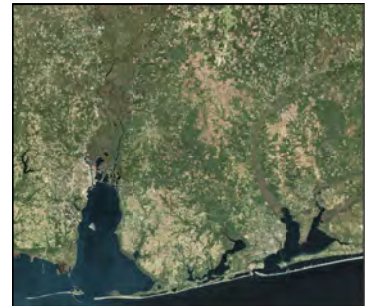
- **Project Coordination Meetings.** Monthly meetings/teleconferences were held with the Okaloosa County Project Manager to ensure appropriate technical and public participation tasks occurred throughout the course of the Small Area Studies.
- **Informational Brochure.** An informational brochure will be prepared by the Matrix Team, in consultation with the Okaloosa County Project Manager, MGAG, and the MSPEC, and was distributed to the public at the outset of the planning process. The brochure described the purpose and goals / objectives of the small area studies, the locations included in the studies and methods to provide input into the process. This brochure was used to brief interview participants as well as the general public and will be posted to the project website.
- **Stakeholder Interviews and Consultations.** A total of 16 Stakeholder Interviews were conducted during Phase 2 in order to obtain critical information for the planning process to focus the discussion on the specific key issues that require resolution such that a successful small area study will result for each respective area.
- **Open Houses/Charrettes.** Open houses/charrettes provided attendees with an opportunity to understand the existing issues and conditions, assist in crafting viable land use alternatives, and provide input on desired directions and augmentation of regulatory recommendations. Three (3) open houses/charrettes were identified at key milestones throughout the duration of the project. These gatherings were located in one venue within each of the three counties and consisted of:

- Open House #1 – Kick-off Meeting defined the small area studies project (educate) and was used to allow participants to identify preliminary study area issues.
- Open House/Charrette #2 – Presented draft small area analysis; overview of future trends, confirm preliminary compatible uses; prepare and prioritize alternative land use scenarios.
- Open House #3 – Reviewed the draft Small Area Studies and implementation programs.
- **Project Website.** As part of the public participation strategy, a project website was created to provide public and media access to project information, informational materials, and documents. This website was maintained for the entire project. This tool allowed all stakeholders to conveniently receive updated project information, project points of contact, schedules, documents, maps, open house/charrette information, and other interactive tools, as necessary.

A.7 DOCUMENT ORGANIZATION AND COMPOSITION

The Tri-County SAS is organized by jurisdiction in the following manner:

- Santa Rosa County
- Okaloosa County
- City of Laurel Hill
- City of Crestview
- Walton County
- City of DeFuniak Springs
- City of Freeport



Within each jurisdiction, the following tools are organized in the same manner, within the Policy Tools and Regulatory Tools components, as listed and summarized below:

Policy Tools

- **Comprehensive Plan Policies.** Identifies revised and new policies to be incorporated into the jurisdiction’s comprehensive plan.
- **Prototype MIOD Policies.** Identifies (for those jurisdictions that include a draft Military Influence Overlay District (MIOD) regulation) supportive policies to create consistency between the jurisdictions’ comprehensive plan and zoning regulations.
- **Future Land Use Map Revisions.** Identifies recommended changes to the existing future land use map (FLUM) of each jurisdiction’s comprehensive plan land use element.

Regulatory Tools

- **Eglin Military Airport Zone (EMAZ)/Military Influence Overlay District (MIOD).** Identifies the inclusion of regulatory guidance within these two overlay districts with the respective jurisdiction’s Land Development Code (LDC).
- **Subdivision Regulations.** Identifies the prototypical revised and augmented provisions to upgrade the respective jurisdiction’s subdivision regulations.
- **Building Code Modifications.** Identifies prototypical changes to the respective jurisdiction’s building code.

- **Light/Glare Ordinance.** Identifies the revised/new recommended ordinance language to minimize ambient and point source glare for each of the jurisdictions.
- **Real Estate Disclosure.** Identifies the instructions and form necessary to provide disclosure to potential buyers and lessors of real estate within the EMAZ/MIOD boundary for each respective jurisdiction.

It should be noted that these tools have been prepared in a “plug and play” approach for ease of immediate review and consideration by the respective appointed and elected officials within each jurisdiction. While each tool may be in a form for review and formal consideration by the respective jurisdiction, it will be up to each jurisdiction to determine if they would like to process these tools to potentially become adopted policy and regulation within their county or municipality. It is strongly encouraged that each jurisdiction will adopt all of their respective tools to foster future land use compatibility between Eglin AFB and its adjacent and proximate jurisdictional partners.



SANTA ROSA COUNTY OVERVIEW

The recommendations for Santa Rosa County contain both policy and regulatory tools to promote compatibility between future land uses in Santa Rosa County and the operations associated with the Eglin Reservation.

This chapter of the Tri County Small Area Studies is organized in the three tabbed subchapters containing the components identified below:

Tab	Subchapter / Component
1	Comprehensive Plan Policy Proposed Amendments Chapter 2: Economic Development Element Chapter 3: Future Land Use Element Chapter 4: Transportation Element Chapter 11: Intergovernmental Coordination Element
2	Land Development Code Proposed Amendment Article 11: Eglin Military Airport Zone (EMAZ)
3	Recommended Building Code Amendment Real Estate Disclosure Notification

Chapter
3

Future Land Use Element

Goal 3.1 • Manage the future development of Santa Rosa County in a manner consistent with the ability to provide adequate infrastructure and protect important resources.

Public Purpose: To ensure the protection of valuable natural resources to the greatest extent possible by managing growth and to ensure that publicly funded infrastructure such as roads, potable water, sanitary sewer, solid waste collection systems, parks, and storm water management facilities are constructed to meet the demands of growth in an economically efficient manner.

Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions.

Policy 3.1.A.1 • The LDC shall remain consistent with the Escambia / Santa Rosa Counties Resource Management Plan (ESRCRMP), 1985 provided that nothing in this policy shall be interpreted to mean that the LDC cannot include provisions and regulations that are broader in scope or more stringent than those recommended by the ESRCRMP.

Policy 3.1.A.2 • The maximum densities and intensities permitted on a given parcel of land shall be based upon the suitability of topography and soil types for septic drainfield systems, potable water wells, and ability to physically support buildings and improvements, as determined by the Santa Rosa County Soils Map, the Department of Health, DEP, COE, and appropriate engineering manuals, in the review of proposed development projects.

Policy 3.1.A.3 • The development approval process shall ensure that new development and redevelopment includes appropriate stormwater management systems consistent with the adopted drainage level of service, natural drainage patterns, and soil conditions.

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Policy 3.1.A.4 • All future development shall be consistent with accepted planning practices and principles as defined by this Plan.

Policy 3.1.A.5 • All development orders and/or permits for development, including any redevelopment activities, shall be issued only if there are public facilities and services available with sufficient capacities to maintain the level of service standards adopted in this plan concurrent with the impacts of the proposed development.

Policy 3.1.A.6 • Development orders and/or permits may be issued conditioned upon the availability of facilities and services to meet the needs of development.

Policy 3.1.A.7 • The Future Land Use Map will contain provisions for higher density levels in urban areas or areas categorized as having urban infrastructure to limit urban sprawl and achieve an energy-efficient development pattern.

Policy 3.1.A. 8 • The following permitted uses and densities and intensities of use are established for each land use category depicted on the Future Land Use Map (Map 3-1) The maximum total density permitted to be developed within the Development Area shall be calculated as acres of land area multiplied by maximum permitted density.

1) Agriculture Category: The agricultural category includes approximately 358,181 acres. The average density within the category is 1 dwelling unit per 8.5 acres. Uses within this category include routine agricultural and silvacultural activities,

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Policy 3.1.A.8 (Cont.)
 residential uses as herein described and commercial activities limited to those commercial endeavors ancillary to agricultural or silvicultural pursuits or in support of agricultural activities such as seed, feed and food outlets, farm equipment repair and the like. The average density will be accomplished pursuant to the following maximum limitations and based upon the buildable land within the category:

<u>PERCENT OF CATEGORY</u>	<u>DUs PER ACRE</u>
90%	1 DU/50 ac.
10%	1 DU/ 1 ac.

A 3:1 density bonus (i.e., maximum 3 du/1 acre) may be allowed for development located within the established Transportation Planning Area (TPA) that provides workforce/affordable housing meeting the criteria of the Florida Housing Finance Corporation for the local area (reference Policy 5.1.A.#); however, this density bonus shall not apply to the Garcon Point Protection Area, The Military and Public Airport Zones, the Category 3 Storm Surge Boundaries, or the Rural Area identified on the adopted impact fee map.

2) Single Family Residential Category: Uses within this category include single-family homes, group homes, institutional uses, and public and private utilities. This category shall be predominantly located in areas served by infrastructure or in urbanizing areas. This category shall not be located within the Garcon Point Protection Area (GPPA), the Navarre Beach Zoning Overlay District (NBZOD) or the Bagdad Historic District Overlay (BHDO). This category may also be located in areas where residential

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Policy 3.1.A.8 (Cont.)

development is desirable due to environmental sensitivity. The maximum allowable density within the category is four (4) dwelling units per acre of land. A 2.5:1 density bonus (i.e., maximum ten (10) dwelling units per one (1) acre of land) may be allowed for development located within the established Transportation Planning Area (TPA) that provides workforce/affordable housing meeting the criteria of the Florida Housing Finance Corporation for the local area (reference Policy 5.1.A.3); however, this density bonus shall not apply within Military and Public Airport Zones, Category 3 Storm Surge Boundaries, the Rural Area identified on the adopted impact fee map, or the overlay districts noted above.

3) Medium Density Residential Category: Uses within this category include single-family homes, multi-family residential structures, group homes, institutional uses, and public and private utilities. This category shall be predominantly located in areas served by infrastructure or in urbanizing areas. This category shall not be located within the Garcon Point Protection Area (GPPA), the Navarre Beach Zoning Overlay District (NBZOD) or the Bagdad Historic District Overlay (BHDO). The maximum allowable density within the category is ten (10) dwelling units per acre of land. A 1.8:1 density bonus (i.e., maximum eighteen (18) dwelling units per one (1) acre of land) may be allowed for development located within the established Transportation Planning Area (TPA) that provides workforce/affordable housing meeting the criteria of the Florida Housing Finance Corporation for the local area (reference Policy 5.1.A.3); however, this density bonus shall not apply within Military and Public Airport Zones, Category 3 Storm Surge

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Policy 3.1.A.8 (Cont.)

Boundaries, the Rural Area identified on the adopted impact fee map, or the overlay districts noted above.

4) Residential Category: Uses within this category include single-family homes, multi-family residential structures, group homes, institutional uses, and public and private utilities. This category shall be predominantly located in areas served by infrastructure or in urbanizing areas. This category shall not be located within the Garcon Point Protection Area (GPPA), the Navarre Beach Zoning Overlay District (NBZOD) or the Bagdad Historic District Overlay (BHDO). The maximum allowable density within the category is eighteen (18) dwelling units per acre of land.

5) Garcon Point Rural Residential Category: Permitted uses within this category include single family homes, institutional uses and public and private utilities. This category shall only be located within the Garcon Point Protection Area (GPPA) where low density residential development is desirable due to environmental sensitivity and lack of sanitary sewer infrastructure. The maximum allowable density within the category is two (2) dwelling units per acre of land.

6) Garcon Point Single Family Residential Category: Permitted uses within this category include single family homes, institutional uses and public and private utilities. This category shall only be located within the Garcon Point Protection Area (GPPA) where low density residential development is desirable due to environmental sensitivity. The installation of centralized sewer shall be required for

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Policy 3.1.A.8 (continued)
any petitions to rezone/ amend to densities greater than two (2) dwelling units per acre. The maximum allowable density within the category is four (4) dwelling units per acre of land.

7) Conservation / Recreation Category: Permitted uses within this category include both active recreation sites and passive conservation areas. Active recreation areas include but are not limited to boat launching facilities, basketball courts, tennis courts, baseball and softball fields, meeting halls and the like. Impervious cover shall be limited to 80% of the site. Passive conservation areas include open spaces, picnic areas, wilderness and wetlands preserves, scenic vistas and the like. Uses allowed in these areas shall be strictly passive in nature, and impervious cover shall be limited to not more than 10% of the site.

8) Commercial Category: Permitted uses within this category include all uses that are commercial in nature as well as live/work uses and public and private utilities. The intensity of use within this category shall be further defined by limiting the maximum amount of impervious cover allowed to 85 percent. Also, the intensity of use shall be regulated by a floor area ratio of 1.07.

9) Industrial Category: Permitted uses within this category include all uses that are industrial in nature and public and private utilities. The intensity of use within this category shall be further defined by limiting the maximum amount of impervious cover allowed to 85 percent. Also, the intensity of use shall be regulated by a floor area ratio of 1.07.

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Policy 3.1.A. 8 (continued)

10) Marina Category: Permitted uses within this category include marina, commercial and residential. The intensity of use within this category shall be further defined by limiting the maximum amount of impervious cover allowed to 75 percent and the floor area ratio to 1.07. Further requiring a minimum of 25 percent of the site to be set aside for open landscape area, in accordance with the shoreline protection standards found in the Santa Rosa County Land Development Code. The maximum allowable residential density shall be four (4) dwelling units per acre.

11) Mixed Residential / Commercial Category:

The intent of this category is to promote innovative arrangements of development types, to promote natural resource enhancement and to promote open spaces around buildings. This category of land use allows an intense mixture of residential and commercial activity. Hotels and motels, medical related facilities, general commercial uses (convenience and consumer retail, professional offices, service facilities, etc.), recreational and parking uses are allowed in this category. Uses within the category shall be approximately 70% residential and 30% commercial (includes tourist-related uses) based upon the buildable areas within the category as a whole, with the exception of the Navarre Town Center Area where this residential/commercial mix ratio may deviate by +/- 10 percent if compatible with the surrounding uses and consistent with the intent of this category. The maximum allowable density within the category is thirty (30) dwelling units per one (1) acre of land, with the exception of the Navarre Town Center Area where the maximum allowable density is ten (10) dwelling units per one (1) acre of land. The maximum allowable density within the category is

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions...

Policy 3.1.A. 8 (continued)

11) Mixed Residential / Commercial Category: thirty (30) dwelling units per one (1) acre of land. The intensity of use within this category shall be further defined by limiting the maximum amount of impervious cover allowed to 85 percent and a floor area ratio of 1.07.

12) Bagdad Historic District Category: The intent of this category is to encourage traditional neighborhood design including a mixture of commercial and residential uses in keeping with the historic character of the Bagdad area and ensuring the area's preservation as a working waterfront as defined by State statute. This category shall only be located within the Bagdad Historic District. Permitted uses within this category include all uses that are neighborhood commercial, institutional, and residential in nature as well as live/work uses. Publicly owned land in Bagdad providing public access to the water will be maintained and/or improved to ensure continued public waterfront access. Small scale commercial uses related to the waterfront access uses are encouraged so long as they are compatible with existing adjacent uses, are compliant with Bagdad Historic District zoning and development design criteria. The intensity of use within this category shall be defined by limiting the maximum amount of impervious cover allowed to 85 percent and the floor area ratio to 1.07. The maximum allowable residential density within the category is eight (8) dwelling units per one (1) acre of land.

13) Navarre Beach Low Density Residential Category: Permitted uses within this category include single family homes and accessory structures. This category shall only be located in

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Policy 3.1.A.8 (continued)

Navarre Beach where low density residential development is desirable due to environmental sensitivity and threat of natural disaster destruction. The maximum allowable density within the category is four (4) dwelling units per acre of land.

14) Navarre Beach Medium Density

Residential Category: Permitted uses within this category include single family and multi family homes (townhomes, duplexes, triplexes, quadraplexes, condominiums) and accessory structures. This category shall only be located in Navarre Beach where lower density residential development is desirable due to environmental sensitivity and threat of natural disaster destruction. The maximum allowable density within the category is ten (10) dwelling units per acre of land.

15) Navarre Beach Medium-High Density

Residential Category: Permitted uses within this category include single family and multi family homes (townhomes, duplexes, triplexes, quadraplexes, condominiums) and accessory structures. This category shall only be located in Navarre Beach where lower density residential development is desirable due to environmental sensitivity and threat of natural disaster destruction. The maximum allowable density within the category is four units per original platted lot.

16) Navarre Beach High Density Residential:

Permitted uses within this category include single family and multi family residential uses (townhomes, duplexes, triplexes, quadraplexes, condominiums) and accessory structures. This

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Policy 3.1.A.8 (continued)
category shall only be located within commercial core area of Navarre Beach. The maximum allowable density within the category is thirty (30) dwelling units per acre of land.

17) Navarre Beach Public & Private Utilities and Facilities Category: Uses within this category include public and private utilities and facilities. This category shall only be located in Navarre Beach.

18) Navarre Beach Mixed Residential / Commercial Category: The intent of this category is to promote innovative arrangements of development types, to promote natural resource enhancement and to promote open spaces around buildings. This category of land use allows an intense mixture of residential and commercial activity. Hotels and motels, general commercial uses (convenience and consumer retail, professional offices, service facilities, etc.), recreational and parking uses are also allowed in this category. Uses within the category shall be approximately 70% residential and 30% commercial (includes tourist-related uses) based upon the buildable areas within the category. This category shall only be located within the commercial core area of Navarre Beach. The maximum allowable density within the category is thirty (30) dwelling units per one (1) acre of land.

19) Navarre Beach Commercial Category: The intent of this category is to provide for commercial uses such as hotels and motels, general commercial uses (convenience and consumer retail, professional offices, service facilities, etc.), restaurants, commercial piers and marinas. Uses within the category shall be primarily commercial;

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions...

Policy 3.1.A.8 (continued) however, residential uses within the Navarre Beach Commercial Category will be allowed when part of a predominantly commercial development (a minimum of 50% of land area devoted for commercial activities) or a multi-story structure with residential units above the first floor. The maximum allowable residential density within the commercial core area is thirty (30) dwelling units per one (1) acre of residentially-developed land; the maximum allowable residential density outside of the commercial core area is eighteen (18) dwelling units per one (1) acre of residentially-developed land. The intensity of use within this category shall be defined by limiting the maximum amount of impervious cover allowed to 80 percent. The intensity of use shall be further limited by a maximum height limit within the commercial core of sixteen (16) habitable stories plus one (1) additional story for parking, or four (4) habitable stories with one (1) additional story for parking outside of the commercial core area.

20) Rosemary Sound Overlay: The intent of this policy is to provide flexibility and environmental sensitivity in the application of land uses by allowing single family and multi-family residential and non-residential uses to be blended over several parcels under a common plan of development. The maximum number of residential units in the combined parcels is 715, which is less than the 851 total number of units allowed within each of the individual parcels. For the Rosemary Sound development, the future land use categories shall be blended within one Overlay boundary, which will allow for the clustering of residential and non-residential uses among three future land use categories. The Rosemary Sound Overlay is not a separate land

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions...

Policy 3.1.A.8 (continued)
use category, but serves as an indicator on the Future Land Use Map that the underlying uses have blended their uses and residential densities. In addition to this text amendment, the Overlay shall be adopted as a Future Land Use Map amendment and shall be clearly marked and explained on the County's Future Land Use Map. The Overlay will be implemented through the Planned Unit Development (PUD) zoning process. The southern portion of the site is currently located within the Coastal High Hazard Area (CHHA). Based on recommendations by the Florida Department of Community Affairs and the Coastal High Hazard Study Committee Report dated February 2006, the CHHA boundary line is subject to change to reflect accurate environmental features and conditions. The CHHA currently has a future land use category of Single Family Residential with associated development rights of eighty-two (82) dwelling units (20.58 AC x 4 DU/AC=82). Future single-family or multi-family development in the CHHA, therefore, is limited to no more than eighty-two (82) dwelling units. Because the boundaries of the CHHA are subject to change, site design and building typology in the CHHA will be based on the CHHA line in effect at the time of development. Wetland protection will comply with Santa Rosa Comprehensive Plan Policy 8.1.A.1 and all applicable land development regulations.

Policy 3.1.A.9 • Water and wastewater treatment facilities shall be allowed in the Future Land Use designations as provided in Policy 3.1.A.8. The design and construction of such facilities shall protect

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Policy 3.1.A.9 (continued)
natural resources and environmentally sensitive areas and shall be adequately buffered from all non-compatible uses.

Policy 3.1.A.10 • Reserved

Policy 3.1.A.11 • Proposed residential developments shall be required to meet subdivision requirements of Chapter 177, F.S., and the County's Land Development Code with regard to platting and providing improvements such as roads, drainage, and other facilities and services.

Policy 3.1.A.12 • Future Land Use Maps: The following maps make up the Santa Rosa County Future Land Use Map Series and are, by reference, made a part of this ordinance including all future amendments, revisions and updates:

The general Future Land Use Map (Map 3-1) depicting all land uses described in Policy 3.1.A.6;
Public Potable Water Wells and Well Head Protection Areas Map (Map 3-2);
Rivers, Bays, Lakes, Floodplains and Harbors Map (Map 3-3);
Wetlands Map (Map 3-4);
Potential Wetlands by Soil Type Map (Map 3-5);
and Coastal High Hazard Area Map (Map 3-6).
Soils Map (by soil type) (Map 3-7)
Educational Facilities Map (Map 3-8)
Public Land and Facilities Map (Map 3-9)

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Policy 3.1.A.12 (continued)
 Historic Resources Map (Map 3-10)

Amendments: The Future Land Use Maps may be amended by following the requirements of Section 5.13 of this ordinance as well as the provisions of s.163.3177, F.S. s.163.3187. F.S.

Zoning Maps: The LDC shall contain zoning districts and zoning maps. The Future Land Use Maps are not Zoning Maps, but reflect existing land use patterns plus logical extensions of land use patterns and locations of future land uses. The Zoning Ordinance and Zoning Maps will implement the Future Land Use Maps. Thus, within any given future land use category there may one or more zoning district designations. For example, the General Residential category will include several zoning districts to implement the land use category. The zoning districts will be delineated on Zoning Maps as opposed to the Future Land Use Maps.

Implementation: The Future Land Use Maps will be implemented through inclusion within the LDC of the necessary regulatory devices to promote, control and regulate land uses.

Policy 3.1.A.13 • Permitted dwelling units for the following parcels are limited to the number of units indicated below:

Parcel Numbers	Maximum Allowable Dwelling Units
23-2N-29-0000-00100-0000, 23-2N-29-0000-00101-0000, 26-2N-29-0000-00100-0000, 26-2N-29-0000-00200-0000, 27-2N-29-0000-00300-0000 (combined)	900

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Policy 3.1.A.13 (continued)

Parcel Numbers	Maximum Allowable Dwelling Units
28-2N-29-0000-00300-0000	60
14-1N-29-0000-00200-0000	450
27-1N-29-0000-01700-0000	72
31-2N-28-0000-02600-0000	99
35-2N-27-0000-00102-0000 (portion west of S.A. Jones Road and 34-2N-27-0000-00200-0000 (combined)	800

Policy 3.1.A.14 • Permitted Commercial and /or Industrial Development

Case	Parcel Numbers	Maximum Allowable Square Footage
07-R-044	APO 26-2N-29-0000-00200-0000	198,385
07-R-045	08-1N-29-0000-01400-0000	221,156
07-R-046	APO 25-2N-29-0000-00100-0000	72,600
07-R-050	13-1N-29-0000-01200-0000	26,000
07-R-054	11-1N-29-3100-01000-0010	16,400
07-R-092	APO 34-2N-29-0000-00100-0000 34-2N-29-0000-00101-0000 34-2N-29-0000-00104-0000	70,000
07-R-093	13-1N-29-0000-01005-0000	41,600
07-R-094	APO 34-2N-29-0000-00623-0000	250,000
08-R-039	26-1N-29-0000-00201-0000 27-1N-29-0000-01002-0000 28-1N-29-0000-00100-0000 29-1N-29-0000-00100-0000 29-1N-29-0000-00101-0000 29-1N-29-0000-00102-0000 29-1N-29-0000-00300-0000 30-1N-29-0000-00200-0000 31-1N-29-0000-00302-0000 34-1N-29-0000-00400-0000 34-1N-29-0000-00500-0000 35-1N-29-0000-02502-0000 35-1N-29-0000-02503-0000 35-1N-29-0000-03002-0000	1,240,000

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Objective 3.1.A • To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure, efficient use of available energy sources and the reduction of greenhouse gas emissions...

Objective 3.1.B • To encourage the use of innovative land development regulations for the purposes of creating mixed use developments, developments that preserve natural resources or farmland, and developments that combat urban sprawl.

Policy 3.1.A.15 • At least 45 % of the developable land within the Navarre Beach Zoning Overlay District shall remain within the Low Density Residential and Conservation/Recreation Future Land Use Map Designations.

Policy 3.1.A.16 • By December 2011, the county will prepare a study of the future Land Use Map with regard to energy-efficient land use patterns. This study will describe typical energy-efficient land use patterns, evaluate the County's success in achieving an energy-efficient pattern of land use; and account for existing and future electric power generation and transmission systems. As part of this study, a map depicting energy conservation in the County will be developed for inclusion in the Future Land Use Element Map Series.

Policy 3.1.A.17 • By December 2012, the county will identify available baseline greenhouse gas emission data and develop strategies to reduce greenhouse gas emissions in the future.

Policy 3.1.B.1 • The County shall encourage farmland retention through investigation of the County's provision of various incentives for farmland protection, such as voluntary agricultural districts, agricultural and conservation easements, and through the agricultural exemption (greenbelt) for property tax assessments.

Policy 3.1.B.2 • All developments shall provide for safe, convenient, and appropriately designed traffic circulation on the development site, including provisions for needed parking.

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Objective 3.1.B • To encourage the use of innovative land development regulations for the purposes of creating mixed use developments, developments that preserve natural resources or farmland, and developments that combat urban sprawl.

Policy 3.1.B.3 • The County shall regulate the size, number, location and design of signs to ensure compatibility of signs with land use categories, development types, densities, and intensities.

Policy 3.1.B.4 • The County shall foster the compatibility of adjacent land uses by requiring buffers designed to protect the lower intensity use from the more intensive use (agriculture from residential, residential from commercial, etc.). The buffer shall function to:

- 1) Protect each land use, one from the other, from the intrusive effects of adjacent land use activities.
- 2) Protect agricultural activities from trespass, pets, vehicles, noise and other disruptive impacts that may be associated with non-agricultural land uses.
- 3) Protect non-agricultural land uses from normal agricultural activities, such as the application of pesticides and fertilizers, and the creation of noise, glare, odor, dust and smoke.
- 4) The negative impacts of the uses upon each other must be minimized or eliminated by the buffer such that the long-term continuance of either use is not threatened by such impacts. In other words, incompatibility between uses is eliminated (or minimized) and the uses may be considered compatible pursuant to Rule 9J-5, F.A.C.

Future Land Use Element

Goal 3.1 • Manage the future development of Santa Rosa County in a manner consistent with the ability to provide adequate infrastructure and protect important resources.

Public Purpose: To ensure the protection of valuable natural resources to the greatest extent possible by managing growth and to ensure that publicly funded infrastructure such as roads, potable water, sanitary sewer, solid waste collection systems, parks, and storm water management facilities are constructed to meet the demands of growth in an economically efficient manner.

Objective 3.1.B • To encourage the use of innovative land development regulations for the purposes of creating mixed use developments, developments that preserve natural resources or farmland, and developments that combat urban sprawl.

Policy 3.1.B.4 (continued)

5) Types of buffers: The buffer may be a landscaped natural barrier, a natural barrier or a landscaped or natural barrier supplemented with fencing or other man-made barriers, so long as the function of the buffer and intent of this policy is fulfilled.

Policy 3.1.B.5 • The County will continue to implement its program of purchasing agriculture and conservation easements for the purposes of preserving farmland and limiting development ~~u~~ upon adjacent ~~to~~ military facilities.

Policy 3.1.B.6 • By 2010, the County will work with the State Division of Forestry to evaluate the potential impacts that may result from the development of out parcels within the Blackwater State Forest and identify alternatives for addressing those impacts. Upon completion, the County will amend the Comprehensive Plan and Land Development Code as appropriate to implement the recommended alternatives.

Policy 3.1.B.7 • It is the intent of Santa Rosa County to ensure that adequate open space is provided through the following: (a) active or passive recreation sites; (b) landscaped buffers; (c) protected natural resource lands; (d) protected environmentally sensitive lands; (e) areas devoted to drainage and stormwater retention; (f) landscaping requirements; and protected agriculture and silviculture lands..

Future Land Use Element

Goal 3.1 • Manage the future development of Santa Rosa County in a manner consistent with the ability to provide adequate infrastructure and protect important resources.

Public Purpose: To ensure the protection of valuable natural resources to the greatest extent possible by managing growth and to ensure that publicly funded infrastructure such as roads, potable water, sanitary sewer, solid waste collection systems, parks, and storm water management facilities are constructed to meet the demands of growth in an economically efficient manner.

Objective 3.1.C • The County shall provide for the redevelopment and renewal of blighted or under utilized areas.

Objective 3.1.D • To encourage the elimination or reduction of uses inconsistent with the community's character and future land uses.

Policy 3.1.C.1 • The County shall continue its efforts to preserve and protect, through a unified development plan, the community of Bagdad.

Policy 3.1.C.2 • The County shall direct its Community Development Block Grant efforts to those areas within the County meeting the program requirements promulgated by the U.S. Department of Housing and Urban Development.

Policy 3.1.C.3 • The County will continue to utilize and administer its provisions for removal or repair of structures that are unsafe or constitute a health hazard. The provisions will be, or parallel, the Standard Unsafe Building Code. Also, the County will continue to use CDBG funds for improvement to areas or structures where unsafe or substandard conditions exist.

Policy 3.1.D.1 • Expansion of non-conforming land uses which are inconsistent with this Plan, including the Future Land Use Map, is prohibited.

Policy 3.1.D.2 • The County shall continue enforcement of the limitations placed on non-conforming uses of buildings, non-conforming uses of land, changes in use classifications and districts, and restoration and occupancy of damaged buildings as a means to eliminate expansion of non-conforming land uses which are inconsistent with this Plan or the Future Land Use Maps.

Future Land Use Element

Goal 3.1 • Manage the future development of Santa Rosa County in a manner consistent with the ability to provide adequate infrastructure and protect important resources.

Public Purpose: To ensure the protection of valuable natural resources to the greatest extent possible by managing growth and to ensure that publicly funded infrastructure such as roads, potable water, sanitary sewer, solid waste collection systems, parks, and storm water management facilities are constructed to meet the demands of growth in an economically efficient manner.

Objective 3.1.E • To ensure the protection of natural resources and historical resources.

Policy 3.1.E.1 • Development in sensitive natural areas will be avoided to the maximum extent feasible. In the event development must be permitted in such areas, adverse impacts shall be mitigated through applicable state and federal regulations.

Policy 3.1.E.2 • The County shall provide for the use of clustering and on-site density transfer for the protection of natural and historic resources. To achieve sufficient clustering, density transfers may be accomplished on a one-to-one/half (1:0.5) basis. Note: Sufficient clustering is defined as that which is required to achieve protection of the natural and historic resources only.

Policy 3.1.E.3 • Development which may impact sensitive natural resources may be required to utilize reduced construction "footprints," modified construction techniques, innovative construction techniques, land use and development techniques which minimize negative environmental impacts or results, and the like.

Policy 3.1.E.4 • Consistent with Policy 8.1.A.1, buffers will be created between development and Escambia Bay, Blackwater Bay, East Bay and the basins and bayous of these water bodies. The purpose of the buffer is to protect natural resources from the activities and impacts of development.

Policy 3.1.E.5 • The extraction of natural resources shall be permitted only where compatible with adjacent land uses and when minimal resource degradation will occur. Further, resource extraction shall be strictly prohibited within a 200 foot zone around potable water wells or wellfields. Note: The determination of minimal

Future Land Use Element

Goal 3.1 • Manage the future development of Santa Rosa County in a manner consistent with the ability to provide adequate infrastructure and protect important resources.

Public Purpose: To ensure the protection of valuable natural resources to the greatest extent possible by managing growth and to ensure that publicly funded infrastructure such as roads, potable water, sanitary sewer, solid waste collection systems, parks, and storm water management facilities are constructed to meet the demands of growth in an economically efficient manner.

Objective 3.1.E • To ensure the protection of natural resources and historical resources.

Policy 3.1.E.5 (continued) degradation, if necessary, will be made in cooperation with the appropriate State or Federal Agency regulating resource extraction activities. Further, resource extraction in environmentally sensitive areas which cannot be restored shall be prohibited. For the purposes of this policy, routine silvicultural and agricultural activities are not considered resource extraction activities. Also, see Policies 6.4.E.3 and 8.1.A.8.

Policy 3.1.E.6 • The County shall use the latest version of the Flood Damage Prevention Ordinance promulgated by the FEMA to determine the location of the 100-year floodplain and flood prone areas and development shall be limited in those areas, consistent with FEMA requirements.

Policy 3.1.E.7 • The County shall continue to request and utilize funding from the Florida Department of State, Division of Historic Resources to assist in the protection of historical and archeological resources, as determined necessary.

Policy 3.1.E.8 • The County adopts wellhead protection zones of 500 foot radius for Floridan Aquifer and Sand and Gravel Aquifer public supply water wells, measured from the center of the wellhead. Activity within these zones will be limited according to the standards found in Policy 6.4.E.3 of the Infrastructure Element.

Policy 3.1.E.9 • The County will coordinate with the Florida Department of State, Division of Historical Resources to ensure the identification and preservation of significant archeological and/or historic sites or structures within the

Future Land Use Element

Goal 3.1 • Manage the future development of Santa Rosa County in a manner consistent with the ability to provide adequate infrastructure and protect important resources.

Public Purpose: To ensure the protection of valuable natural resources to the greatest extent possible by managing growth and to ensure that publicly funded infrastructure such as roads, potable water, sanitary sewer, solid waste collection systems, parks, and storm water management facilities are constructed to meet the demands of growth in an economically efficient manner.

Objective 3.1.E • To ensure the protection of natural resources and historical resources

Policy 3.1.E.9 (continued)
County, including all sites listed on the Florida Master Site File. The County will require the cessation of land disturbing activities any time artifacts with potential historical significance are revealed during construction activities on any site with potential historical significance. The purpose of the cessation is to allow time to determine the significance of any artifact or historical evidence found on the site. The cessation may be lifted upon such determination. Normally, determination will be made by those approved to make such determination by the Office of the Secretary of State, Division of Historical Resources.

Policy 3.1.E.10 • The established development pattern and distinctive architectural character of the Bagdad Historic District will be preserved through the restoration of existing buildings and construction of compatible new buildings. Efforts shall be made to insure that future development is compatible with and enhances the scale of the existing structures and the period of architecture characteristic of the era.

Objective 3.1.F • To continually coordinate coastal area population densities with the Santa Rosa Hurricane Evacuation Plan.

Policy 3.1.F.1 • Population densities shall be limited to those limitations reflected on the Future Land Use Map Series and as described in Policy 3.1.G.6.

Policy 3.1.F.2 • The County shall promote, to the extent possible, improvements to the critical roadway segments delineated in the Northwest Florida Hurricane Evacuation Study, U.S. Army Corps of Engineers et. al., July 1999. Promotion of roadway improvements shall be accomplished through the County's participation with the Pensacola MPO and interaction with the FDOT.

Future Land Use Element

Goal 3.1 • Manage the future development of Santa Rosa County in a manner consistent with the ability to provide adequate infrastructure and protect important resources.

Public Purpose: To ensure the protection of valuable natural resources to the greatest extent possible by managing growth and to ensure that publicly funded infrastructure such as roads, potable water, sanitary sewer, solid waste collection systems, parks, and storm water management facilities are constructed to meet the demands of growth in an economically efficient manner.

Objective 3.1.F • To continually coordinate coastal area population densities with the Santa Rosa Hurricane Evacuation Plan.

Objective 3.1.G • To discourage the proliferation of urban sprawl that might create a financial hardship for the County at some point in the future.

Policy 3.1.F.3 • Densities and intensities of land use will be regulated consistent with the goals, objectives and policies of this Plan in order to maintain the road clearance time as reflected in Policy 7.1.F.3.

Policy 3.1.G.1 • Prior to the County embarking on construction of new capital improvements, the County will consider the feasibility of upgrading or rehabilitating existing facilities to determine if the rehabilitation of present facilities would be in the best interest of the County and its citizens.

Policy 3.1.G.2 • The County shall use its fiscal resources to encourage "infill" development. Nothing in this policy shall preclude the County from constructing new facilities, structures or buildings if proven financially feasible or determined to be in the public interest.

Policy 3.1.G.3 • In north Santa Rosa County urban land uses will be located adjacent to or near the cities of Milton and Jay and the communities of Chumuckla, Fidelis and Berrydale. Other convenience and service uses may be located at or near transportation and activities nodes and near military installations. Note: For the purposes of this Plan, residential urban land uses are defined as 3.1 dwelling units per acre or more.

Policy 3.1.G.4 • No future land use category may be changed and no rezoning may be approved unless a finding is made that the change in land use or land use classification or zoning category will promote compact development and discourage urban sprawl. The Santa Rosa County Board of County Commissioners shall be responsible for making such finding upon receipt of a report from the LPA.

Future Land Use Element

Goal 3.1 • Manage the future development of Santa Rosa County in a manner consistent with the ability to provide adequate infrastructure and protect important resources.

Public Purpose: To ensure the protection of valuable natural resources to the greatest extent possible by managing growth and to ensure that publicly funded infrastructure such as roads, potable water, sanitary sewer, solid waste collection systems, parks, and storm water management facilities are constructed to meet the demands of growth in an economically efficient manner.

Objective 3.1.G • To discourage the proliferation of urban sprawl that might create a financial hardship for the County at some point in the future.

Policy 3.1.G.5 • Requested FLUM changes from an Agriculture Category to a Residential Category shall be considered using the following criteria:

- A) Consistency with this Plan;
- B) Compatibility of the proposed plan of development with the surrounding areas, compatibility may be achieved through design
- C) Whether or not the proposed amendment is located adjacent to areas already within a Residential category;
- D) The availability of adequate infrastructure, as described in Policy 3.1.G.6 below, and as provided through the County's concurrency management system; and
- E) The suitability of the proposed site for the proposed type of development areas where infrastructure capacities are in place

Policy 3.1.G.6 • Land use densities may be increased (pursuant to Plan amendments) in urban areas that can accommodate the additional demand created by increased densities. This policy is intended to direct higher density land uses to those areas of the County with infrastructure capacities sufficient to meet demands and to those areas of the County with infrastructure capacities in excess of current or projected demand. Further, it is the intent of this policy that the rural, agrarian planned uses of north Santa Rosa County be preserved and protected to the maximum extent possible without violating the rights of the owners of the property to maximize the use of their land in agricultural endeavors including the formation of capital to

Future Land Use Element

Goal 3.1 • Manage the future development of Santa Rosa County in a manner consistent with the ability to provide adequate infrastructure and protect important resources.

Public Purpose: To ensure the protection of valuable natural resources to the greatest extent possible by managing growth and to ensure that publicly funded infrastructure such as roads, potable water, sanitary sewer, solid waste collection systems, parks, and stormwater management facilities are constructed to meet the demands of growth in an economically efficient manner.

Objective 3.1.G • To discourage the proliferation of urban sprawl that might create a financial hardship for the County at some point in the future.

Objective 3.1.H • The County shall insure the availability of suitable land for utility facilities necessary to support proposed development.

Policy 3.1.G.6 (continued) facilitate such endeavors (i.e., borrowing against property or equipment).

Policy 3.1.G.7 • Petitions to rezone property from lower density residential zoning districts to higher density residential zoning districts that are within any Residential FLUM category shall be evaluated using the following criteria:

- A) Compatibility of the proposed plan of development with the surrounding areas, compatibility may be achieved through design;
- B) The availability of adequate infrastructure, as described in Policy 3.1.G.6 above and as provided for through the County's concurrency management system;
- C) Consistency with this Plan; and
- E) The suitability of the proposed site for the proposed type of development.

Policy 3.1.H.1 • The County shall include land acquisition within its Capital Improvements Element (reference Chapter 10 of this Plan) and within its Capital Improvements Program when necessary to provide for public lands for county owned utility facilities.

Policy 3.1.H.2 • The County shall continue to require dedication of adequate rights-of-way for use as roadways and by utilities for extensions or improvements.

Future Land Use Element

Goal 3.1 • Manage the future development of Santa Rosa County in a manner consistent with the ability to provide adequate infrastructure and protect important resources.

Public Purpose: To ensure the protection of valuable natural resources to the greatest extent possible by managing growth and to ensure that publicly funded infrastructure such as roads, potable water, sanitary sewer, solid waste collection systems, parks and storm water management facilities are constructed to meet the demands of growth in an economically efficient manner.

Objective 3.1.I • Maintain consistency between development regulations imposed on Navarre Beach with the general covenants and restrictions attached to the lease agreements for private sector improvements to property on Navarre Beach.

Note:

Navarre Beach is that portion of Santa Rosa Island east of the Gulf Island National Seashore and west of Eglin AFB property on Santa Rosa Island immediately south of the mainland portion of Santa Rosa County. The entire Navarre Beach area is under public ownership. All private sector development is conducted pursuant to lease agreements with public agencies, including the Board of County Commissioners of Santa Rosa County.

Objective 3.1.J • Provide for the consideration of Transfer of Development Rights (TDR) from active agriculture areas, and Military Airport Zones to facilitate the protection of farmland and to avoid encroachment of incompatible land uses around military properties PAZs and MAZs to locations

Policy 3.1.I.1 • Development on Navarre Beach shall be consistent with the general covenants and restrictions imposed upon all properties in Navarre Beach and as found in Deed Book 295, Page 303 of the Records of Escambia County.

Policy 3.1.I.2 • Development of the leased parcels on Navarre Beach may continue provided that:

- A) Development is consistent with this Comprehensive Plan and regulations governing development in the Navarre Beach administrative area;
- B) The development is consistent with the lease agreement governing the parcel; and
- C) The County has reviewed the lease agreement and has determined that the provisions within the agreement provide for the density and/or intensity of use requested by the applicant for development approval. Note: For those parcels which have been leased and said lease does not specify the density or intensity of use, then such density or intensity shall be limited to the density/intensity restrictions within this Comprehensive Plan (reference Policy 3.1.A.8 and the FLUM)

Policy 3.1.J.1 • ~~By December 2011, the County will shall establish a evaluate the benefits of initiating a Transfer of Development Rights TDR program which, if pursued, will include the identification of sending and receiving areas as well as program application and administration requirements. This program shall may be~~

that can accommodate additional density and/or intensity with adequate infrastructure and public facilities and services.

considered an alternative to land acquisition in the mitigation of encroachment to military installations within the MAZs and PAZs when feasible and determined to not adversely impact the military training activities occurring in or around Eglin AFB or NAS Whiting Field.

Future Land Use Element

Goal 3.2 • make public schools a cornerstone of community planning and design.

Public Purpose: To ensure the continued coordination and cooperation between the County's growth management program and the siting or location of public school facilities. It is the intent of these policies to recognize the impact of public schools on the development of communities as well as the impact of the County's growth and development on the public school system.

Objective 3.2.A • Enhance community/neighborhood design through the joint use of public educational facilities and the integration of public educational facilities with neighborhoods.

Policy 3.2.A.1 • When possible, encourage the location of parks, recreation and community facilities in new and existing communities in conjunction with school sites.

Policy 3.2.A.2 • Enhance community/neighborhood design through effective public school facility design and siting standards.

Policy 3.2.A.3 • Work with the Santa Rosa County School Board and charter school sponsors to identify new school sites that would be in locations to provide logical focal points for community activities and serve as the cornerstone for innovative community design standards.

Policy 3.2.A.4 • Provide school sites and facilities through planned neighborhoods, unless precluded by existing development patterns.

Policy 3.2.A.5 • Support and encourage the location of new elementary and middle schools, unless otherwise required, as components of residential neighborhoods.

Policy 3.2.A.6 • Coordinate with the School Board to identify locations for new high schools on the periphery of residential neighborhoods, where

access to major roads is available.

Objective 3.2.B • Maximize opportunities to share information to promote and optimize intergovernmental coordination for the purposes of effectively operating the public school system in a multi-jurisdictional environment.

Policy 3.2.B.1 • The Santa Rosa County School Board shall submit an annual General education Facilities Report to the County no later than October 1st. The Educational Facilities Report shall contain information detailing existing educational facilities and their locations as well as their projected needs.

Future Land Use Element

Goal 3.2 • make public schools a cornerstone of community planning and design.

Public Purpose: To ensure the continued coordination and cooperation between the County's growth management program and the siting or location of public school facilities. It is the intent of these policies to recognize the impact of public schools on the development of communities as well as the impact of the County's growth and development on the public school system.

Objective 3.2.B • Maximize opportunities to share information to promote and optimize intergovernmental coordination for the purposes of effectively operating the public school system in a multi-jurisdictional environment.

Policy 3.2.B.2 • The process for development of future public schools shall include an orderly and timely review. This review shall take into consideration Department of Education criteria and standards, School Board policies and procedures and County ordinances related to development.

Policy 3.2.B.3 • Coordinate with the School Board to establish procedures and standards for public school siting as part of area wide planning studies.

Policy 3.2.B.4 • Public schools shall be an allowable use in the following Future Land Use Map categories: Commercial; Agriculture; Single Family Residential; Medium Density Residential; Residential; Garcon Point Rural Residential; Garcon Point Single Family Residential, Mixed Residential / Commercial and Bagdad Historic District.

Policy 3.2.B.5 • Public schools may be located in agricultural land use categories, if no physically and economically feasible site exists in non-agricultural categories, or the site is adjacent to urban residential areas, or when necessary to

serve student populations that are mainly located in rural areas.

Future Land Use Element

Goal 3.3 • To protect the current and long term viability of military and public airfields for purposes of promoting a diverse local economy that supports rewarding jobs and quality of life for County residents, and support effective and safe training environments for the Nation's military forces while protecting the health and safety of the County's citizens.

Objective 3.3.A • The County will ensure that future development within adopted Military Airport Zones (MAZs) and Public Airport Zones (PAZs) will not negatively impact current and long-term viable use of the airfield, will promote health and welfare by limiting incompatible land uses, and allow compatible land uses within such areas.

Policy 3.3.A.1 • The County hereby establishes military airport zones (MAZ), [including the Eglin Military Airport Zone \(EMAZ\)](#), and public airport zones (PAZ) that will serve as overlay districts, within which growth management policies and regulatory techniques shall guide land use activities and construction in a manner compatible with the long-term viability of airports and military installations and the protection of public health and safety.

For Naval Air Station Whiting Field North and South, and for Naval Outlying Landing Fields Spencer, Harold, Santa Rosa, Holley, and Pace, the MAZ boundaries extend approximately one half mile from the perimeter of each airfield and encompass all Air Installation Compatible Use Zones (AICUZ) and noise zones. For NOLF Choctaw, MAZ boundaries encompass that area west of State Road 87, north and east of East Bay and south of the Yellow River. [For the Eglin Military Airport Zone, the EMAZ area generally includes the area two to five miles west of the Okaloosa County line and one to two miles from the north side of Eglin Air Force Base.](#)

For Peter Prince Airport, the PAZ boundaries extend one half mile from the runway.

MAZ and PAZ boundaries appear on Maps 3-11 through 3-18 of the Future Land Use Map Series.

Policy 3.3.A.2 • Future Land Use Map amendments and rezonings within the southeast area of the NOLF Choctaw MAZ, that would allow for increased gross residential densities are limited to no more than four dwelling units per acre.

Within all other MAZs, including the EMAZ, and PAZs, Future Land Use Map amendments and rezonings that would allow for increased gross residential densities are prohibited.

Future Land Use Element

Goal 3.3 • To protect the current and long term viability of military and public airfields for purposes of promoting a diverse local economy that supports rewarding jobs and quality of life for County residents, and support effective and safe training environments for the Nation's military forces while protecting the health and safety of the County's citizens.

Objective 3.3.A • The County will ensure that future development within adopted Military Airport Zones (MAZs) and Public Airport Zones (PAZs) will not negatively impact current and long-term viable use of the airfield, will promote health and welfare by limiting incompatible land uses, and allow compatible land uses within such areas.

Policy 3.3.A.2 (continued)

Exceptions may be considered only when a proposed rezoning is necessary in order to rectify a zoning designation for a parcel that is inconsistent with the zoning of adjacent properties, providing such exception would not adversely affect existing and/or planned military operations. It is the intent of this policy that those exceptions are rare.

Policy 3.3.A.3 • Conservation and agriculture uses adjacent to military airfields provide a buffer between the airfield and incompatible development; therefore, the County will, whenever feasible, support efforts to purchase conservation lands, conservation easements or agriculture easements, and will encourage the establishment of conservation or agriculture easements as part components of development plans to serve as buffers.

Policy 3.3.A.3.1 • The County may, ~~shall~~ consider, wherever possible if necessary, the use of a third party non-governmental organization (i.e. The Nature Conservancy, etc.) to facilitate and manage conservation and agriculture easements

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in perpetuity.

Policy 3.3.A.4 • The County shall encourage the location of compatible commercial and industrial uses adjacent to or within MAZ, EMAZ and PAZ boundaries at locations where roads, water, and sewer service are available ~~and or planned to be available at the time of development~~, and such uses will not adversely impact existing established residential neighborhoods.

Policy 3.3.A.5 • The County shall review Comprehensive Plan amendments for compatibility with the Whiting Field Air Installation Compatible Use Zone program. The Santa Rosa County Board of County Commissioners may deny a petition for a Comprehensive Plan amendment if determined that such amendment ~~if determined that such amendment~~ is incompatible with the AICUZ program.

Future Land Use Element

Goal 3.3 • To protect the current and long term viability of military and public airfields for purposes of promoting a diverse local economy that supports rewarding jobs and quality of life for County residents, and support effective and safe training environments for the Nation's military forces while protecting the health and safety of the County's citizens.

Objective 3.3.B • Continue to foster meaningful intergovernmental coordination between the County, the military and the Federal Aviation Administration to ensure that land use decisions are not in conflict with military operations or federal aviation standards, and that such decisions promote the health and safety of the public.

Policy 3.3.B.1 • The County shall ~~further~~ protect the current and long-term viability of military installations and airports through effective coordination and communication with NAS Whiting Field, Eglin Air Force Base and the U.S. Department of Defense, as memorialized in a Memorandum of Understanding (MOU) to be executed between the County and each military installation. Any MOU will delineate the process and responsibilities of Santa Rosa County and the military in land use planning decisions that occur within or proximate to the applicable MAZ. The MOU will include, ~~but, not be limited to,~~ standards for membership of planning boards and commissions, early notification requirements, development review and feedback, and points of contact for the County and the military installations.

Policy 3.3.B.1.1 Any MOU executed between the County and the military should include provisions that language ensuring that ensure that an appropriate military representative is be identified and included in all relevant, regional planning activities:

- a. All proposed comprehensive plan amendments, proposed land development regulation changes, rezonings, subdivisions, site plans, waivers, exceptions, variances, planned unit developments and similar applications which, if approved, would affect the intensity, density, or use of the land within established MAZs and PAZs shall be transmitted to the military representative for review and comment prior to final action.
- b. The designated military representative shall be invited to participate in the development of all regional impact-related

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Objective 3.3.B • Continue to foster meaningful intergovernmental coordination between the County, the military and the Federal Aviation Administration to ensure that land use decisions are not in conflict with military operations or federal aviation standards, and that such decisions promote the health and safety of the public.

~~activities within established MAZs and PAZs.~~
c. ~~Applications for development orders requesting a variance or waiver from height or lighting restrictions or noise attenuation/reduction requirements within an established MAZ or EMAZ areas or zones shall be referred to the appropriate military representative for review and comment.~~

Policy 3.3.B.2 • ~~Unless otherwise specified in a future MOU executed between the County and the military,~~ the Local Planning Board will include, as ex-officio members, ~~a representative from each military installation, or other~~ appropriate local Department of Defense representatives, to advise on land use ~~and development~~ issues that potentially impact military facilities, ~~installations and or~~ operations.

Policy 3.3.B.3 • ~~Unless otherwise specified in a future MOU executed between the County and the military,~~ All applications for site plan or subdivision review, variances, conditional uses, and special exceptions located within a MAZ shall be referred to the appropriate local Department of Defense ~~and military installation~~ officials for review and comment ~~prior to County action~~.

Policy 3.3.B.4 • The location of ~~any~~ telecommunications tower will require written evidence that ~~it the tower~~ meets the approval of the appropriate local Department of Defense officials.

Policy 3.3.B.5 • The County shall require applicants of development within Peter Prince PAZ or other areas of the County to obtain necessary approvals from the Federal Aviation Administration (FAA) for development encroaching jurisdictional airspace controlled by the FAA.

Policy 3.3.B.6 • The County will ~~continue to~~ coordinate with NAS Whiting Field ~~and Eglin Air Force Base~~ representatives regarding the County's economic development program. Such coordination will occur primarily through TEAM Santa Rosa and may include such things as ex-

Future Land Use Element

Goal 3.3 • To protect the current and long term viability of military and public airfields for purposes of promoting a diverse local economy that supports rewarding jobs and quality of life for County residents, and support effective and safe training environments for the Nation's military forces while protecting the health and safety of the County's citizens.

Objective 3.3.B • Continue to foster meaningful intergovernmental coordination between the County, the military and the Federal Aviation Administration to ensure that land use decisions are not in conflict with military operations or federal aviation standards, and that such decisions promote the health and safety of the public.

Objective 3.3.C • Inform prospective residents and property owners within a MAZ, EMAZ or PAZ of the impacts inherent to military installations and airports, including but not limited to noise and other similar nuisances and accident potential risks.

Policy 3.3.B.6 (continued) offico membership on the TEAM Santa Rosa Board of Directors and joint use of military facilities for commercial, industrial, or community activities when appropriate.

Policy 3.3.C.1 • Within MAZs, ~~and~~ PAZs and any other appropriate area as determined by the County, the proximity of property to an airfield must be disclosed for all real estate sales and lease transactions by the seller and lessor at the earliest possible time during the transaction process stage of any land sales activity.

Policy 3.3.C.2 • The County will facilitate the provision of information to the public regarding the location of military and public airfields and impacts typically associated with these facilities through such means as posting maps on the County's website, installing signage near airfields where appropriate, and requiring MAZ, EMAZ and PAZ, accident potential zone, and noise zone information on site plans and subdivision plats.

Policy 3.3.C.2.1 • The County shall ~~will~~ require a disclosure notice on preliminary and final site plans and subdivision plats, planned unit developments, and other zoning and subdivision actions, developments of regional impact, ~~deeds~~ and other real estate transfers, and recorded covenants.

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Objective 3.3.D • Santa Rosa County supports the use of state and federal funds to acquire land for conservation and buffering of Eglin AFB and NAS Whiting Field.

Objective 3.3.E • The County seeks to protect the public health and safety and promote economic vitality by preserving military missions at Eglin Air Force Base and other military installations in the County through the prevention of radio frequency interference within the 5.4 to 5.9-GHz bandwidth.

Policy 3.3.D.1 • The County shall work in collaboration with support federal, state, other local government agencies and non-governmental agencies to secure and strengthen land conservation efforts through such initiatives as the Florida Greenway Corridor and Florida Forever.

Policy 3.3.D.2 • The County shall prioritize lands to be acquired and used for buffering around military installations based on public safety needs, military requirements, willing sellers, and available funding.

Policy 3.3.E.1 • The County shall adopt a Radio Frequency Interference Ordinance (Ordinance) that requires disclosure of and prohibits the operation of electronic equipment within the 5.4 to 5.9 GHz bandwidth anywhere in the County, as well as review of applications by major civil spectrum operators by Eglin Air Force Base and any other pertinent military installations.

A. The County shall require any applicant of a development order, business license, and building or construction permit (including electrical permit) to disclose on the application any electronic equipment that may operate on the premises within the 5.4 to 5.9 GHz bandwidth.

B. All new major civilian spectrum operators within the County, including industry, public safety agencies, telecommunications, and broadcast media, shall provide on any application described in A, the technical parameters on the proposed spectrum use, including the maximum power authorized from a transmitter, maximum antenna height, amount of spectrum occupied by transmitter signal and the geographic area to be served by the communication devices. Before an application shall be approved, the County shall transmit the application to the military installations in the County for a determination of any radio frequency interference impacts to military activities. The County may approve, deny or approve an application with conditions that may result in the incorporation of appropriate filtering, shielding or other mitigation techniques.

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Objective 3.3.E • The County seeks to protect the public health and safety and promote economic vitality by preserving military missions at Eglin Air Force Base and other military installations in the County through the prevention of radio frequency interference within the 5.4 to 5.9-GHz bandwidth

Policy 3.3.E.2 • The County shall promote awareness of radio frequency interference issues by distributing educational materials provided by Eglin Air Force Base to the general public, as well as to applicants for business licenses, building permits or development orders that may include or accommodate any electronic equipment, such as LAN and microwave communication equipment, operating within the 5.4 to 5.9 GHz bandwidth. The County will make available at its business offices and website, education material on radio frequency interference provided by the Air Force.

Policy 3.3.E.3 • The County will require new major civilian spectrum operators within fifty miles of Eglin AFB, including industry, public safety agencies, telecommunications, and broadcast media to provide technical parameters on their proposed spectrum use, such as maximum power authorized from the transmitter, the maximum antenna height, the amount of spectrum occupied by the transmitter signal and the geographic area to be served by the communication devices. If the Air Force or Navy representative determines that the proposed frequency and spectrum use may cause radio frequency interference with military training and operations, the County will require the operator to adopt appropriate filtering, shielding or other mitigation techniques as a condition of the issuance of a building permit.

Objective 3.3.F • The County shall minimize safety concerns and obstruction of navigable airspace within MAZs, including the EMAZ, and PAZs.

Policy 3.3.F.1 • The County shall require buildings and towers to not exceed or penetrate the approach surface, transition surfaces, horizontal surfaces or conical surfaces associated with NAS Whiting Field, Choctaw Field, and Auxiliary Field 6 (Camp Rudder) any military airfield or airport in a manner which would obstruct aircraft operations, air navigation, or line-of-sight communications.

Policy 3.3.F.2 • The County shall require, for all applications for any vertical structure that is which might be inconsistent with **Policy 3.3.F.1**, the inclusion of a statement from the Commander of pertinent military installation Eglin AFB and/or NAS Whiting Field, whichever is applicable, that the proposed structure would not interfere with the

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installation's existing or planned mission. This policy does not supersede or negate compliance requirements with the federal obstruction standards contained in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77).

Objective 3.3.G • Ensure the availability of unobstructed airspace for military aviation and other military-related operations, while maintaining the health and safety of the general public.

Policy 3.3.G.1 • Santa Rosa County, in coordination with Walton County and the Tri-County region and consistent with **IC Policy 3.3.B.1**, shall participate in the Northwest Florida Steering Committee which publicly manages and advises on airport operations and controlled airspace to ensure coordination of various aviation activities relative to land use decisions in the region.

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Objective 3.3.H • Ensure the safety of pilots and viability of military-related, night training operations within the established MAZs and PAZs through the use and installation of lighting practices that reduce glare and light trespass.

Policy 3.3.H.1 • The County shall ~~adopt require all artificial-outdoor lighting regulations that require lights equipment, including but not limited to high intensity white strobe lights, floodlights and searchlights, whether temporary or permanent installations,~~ to be fully shielded with positive optical control so that all light emitted by ~~a the~~ fixture, either directly from the lamp or indirectly from the fixture, is projected below a horizontal plane extending from the bottom of the light fixture. No building permit shall be granted within any established MAZs and PAZs unless this requirement is met.

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Policy 3.3.H.2 • The County shall require that lights or illumination of street, parking, signs or use of land and structures be arranged and operated in such a manner that is neither distracting nor creates a dangerous environment to pilots and aircraft operating within the established MAZs and PAZs. A lighting plan for development projects within any MAZ or PAZ will be required for review and approval prior to the issuance of a building permit.

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Chapter
2

Economic Development Element

Goal 2.1 • To create wealth through the mobilization of human, financial, capital, physical and natural resources to generate marketable goods and services.

Public Purpose: To benefit the citizens of Santa Rosa County through the creation and retention of job opportunities and the expansion of the tax base.

Objective 2.1.A • The County will cooperate with TEAM Santa Rosa in order to accomplish projects and priorities that will serve to recruit and attract business employers that provide quality employment opportunities and increased incomes for the residents of Santa Rosa County.

Policy 2.1.A.1 • By 2010, the County shall complete the Santa Rosa County Industrial Park Master Plan.

Policy 2.1.A.2 • By 2010, the County in cooperation with TEAM Santa Rosa shall develop an innovative marketing campaign.

Policy 2.1.A.3 • By 2010, the County in cooperation with TEAM Santa Rosa shall prepare a Target Industries Study in order to target specific industries for relocation and/or expansion.

Policy 2.1.A.4 • The County shall continue to foster an environment that is suitable for small business development including ensuring that adequate commercially or industrially zoned sites are available to accommodate anticipated growth.

Policy 2.1.A.5 • The Community Planning, Zoning & Development Division shall cooperate with TEAM Santa Rosa in order to create and maintain an economic development database. This database shall include GIS information such as the number and location of available commercial or industrial sites.

Economic Development Element

Goal 2.1 • To create wealth through the mobilization of human, financial, capital, physical and natural resources to generate marketable goods and services.

Public Purpose:: To benefit the citizens of Santa Rosa County through the creation and retention of job opportunities and the expansion of the tax base.

Objective 2.1.B • To maintain current employment centers operating within Santa Rosa County.

Policy 2.1.B.1 • The County shall continue to pursue the purchase of land adjacent to Eglin AFB and NAS Whiting Field ~~the military bases~~ in the County for the purposes of protecting these ~~installations~~bases from encroachment of incompatible land uses, and to attract complementary business uses.

Objective 2.1.C • To maintain Santa Rosa County's exceptional quality of life in order to attract new businesses to the area.

Policy 2.1.B.1-23 • The County shall continue to recognize and support the role of Eglin Air Force Base and NAS Whiting Field within the Tri-County region as significant contributors to the economic base by highlighting their respective direct, indirect, and induced revenue generation in County reports and studies.

Objective 2.1.D • To maintain an infrastructure system that is capable of sustaining current economic growth as well as attracting future economic growth.

Policy 2.1.B.1-23 • Pursuant to FLUE Policy 3.3.B.6, the County, in coordination with TEAM Santa Rosa, shall continue education and awareness efforts through various media including establishing links to similar internet websites and annual visits to Washington DC, and websites. The County in collaboration with TEAM Santa Rosa shall also develop a firm, but flexible economic development strategy that promotes the defense-related industry to attract mutually supportive businesses and jobs.

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Policy 2.1.B.24 • The County shall continue to support the agriculture industry that operates within Santa Rosa County.

Policy 2.1.C.1 • The Land Development Code shall include policies aimed at providing an aesthetically pleasing living environment such as landscaping, open space preservation, signage, and other aesthetic regulations.

Policy 2.1.C.2 • Santa Rosa County recognizes that its abundant natural resources are an asset.

These assets are important economically as they provide an exceptional quality of life for current and future residents of the County as well as serve as a basis for tourism industry development.

Policy 2.1.D.1 • The County shall continue to utilize its capital budgeting program, including the adopted five-year schedule of capital improvements to ensure that infrastructure is available at the time new economic development opportunities present themselves.

Chapter
11

Intergovernmental Coordination Element

Goal 11.1 • To provide coordination of this Comprehensive Plan with all municipalities located within the County, all adjacent Counties, all adjacent Cities if applicable, and all other entities providing services within the County.

Public Purpose: To provide efficient and coordinated comprehensive planning to the citizens of Santa Rosa County.

Objective 11.1.A • To coordinate this Plan with the plans of the Santa Rosa County School Board, other units of local government providing services but not having regulatory authority over the use of land, the municipalities within the county, and with adjacent counties during the planning time frame covered by this Plan.

Policy 11.1.A.1 • The Community Planning, Zoning & Development Division shall include within its yearly review efforts an analysis of the coordination between plans of affected governments.

Policy 11.1.A.2 • Implementation of this Plan shall involve communication, coordination and cooperation between the County and Municipalities within the County, adjacent Counties and those authorities and agencies providing facilities and services. This will include, but not be limited to, coordination with the County Property Appraiser, Clerk of the Court, and Health Department to increase customer awareness of land use and zoning regulations.

Policy 11.1.A.3 • By December 2010, execute an inter-local agreement between the County and the municipalities in the county setting forth provisions for annexation, land use amendments, and the siting of Locally Undesirable Land Uses (LULU's). Accordingly, LULU's located within one (1) mile of an adjacent local government's boundary shall notify the surrounding local governments of this proposal.

Intergovernmental Coordination Element

Goal 11.1 • To provide coordination of this Comprehensive Plan with all municipalities located within the County, all adjacent Counties, all adjacent Cities if applicable, and all other entities providing services within the County.

Public Purpose: To provide efficient and coordinated comprehensive planning to the citizens of Santa Rosa County.

Objective 11.1.A • To coordinate this Plan with the plans of the Santa Rosa County School Board, other units of local government providing services but not having regulatory authority over the use of land, the municipalities within the county, and with adjacent counties during the planning time frame covered by this Plan.

Policy 11.1.A.4 • The County shall utilize the review and comment procedures established by the West Florida Regional Planning Council (WFRPC) and the Florida Department of Community Affairs (DCA) for Comprehensive Plans and Plan amendment proposals of other local governments in order to ensure consistency between this Plan and the Comprehensive Plans of municipalities within the county and adjacent counties.

Policy 11.1.A.5 • The County shall coordinate the population projections and growth data and to accomplish the implementation of public school location criteria with the Santa Rosa County School Board and all the municipalities within the County in accordance with the interlocal agreement. The interlocal agreement will at a minimum address the following:

(A.) Collaboration of Department of Education enrollment projections with the population projections used in this Plan; and

(B.) Coordination between school siting compatibility requirements pursuant to Sections 1013.36 and 1013.33, F.S., including integration if the educational plan survey (required to be submitted every five years pursuant to Section 1013.31, F.S.), the general educational facilities report (required to be submitted annually pursuant to Section 1013.31, F.S.), and applicable policies and procedures of the school board with the Future Land Use Map found in this Plan and the Santa Rosa County Land Development Code.

Policy 11.1.A.6 • the County shall, through the Utility Board established by Ordinance 2001-03, monitor utility system capacity. Annually each Utility will survey their present operations and

Intergovernmental Coordination Element

Goal 11.1 • To provide coordination of this Comprehensive Plan with all municipalities located within the County, all adjacent Counties, all adjacent Cities if applicable, and all other entities providing services within the County.

Public Purpose: To provide efficient and coordinated comprehensive planning to the citizens of Santa Rosa County.

Objective 11.1.A • To coordinate this Plan with the plans of the Santa Rosa County School Board, other units of local government providing services but not having regulatory authority over the use of land, the municipalities within the county, and with adjacent counties during the planning time frame covered by this Plan.

Objective 11.1.B • To coordinate the impacts of development proposed by this Plan upon development in adjacent municipalities, counties, the region, and the state during the planning time frame covered by this Plan.

Policy 11.1.A.6 (continued)

determine its capacity to meet present needs, projected needs for a period of at least 10 years and determine if the Utility will be able to adequately service the needs of future growth. This information and the information provided in each Utility's Annual Operating Report will be used in coordinating the comprehensive plan with the Regional Water Supply Plan.

Policy 11.1.A.7 •

a. The County shall assess projected water needs and sources for at least a ten year planning period as part of creating and maintaining a Water Supply Facilities Work Plan (Work Plan) within the Potable Water Element. Capital projects planned during the first five years of the Work Plan shall also be shown in the Capital Improvements element.

b. The Work Plan shall address each major type of water supply project – groundwater use optimization, conservation, reuse, and development of alternative water supply sources and water resources. For each project type, a detailed description of the project schedule, major activities and capital projects shall be provided and updated, as necessary.

Policy 11.1.B.1 • The County shall maintain its membership on the West Florida Regional Planning Council, the Transportation Planning Organization, and other active multi-regional and multi-jurisdictional bodies such as the Strategic Partnership Committee, the Okaloosa County Comprehensive Plan Committee, and the Bay Area Resource Council.

Intergovernmental Coordination Element

Goal 11.1 • To provide coordination of this Comprehensive Plan with all municipalities located within the County, all adjacent Counties, all adjacent Cities if applicable, and all other entities providing services within the County.

Public Purpose: To provide efficient and coordinated comprehensive planning to the citizens of Santa Rosa County.

Objective 11.1.B • To coordinate the impacts of development proposed by this Plan upon development in adjacent municipalities, counties, the region, and the state during the planning time frame covered by this Plan.

Policy 11.1.B.2 • The County shall continue to review the Comprehensive Plan and any Plan amendments for consistency with the State Comprehensive Plan (Chapter 187, F.S.), the Strategic Regional Policy Plan, the Local Government Comprehensive Planning and Land Development Regulation Act (Chapter 163, F.S.) and the Minimum Criteria for Review of Local Government Comprehensive Plans and Plan Amendments and Determination of Compliance (Rule 9J-5, F.A.C.).

Policy 11.1.B.3 • The informal mediation process established by the West Florida Regional Planning Council will be used to mediate conflicts with other local governments which cannot be resolved.

Policy 11.1.B.4 • Pensacola Junior College (PJC) Milton Campus has adopted a campus master plan pursuant to applicable state statutes and rules. The County shall coordinate with PJC to assure that their development needs and overall community needs are addressed and conflicts between this Plan and the Campus Master Plan are minimized.

Policy 11.1.B.5 • The County shall continue to participate in the functions of the Bay Area Resource Council (BARC) for the purposes of attaining consistent and coordinated management of the County's bays and estuaries that also fall under the jurisdiction of neighboring local governments.

Intergovernmental Coordination Element

Goal 11.1 • To provide coordination of this Comprehensive Plan with all municipalities located within the County, all adjacent Counties, all adjacent Cities if applicable, and all other entities providing services within the County.

Public Purpose: To provide efficient and coordinated comprehensive planning to the citizens of Santa Rosa County.

Objective 11.1.C • To ensure coordination in the establishment and implementation of level of service standards for public facilities with any state, regional, or local entity having operational and maintenance responsibility for such facilities.

Policy 11.1.C.1 • The County shall review the Comprehensive Plan, relevant Plan amendments and other development plans in order to assess any impacts on the comprehensive plans of adjacent local governments.

Policy 11.1.C.2 • The County shall disseminate information on developments in Santa Rosa County that may impact upon adjacent local governments and shall require the notification of affected jurisdictions of proposed development in cases where the proposed development would impact the infrastructure of another local government.

Policy 11.1.C.3 • The Community Planning Zoning & Development Division Director or his/her designated appointee shall participate in meetings of the Okaloosa County Comprehensive Plan Committee.

Policy 11.1.C.4 • The Community Planning Zoning & Development Division shall include the following as part of its review efforts.

(A.) An analysis of the effectiveness of the conflict resolution process described in Policy 11.1.B.3;

(B.) The adequacy of LOS standards which have been established by this Ordinance on an annual basis;

(C.) An analysis of the adequacy of procedures established to review proposed development within the existing Comprehensive Plan of Santa Rosa County and/or the plans of adjacent local governments; and

Intergovernmental Coordination Element

Goal 11.1 • To provide coordination of this Comprehensive Plan with all municipalities located within the County, all adjacent Counties, all adjacent Cities if applicable, and all other entities providing services within the County.

Public Purpose: To provide efficient and coordinated comprehensive planning to the citizens of Santa Rosa County.

Objective 11.1.C • To ensure coordination in the establishment and implementation of level of service standards for public facilities with any state, regional, or local entity having operational and maintenance responsibility for such facilities.

Objective 11.1.D • The County shall continue to coordinate with appropriate federal and state agencies in the designation of new dredge spoil disposal sites within the county.

Policy 11.1.C.4 (continued)

(D.) An analysis and/or review of development proposed in this Plan or any amendment to this Plan in relationship to the adopted LOS standards also found in this Plan and those of other governmental entities if applicable.

Policy 11.1.C.5 • By December 2010, the County will execute letters of agreement which establish standards and methods for setting or changing LOS standards with other entities providing such service and may include:

(A.) FDOT for State Roads; and

(B.) Purveyors of water and sewer services.

Policy 11.1.C.6 • The County shall utilize the MPO, and meetings with the FDOT, state environmental permitting agencies, adjacent counties and municipalities, and any local entity having responsibilities in providing facilities and services concurrent with the impacts of development, to exchange information and coordinate adopted levels of service standards.

Policy 11.1.C.7 • The County shall continue to maintain information on level of service standards.

Policy 11.1.D.1 • The County shall coordinate with the appropriate federal and state agencies and the public in identifying dredge spoil disposal sites.

Intergovernmental Coordination Element

Goal 11.1 • To provide coordination of this Comprehensive Plan with all municipalities located within the County, all adjacent Counties, all adjacent Cities if applicable, and all other entities providing services within the County.

Public Purpose: To provide efficient and coordinated comprehensive planning to the citizens of Santa Rosa County.

Objective 11.1.D • The County shall continue to coordinate with appropriate federal and state agencies in the designation of new dredge spoil disposal sites within the county.

Policy 11.1.D.2 • Any conflicts between the County and another public agency regarding a dredged spoil disposal site that cannot be resolved locally will be resolved through the Coastal Resources Interagency Management Committee's dispute resolution process.

Objective 11.1.E • ~~By December 2010, t~~The County shall continue to identify interface planning topics and areas of concern that involve inter-agency coordination with other jurisdictions that between local governments the County and the City that who would benefit from joint planning efforts.

Policy 11.1.E.1 • By December 2010, the County shall initiate a formal coordination mechanism with the municipalities in the County, the School Board and adjacent counties to identify and consider the following areas of mutual concern:

(A.) Improved communication between the County and other local, regional, and state agencies;

(B.) Joint processes for collaborative planning and decision making on population projections and public school siting, the location and extension of public facilities subject to concurrency and the siting of facilities with countywide significance including locally unwanted land uses (LULU's) whose nature and identity shall be established within the formal coordination mechanism;

(C.) Consistency between the County Comprehensive Plan, the Comprehensive Plans of municipalities within the county, the plans of adjacent counties, the plans of the School Board and the plans of other units of local government providing services but not having regulatory authority over the use of land;

(D.) Activities having extra-jurisdictional impacts;

(E.) Concurrency management systems and level of service standards;

Intergovernmental Coordination Element

Goal 11.1 • To provide coordination of this Comprehensive Plan with all municipalities located within the County, all adjacent Counties, all adjacent Cities if applicable, and all other entities providing services within the County.

Public Purpose: To provide efficient and coordinated comprehensive planning to the citizens of Santa Rosa County.

Policy 11.1.E.1 (Cont.)

(F.) Expected impacts of development;

(G.) Notification of affected jurisdictions;

(H.) Measures to mitigate impacts of development;

(I.) Requirements for the siting of facilities with county-wide significance.

(J) A process to resolve disputes, and;

(K.) The possibility of joint planning agreements with municipalities prior to municipal annexations and incorporations.

Policy 11.1.E.2 • The County shall continue to utilize meetings as necessary to provide coordination between Santa Rosa County planning activities and the planning activities of the municipalities within the eCounty, adjacent counties, the School Board and the military. ~~Further, t~~he County shall continue to participate in the Strategic Partnership Initiative Committee as well as the Okaloosa County Comprehensive Plan Committee for the purposes of coordination of planning activities. Further, the County shall encourage the participation of military representation in other planning committees and partnerships as it relates to the MAZ and the future growth of the proximate region and future military mission growth.

Policy 11.1.E.3 • The County shall continue to coordinate with private water and sewer providers to obtain the location of private water and sewer lines within their respective service areas as well as other pertinent information.

Policy 11.1.E.4 • The County shall coordinate with all the public and private water supply providers, municipal governments, and the water management district to share and update

Intergovernmental Coordination Element

Goal 11.1 • To provide coordination of this Comprehensive Plan with all municipalities located within the County, all adjacent Counties, all adjacent Cities if applicable, and all other entities providing services within the County.

Public Purpose: To provide efficient and coordinated comprehensive planning to the citizens of Santa Rosa County.

Policy 11.1.E.4 (continued)

information to meet the ongoing water supply needs, including the revision of the water supply work plan as necessary.

Policy 11.1.E.5 • The County shall coordinate with the public and private water supply providers, municipal governments and the water management district to implement Alternative Water Supply Projects identified in the Northwest Florida Water Management District Regional Water Supply Plan for Water Supply Planning Region II, maintaining and updating of level of service standards, resource allocations, changes in service areas, and potential areas for annexation.

Intergovernmental Coordination Element

Goal 11.2 • Collaborate and coordinate with the School board of Santa Rosa County (School Board) to ensure high quality public school facilities which meet the needs of Santa Rosa County's existing and future population.

Public Purpose: To collaborate and coordinate with the School Board of Santa Rosa County (School Board) to ensure high quality public school facilities which meet the needs of Santa Rosa County's existing and future population.

Objective 11.2.A • The County will implement the interlocal agreement with the school board, and municipalities providing for close coordination and evaluation of development proposals.

Policy 11.2.A.1 • General types of provisions that will be included in the inter-local agreement in order to advise the school board, and municipalities of proposed developments which would impact their jurisdiction include:

1. Transmission of an annual memo from the Santa Rosa County Planning Department to the above entities describing proposed developments and planning activities. The due date is February 1st.
2. Provision for feedback process/information exchange so the above entities can inform the Planning Department of any potential adverse impact(s) from proposed developments and/or conflicting planning activities through either direct written or telephonic communications, participation on the Local Planning Agency.

Objective 11.2.B •
Intergovernmental Coordination

Santa Rosa County shall strive to maintain and enhance joint planning processes and procedures for coordination of public education facilities for planning and decision-making.

Policy 11.2.B.1 • On an annual basis, Santa Rosa County shall ask the School Board to provide information from their five-year District Education Facilities Work Plan to determine the need for additional school facilities. The School Board shall provide to the county, each year, a general education facilities report. The educational facilities report shall contain information detailing existing facilities and their locations and projected needs. A draft is due to the County/Cities by August 31st and the approved document is due within 15 days after its adoption.

Intergovernmental Coordination Element

Goal 11.2 • Collaborate and coordinate with the School board of Santa Rosa County (School Board) to ensure high quality public school facilities which meet the needs of Santa Rosa County's existing and future population.

Public Purpose: To collaborate and coordinate with the School Board of Santa Rosa County (School Board) to ensure high quality public school facilities which meet the needs of Santa Rosa County's existing and future population.

Objective 11.2.B • Intergovernmental Coordination

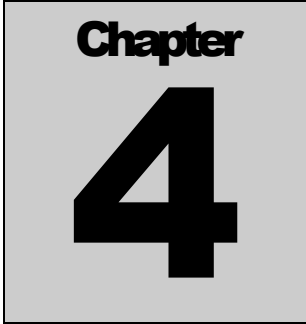
Santa Rosa County shall strive to maintain and enhance joint planning processes and procedures for coordination of public education facilities for planning and decision-making.

Policy 11.2.B.2 • In order to coordinate the effective and efficient provision and siting of public educational facilities with associated infrastructure and services within Santa Rosa County, the Santa Rosa County Board of County Commissioners, the Santa Rosa County School Board, and the municipalities of Gulf Breeze, Jay, and Milton shall meet jointly. Such efforts may include:

1. Coordinated submittal and review of the annual capital improvement program of Santa Rosa County, the annual educational facilities report and Five-year School Plan Survey of the Santa Rosa County School Board by December 1st.
2. Coordinated review and assessment of the associated costs and expenditures of siting and developing schools with needed public infrastructure.
3. Coordinated review of residential planned developments or mixed use planned developments involving residential development.
4. Use of a unified data base including population (forecasts of student population), land use and facilities.
5. Use of the Parks/Schools Planning Group (with representatives from each of the entities) to review coordinated siting of schools with parks for multi-functional use. Directives resulting from the joint meeting shall be incorporated into the Comprehensive Plan, Land Development Regulations, and other appropriate mechanisms as deemed necessary.

Intergovernmental Coordination Element

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Transportation Element

Goal 4.1 • To provide a safe, cost effective, and functional transportation system for all residents of and visitors to Santa Rosa County that appropriately balances access and mobility needs.

Public Purpose: To establish and maintain the desired transportation system in Santa Rosa County and particularly to plan for future motorized and non-motorized traffic circulations systems. Future traffic circulation systems are supported by goals, objectives, and policies contained herein, and are depicted on the Future Transportation Map Series in this element (reference Figures 4-1 through 4-4).

Objective 4.1.A • Continue to provide and maintain a safe, convenient, efficient, and cost effective arterial and collector roadway network for present and future residents by implementing the regulations and guidelines specified in the following policies.

Policy 4.1.A.1 • The Land Development Code shall contain regulations that provide for future developments to pay all costs associated with the construction of internal roads. Nothing in this Policy shall be interpreted to preclude the County from requiring the development to pay all costs to the County associated with the construction of any road or roadway improvement made necessary by the development that is not necessarily internal to the development.

Policy 4.1.A.2 • The Land Development Code shall continue to include construction standards, based primarily on FDOT Standard Specifications and standard AASHTO tests, so that future roads can be constructed pursuant to the applicable standards and accepted by the County into the County system. These standards were adopted into the Land Development Code on August 22, 1991 and address subgrade, excavation, curb and gutter, base and surfacing.

Transportation Element

Goal 4.1 • To provide a safe, cost effective, and functional transportation system for all residents of and visitors to Santa Rosa County that appropriately balances access and mobility needs.

Public Purpose: To establish and maintain the desired transportation system in Santa Rosa County and particularly to plan for future motorized and non-motorized traffic circulations systems. Future traffic circulation systems are supported by goals, objectives, and policies contained herein, and are depicted on the Future Transportation Map Series in this element (reference Figures 4-1 through 4-4).

Objective 4.1.A • Continue to provide and maintain a safe, convenient, efficient, and cost effective arterial and collector roadway network for present and future residents by implementing certain regulations and guidelines through the enactment and enforcement of the Land Development Code.

Policy 4.1.A.3 • All new development projects with internal circulation and or parking needs shall be required to provide safe and convenient on-site traffic flow, labor intensive transportation facilities, and sufficient automobile and bicycle parking to accommodate the needs of the development project.

Policy 4.1.A.4 • The Land Development Code shall continue to address and regulate the control of connection points to arterials and major collectors and increase the number of interconnections among developments in order to facilitate safe and efficient access. The regulations established by the Land Development Code are based primarily on the standards in Florida Department of Transportation Rules 14-96 and 14-97. These regulations shall also include requirements for joint, internalized and cross access, driveway and parking lot design and other principles and guidelines recommended by the Center for Urban Transportation Research (CUTR). Access management standards have been adopted into the Land Development Code for arterials, urban and rural major collectors county wide.

Policy 4.1.A.5 • The Land Development Code shall continue to require building setbacks on all collector and arterial roadways for the purpose of preventing building encroachment and thus permitting future safe and efficient traffic circulation at a minimal cost. For new development, building setbacks on arterial roadways shall be 50 feet; building setbacks on collector roadways shall be 25 feet. Variances to

Transportation Element

Goal 4.1 • To provide a safe, cost effective, and functional transportation system for all residents of and visitors to Santa Rosa County that appropriately balances access and mobility needs.

Public Purpose: To establish and maintain the desired transportation system in Santa Rosa County and particularly to plan for future motorized and non-motorized traffic circulations systems. Future traffic circulation systems are supported by goals, objectives, and policies contained herein, and are depicted on the Future Transportation Map Series in this element (reference Figures 4-1 through 4-4).

Objective 4.1.A • Continue to provide and maintain a safe, convenient, efficient, and cost effective arterial and collector roadway network for present and future residents by implementing certain regulations and guidelines through the enactment and enforcement of the Land Development Code.

Objective 4.1.B • Assure that the transportation system supports the County's growth management goals and is consistent with local, regional, and state plans through the continual coordination of land use planning with transportation planning.

Policy 4.1.A.5 (cont.) these setbacks may be granted when strict application of the requirement limits all reasonable use of the property as allowed by the Future Land Use Map.

Policy 4.1.A.6 • Santa Rosa County shall coordinate with the Florida Department of Transportation on access related decisions that impact the State Highway System.

Policy 4.1.B.1 • All land use decisions shall be consistent with the adopted Future Land Use Map and the adopted Future Transportation Map.

Policy 4.1.B.2 • The County Planning Director or his/her designee shall review all plans and proposals for development or redevelopment within the County utilizing the Future Land Use Map and the Future Transportation Map adopted herein. The review shall include a determination of consistency with these maps. Note: This review is not limited to these particular maps but must include them.

Policy 4.1.B.3 • Coordinate transportation improvements with the Future Land Use Element and maintain consistency between land use decisions and transportation system improvements.

Transportation Element

Goal 4.1 • To provide a safe, cost effective, and functional transportation system for all residents of and visitors to Santa Rosa County that appropriately balances access and mobility needs.

Public Purpose: To establish and maintain the desired and projected transportation system in Santa Rosa County and particularly to plan for future motorized and non-motorized traffic circulations systems. Future traffic circulation systems are supported by goals, objectives, and policies contained herein, and are depicted on the Future Transportation Map Series in this element (reference Figures 4-1 through 4-4).

Objective 4.1.C • Promote a cooperative, continuing and comprehensive area transportation planning process by continually coordinating the County's decision-making process with the plans and programs of the Florida-Alabama Transportation Planning Organization (TPO), the Okaloosa-Walton Transportation Planning Organization, the Florida Department of Transportation (FDOT) and other local, regional, state, and national agencies as appropriate.

Objective 4.1.D • Establish and maintain a concurrency management system for the existing elements of the transportation system based on adopted levels of service for state and county roads within the County's jurisdiction.

Policy 4.1.C.1 • The County will continue to participate in the preparation of the TPO's short and long range plans. The County's participation will continue to be the provision of representation on the TPO and its committees thus assuring that necessary and desirable projects within Santa Rosa County are consistent with this Plan and with the overall transportation objectives of the County.

Policy 4.1.D.1 • The Santa Rosa County concurrency management system will accumulate all development impacts to roadways, both above and below threshold standards, to determine the cumulative impact of individual development orders. Cumulative impacts of all development will be monitored in order to maintain adopted level of service (LOS) standards (See Policy 4.1.D.8).

Policy 4.1.D.2 • Improvements needed to restore the adopted level of service will be shown in the schedule of capital improvements (see policies 10.1.E.2 and 10.1.E.3)

(A) In addition to a 5-year schedule, the County will maintain a long term concurrency management system for those transportation facilities that exceed capacity or are projected to exceed capacity within the 5 year time frame. The long term concurrency

Transportation Element

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Objective 4.1.D • Establish and maintain a concurrency management system for the existing elements of the transportation infrastructure.

Policy 4.1.D.2 • (continued)

management system, not to exceed 15 years, will be established for the following

Seg. #	Road	Trips exceeding capacity in FY13
41	CR 184A Berryhill Road from CR 197 Chumuckla Hwy to SR 89 Dogwood Dr	190
45	CR 197 Chumuckla Hwy from US 90 to CR 184 Quintette Road	115
65	West Spencerfield Road from US 90 to CR 184A Berryhill Road	287
7	US 90 from Woodbine Road to East Spencer Field Road	475
8	US 90 from East Spencer Field Road to Bell Lane	168
36	SR 281 Avalon Blvd. from I-10 to Cyanamid Road	63
47	CR 197A Woodbine Road from US 90 to Guernsey Road	8
49	CR 197A Bell Lane from CR 191B/CR 281B Sterling Way to US 90	773
64	East Spencer Field Road	356
43	CR 191B/CR 281B Sterling Way from CR 197A Bell Lane to SR 281 Avalon Boulevard	115

(B) Elimination, deferral, or delay of a programmed improvement needed to restore the adopted level of service will be accomplished by amendment.

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Objective 4.1.D • Establish and maintain a concurrency management system for the existing elements of the transportation infrastructure.

Policy 4.1.D.3 • When a collector or arterial road reaches 85% of its adopted AADT maximum level of service volume, the County will undertake a more detailed peak hour/peak directional analysis of the roadway. This analysis will include computerized modeling. All new developments impacting this roadway will then be required to provide more detailed peak hour/peak directional traffic analysis in order to determine whether or not a concurrency certificate can be issued.

Policy 4.1.D.4 • A development that is deemed to have a de minimus impact pursuant to Rule 9J-5.0055(3)(c)6, FAC, shall not be subject to concurrency requirements, only if all of the conditions specified in subsection 163.3180(c), F.S., are met. The County will submit a summary of the de minimus records with the annual update of the capital improvements element.

Policy 4.1.D.5 • Each year the Community Planning, Zoning & Development Division shall include within its annual concurrency review, an analysis of the traffic volumes and system demands in order to further monitor and identify the impacts of new growth on the transportation and traffic circulation system of the County. The Division shall include, within its report, an analysis of said impacts and will include recommendations to the Board of County Commissioners regarding any necessary improvements.

Policy 4.1.D.6 • For facilities on the Florida Intrastate Highway System as defined in Section 338.001, F.S., or Transportation Regional Incentive Program (TRIP) funded facilities, the County adopts.

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Objective 4.1.D • Establish and maintain a concurrency management system for the existing elements of the transportation infrastructure.

Policy 4.1.D.6 (continued)

the level of service (LOS) standard established by the Florida Department of Transportation by rule.

Policy 4.1.D.7 • Santa Rosa County shall collect the necessary transportation system data needed to determine concurrency on an annual basis at a minimum.

Policy 4.1.D.8 • Santa Rosa County hereby adopts the peak hour (100th highest average hour) Level of Service Standards for roadways found in Table 4.1. The LOS standard is “C” for all arterial roads on the Florida Intrastate Highway System (FIHS) or the Strategic Intermodal System (SIS). The LOS standard for roads funded by the Transportation Regional Incentive Program (TRIP) is in accordance with Rule 14-94, Florida Administrative Code. The LOS standard is “D” for all other arterial, and collector roads, with the exception of the following:

<u>Roadway</u>	<u>LOS Standard</u>
<u>SR 87S from I-10 to US 90 (not on the FIHS/SIS)</u>	<u>“C” for consistency with the segment south of it on the FIHS/SIS</u>
<u>CR 399 Navarre Beach Bridge and Causeway</u>	<u>“E”</u>
<u>SR 281 Avalon Boulevard north of I-10</u>	<u>“Backlogged” but capacity improvements are underway</u>

TABLE 4.1

Roadway	Segment	Adopted LOS	Functional Classification
SR 4	Entire Roadway	(D)	Minor Arterial
SR 8 (I-10) FIHS FACILITY	Entire Roadway	(C)	Principal Arterial Interstate
SR 10 (US 90)	Entire Roadway	(D)	Minor Arterial
SR 30 (US 98)	Gulf Breeze City Limits to Okaloosa County Line	(D)	Other Principal Arterial
SR 87N	SR 10 (US 90) to Alabama State Line	(D)	Minor Arterial
SR 87S	SR 8 (I-10) to SR 10 (US 90)	(C)	Minor Arterial
SR 87S FIHS FACILITY	SR 30 (US 98) to SR 8 (I-10)	(C)	Minor Arterial
SR 89N	SR 87N to Alabama State Line	(D)	Minor Arterial
SR 89N (Dogwood Drive)	SR 10 (US 90) to SR 87N	(D)	Minor Arterial
SR 281 (Avalon Boulevard)	South of SR 8 (I-10)	(D)	Minor Arterial
SR 281 (Avalon Boulevard)	SR 8 (I-10) to SR 10 (US 90)	Backlogged*	Minor Arterial
S CR 399 (Navarre Beach Bridge)	Gulf Boulevard to SR 30 (US 98)	(E)	Urban Collector
CR 399 (Gulf Boulevard)	CR 399 (Navarre Beach Bridge) to Escambia County Line	D	Urban Collector
CR 399 (East Bay Boulevard)	SR 30 (US 98) to SR 87S	(D)	Urban Collector
CR 89 (Ward Basin Road)	Entire Roadway	(D)	Minor Arterial / Rural Minor Collector
CR 184 (Hickory Hammock Road)	Entire Roadway	(D)	Urban Collector / Rural Minor Collector
CR 184 (Quintette Road)	Entire Roadway	(D)	Urban Collector / Rural Major Collector
CR 184A (Berryhill Road)	CR 197 (Chumuckla Highway) to Milton City Limits	(D)	Urban Collector
CR 191 (Munson Highway)	SR 87N to SR 4	(D)	Urban Collector / Rural Major Collector
CR 191 (Garcon Point Road)	SR 281(Avalon Boulevard) to Milton City Limits	(D)	Rural Minor Collector / Minor Arterial
CR 191 (Willard Norris Road)	CR 197(Chumuckla Highway) to SR 89N (Dogwood Drive)	(D)	Rural Minor Collector / Urban Collector
CR 191B/281B (Sterling Way/Cyanamid Road)	Entire Roadway	(D)	Urban Collector

TABLE 4.1 (continued)

CR 197 (Chumuckla Highway)	SR 10 (US 90) to CR 191 (Willard Norris Road)	(D)	Minor Arterial / Urban Collector / Rural Major Collector
CR 197 (Floridatown Road)	Diamond Street to SR 10 (US 90)	(D)	Urban Local
CR 197A (Woodbine Road)	Entire Roadway	(D)	Urban Collector
CR 197A (Bell Lane)	Entire Roadway	(D)	Urban Collector
CR 87A (Langley Street)	SR 87N to Whiting Field Main Gate	(D)	Urban Collector
CR 182 (Allentown Road/ School Road)	Entire Roadway	(D)	Rural Minor Collector
CR 191A (Old Bagdad Highway)	Entire Roadway	(D)	Urban Collector
CR 191A (Oriole Beach Road)	Entire Roadway	(D)	Urban Local
CR 191B (Soundside Drive)	Entire Roadway	(D)	Urban Local
East Spencer Field Road	Entire Roadway	(D)	Urban Collector
CR 197B (West Spencer Field Road)	Entire Roadway	(D)	Urban Collector
Pine Blossom Road	Entire Roadway	(D)	Not classified
Glover Lane	SR 10 (US 90) to CR 184A (Berryhill Road)	(D)	Not classified
CR 191A (Mulat Road)	CR 191B (Sterling Way) to SR 281 Avalon Boulevard	(D)	Urban Local
Hamilton Bridge Road	East Spencer Field Road to Milton City Limits	(D)	Urban Collector
* The maximum daily traffic volume allowed is 20,020 Average Annual Daily Trips			

Source: Federal Functional Classifications consistent with Federal-Aid Road Report, December 13, 2008, published by the Florida Department of Transportation Statistics Office available online at <http://www.dot.state.fl.us/planning/statistics/fedaidd/>. The federal functional classification handbook and boundary information can be found at <http://www.dot.state.fl.us/planning/statistics/hwysys/>.

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Objective 4.1.D • Establish and maintain a concurrency management system for the existing elements of the transportation infrastructure.

Policy 4.1.D.9 • For transportation facilities, at a minimum, one of the following concurrency criteria shall be met:

- 1) At the time a development order or building permit is issued, the necessary facilities and services shall be in place or under actual construction; or
- 2) A development order for building permit is issued subject to the condition that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than three (3) years after this issuance of a certificate of occupancy as provided in the adopted five year schedule of capital improvements. The schedule of capital improvements may recognize and include transportation projects included in the first three years of the applicable, adopted Florida Department of Transportation five year work program; or
- 3) At the time a development order or building permit is issued, the necessary facilities and services are the subject of a binding executed development agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction not more than three (3) years after the issuance of a certificate of occupancy; or
- 4) At the time a development order or building permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement pursuant to Section 163.3220, F.S., or development order issued

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Objective 4.1.D • Establish and maintain a concurrency management system for the existing elements of the transportation infrastructure.

Policy 4.1.D.9 (continued)
pursuant to Section 163.3220, F.S., or development order issued pursuant to Chapter 380, F.S. to be in place or under actual construction not more than three (3) years after the issuance of a certificate of occupancy.

5) At the time a development order is issued the applicant has agreed, in an enforceable agreement, to contribute a proportionate fair-share amount towards construction of an improvement or service programmed in the schedule of capital improvements or to be added at its next update.

Policy 4.1.D.10 • To ensure continued mobility within the US 90 corridor, the County will:

(1) Actively participate in the update of the TPO's Transit Development Plan with the goal of providing express transit service along the US90 corridor as identified on the Future Transportation Map series (maps 4-1, 4-2, and 4-3)

(2) Continue to implement recommendations of the 2002 US 90 Corridor Management Report;

(3) Facilitate parallel mobility within the corridor to the maximum extent possible by requiring or providing parallel roads, interconnection of development, sidewalks and bike lanes whenever feasible;

(4) Continue to work with FDOT to improve traffic flow at key intersections.

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Objective 4.1.E • Give the highest priority to transportation projects that will relieve existing traffic congestion.

Policy 4.1.E.1 • The County shall use measures of congestion to prioritize transportation projects in the Capital Improvements Element.

Policy 4.1.E.2 • The County shall continue to request, recommend, and support immediate roadway improvements in order to relieve the congestion on the segment of US 90 between Canal Street and SR 87S.

Policy 4.1.E.3 • The County shall continue to request, recommend, and support immediate roadway improvements in order to relieve the congestion on the segment of SR 281 (Avalon Boulevard) between 1-10 and US 90.

Policy 4.1.E.4 • The County shall continue to request, recommend, and support immediate roadway improvements in order to relieve the congestion on all segments of US 98.

Policy 4.1.E.5 • Maps 4-1 through 4 show the planned future transportation system for Santa Rosa County and is incorporated herein by reference.

Objective 4.1.F • Provide a transportation system that optimizes preservation and efficiency of existing transportation facilities by minimizing the need for new highway construction through identification of strategies to reduce travel demand, encourage alternate modes and implement traffic operations improvements.

Policy 4.1.F.1 • The County will coordinate with the Florida-Alabama Transportation Planning Organization (TPO) in the development of the Traffic Operations Project Priorities for inclusion in the five year Transportation Improvement Program and in the development of the Transit Development Plan.

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Objective 4.1.F • Provide a transportation system that optimizes preservation and efficiency of existing transportation facilities by minimizing the need for new highway construction through identification of strategies to reduce travel demand, encourage alternate modes and implement traffic operations improvements.

Policy 4.1.F.2 • Prior to approving new road construction projects for the purposes of adding capacity the County shall investigate the feasibility of alternative improvements to the existing roadway system such as: intersection improvements; synchronization of traffic signals; traffic calming measures; installation of auxiliary lanes; redesign and realignment of roadways; and multi-modal systems.

Policy 4.1.F.3 • The Santa Rosa County Land Development Code will continue to include provisions for entering into development agreements in order for developers to implement infrastructure improvements as a condition of a development order.

Policy 4.1.F.4 • Santa Rosa County shall coordinate with the MPO on the development of the Bicycle and Pedestrian Plan. The County will seek to include projects identified in this plan in the Capital Improvements Element when financially feasible or seek outside funding, from sources such as TPO set aside, Transportation Enhancement, Community Traffic Safety Team, Safe Routes to School, and others, to advance their completion.

Policy 4.1.F.5 • The Santa Rosa County Land Development Code shall require residential and commercial project designs to incorporate interior connections and interconnections to reduce traffic on major arterials, collectors and intersections.

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Objective 4.1.F • Provide a transportation system that optimizes preservation and efficiency of existing transportation facilities by minimizing the need for new highway construction through identification of strategies to reduce travel demand, encourage alternate modes and implement traffic operations improvements.

Objective 4.1.G • Establish strategies that will facilitate the use of alternatives to traveling on the Florida Intrastate Highway System to protect its interregional and intrastate functions.

Policy 4.1.F.6 • Santa Rosa County shall coordinate with the West Florida Commuter Assistance Program in an effort to reduce single occupancy vehicle trips, increase commuter travel options and implement employer based transportation demand management strategies in order to enhance the efficiency of the existing transportation infrastructure, decrease vehicle miles traveled, reduce recurring congestion and, specifically, to preserve existing capacity during peak daily travel times.

Policy 4.1.F.7 • The County shall explore grant opportunities and other funding sources to implement transit as an alternate mode of travel in accordance with Transit Development Plans, Transportation Planning Organization Long Range Transportation Plans, and the Santa Rosa County Transit Feasibility Study conducted in 2007.

Policy 4.1.G.1 • The County supports the continued utilization of the Garcon Point Bridge as an alternative to SR 87, which is part of the Florida Intrastate Highway System, in order to minimize local traffic on this facility.

Policy 4.1.G.2 • The County shall, as necessary, ensure that development includes features that encourage cross access, bicycle use and pedestrian movement to minimize utilization of the major roadway network, particularly in urban or urbanizing areas.

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Objective 4.1.H • Encourage accessible public transportation for the transportation disadvantaged.

Policy 4.1.H.1 • Continue to support the coordination of local social service transportation by the designated provider.

Policy 4.1.H.2 • Continue to work with the Florida-Alabama Transportation Planning Organization (TPO) on the development of the Transportation Disadvantaged Service Plan.

Objective 4.1.I • Minimize adverse impact on the economy, environment, natural and scenic views and existing developments by balancing the location, design, construction and operation of the transportation system with existing development and environmental features.

Policy 4.1.I.1 • Coordinate transportation decisions with the goals and policies of TEAM Santa Rosa.

Policy 4.1.I.2 • Design and build transportation facilities to reflect the scale and character of surrounding development and natural features.

Policy 4.1.I.3 • Provide or require the provision of non-motorized transportation facilities to link residential areas with recreational, public institutional and commercial areas in a safe manner. These facilities can include, but are not limited to, sidewalks, multi-use paths, pavement striping and signage.

Objective 4.1.J • Provide measures to relieve financial constraints on improvements to the transportation system.

Policy 4.1.J.1 • Encourage greater state and federal participation in funding transportation projects and local adoption of measures to augment these revenue sources if needed.

Policy 4.1.J.2 • Seek outside grant funding to construct or advance construction of transportation projects within Santa Rosa County.

Transportation Element

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Objective 4.1.J • Provide measures to relieve financial constraints on improvements to the transportation system.

Objective 4.1.K • To provide safe, economical and attractive aviation facilities to meet the aviation demand requirements of the County.

Objective 4.1.L • Coordinate the surface transportation system with airports and related facilities.

Policy 4.1.J.3 • Equitably distribute transportation costs by requiring development projects to construct appropriate transportation improvements on the public transportation system in accordance with the development's proportional impact. These improvements can include, but are not limited to, ingress/egress lanes, traffic control measures and turn lanes within the development's area of impact.

Policy 4.1.K.1 • The Santa Rosa County Land Development Code contains regulations addressing noise abatement, the height of structures, land use compatibility and Airport Environs Overlay Zones.

Policy 4.1.K.2 • The County will support the Peter Prince Airport improvements identified as desirable in the 2000 "Master Plan Update".

Policy 4.1.K.3 • All development and expansion of existing or proposed aviation facilities shall be consistent with the adopted herein Future Land Use Map and the goals, objectives, and policies of the Conservation and Coastal Management Elements of this Plan.

Policy 4.1.L.1 • The County will continue to cooperate with the Florida-Alabama Transportation Planning Organization (TPO) and the Florida Department of Transportation in order to provide access and mobility to Peter Prince Airport.

Policy 4.1.L.2 • The County will continue to cooperate with Chessie System Xpress Transportation(CSX), Inc. and the Florida

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Objective 4.1.L • Coordinate the surface transportation system with airports and related facilities.

Objective 4.1.M • The County shall continue to coordinate its transportation and land use planning activities with the military.

Objective 4.1.N • Preserve corridors for improvement of the transportation network to maintain adopted level of service standards.

Policy 4.1.L.2 (continued)

Department of Transportation so that access to Peter Prince Airport by rail is maintained.

Policy 4.1.M.1 • The County shall encourage and guide major transportation infrastructure and infrastructure improvements away from PAZs and MAZs to protect the public health and safety and enable compatible future growth. Reserved. Other development within those areas is compatible and may require these improvements (i.e. the aviation industrial park that Santa Rosa County is planning adjacent to Whiting, and with the full support of the Navy.)

Policy 4.1.N.1 • Identify corridors to be preserved for improvement of the transportation network on the Future Transportation Map Series. Corridor preservation applies to

- (1) addition of lanes to existing roads;
- (2) new alignments where no road currently exists;
- (3) multimodal facilities such as paths and transit facilities; and
- (4) intersection improvements.

Policy 4.1.N.2 • A transportation corridor preservation ordinance will be developed for the purpose of protecting rights-of-way for improvement of existing facilities and for future new alignments and facilities identified on the Future Transportation Map Series.

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Objective 4.1.O • Implement strategies to reduce green house gas emissions through transportation planning, multimodal transportation services, and infrastructure improvements. Increasing traffic congestion and vehicle miles traveled (VMT) contribute to the rise in green house gases. Therefore, transportation planning, multimodal transportation services and infrastructure improvements aimed at reducing the growth of traffic congestion and VMT will help to reduce green house gas emissions.

Policy 4.1.O.1 • The County shall continue to participate in the Florida-Alabama Transportation Planning Organization (TPO) Congestion Management Process to reduce congestion on roads within the County's jurisdiction.

Policy 4.1.O.2 • The County shall continue to participate in the Florida-Alabama TPO Traffic Signal Working Group to advocate the set aside of federal/state funds for traffic signal timing on a regular basis and to identify corridors for traffic signal timing within the County's jurisdiction.

Policy 4.1.O.3 • The County shall continue to work with the Florida-Alabama TPO Technical Coordinating Committee to identify intersections in need of pedestrian actuated crossing signals, which reduce congestion by only allowing time for pedestrian crossing in the signal timing cycle if pedestrians are physically present, thus allowing more time for passage of through traffic and less time for engine idling.

Policy 4.1.O.4 • If Santa Rosa County becomes designated as non-attainment of the ozone air quality standard, the County will participate in the interagency planning process and other measures to ensure conformity with the ozone budget. As a by-product of the conformity planning process for ozone, green house gases will also be reduced since the same measures to reduce formation of ozone at ground level (reducing traffic congestion and reducing vehicle miles traveled) will also result in reduction of green house gases.

Policy 4.1.O.5 • The County shall participate in the update of the US 90 and 98 Corridor Management Plans whose goals are to identify

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Policy 4.1.O.5 (continued)
short term projects to improve transportation systems operation and safety. Projects are implemented as funding becomes available.

Policy 4.1.O.6 • The County shall continue to participate with the Florida-Alabama TPO in development of the TPO's plan for bicycle/pedestrian facilities to be funded by federal and state set aside funds in the TPO planning process. In addition, the County shall develop its own plan for bicycle/pedestrian projects targeted to other funding sources such as grant programs and county revenues.

Policy 4.1.O.7 • In coordination with the Community Transportation Coordinator, the Florida-Alabama TPO and the Florida Department of Transportation, the County shall consider expansion of public transportation services.

Policy 4.1.O.8 • If fixed route public transportation is planned, stops will include major traffic generators or attractors and will try to connect people with destinations depending on the purpose of the route: access to jobs, shopping, recreation, medical, education, etc.

Policy 4.1.O.9 • The County shall continue to work with the West Florida Commuter Services program staff and Florida Department of

Transportation to facilitate car pooling and van pooling.

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Policy 4.1.O.10 • New subdivisions shall incorporate sidewalks within the subdivision and leading to schools based on traffic volumes and proximity to schools.

Policy 4.1.O.11 • New developments should connect with adjacent developments to decrease patrons' vehicle miles traveled and to improve the efficiency of the roadway.

Policy 4.1.O.12 • The County will support connections and improvement of Old State Road 1 (Old Brick Road), the Blackwater Heritage Trail, and the Bagdad Heritage Trail as alternate modes of travel between Milton, Bagdad, East Milton, and Naval Air Station Whiting Field.

Policy 4.1.O.13 • The County shall support trails, sidewalks, and connections that serve multimodal travel as an alternative to motor vehicle travel on US 98 and US 90.

11.00.00 FINDINGS

The Board of County Commissioners of Santa Rosa County has considered, among other things, the character of the operations conducted and proposed to be conducted at the various airports in the applicable areas of Santa Rosa County, the nature of the terrain and the character of the area within the airport hazard area; the current uses of property and the uses for which it is applicable, and the Board finds as follows:

- A. There exist airports and military airfields within Santa Rosa County and in proximity to Santa Rosa County whose operations are potentially inimical to the health, safety and general welfare of the citizens of Santa Rosa County;
- B. Airport hazards endanger the lives and property of users of airports and occupants and owners of property in their vicinity;
- C. Airports produce noise which is not compatible with residential uses and certain commercial and industrial uses;
- D. Training and operational missions at the Eglin Reservation, Naval Air Station Whiting Field and numerous Naval Outlying Landing Fields (NOLFs) require critical approach and departure corridors for fixed and rotary wing aircraft and low-level flight within defined Military Training Routes, which occur at very low altitudes within Santa Rosa County;
- E. The addition of ambient light, generated by off-installation sources, has the potential to diminish or preclude night training using night vision devices by military personnel;
- F. Obstructions reduce the size of the area available for the landing, taking off and maneuvering of aircraft, thus tending to destroy or impair the utility of the airport and the public investment therein;
- G. Military missions and activities within the Eglin Reservation require the frequent detonation of ordnance, firing of artillery and other training activities that collectively generate impulse noise that is not compatible with noise sensitive land uses;
- H. The creation or establishment of an airport hazard injures the community served by the airport in question; and
- I. In the interest of the public health, safety and general welfare, the creation or establishment of airport hazards must be prevented.

11.01.00 APPLICABILITY

The regulations on land use set forth herein are applicable to all lands within the delineated zones and surfaces set forth in this article. The delineated zones shall be an overlay district established and delineated on the adopted zoning maps.

11.02.00 CONFLICTING REGULATIONS

In the event of conflict between any regulations in this article and any other regulations applicable to the same property, the more stringent limitation or regulation shall govern and prevail.

11.03.00 PUBLIC AIRPORT ZONES AND SURFACES

The following definitions describe special zones or surfaces within, adjacent to or near a public airport. These special zones or surfaces are used to protect specific airspace areas or specific ground areas within the airport environ. All imaginary surfaces shall be consistent with the most recent applicable definitions set forth in Federal Air Regulations (FAR) Part 77 (Obstructions to Navigable Airspace).

- A. **Primary Surface:** means an area longitudinally centered on a runway, extending 200 feet beyond each paved end. For Peter Prince Field, the Primary Surface is the areas within 200 linear feet from the edge of the runway end and a width of 500 feet.
- B. **Runway Protection Zone (RPZ):** The RPZ extends from each end of the primary surface to enhance the protection of people and property on the ground. The Runway Protection Zone is trapezoidal in shape and centered about the extended runway centerline. The RPZ dimension for a particular runway end is a function of the type of aircraft and the approach visibility minimum associated for that runway end. For Peter Prince Airport, the dimensions for the RPZ shall be that which is established within the most recent Peter Prince Airport Master Plan approved by the Board of County Commissioners. The dimensions for Peter Prince Airport's Runway Protection Zone for runways 18 and 36 are as follows (and as illustrated below):

Peter Prince Runway Protection Zone Dimensions

RPZ Dimensions	Measurement
Inner Width	500 feet
Outer Width	700 feet
Length	1,000 feet

- C. **Approach Surface (AS):** A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end. The approach surface for Runway 18 and 36 for Peter Prince Field is as follows:

RPZ Dimensions	Measurement
Inner Width	500 feet
Outer Width	1,500 feet
Length	5,000 feet
Slope	20:1

- D. **Approach Surface Floor (ASF):** The ground or water surface beneath the approach surface. For Peter Prince Airport (public), for purposes of this ordinance, the approach surface floor shall extend 5,000 feet from the ends of the primary surface established

as of July 1, 2004. The approach surface floor may extend beyond the approach surface established within the most recent Peter Prince Airport Master Plan. Any portion of the approach surface floor extending beyond the outer end of the approach surface will have the same width as the greatest width of the approach surface.

- E. **Horizontal Surface:** The horizontal surface is a horizontal plane located 150 feet above the established airport elevation, covering an area from the transitional surface to the conical surface. The perimeter is constructed by swinging arcs from the center of each end of the primary surface and connecting the adjacent arcs by lines tangent to those areas. For Peter Prince Airport, the horizontal surface extends 10,000 feet in radii from the end of the primary surface.
- F. **Conical Surface:** A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.
- G. **Conical Surface Floor (CSF):** The ground or water surface beneath the conical surface.
- H. **Transitional Surface:** Transitional surfaces extend outward and upward at right angles to the runway centerline and are extended at a slope of seven (7) feet horizontally for each foot vertically (7:1) from the sides of the primary and approach surfaces. The transitional surfaces extend to where they intercept the horizontal surface at a height of 150 feet above the runway elevation.
- I. **Public Airport Zone (PAZ):** The Public Airport Zone is an overlay district that addresses land use compatibility with airport operations and structure height within the immediate airport vicinity most affected by take-off and landing patterns and airport ground activities. It covers an area extending one-half mile from the runway. The Public Airport Zone includes any portion of imaginary surfaces defined by Federal Aviation Regulations (FAR, Part 77) that lie within its half-mile perimeter. Serving principally to protect the airport from the encroachment of incompatible development, the Public Airport Zone also serves to protect health, safety, and quality of life for people living, working, or visiting the area most affected by airport activities.
- J. **Public Airport Influence Area (PAIA):** The Public Airport Influence Area (PAIA) extends a distance of two miles from the runway centerline and contains those areas defined by Federal Aviation Regulations (FAR, Part 77) as imaginary surfaces. It serves principally to address land uses and structure heights that may create potential threat to flight safety and operation for aircraft approaching or departing an airport.
- K. **Public Airport Notification Zone:** Public Airport Notification Zones are those areas within which notification of airfield proximity is required when property is sold or leased. The notification zone for Peter Prince is the same area as the Public Airport Zone.

11.03.01 HEIGHT LIMITATIONS WITHIN PUBLIC AIRPORT ENVIRONS

A building, structure, use or tree that penetrates any of the Federal Aviation Administration's designated imaginary surfaces or zones constitutes an obstruction, as defined by Federal Air

Regulations (FAR), Part 77. Height of buildings, structures, or trees within environs surrounding a public airport shall not create an unreasonable threat to aircraft operations and safety.

- A. Any property or area located in more than one of the zones or surfaces described in this section shall be considered to be only in the zone or surface with the more restrictive height limitation.
- B. Except as otherwise provided, no structure shall be constructed or maintained, or tree permitted to grow within any zone or surface created herein in excess of the height limitations established herein. In addition, no structure or obstruction will be permitted within Santa Rosa County that could potentially change minimum obstruction clearance altitude, minimum descent altitude or a decision height.
- C. A structure or tree will not exceed 35 feet in height; or, if greater than 35 feet in height, will not penetrate the approach, transitional, horizontal, or conical surface zones of the airport for any existing or planned approaches as defined by FAR, Part 77. The height of structures and trees within a Public Airport Environ shall comply with restrictions set forth in Table 11-1.

Table 11-1. Height Restrictions for Peter Prince Airport Environ

Structure Type	Runway Protection	Approach Surface Floor	PAZ	Conical Surface	Structure Type
Single Family Residential Structure	Structure Not Allowed	1	1	1	1
Multiple Family Residential Structure	Structure Not Allowed	1	Structure Not Allowed	1	1
Non-Residential (Habitable Space)	Structure Not Allowed	1	1	1	1
Non-Residential Façade (Non-Habitable Space), Steeples, Chimneys, Smoke Stacks	Structure Not Allowed	50'	50'	1	1
Communication Towers/Radio or TV Transmission Towers	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	150'	150'
Water Tower	Structure Not Allowed	Structure Not Allowed	50'	150'	150'
Above Ground Local Utility or Electric Service Lines, Small Wind Energy Systems	Structure Not Allowed	1	1	1	1
Regional Electric Transmission Lines	Structure Not Allowed	150'	Structure Not Allowed	150'	150'

1. Height restricted by applicable zoning category unless otherwise restricted by this ordinance

11.03.02 NEW PUBLIC OR PRIVATE AIRPORTS

Development or expansion of any public or private airport, airfield, or landing strip, developed or expanded after the effective date of this Article, requires the establishment of a public airport overlay zone (PAZ) through an ordinance adopted by the County Commission. Airports or runways shall only be located on property assigned an Industrial zoning category on the official zoning map. Airports owned or controlled by a military branch are not public airports for the purposes of this Article.

All new public or private airports, heliports, or landing fields shall be designed so that the incidence of aircraft passing near preexisting dwellings or places of public assembly is minimized. New public or private airports shall be located in areas where air traffic will not expose residential uses to more than 55 decibel (day/night average) noise levels.

11.03.03 USE RESTRICTIONS

Notwithstanding any provision of Article Six of this ordinance, the permitted land use for any property within a Public Airport Zone or Public Airport Influence Area shall be modified as set forth in Table 11-2.

- A. Any property or area located in more than one of the zones or surfaces described in Section 11.03.00 shall be considered only in the zone or surface with the more restrictive or limited use.
- B. Incompatible Uses or Activities: Uses or activities determined to be incompatible with airport operations, or contribute to a potential threat to flight safety, are prohibited within the designated zone or surface. An “N” appearing under a zone or surface category in Table 11-2 means that the use or activity is incompatible and not allowed.
- C. Compatible Uses or Activities: Article Six provides generalized description of permitted uses and activities for each zoning category. Table 11-2 provides a more detail description of uses and activities that are determined to be compatible with airport operations and aircraft flight safety for public airports. A land use is a permissible use within an airport zone or imaginary surface category if such use is allowed within the underlying zoning category, as defined in Article Six, and if denoted as a compatible use within Table 11-2. A land use is compatible in an airport zone or imaginary surface if denoted by a “Y” in Table 11-2.
- D. Conditional Uses or Activities: Certain land uses are incompatible with and prohibited within an airport environ zone or surface except when a development complies with conditions or specific development standards that create compatibility. Land uses denoted with a “C” in Table 11-2 are not allowed unless determined to be compliant with conditional use criteria set forth in Section 11.03.04.

Table 11-2. Use Restrictions within Public Airport Environs Zones and Surfaces

Land Use	RPZ	ASF	PAZ	PAIA
Residential				
Single Family Dwelling	N	Y	Y	Y
Multifamily Dwellings, Including Duplexes	N	N	N	Y
Transient Lodging Including Hotels And Group Quarters	N	N	Y	Y
Industrial/Manufacturing				
Food And Kindred Products; Textile Mill Products; Paper Mills; Any Use Industrial Activity Generating Smoke Or Steam Reaching 150 Feet Above Ground Level	N	N	N	N
Apparel; Chemicals & Allied Products Activities; Petroleum Refining & Related Rubber & Misc. Plastic Products	N	N	N	C
Lumber & Wood Products; Furniture & Fixtures; Paper And Allied Products; Printing & Publishing; Stone, Clay & Glass Products; Primary Metal Industries; Fabricated Metal Products; Product Assembly; Motor Freight		N	N	Y
Professional, Scientific & Control Instruments	N	N	Y	Y
Any Manufacturing Sensitive To Ground or Air Vibration	N	N	N	C
Printing And Publishing	N	Y	Y	Y
Aerospace Product, Parts Manufacturing, Or Related Activities	N	N	Y	Y
Business and Professional Services				
Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services	N	N	Y	Y
Telemarketing Bureaus	N	N	N	Y
Hospitals, Medical Offices	N	N	C	Y
Communications and Utilities				
Telecommunication Towers	N	N	N	Y
Water Impoundments; Wet Stormwater Ponds	N	N	Y	Y
Agriculture				
Aviaries; Pigeonry Including Pigeon Lofts Or Racing	N	N	N	N
Outdoor Aquaculture And Fish Hatcheries	N	N	N	N
Agriculture Except Livestock	Y	Y	Y	Y
Livestock Farming; Animal Productions; Animal Breeding; Kennels	N	C	Y	Y
Crop Farming Requiring Disturbance of Soil	N	Y	Y	Y
Forestry Activities	N	C	Y	Y
Exotic Farm Animals (Ostrich, Emus, Alpaca, etc.)	N	N	N	Y
Mining and Extraction				
Mining Activities (Including Borrow Pits)	N	Y	Y	Y
Commercial/Retail Trade				
Wholesale Trade; Building Material; Hardware; Farm Equipment (Retail); Auto, Marine, Aviation (Retail)	N	N	Y	Y
General Merchandise (Retail); Food Retail; Apparel And Accessories(Retail); Shopping Centers	N	N	Y	Y
Furniture; Home Furnishings (Retail)	N	N	Y	Y
Eating & Drinking Establishments	N	N	C	Y
Eating & Drinking Establishments, Outdoor Seating	N	N	N	Y
Fire Work Sales	N	N	N	Y
Outdoor Food Vendors	N	N	Y	Y
Warehousing And Storage Services	N	Y	Y	Y

Land Use	RPZ	ASF	PAZ	PAIA
Personal & Business Services				
Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services	N	N	Y	Y
Repair Services; Contract Construction Services	N	Y	Y	Y
Automobile Service Stations	N	N	Y	Y
Conservation				
Wetland Mitigation	N	N	C	C
Nature Exhibits, Zoos	N	N	Y	Y
Public, Public Assembly, Quasi-Public Services				
Government Services	N	N	Y	Y
Educational Services (Including Private Schools); Cultural Activities; Libraries	N	N	C	Y
Civic Or Non-Profit Social Organizations	N	N	Y	Y
Cemeteries	N	N	Y	Y
Religious Buildings; Chapels	N	N	Y	Y
Public Assembly	N	N	C	Y
Outdoor Recreation and Entertainment				
Playground; Neighborhood Parks	N	C	Y	Y
Community & Regional Parks	N	N	Y	Y
Spectator Sports Including Arenas Or Stadiums	N	N	Y	Y
Golf Courses; Driving Ranges (no lighted facilities)	N	N	Y	Y
Lighted Golf Courses; Driving Ranges	N	N	N	Y
Riding Stables; Equestrian Facilities	N	N	N	Y
Entertainment Assembly; Amphitheater; Music Shell	N	N	N	Y
Amusement Or Theme Parks; Miniature Golf, Go-Carts	N	N	Y	Y
Resorts And Campgrounds; RV Parks	N	N	N	Y
Outdoor Gun Clubs, Shooting Or Archery Ranges	N	N	N	C
Movie Theatres, Live Theatre, Auditoriums, Concert Halls	N	N	N	Y
Outdoor Movie Theatres, Light/Laser Shows	N	N	C	C
Transportation, Communication and Utilities				
Wet stormwater ponds	N	Y	N	Y
Railroads	N	Y	Y	Y
Automobile Or Truck Parking	N	C	Y	Y
Unpaved Local Streets	C	Y	Y	Y
Highways And Paved Streets	N	C	Y	Y
Solid Waste Disposal (Landfills, Incineration, Etc.)	N	N	N	N
Construction and Demolition (C&D) Debris Disposal Facilities	N	N	N	Y
Land Clearing Debris Disposal Facilities	N	N	N	Y

Abbreviations/Acronyms Associated with Table 11-2

- RPZ – Runway Protection Zone for public airfield
- ASF – Approach Surface Floor
- PAZ – Public Airport Zone
- PAIA – Public Airport Influence Area
- C – Conditional use
- N – Use located in a zone or surface is incompatible with airport activities and is prohibited
- Y – Use is compatible within the zone or surface indicated

11.03.04 CONDITIONAL USE CRITERIA

This subsection section is used in conjunctions with Table 11-2 for the purposes of placing regulatory conditions on proposed development or uses to establish land use compatibility with public airport operations. These criteria are to be applied to those land uses denoted under a zone or surface as a conditional use.

- A. The site size, dimensions, location, topography and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, and traffic as well as noise, vibration, odor or dust generated by airport activities.
- B. The negative impacts of the proposed use on aircraft flight safety and on the use of airport facilities can be mitigated through application of other Code standards, or other reasonable conditions of approval. A property owner demonstrates that exhaust, emissions, light, glare, or dust will not reduce the effective use of the airport or increase risk for hazards or accidents within the Public Airport Zone.
- C. All required public facilities have adequate capacity to serve the proposal.

11.04.00 MILITARY AIRPORT ZONES AND SURFACES

Section 11.04.00 and subsections herein apply to all military airport zones and surfaces associated with military installations and airfields located within Santa Rosa County or having impacts on land within Santa Rosa County. Further, certain areas in proximity to Eglin Air Force Base (the Eglin Military Airport Zone Subzones) are subject to additional or slightly different regulations from Section 11.04.00. The regulations that are unique and specific to the Eglin Military Airport Zone Subzones are included in Section 11.05.00.

11.04.01 Definitions

The following definitions describe special zones within, adjacent to or near a military airport. These special zones are used to protect specific airspace areas or specific ground areas within the military airport environ.

- A. **Accident Potential Zone 1:** Accident Potential Zone (APZ) 1 is an area beyond the clear zone that exhibits a measurable potential for accidents relative to the clear zone. The APZ may curve to follow flight tracks.
- B. **Accident Potential Zone 2:** APZ 2 is an area beyond APZ 1 that exhibits a measurable potential for aircraft accidents relative to APZ 1 or the clear zone. The APZ may curve to follow flight tracks.
- C. **Air Installation Compatible Land Use Zone (AICUZ).** A Department of Defense (DoD) program that seeks to develop a cooperative relationship between communities and military installations and provides land use compatibility guidelines designed to protect public health and safety, as well as maintain military readiness. As designed, the AICUZ study prepared for an installation evaluates three components: noise, vertical obstructions, and accident potential zones.

- D. **Airport Elevation.** Means the established elevation of the highest point on the usable land area measured in feet from sea level.
- E. **Airport Hazard.** Means any structure or plant (e.g., tree, shrub, etc.) or use of land which obstructs air space required for the flight of aircraft or which obstructs or interferes with the control or tracking and/or data acquisition in the landing, taking off or flight of an airport, or at any installation or facility relating to flight, and tracking and/or data acquisition of the flight craft; is hazardous, interferes with or obstructs such landing, taking off or flight of aircraft or which is hazardous to or interferes with tracking and/or data acquisition pertaining to flight and flight vehicles.
- F. **Ambient Noise:** The total of all noise in the environment, other than the noise from the source of interest (also referred to as background noise).
- G. **Approach Surface:** The area longitudinally centered on each runway centerline, with an inner boundary 200 feet from the end of the runway and the same width as the primary surface then extending outward for a distance of 50,000 feet expanding uniformly in width to 16,000 feet at the outer boundary. Height limits within the approach surface commence at the height of the runway end and increases at the rate of one foot vertically for every 50 feet horizontally for a distance of 25,000 feet at which point it remains level at 500 feet above airport elevation to the outer boundary.
- H. **A-Weighted Decibel (dBA):** The most commonly weighted sound filter used to measure perceived loudness versus actual sound intensity. The human ear responds differently to frequencies. For example, the human hearing system perceives mid-frequency sounds as louder than low and high frequency sounds. To accommodate this condition when measuring sound levels, filters need to be installed into sound meters. The results are a more accurate measurement of sound for the human hearing system.
- I. **Candela:** The unit of measure indicating the luminous intensity (candlepower) of a light source in a specific direction.
- J. **Clear Zone (CZ):** The CZ is an area immediately beyond the end of a runway and exhibits the greatest potential for occurrence of aircraft accidents. The CZ begins at the end of the runway and extends outward 3,000 feet. The CZ width is 3,000 feet (1,500 feet to either side of the runway centerline).
- K. **Compatible Land Use:** Any use of land adjacent to or in the immediate vicinity of airport, airfield, or military operations area that does not endanger the health, safety, and welfare of the owners, occupants, or users of the land due to levels of noise or vibrations or the risk of personal injury or property damage created by the operations of the airport, airfield, or military use, including the taking off, landing or flight of aircraft. A compatible use also does not endanger the health, safety, and welfare of military personnel engaged in training or operational assignment or adversely impact the mission conducted.

- L. **Conical Surface:** A surface extending from the periphery of the inner horizontal surface outward and upward at a slope of 20:1 for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield clearance.
- M. **C-Weighted Day-Night Sound Level (CDNL):** A unit of measurement for short duration, high intensity with abrupt onset and rapid decay. It is used to evaluate impulsive noise and vibrations generated by explosive charges and large-caliber weapons, such as artillery and mortars.
- N. **Decibel (dB):** A unit of measurement of the intensity of sound or sound pressure. The dBA Aircraft Noise Metric is a single event maximum sound level measure used to describe peak noise levels of representative aircraft flyovers as related to speech interference.
- O. **Direct Light:** Light emitted directly from the lamp, off of the reflector diffuser, or through the refractor or diffuser lens of a luminaire.
- P. **Eglin Military Airport Zone (Eglin MAZ):** The Eglin Military Airport Zone (Eglin MAZ) is an overlay district providing regulatory measures and zoning standards to achieve land use compatibility and protection of public health and safety in the areas exposed to impacts generated by military flight or ground activities occurring at, near, or above the Eglin Reservation. The Eglin MAZ comprises all areas within the Eglin MAZ boundary, including smaller subareas (Subzones) that are subject to additional regulations.
- Q. **Eglin MAZ Boundary:** The Eglin MAZ boundary is as depicted on the attached map which is incorporated as part of the EMAZ overlay to the Zoning Map.
- R. **Eglin MAZ Subzones:** The Eglin MAZ Subzones are areas within the Eglin MAZ that are subject to unique regulations to protect the public health and safety from noise, vibration, risk of personal injury, property damage or other effects from specific missions (operations, training and other activities) occurring at or associated with Eglin Air Force Base / Eglin Reservation. The Subzones created by this Article are identified in Section 11.05.02. Within the Eglin MAZ are subzones as depicted on the Eglin MAZ Subzones Map which is incorporated as part of the MAZ overlay to the Zoning Map.
- S. **Full Cutoff:** Describes a luminaire light distribution where 100 candela per 1,000 lamp lumens (ten percent) may emit at all vertical angles beginning at 80 degrees up from nadir to less than 90 degrees, and 0 (zero) candela per 1,000 lamp lumens (zero percent) is allowed at 90 degrees (horizontal plane) and all angles above. This applies to all horizontal angles around the luminaire. A full cutoff luminaire is also fully shielded. (See Exhibit 11-1).

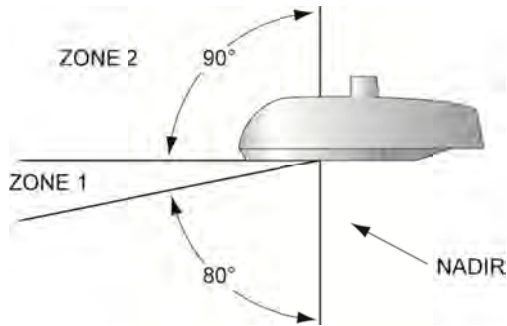


Exhibit 11-1 Light Shielding

- T. **Fully Shielded:** A lighting fixture constructed in such a manner that all light emitted by the fixture, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal plane as determined by photometric test or certified by the manufacturer. A fully shielded fixture is not necessarily full cutoff.
- U. **Glare:** The sensation produced within the visual field by luminance that is sufficiently greater than the luminance to which the eyes are adapted, causing annoyance, discomfort, or loss in visual performance and visibility.
- V. **Horizontal Surface.** A horizontal plane one-hundred-fifty (150) feet above the established airport elevation, the perimeter of which in plan view coincides with the perimeter of the horizontal zone.
- W. **“IESNA” (or “IES”):** An acronym for the Illuminating Engineering Society of North America. The IESNA makes recommendations for outdoor lighting but does not set outdoor lighting community standards which are set through local regulations.
- X. **Illuminance:** The quantity of light arriving at a surface measured in foot-candles.
- Y. **Inner-Horizontal Surface:** The area encompassing the runway, primary surface and clear zone with an outer perimeter formed by swinging arcs from the end of each runway centerline and connecting adjacent arcs by lines tangent to these arcs. The radius of the arcs are 7,500 feet. No structure or obstruction will be permitted in the inner-horizontal surface of a greater height than 150 feet above airport elevation.
- Z. **Interference:** Interference is the inability to effectively distribute or receive a particular frequency because of similar frequency competition. As the use of the frequency spectrum increases (such as the rapid increase in cellular phone technology over the last decade) and as development expands near military installations and operational areas, the potential for frequency spectrum interference increases.
- AA. **Intermittent Lighting:** Luminaires that do not remain on for more than five minutes.

- BB. **Ldn (Yearly Day-Night Average Sound Level)** – The 24-hour average sound level, in decibels, for the period from midnight to midnight, obtained after the addition of ten decibels to sound levels for the periods between 10:00 p.m. and 7:00 a.m. the following day, averaged over a span of one year.
- CC. **Lumen:** A unit of luminous flux. For purposes of this Ordinance, the lumen-output values shall be the initial lumen output ratings of a lamp. The lumen rating associated with a specific lamp is generally indicated on its packaging or may be obtained from the manufacturer.
- DD. **Luminaire:** A complete lighting fixture consisting of a lamp or lamps together with the parts designed to distribute the light, to position and protect the lamps and to connect the lamps to the power supply.
- EE. **Military Airport Zone (MAZ):** The Military Airport Zone (MAZ) is an overlay district providing regulatory measures and zoning standards to achieve land use compatibility and protection of public health and safety in the areas exposed to impacts generated by military flight or ground activities occurring at, near, or above military airports.

For Naval Air Station Whiting Field North and South, and for Naval Outlying Landing Fields Spencer, Harold, Santa Rosa, Holley, and Pace, the MAZ boundaries extend one half mile from the perimeter of each airfield and encompass all Air Installation Compatible Use Zones (AICUZ) and noise zones. For NOLF Choctaw, MAZ boundaries are as depicted on the attached map which is incorporated as part of the MAZ overlay to the Zoning Map.

For Eglin Air Force Base, the MAZ (Eglin MAZ) boundary is as depicted on the attached map which is incorporated as part of the MAZ overlay to the Zoning Map. Within the Eglin MAZ are subzones as depicted on the Eglin MAZ Subzones Map which is incorporated as part of the MAZ overlay to the Zoning Map. The Eglin MAZ Subzones are subject to the provisions of Section 11.05.00.

- FF. **Military Airport Influence Area (MAIA):** An MAIA extends two miles from a runway. It serves principally to address land uses and structure heights that may create potential threat to flight safety and operation for aircraft approaching or departing an airport or within a local flight pattern.
- GG. **Military Airport Notification Zone:** Military Airport Notification Zones are those areas within which notification of airfield proximity is required when property is sold or leased. For Naval Air Station Whiting Field North and South, and for Naval Outlying Landing Field Holley, the notification zone boundaries extend one mile from the perimeter of each airfield. For Naval Outlying Fields Spencer, Harold, Santa Rosa and Pace, the notification zone boundaries extend one half mile from the perimeter of each airfield. For NOLF Choctaw, the notification zone boundaries encompass that area as depicted on the attached map which is incorporated as part of the Notification Zones overlay to the Zoning Map. For Eglin Air Force Base, the notification zone boundaries

encompass the EAFB MAZ and that area bounded by the East Bay River on the north; the Okaloosa County Line on the east; Santa Rosa Sound on the south; and the western boundary of sections 8, 16, and 21- in township 2 South and range 26 west, and a line approximately 540 feet north of and parallel to the southern boundary of section 8 in township 2 South and range 26 west on the west.

- HH. **Military Training Route (MTR):** Military Training Routes (MTRs) are corridors of a defined width established and designated by the Federal Aviation Administration (FAA) and Department of Defense (DoD) specifically for military training. Within these corridors, military aircraft are permitted to conduct military training/RDT&E below 10,000 feet above mean sea level (MSL) in excess of 250 knots indicated airspeed (KIAS). Additional military training areas are the Slow Speed Low Altitude Training Route (SR), where flight must be below 1,500 feet AGL and at or below 250 KIAS, and the LLTA area, which are large geographic areas where random low altitude operations are conducted at airspeeds below 250 KIAS.
- II. **Nadir:** The direction pointing vertically down from the lowest light emitting part of the luminaire (see Exhibit 11-1 for an example).
- JJ. **Noise:** Unwanted sound that interferes with normal activities or otherwise diminishes the quality of the environment. Noise may be intermittent or continuous, steady or impulsive. The source of the noise may be stationary or transient. The physical characteristics of noise or sound include its intensity, frequency, and duration.
- KK. **Noise Contour:** A line connecting points of similar day-night average sound levels measured from a specific noise source.
- LL. **Noise Exposure Map:** A scaled, geographic depiction of an airport, its noise contours and surrounding area.
- MM. **Noise Level Reduction (NLR):** The amount of reduction in noise for any given point as achieved through the incorporation of noise attenuation measures incorporated into the design and construction of buildings. These reductions may be incorporated during initial construction or as additional construction for existing buildings.
- NN. **Nonconforming Use:** Any existing use of land which is inconsistent with the provisions of Section 11.05.00, Eglin Military Airport Zone Subzones of Article 11 of the Santa Rosa County Land Development Code, effective as of (DATE).
- OO. **Opaque:** The inability of a material to transmit light from an internal illumination source.
- PP. **Outdoor Lighting:** Illumination of an outside area or object by any manmade device that is located outdoors and produces light.
- QQ. **Outer-Horizontal Surface:** The area extending outward from the outer periphery of the conical surface is 500 feet above airport elevation.

- RR. **Primary Runway:** An existing or planned paved runway as shown on the official Airport Layout Plan for the airport and on which a majority of the approaches to and departures from the airport occur.
- SS. **Primary Surface:** A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends two-hundred (200) feet beyond each end of that runway; but when the runway has no specially hard surface, or planned hard surface, the primary surface ends at each end of that runway. An area longitudinally centered on each runway and extending 200 feet beyond the runway end. The width of the primary surface varies for the type of aircraft accommodated as follows:
1. Jets and large turbo-prop aircraft - 1,500 feet.
 2. Prop and small turbo-prop aircraft - 1,000 feet.
- TT. **Runway:** A defined area on an airport prepared for landing and take-off of aircraft along its length.
- UU. **Sound Attenuation:** The reduction of sound intensity by various means (e.g., air, humidity, porous materials); diminution of the intensity of sound energy propagating in a medium; caused by absorption, spreading, and scattering.
- VV. **Sound Transmission Class (STC):** A single-figure rating of the sound insulating properties of a partition as determined by methods described in "Determination of Sound Transmission Class", American Society of Testing and Materials designation E413-73.
- WW. **Standard Land Use Coding Manual (SLUCM):** A standard system for identifying and coding land use activities. "Standard Land Use Coding Manual", Urban Renewal Administration/ Housing and Home Finance Agency and Bureau of Public Roads, Department of Commerce, First Edition, 1965.
- XX. **Structure:** An object, including a mobile object, constructed or installed by man, including, but not limited to, buildings, antennas, communication or other towers, cranes, smokestacks, earth formations, wind generation structures, and overhead transmission lines.
- YY. **Trespass Lighting:** Light emitted by a luminaire that spills outside the boundaries of the property on which the luminaire is sited.
- ZZ. **Transitional Surface:** The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the runway centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface.

11.04.02 HEIGHT LIMITATIONS WITHIN MILITARY AIRPORT ENVIRONS

- A. Any property within the Eglin MAZ and not within an Eglin MAZ Subzone shall be subject to this Section 11.04.01. The regulations in Section 11.05.00 concerning height limitations shall apply to any property within any Eglin MAZ Subzone.
- B. Any property or area located in more than one of the zones or surfaces described in this section shall be considered to be only in the zone or surface with the more restrictive height limitation.
- C. Except as otherwise provided, no structure shall be constructed or maintained, or tree permitted to grow within any zone or surface created or referenced herein in excess of the height limitations established herein. In addition, no structure or obstruction will be permitted within Santa Rosa County that could potentially change minimum obstruction clearance altitude, minimum descent altitude or a decision height.
- D. A structure will not exceed 35 feet in height; or, if greater than 35 feet in height, will not penetrate any existing or planned inner horizontal surface, conical surface, outer horizontal surface, approach clearance surface, or transitional surface established pursuant to FAR, Part 77, for military airports.
- E. A building, structure, use or tree that penetrates any imaginary surfaces or zones for military airports, as defined by Federal Aviation Regulation, Part 77, constitutes an obstruction. Height of buildings, structures, or trees within military airport environs shall not create an unreasonable threat to aircraft operations and safety. Height limitations established for each designated zones or surfaces for military airport environs are provided within Table 11-3.

Table 11-3. Height Restrictions for Military Airport Zones

Structure Type	Clear Zone	APZ 1	APZ 2	MAZ	MAIA
Single Family Residential Structure	Structure Not Allowed	35'	35'	35'	1
Multiple Family Residential Structure	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	1
Non-Residential (Habitable Space)	Structure Not Allowed	35'	50'	50'	1
Non-Residential Façade (Non-Habitable Space), Steeples, Chimneys, Smoke Stacks	Structure Not Allowed	35'	50'	50'	1
Communication Towers/Radio or TV Transmission Towers	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	150'
Water Tower	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	50'
Above Ground Utility or Electric Service Lines, Small Wind Energy Systems	Structure Not Allowed	(1)	(1)	(1)	(1)
Regional Electric Transmission Lines	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	150'

(1) Height restricted by applicable zoning category unless otherwise restricted by this ordinance.

11.04.03 USE RESTRICTIONS

Notwithstanding any provision of Article Six of this ordinance, the permitted land use for any property within a Military Airport Zone or a Military Airport Influence Area shall be modified as set forth in Table 11-4. Any property within the Eglin MAZ and not within an Eglin MAZ Subzone shall be subject to this Section 11.04.02. The regulations in Section 11.05.00 concerning use restrictions shall apply to any property within any Eglin MAZ Subzone.

- A. Any property or area located in more than one of the zones or surfaces described in Section 11.04.00 shall be considered only in the zone or surface with the more restrictive or limited use.
- B. **Incompatible Uses or Activities:** Uses or activities determined to be incompatible with airport operations, or contribute to a potential threat to flight safety, are prohibited within the designated zone or surface. An “N” appearing under a zone or surface category in Table 11-4 means that the use or activity is incompatible and not allowed in that zone or area.
- C. **Compatible Uses or Activities:** Article Six provides generalized description of permitted uses and activities for each zoning category. Table 11-4 provides a more detail description of uses and activities that are determined to be compatible with airport operations and aircraft flight safety. A “Y” appearing under a zone or surface category in Table 11-4 means that the use or activity is permitted if the property or area is assigned a zoning category pursuant to Article Six and a future land use designation pursuant to the Future Land Use Map of the Comprehensive Plan.
- D. **Conditional Uses or Activities:** The land uses permitted by Article Six are incompatible with and prohibited within a zone or surface except if such use complies with conditions or standards creating compatibility. A conditional use established under this section is only allowed where the underlying zoning allows such use pursuant to Article Six. Such uses or activities classified as a conditional use are denoted in Table 11-4 by a “C” under the applicable zone or surface. Conditional use criteria or additional development standards are described in Section 11.04.03.

Table 11-4. Potential Compatible Uses within Military Airport Zones

Land Use	CZ	APZ 1	APZ 2	MAZ	MAIA
Residential					
Single Family Dwelling	N	C,1	C,2	Y	Y
Multifamily Dwellings, Including Duplexes	N	N	N	N, 7	Y
Transient Lodging Including Hotels And Group Quarters	N	N	N	Y	Y
Industrial/Manufacturing					
Food And Kindred Products; Textile Mill Products; Paper Mills; Any Use Industrial Activity Generating Smoke Or Steam Reaching 150 Feet Above Ground Level	N	N	N	N	N
Apparel; Chemicals & Allied Products Activities; Petroleum Refining &	N	N	N	N	C

Land Use	CZ	APZ 1	APZ 2	MAZ	MAIA
Related Rubber & Misc. Plastic Products					
Lumber & Wood Products; Furniture & Fixtures; Paper And Allied Products; Printing & Publishing; Stone, Clay & Glass Products; Primary Metal Industries; Fabricated Metal Products; Product Assembly; Motor Freight;	N	N	Y	Y	Y
Professional, Scientific & Control Instruments	N	N	N	Y	Y
Printing And Publishing	N	Y	Y	Y	Y
Aerospace Products, Parts Manufacturing, Or Related Activities	N	N	C	Y	Y
Services					
Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services	N	N	Y	Y	Y
Telemarketing Bureaus	N	N	N	N	Y
Warehousing And Storage Services	N	Y	Y	Y	Y
Hospitals, Medical Offices, Nursing Homes	N	N	N	C,4	Y
Communications and Utilities					
Telecommunication Towers	N	N	N	N	Y
Water Impoundments; Wet Stormwater Ponds	N	C	C	Y	Y
Agriculture					
Aviaries; Pigeonry Including Pigeon Lofts Or Racing	N	N	N	N	N
Outdoor Aquaculture And Fish Hatcheries	N	N	N	N	N
Agriculture Except Livestock	Y	Y	Y	Y	Y
Livestock Farming; Animal Productions; Animal Breeding; Kennels	N	C,5	C,5	Y	Y
Crop Farming Requiring Soil Disturbance	N	Y	Y	Y	Y
Forestry Activities	N	C	Y	Y	Y
Exotic Farm Animals (Ostrich, Emus, Alpaca, etc.)	N	N	N	N	Y
Mining and Extraction					
Mining Activities (Including Borrow Pits)	N	Y	Y	Y	Y
Commercial/Retail Trade					
Wholesale Trade; Building Material; Hardware; Farm Equipment (Retail); Auto, Marine, Aviation (Retail)	N	N	N	Y	Y

Land Use	CZ	APZ 1	APZ 2	MAZ	MAIA
General Merchandise (Retail); Food Retail; Apparel And Accessories(Retail); Shopping Centers	N	N	Y	Y	Y
Furniture; Home Furnishings (Retail)	N	N	C	Y	Y
Eating & Drinking Establishments	N	N	N	C	Y
Eating & Drinking Establishments, Outdoor Seating	N	N	N	C	Y
Fire Work Sales	N	N	N	N	Y
Outdoor Food Vendors	N	N	N	Y	Y
Personal & Business Services					
Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services	N	N	Y	Y	Y
Repair Services; Contract Construction Services	N	Y	Y	Y	Y
Automobile Service Stations	N	N	Y	Y	Y
Conservation					
Wetland Mitigation	N	C,6	C,6	C,6	C,6
Nature Exhibits, Zoos	N	N	N	Y	Y
Public, Public Assembly, Quasi-Public Services					
Government Services	N	N	N	Y	Y
Educational Services (Including Private Schools); Cultural Activities; Libraries	N	N	N	C	Y
Civic Or Non-Profit Social Organizations	N	N	Y	Y	Y
Cemeteries	N	Y	Y	Y	Y
Religious Buildings; Chapels	N	N	N	Y	Y
Public Assembly	N	N	N	N	Y
Outdoor Recreation and Entertainment					
Playground; Neighborhood Parks	N	C	C	Y	Y
Community & Regional Parks	N	N	N	Y	Y
Spectator Sports Including Arenas Or Stadiums	N	N	N	Y	Y
Golf Courses; Driving Ranges (no lighted facilities allowed)	N	N	Y	Y	Y
Lighted Golf Courses; Driving Ranges	N	N	N	N	Y
Riding Stables; Equestrian Facilities	N	N	N	N	Y
Entertainment Assembly; Amphitheater; Music Shell	N	N	N	N	Y
Amusement Or Theme Parks; Miniature Golf, Go-Carts	N	N	Y	Y	Y
Resorts And Campgrounds; RV Parks	N	N	N	N	Y
Outdoor Gun Clubs, Shooting Or Archery Ranges	N	N	N	N	C

Land Use	CZ	APZ 1	APZ 2	MAZ	MAIA
Movie Theatres, Live Theatre, Auditoriums, Concert Halls	N	N	N	N	Y
Outdoor Movie Theatres, Light/Laser Shows	N	N	N	N	C
Transportation, Communication and Utilities					
Wet stormwater ponds	N	N	N	N	Y
Railroads	N	Y	Y	Y	Y
Automobile Or Truck Parking	N	C	Y	Y	Y
Unpaved Local Streets	C	Y	Y	Y	Y
Highways And Paved Streets	N	C	Y	Y	Y
Solid Waste Disposal (Landfills, Incineration, Etc.)	N	N	N	N	N
Construction and Demolition (C&D) Debris Disposal Facilities	N	N	N	N,8	Y
Land Clearing Debris Disposal Facilities	N	N	N	N,8	Y

1. Density limited to one unit per five acres. Subdivision design and building location may be subject to Article 4.
2. Density not to exceed two units per one acre or existing zoning density, whichever is less. Subdivision design and building location may be subject to Article Four.
3. No more than four units per individual building.
4. Must be located outside any existing or future noise zone with a 55 DNL¹ or greater.
5. Grazing allowed but feedlots and intensive stock yards are prohibited.
6. Mitigation must occur outside the APZ unless alternative site is not approved by the applicable state agency.
7. Multifamily up to 4 units per building may be allowed within the NOLF Holley MAZ.
8. C&D and LCD disposal facilities may be allowed with conditional use approval within that portion of the NOLF Choctaw MAZ located east of Highway 87S.

(Modified Ord. No. 2006-04, 2-9-06; Ord. No. 2007-18, 7-6-07)

Abbreviations/Acronyms for Table 11-4

CZ – Clear zone for a military airport or airfield

APZ1 – Accident potential zone category one

APZ2 – Accident potential zone category two

MAIA – Military Airport Influence Area

¹ DNL: Day/night average sound level means the twenty-four hour average sound level in decibels obtained after the addition of ten decibels to the night-time sound level measured from 10:00 p.m. to 7:00 a.m.

11.04.04 CONDITIONAL USE CRITERIA

This section is to be used with Table 11-4 for the purposes of placing regulatory conditions on proposed development or uses to establish land use compatibility with military airport operations. These criteria are to be applied to those land uses denoted under a zone or surface as a conditional use.

- A. The site size, dimensions, location, topography and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, and traffic as well as noise, vibration, odor or dust generated by military airport or ground activities.
- B. Noise, vibration, odor or dust generated by military airport or ground activities can be mitigated through application of other Code standards, or other reasonable conditions of approval.
- C. The negative impacts of the proposed use on aircraft flight safety and on the use of airport facilities can be mitigated through application of other Code standards, or other reasonable conditions of approval. A property owner demonstrates that exhaust, emissions, light, glare, dust will not reduce the effective use of the airport or increase risk for hazards or accidents within the Public Airport Zone.
- D. All required public facilities have adequate capacity to serve the proposal.
- E. The use is not located underneath the normal entry or departure flight track within the MAZ.
- F. Sound attenuation is provided pursuant to the specifications in Section 11.05.09.

11.04.05 EXISTING LOTS

Within zones A, B1, C1, OLF Holley, single family dwellings, up to a density of four units per acre, may be placed or constructed on any existing or future lot despite the fact that it does not conform with the minimum lot requirements set forth in Table 11-4.

Within zone B1 for OLF Spencer, one single family dwelling may be constructed on a lot which was of record or subject to a written contract for purchase as of September 1, 2002, despite the fact that it does not conform with the minimum lot requirements set forth in Table 11-4, providing that all other applicable regulations and ordinances are complied with. The location of any single family home constructed on such nonconforming lot shall be reviewed and approved by the Planning Department so as to minimize airport hazards.

11.04.06 EXCLUSIONS AND EXEMPTIONS

This regulation will NOT be used to control or restrict the following.

- A. **Agricultural Use.** This regulation shall not be used to regulate any operational aspect of an agricultural use, including the cultivation and harvesting of crops, land management activities (controlled burning, clearing, spraying, trimming), livestock management, hunting, or use and application of water. Construction of new facilities is subject to this regulation.

- B. **Existing Structures.** This regulation does not restrict or limit the use of legally established, existing land uses and structures as of the effective date of this regulation.
- C. **Approved Construction Plans.** Construction plans approved prior to the effective date of this regulation shall be recognized as a legal non-conforming use.

11.05.00 EGLIN MILITARY AIRPORT ZONE SUBZONES

Section 11.05.00 of this Article applies exclusively to properties within the Eglin Military Airport Zone (Eglin MAZ) Subzones, as defined herein. Properties within the Eglin MAZ, but NOT within any Eglin MAZ Subzone, shall be subject to the regulations in Section 11.04.00 only.

11.05.01 DESIGNATION OF EGLIN MAZ SUBZONES

In order to carry out the provisions of these regulations, there are created and established specific Eglin MAZ Subzones for the purposes of regulating the uses of land within each Subzone to address conditions related to noise, safety and other compatibility issues associated with training and operations conducted from or associated with Eglin AFB / Eglin Reservation. Within the Eglin MAZ are subzones, as depicted on the Eglin MAZ Subzones Map, which is incorporated as part of the MAZ overlay to the Zoning Map. The development standards and types of land uses allowed under Article Six of this Ordinance may be further restricted or controlled based on the location of property within a Subzone.

Exhibit 11-2, Eglin MAZ Subzones Map, shows the location of the Eglin MAZ Subzones. All Eglin MAZ Subzones shall be located within the Eglin MAZ. The Subzones are defined as follows:

- A. **Impulse Area Subzone.** The Impulse Area Subzone is defined as the area within one-mile of the northern boundary of the Eglin Reservation boundary. The Impulse Area is an area that is subject to increased levels of impulse, or explosive noise generated from missions conducted on Eglin Reservation. This Subzone comprises a portion of the MAZ III area depicted in the Eglin AFB JLUS, based on the Eglin AFB RAICUZ Study.
- B. **Critical Approach 1 Subzone.** The Critical Approach 1 Subzone is defined as the area within which aircraft approach and depart at low levels from the runway. This Subzone area is based on the Eglin AFB RAICUZ Study.
- C. **Critical Approach 2 Subzone.** The Critical Approach 2 Subzone is defined as the area within which aircraft approach and depart at low to moderate levels from the runway. This Subzone area is based on the Eglin AFB RAICUZ Study.
- D. **MTR 1 Subzone.** The MTR 1 Subzone is defined as the area that includes the MTRs, Slow Speed Low Altitude Training Route (SRs) and the Low Level Training Area (LLTAs) corridors (with floors between 100 feet and 200 feet AGL) that have been established and designated by the Federal Aviation Administration (FAA) specifically for military training. This Subzone area is based on the corridors identified in the Eglin AFB RAICUZ Study.

11.05.02 UPDATES TO EGLIN MAZ SUBZONES

If the military missions at Eglin Air Force Base / Eglin Reservation change and/or AICUZ or RAICUZ studies are updated in the future (and available to the public), Santa Rosa County shall update Section 11.05.00 and Exhibit 11-2, Eglin MAZ Subzones Map, to reflect any changes in noise contours, accident potential zones and any other items that may affect any Subzone.

11.05.03 SUBZONE BOUNDARIES

The following rules shall apply where the boundary of any Eglin MAZ Subzone is uncertain:

- A. If any part of a lot or parcel is within an Eglin MAZ Subzone, all of the lot or parcel shall be subject to these regulations.
- B. Where a lot or parcel is within more than one Eglin MAZ Subzone, the requirements of the more restrictive Subzone shall apply to the entire parcel or lot.
- C. Boundaries indicated as following the centerlines of streets, alleys or easements shall be construed to follow such centerlines.
- D. Boundaries following platted lot lines shall be construed as following such lot lines.

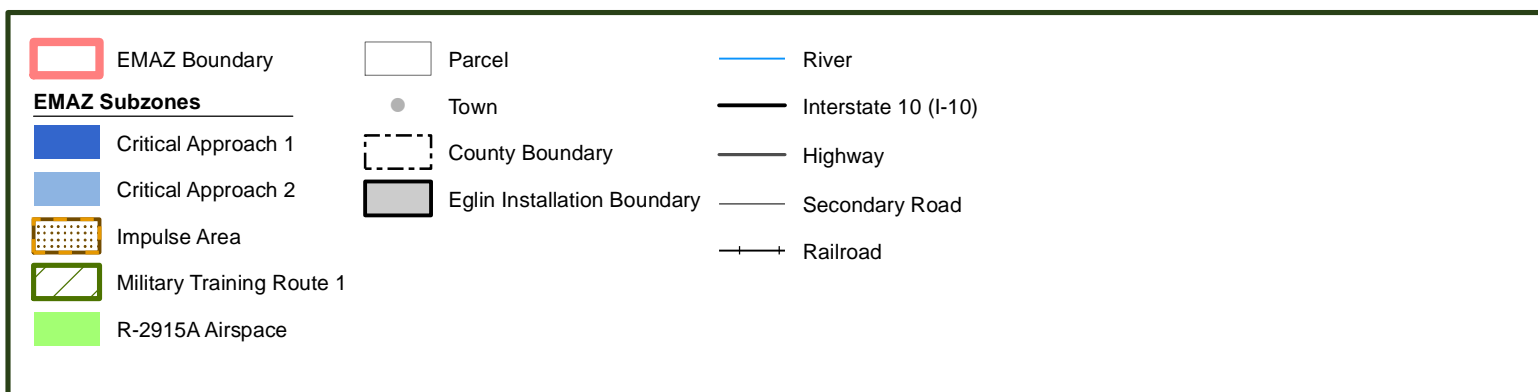
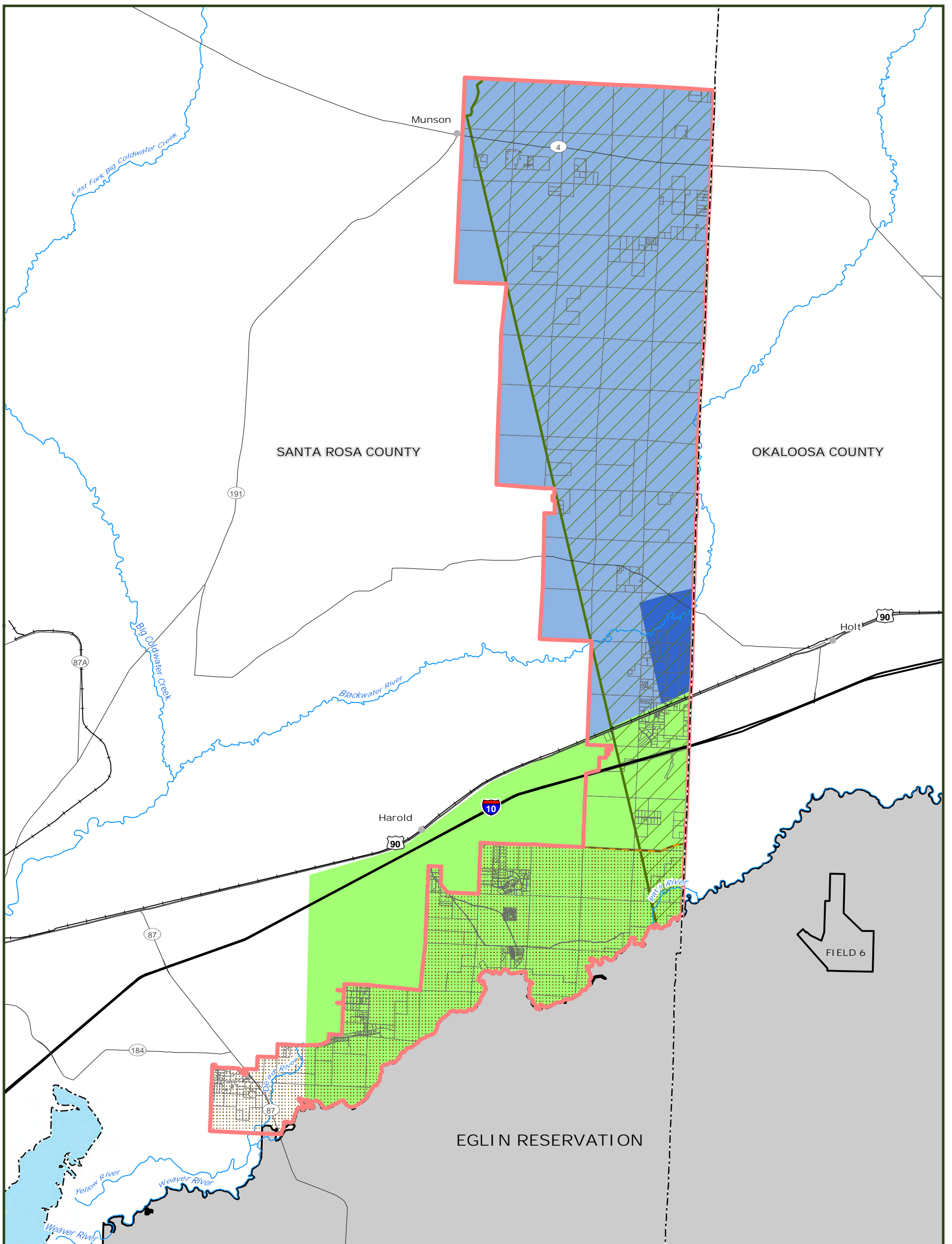
11.05.04 HEIGHT LIMITATIONS WITHIN EGLIN MAZ SUBZONES:

- A. All provisions of Section 11.05.05, Subzone Boundaries, apply.
- B. Except as otherwise provided, no structure shall be constructed or maintained, or tree permitted to grow within any Subzone created or referenced herein in excess of the height limitations established herein. In addition, no structure or obstruction will be permitted within Santa Rosa County that could potentially change minimum obstruction clearance altitude, minimum descent altitude or a decision height.
- C. A structure will not exceed 35 feet in height; or, if greater than 35 feet in height, will not penetrate any existing or planned inner horizontal surface, conical surface, outer horizontal surface, approach clearance surface, or transitional surface established pursuant to FAR, Part 77, for military airports.
- D. A building, structure, use or tree that penetrates any imaginary surfaces or zones for military airports, as defined by Federal Aviation Regulation, Part 77, constitutes an obstruction. Height of buildings, structures, or trees within military airport environs shall not create an unreasonable threat to aircraft operations and safety. Height limitations established for each designated zone or surfaces for military airport environs are provided within Table 11-5.
- E. Any application to the County to allow any structure to exceed the height restrictions in this Section shall include a written statement from the Commander of Eglin Air Force Base (through the 96th Civil Engineer Group) that the proposed structure either would or would not interfere with any existing or planned future mission.

Table 11-5. Height Restrictions for Eglin MAZ Subzones (Note 1)

Structure Type	IMPULSE	CA 1	CA 2	MTR 1
Single Family Residential Structure	35'	35'	35'	35'
Multiple Family Residential Structure	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed
Non-Residential (Habitable Space)	35'	35'	50'	50'
Non-Residential Façade (Non-Habitable Space), Steeples, Chimneys, Smoke Stacks	50'	35'	50'	50'
Communication Towers/Radio or TV Transmission Towers	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed
Water Tower	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed
Above Ground Utility or Electric Service Lines, Small Wind Energy Systems	(1)	(1)	(1)	(1)
Regional Electric Transmission Lines	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed	Structure Not Allowed

(1) Height shall be restricted to the lower of the height allowed on Table 11-5 or the applicable zoning category.



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11.05.05 USE RESTRICTIONS WITHIN EGLIN MAZ SUBZONES

Notwithstanding any provision of Article Six of this ordinance, the permitted land use for any property within an Eglin MAZ Subzone shall be modified as set forth in Table 11-6, Compatible Uses within Eglin MAZ Subzones.

A. All provisions of Section 11.05.05, Subzone Boundaries, apply.

B. Incompatible Uses or Activities: Uses or activities determined to be incompatible with Subzone activities, Eglin Reservation operations, or contribute to a potential threat to flight safety, are prohibited within the designated Subzone. An “N” appearing under a Subzone category in Table 11-6 means that the use or activity is incompatible and prohibited in that Subzone area.

C. Compatible Uses or Activities: Article Six provides generalized description of permitted uses and activities for each zoning category. Table 11-6 provides a more detailed description of uses and activities that are determined to be compatible with Subzone activities, Eglin Reservation operations and aircraft flight safety. A “Y” appearing under a Subzone category in Table 11-6 means that the use or activity is permitted if the property or area is assigned a zoning category pursuant to Article Six and a future land use designation pursuant to the Future Land Use Map of the Comprehensive Plan, and the use is in conformance with the lesser of the density/intensity restrictions on Table 11-6 or in the underlying zoning category or future land use map designation.

D. Conditional Uses or Activities: The land uses permitted by Article Six are incompatible with and prohibited within a Subzone except if such use complies with conditions or standards creating compatibility. A conditional use established under this Section 11.05.07 is only allowed where the underlying zoning allows such use pursuant to Article Six. Such uses or activities classified as a conditional use are denoted in Table 11-6 by a “C” under the applicable zone or surface. Conditional use criteria or additional development standards are described in Section 11.05.08.

Table 11-6 Potential Comptible Uses within Eglin MAZ Subzones FINAL 08 2012

		Impulse Area	Critical Approach 1	Critical Approach 2	MTR 1
Residential		Density			
Single units, detached	Any density	Y1	Y	Y	Y
Duplexes	Any density	P	P	P	P
Multifamily Dwellings and Other Detached and Attached Residential	Any density	P	P	P	P
Transient Lodging Including Hotels and Group Quarters	Any density	P	P	P	P
Industrial/Manufacturing					
Any Industrial/Manufacturing Use That Generates Smoke or Steam Reaching 150 Feet Above Ground Level	NA	P	P	P	P
Food and Kindred Products; Textile Mill Products; Paper Mills	NA	P	P	P	P
Apparel; Chemicals & Allied Products Activities; Petroleum Refining & Related Rubber & Misc. Plastic Products	NA	P	P	P	P
Lumber & Wood Products; Furniture & Fixtures; Paper And Allied Products; Printing & Publishing; Stone, Clay & Glass Products; Primary Metal Industries; Fabricated Metal Products; Product Assembly; Motor Freight;	NA	Y1	Y	Y	Y
Professional, Scientific & Control Instruments	NA	P	Y	Y	Y
Aerospace Products, Parts Manufacturing, Or Related Activities	NA	Y1	Y	Y	Y
Printing and Publishing	NA	Y1	Y	Y	Y
Miscellaneous Manufacturing	NA	Y1	Y	Y	Y
Services					
Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services	NA	Y1	Y	Y	Y
Telemarketing Bureaus	NA	P	P	P	P
Warehousing And Storage Services	NA	Y1	Y	Y	Y
Hospitals, Medical Offices, Nursing Homes	NA	P	P	C	C
Communications and Utilities					
Telecommunications Towers	NA	P	P	P	P
Utilities (electric, gas, water, sewage, transmission lines, facilities)	NA	Y2	Y2	Y2	Y2
Man-made water impoundments, except stormwater impoundments (water features, golf ponds)	NA	Y	Y	Y	Y
Man-made stormwater impoundments	NA	Y3	Y3	Y	Y
Agriculture					
Aviaries; Pigeonry Including Pigeon Lofts Or Racing	NA	P	P	P	P
Outdoor Aquaculture And Fish Hatcheries	NA	P	P	P	P
Agriculture Except Livestock	NA	Y	Y	Y	Y
Animal Husbandry Sevices (animal hospitals and clinics, kennels)	NA	Y	Y	Y	Y
Livestock Farming; Animal Productions; Animal Breeding	NA	Y	Y	Y	Y
Crop Farming Requiring Soil Disturbance	NA	Y	Y	Y	Y
Forestry Activities	NA	Y	Y	Y	Y
Exotic Farm Animals (Ostrich, Emus, Alpaca, etc.)	NA	P	P	P	P
Mining And Extraction					
Mining Activities (Including Borrow Pits)	NA	Y	Y	Y	Y
Commercial/Retail Trade					
Wholesale Trade	NA	Y1	Y	Y	Y
Building Material; Hardware; Farm Equipment (Retail); Auto, Marine, Aviation (Retail)	NA	Y1	Y	Y	Y
General Merchandise (Retail); Food Retail; Apparel And Accessories(Retail); Shopping Centers	NA	Y1	Y	Y	Y
Furniture; Home Furnishings (Retail)	NA	Y1	Y	Y	Y
Eating & Drinking Establishments	NA	C	C	C	C
Eating & Drinking Establishments, Outdoor Seating	NA	C	C	C	C
Fire Work Sales	NA	P	P	P	P
Outdoor Food Vendors	NA	Y	Y	Y	Y
Personal & Business Services					
Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services	NA	Y1	Y	Y	Y
Repair Services; Contract Construction Services	NA	Y1	Y	Y	Y
Automobile Service Stations	NA	Y1	Y	Y	Y
Conservation					
Wetland Mitigation	NA	Y4	Y4	Y	Y
Zoos	NA	P	Y	Y	Y
Nature Exhibits	NA	Y	Y	Y	Y
Public, Public Assembly, Quasi-Public Services					
Government Services	NA	Y1	Y	Y	Y
Educational Services (Including Private Schools); Cultural Activities; Libraries	NA	C	C	C	C
Civic Or Non-Profit Social Organizations	NA	Y1	Y	Y	Y
Cemeteries	NA	Y	Y	Y	Y
Religious Buildings; Chapels	NA	Y1	Y	Y	Y
Public Assembly	NA	P	P	P	P
Outdoor Recreation and Entertainment					
Playground; Neighborhood Parks	NA	Y	Y	Y	Y
Community & Regional Parks	NA	Y	Y	Y	Y
Spectator Sports, Including Arenas or Stadiums	NA	P	P	Y	Y
Golf Courses; Driving Ranges (no lighted facilities allowed)	NA	Y	Y	Y	Y
Lighted Golf Courses; Driving Ranges	NA	P	P	P	P
Riding Stables; Equestrian Facilities	NA	Y	Y	Y	Y
Entertainment Assembly; Amphitheater; Music Shell	NA	P	P	P	P
Amusement or Theme Parks; Miniature Golf; Go-Carts	NA	P	P	Y	Y
Resorts and Campgrounds; RV Parks	NA	P	P	P	P
Outdoor Gun Clubs, Shooting or Archery Ranges	NA	P	P	P	P
Movie Theaters; Live Theater; Auditoriums, Concert Halls	NA	P	P	P	P
Outdoor Movie Theaters, Light/Laser Shows	NA	P	P	P	P
Transportation, Communication and Utilities					
Wet Stormwater Ponds	NA	Y3	Y3	Y3	Y3
Railroads	NA	Y	Y	Y	Y
Automobile or Truck Parking	NA	Y	Y	Y	Y
Unpaved Local Streets	NA	Y	Y	Y	Y
Highways and Paved Streets	NA	Y	Y	Y	Y
Solid waste disposal (landfills, debris disposal, incineration, etc.)	NA	P	P	P	P
Construction and Demolition (C & D) Debris Disposal Facilities	NA	P	P	P	P
Land Clearing Debris Disposal Facilities	NA	P	P	P	P

NOTES TO TABLE - STANDARDS FOR CERTAIN ALLOWED USES

Y1 Noise attenuation STRONGLY recommended to reduce interior noise level to 45dB.

Y2 Height restrictions apply, per Section 11.05.05.

LEGEND:

Y = Allowed. # Indicates standards apply. See Notes to Table.

C = Conditional Uses. Section 11.05.07 applies.

11.05.06 SOUND ATTENUATION

This section applies to all designated Conditional Uses in Table 11-6, as well as Allowed Uses with a Y1 designation. Uses with a Y1 designation are allowed within the Impulse Area Subzone and are **STRONGLY RECOMMENDED** to include sound attenuation to maintain an indoor noise level to no more than 45dBA Ldn.

Development approval of any designated Conditional Use in an Eglin MAZ Subzone will be conditioned on the conformance with the sound attenuation standards in Table 11-7, as well as the requirements of 11.05.09 A-C, below, to reduce noise to an interior level of 45dBA Ldn.

Table 11-7, Eglin MAZ Subzone Sound Attenuation Standards

All Subzones	39	25

- A. **New Construction.** New construction shall be designed with the minimum STC rating of the structure’s components provided in compliance with Table 11-7 and shall be designed to achieve an interior noise level no greater than 45 dBA Ldn.
- B. **Modification of an Existing Structure.** Any modification of an existing structure that requires a building permit shall meet the requirements of Table 11-7 if the following conditions exist:
 - 1. Any remodeling or renovation activities that involve more than 50% of a structure’s occupied space.
 - 2. Any remodeling or renovation activities that have a construction value of greater than 50% of the structure’s current market value;
- C. **Airport Noise Study Guidelines.** Noise attenuation requirements in new or existing structures shall meet the requirements of Table 11-7 and achieve an interior noise level not to exceed 45 dBA Ldn through the submittal of one of the following mechanisms, as required by Section 324 of the 2010 Florida building Code, to Santa Rosa County.
 - 1. **Testing Certificate.** A testing certificate from an accredited noise testing lab that the structure, if constructed to the submitted engineering plans, will achieve an average minimum dBA reduction equal to or greater than the reduction required; or
 - 2. **Engineering Judgment.** An engineering judgment signed and sealed by an engineer licensed in the State of Florida that the structure or addition, constructed to the submitted engineering plans, will achieve an average minimum dBA reduction equal to or greater than the reduction required; or
 - 3. **Standards Incorporation.** Integrating the standards contained in the “Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations” into building

plans (prepared for the Department of the Navy by Wyle Research and Consulting, Arlington, Virginia (April 2005) on file with the Florida Building Commission and at www.flcom.org/pdf/wyle_sound_insulation.pdf.

11.05.07 ADDITIONAL VARIANCE REQUIREMENTS WITHIN EGLIN MAZ SUBZONES

Any variance application to modify any provision in Section 11.05.00 shall include a written statement from the Commander of Eglin Air Force Base (through the 96th Civil Engineer Group) that the variance request either will or will not interfere with any existing or planned future mission.

11.06.00 NONCONFORMING USES

Limitations which restrict non-conforming uses and/or non-complying buildings and structures in order to realize the legislative intent and purpose of this ordinance and the adopted Comprehensive Plan of Santa Rosa County shall adhere to and follow procedures and standards set forth in Article Nine.

11.07.00 PERMITS

No new structure or use may be constructed or established or any existing use or structure substantially changed or altered or repaired within a Military Airport Zone or Public Airport Zone unless a permit has been granted by the Building Inspection Department. Each application for a permit shall indicate the purpose for which the permit is desired with sufficient particularity to permit a determination as to whether the resulting use, structure or growth would conform to the regulations herein prescribed. If the determination is affirmative, the permit shall be granted. No permit shall be granted that would allow the creation of an airport hazard.

11.08.00 DISCLOSURE

No person shall sell, lease, nor offer for sale or lease any property within a Military Airport Notification Zone, Public Airport Notification Zone unless the prospective buyer or lessee has been duly notified through one or more of the following requirements.

A. Disclosure with Sale or Lease Contract

1. **Sale of Residential Property.** Any contract for the sale of residential property that is located in whole or part within a Public Airport Notification Zone or a Military Airport Notification Zone, shall include, as an attachment to the contract of sale, a Military or Public Airport Disclosure Notice, in a form approved by Santa Rosa County. The Military or Public Airport Disclosure Notice shall be dated and signed by the purchaser(s) and the seller(s). If the seller is represented by a real estate agent, the agent shall witness the signature(s) of the seller(s). The seller is responsible for providing a copy of the signed disclosure notice to NAS Whiting Field Aviation Planning Office (for properties within the Military Airport Notification Zone) and the Eglin 96th Civil Engineer Group (for

properties within the Eglin Military Airport Zone). A disclosure notice form will be made available by the Santa Rosa County Planning and Zoning Department.

2. **Lease of Residential Property.** Any contract for the lease of a residential dwelling for more than seven months shall be subject to the notification requirements set forth in Subsection A.1.
 3. **Consumer Protection.** The failure of a sales contract to comply with the requirements of Subsection A.1 shall enable a party to the contract who is aggrieved by such failure to rescind the contract at any time prior to settlement. The failure of a lease contract to comply with the requirements of Subsection A.2. shall enable a party who is aggrieved by such failure to rescind the contract at any time prior to the contract termination date. The right of rescission is not an exclusive remedy, and any other right or cause of action available to a party to the sales or lease contract shall remain.
- F. **Realty Sales Offices and Marketing.** Sales offices used to market or sell new residential homes or mobile homes, including pre-construction sales, which will be constructed on lots located in a Military Airport Notification Zone or a Public Airport Notification Zone must display a map illustrating public airport or military installation property boundaries, accident potential zones, clear zones, runway protection zones, noise zones (55 decibel and greater in 5 decibel increments as illustrated in current AICUZ documents for the applicable military installation or airfield), and the Eglin MAZ Subzones. This display requirement also applies to temporary realty sales offices. Pamphlets illustrating the same information appearing on paper not less than 8.5” by 11” shall also be made available and placed in public view.
1. **Display Requirements.** The map shall be formatted to a (minimum) 24 inches by 36 inches and must be prominently displayed in a public area of the realty sales office. Copies of said map must be available on paper which is 8 ½ by 11 inches or larger in dimension and legible in color or black and white. The display and pamphlet must include a statement that additional information regarding the Military Airport Zones, including Eglin MAZ Subzones, Public Airport Zones and zoning is available both online and at the Santa Rosa County Planning and Zoning Department, including its most current telephone number or email contact for inquiries. The location of the residential development shall be denoted on the map or pamphlet.
 2. **Temporary Permits.** A temporary permit shall not be issued for a realty sales office located in Santa Rosa County unless it contains a requirement for compliance with Subsections B.1. and B.4.
 3. **Site Plan Permits.** A site plan approval for any commercial or office use within Santa Rosa County shall include a statement that any realty sales office use shall comply with the display requirements of this Section.
 4. **Marketing Brochures.** Any real estate office or business within Santa Rosa County that produces a marketing brochure for residential home sales or rental

units located on property wholly or partially within the Military Airport Notification Zone or Public Airport Notification Zone shall include in said brochure the following statement:

“Some or all of the property within this residential development lies within the Military Airport Notification Zone or Public Airport Notification Zone. Information regarding such overlay zones, including aviation and/or impulse noise impacts, aviation safety zones and other topics related to the proximity of this property to public airports and military airfields, installations, and operations in this area, can be obtained from the Santa Rosa County Department of Planning, Zoning, and Development, Milton, Florida.”

- G. **Covenants and Restrictions.** Residential plats proposed within a Military Airport Notification Zone or Public Airport Notification Zone shall incorporate disclosure requirements within covenants and restrictions as set forth within Article Four.
- H. **Plats in Eglin MAZ Boundaries.** If the plat, either part or whole, lies within the boundaries of the Eglin MAZ, such boundaries shall be delineated on the plat. If the entire plat lies within the Eglin MAZ, the plat shall incorporate a statement that declares all property, as defined within its legal description, as located within the Eglin MAZ. If contiguous property is owned by the Department of Defense, it shall be so designated.

Any plat or portion thereof that lies within the Eglin MAZ shall include substantially similar language as that appearing in the following statement, as may apply to the property:

“On the date this plat was recorded, all or a portion of the property appearing within this plat lies within the Eglin Military Airport Zone and one or more associated Subzones. Use of or construction upon lands or waters within this plat may have additional restrictions set forth in ordinances of the Santa Rosa County Board of Commissioners or in covenants recorded in the official records of the Clerk of the Circuit Court for Santa Rosa County.”

11.09.00 OUTDOOR LIGHTING STANDARDS AND GLARE CONTROL TO PROMOTE FLIGHT SAFETY

11.09.01 PURPOSE AND INTENT

The purpose and intent of the provisions for the regulations of outdoor lighting within military and public airport environs is to reduce the potential for aircraft accidents related to pilot vision impairment or pilot confusion created by outdoor lighting.

Accordingly, it is the intent of this Code to encourage outdoor lighting practices and systems that will minimize light pollution, glare, and flash illumination that may interfere with a pilot’s or

navigator's ability to control or navigate aircraft. The intent is also to promote optimum conditions for effective night-time military flight operations and ground training.

For areas within any Eglin MAZ Subzone, additional lighting regulations are in Section 11.05.10

11.09.02 PROHIBITED LIGHTS OR SOURCES OF GLARE

A. Countywide. The following lighting is prohibited in Santa Rosa County unless duly authorized as temporary lighting or issued a special event permit:

1. When projected above a horizontal plane, beacons, search lights, laser source lights, strobe light, or any similar high intensity light used for promotional or entertainment purposes.
2. Laser light shows except as approved by the County through a special event permit.
3. Public outdoor display of fireworks or pyrotechnics.

B. Military Airport Zones (MAZ) or Public Airport Zones (PAZ). The following lighting or glare that can cause distraction, flash blindness, vision impairment, or visual interference while piloting or navigating an aircraft are prohibited within a MAZ or PAZ:

1. Series, lines, rows, or patterns of lights, whether supported by cables or other physical means, or laid upon a ground or building, that may resemble navigational or flight safety aids, landing pads, or lighting common to general or military aviation.
2. Lighting designed for the creation of sky glow to attract attention, in excess of the lighting used to provide safety, security, and utility.
3. Outdoor floodlighting by flood light projection above the horizontal plane.
4. Lighting fixtures and architectural detailing that use luminous tube lighting (neon, argon or krypton) on a building exterior or roof.
5. Internally lit awnings.
6. External illumination for signs.

11.09.03 LIGHTING STANDARDS WITHIN MILITARY AIRPORT OR PUBLIC AIRPORT ZONES.

The following standards apply to all non-military lands within an MAZ or PAZ, unless otherwise stated.

A. Outdoor Lighting Limitations within MAZs. Outdoor lighting shall only be used to accommodate minimum illumination for general safety, security and utility within a MAZ, but shall not be used for outdoor public assembly, commercial sales, product display, industrial activities, or other uses occurring outdoors or outside an enclosed building.

1. No trespass lighting within residential areas may exceed one and one half (1½) foot-candles at the property line, with the exception of intermittent lighting which can be up to two (2) foot-candles.
2. Any outdoor lighting installed on any non-residential property and which includes or exceeds two (2) foot-candles shall be fully shielded. Acceptable and unacceptable outdoor lighting fixtures are shown on Exhibit 11-3. Any floodlight fixture must be directed to prevent direct radiation of light into the open sky at any angle above the horizontal plane as shown on Exhibit 11-4 and verified using a device similar to Exhibit 11-5. *Note: Exhibits 11-3 to 11-6 are in Section 11.05.10.*

B. Outdoor Recreation and Commercial Facilities. Outdoor lighting shall not be used to illuminate golf courses, golf practice driving ranges, and athletic fields or courts located within a Military Airport Zone or Public Airport Zone.

C. Parking Lot Lighting Standards. Lighting Standards (poles) shall be sized in such a manner that the top of any luminary does not exceed twenty-four (24) feet above adjacent grade. For all parking lots, outdoor lighting shall be fully-shielded and use low pressure sodium light fixtures. Applicable only to a MAZ, parking lot lighting for non-residential uses shall be turned off within one hour after a business or establishment is closed and shall not be turned on until one hour prior the business or establishment opening.

D. Type of Lighting. The use of low-pressure (LPS) sodium lighting for outdoor, unroofed areas shall be required for all non-military development within a Military Airport Zone or Public Airport Zone.

E. Landscape, Decorative, and Architectural Lighting

1. Luminaries used to illuminate flags, statues, steeples, monuments, and other tall narrow objects shall be illuminated with the type of luminary that directs the narrowest beam capable of illuminating the object.
2. Lighting on buildings for aesthetic purposes shall be directed downward from the top. No lighting will be placed on buildings for aesthetic purposes except as may be exempt in this Article for holiday seasons.

F. Shielding. Fixed lights, including street lights, must be fully-shielded. All light fixtures that are required to be shielded shall be installed in such a manner that the shielding is effective as described Section 11.08.102, Definitions, for fully or partially shielded fixtures.

G. Mounting. Moveable lights, such as spot lights attached to infrared-sensitive cameras, must be mounted such that the lights cannot be directed higher than twenty degrees below the horizontal, measured from the center of the light beam.

H. Automobile Canopies. All luminaries mounted on the under surface of automobile canopies for service stations, drive-in restaurants, or other commercial or industrial uses shall be fully shielded and utilize flat glass or flat plastic (acrylic or polycarbonate) covers.

11.09.04 ADDITIONAL LIGHTING STANDARDS WITH THE EGLIN MAZ SUBZONES

- A. **Applicability.** The outdoor lighting regulations in this section are applicable only to the Eglin MAZ Subzones. These regulations are in addition to Section 11.09.00 regulations that apply to the overall Eglin MAZ. If there are any conflicts between the regulations in the different sections of this Article, the most restrictive shall apply to the Eglin MAZ Subzone areas.
- B. **Private Fixtures.** All privately installed standard streetlights must utilize full cutoff type luminaires that are installed level to the ground in two intersecting perpendicular planes (see Exhibit 11-6), and should be horizontally level in all directions.
- C. **Ornamental Fixtures.** New ornamental street lights must be specified as either IES "Full Cutoff" or IES "Cutoff" as determined by a valid photometric report. This report must be generated for the specified model by a qualified testing lab (testing to IES standards) and must include a full vertical evaluation through 180 degrees; otherwise that fixture will be unacceptable.
- D. **Exterior Lighting.** Any outdoor lighting installed on any non-residential property and which includes or exceeds two (2) foot-candles shall be full cutoff (no light output emitted above 90 degrees at any lateral angle around the fixture). Acceptable and unacceptable outdoor lighting fixtures are shown on Exhibit 11-3. Any floodlight fixture must be directed to prevent direct radiation of light into the open sky at any angle above the horizontal plane as shown on Exhibit 11-4 and verified using a device similar to Exhibit 11-5.

Examples of Acceptable / Unacceptable Lighting Fixtures

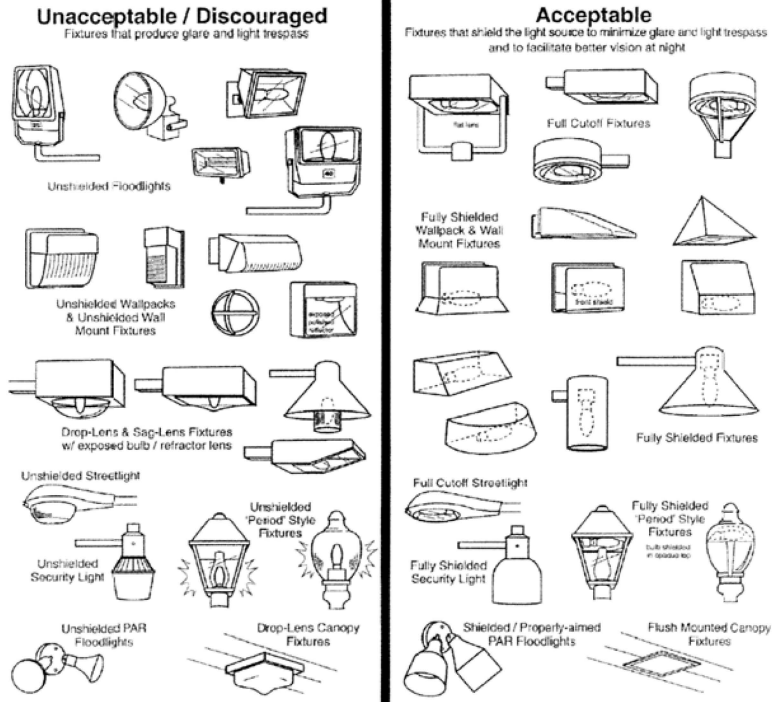


Exhibit 11-3

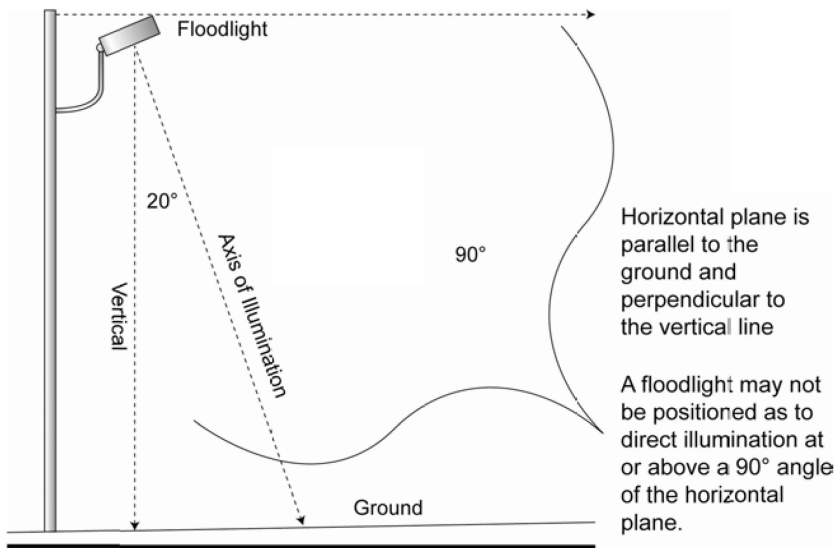


Exhibit 11-4

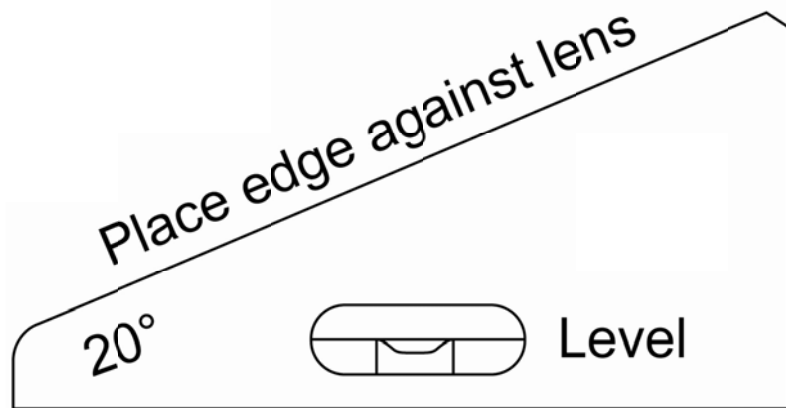


Exhibit 11-5

11.09.05 ADVERTISING SIGNS

Within any MAZ or PAZ, outdoor internally illuminated advertising signs shall be constructed with an opaque background and translucent letters and symbols. (Opaque means that the material must not transmit light from an internal illumination source.) Such signs shall be turned off at 9:00 pm or when the business is closed, whichever is later.

11.09.06 OUTDOOR LIGHTING PLAN

Within a Military or Airport Influence Area, except as exempted herein, an outdoor lighting plan shall be submitted with a site plan or subdivision application for any non-residential use to determine compliance with the requirements of this Article. The outdoor lighting plan shall be prepared by a professional engineer. Prior to approving a site plan or subdivision plan for which an outdoor lighting plan is required, the applicant must submit to the County a letter from the military installation indicating any comments or concerns.

11.09.07 EXEMPTIONS

The following outdoor lighting is exempt from this Article:

- A. Search lights, laser source lights, or any similar high-intensity lighting used in emergencies by police and fire personnel or at their direction; or for meteorological data gathering purposes undertaken with approval by the County.
- B. Airport lighting which is required for the safe and efficient movement of aircraft during flight, takeoff, landing, and taxiing is exempt from the provisions of this Section. All other outdoor lighting at airport facilities shall comply with the provisions of this Article
- C. Holiday or decorative lights illuminated November 20 through January 15 each year, so long as such lights placed on property or buildings within a Military Airport Zone or Public Airport Zone are not determined to adversely affect pilot vision or comprehension.
- D. All legal outdoor lighting in place prior to the effective date of this amended Section 11.09.07.
- E. Temporary outdoor lighting utilized during emergency or night-time repairs of roads or utilities until complete.
- F. Outdoor light produced directly through the combustion of fossil fuels.
- G. Lighting required by law to be installed on motor vehicles.

11.09.08 NONCONFORMING USES

Limitations which restrict non-conforming uses and/or non-complying buildings and structures in order to realize the legislative intent and purpose of this ordinance and the adopted Comprehensive Plan of Santa Rosa County shall adhere to and follow procedures and standards set forth in Article Nine.

11.09.09 TEMPORARY LIGHTING PERMITS

Outdoor lighting which is inconsistent with this Section may be allowed on a temporary basis for special events, construction activities, or temporary outdoor lighting needs for public assembly or public safety so long as the outdoor lighting does not create a potential distraction, flash blindness, vision impairment, or visual interference for aircraft pilots or navigators and would not cause a potential unreasonable risk for flight safety or interfere with any public or military airport operation or with ground activities at military installations.

- A. The Planning Director may grant a permit for temporary lighting, as defined herein, if he/she finds the following:
 - 1. The purpose for which the lighting is proposed is not intended to extend beyond thirty (30) days;
 - 2. The proposed lighting is designed in such a manner as to minimize light pollution and trespass as much as is feasible;
 - 3. The proposed lighting will comply with the general intent of this Article;
 - 4. The permit will be in the public interest.

- B. The application for the Temporary Lighting Permit shall include the following information:
 - 1. Name and address of applicant and property owner;
 - 2. Location of proposed fixtures;
 - 3. Type, wattage and lumen output of lamp(s);
 - 4. Type and shielding of proposed fixtures;
 - 5. Intended use of the lighting;
 - 6. Duration of time for requested exemption;
 - 7. The nature of the exemption;
 - 8. Such other information as the Planning Director may request.

- C. The Planning Director shall endeavor to rule on the application within five (5) business days from the date of submission of the request and notify the applicant in writing of his/her decision. The Planning Director may grant one (1) renewal of the permit for an additional thirty (30) days if he/she finds that, because of an unanticipated change in circumstances, a renewal would be in the public interest. The Planning Director is not authorized to grant more than one (1) temporary permit and one (1) renewal for a thirty (30) day period for the same property within one (1) calendar year.

- D. Prior to issuing a temporary outdoor lighting permit, the Planning Director shall consider comments and recommendations from the County Airport Manager or from the local military installations, as may be applicable.

11.10.00 APPEALS

- A. Any person aggrieved, or taxpayer affected, by any decision of an administrative official or agency made in its administration of the regulations adopted under this article, or any governing body of a political subdivision, which is of the opinion that a decision of such an administrative official or agency is an improper application of airport zoning regulations of concern to such governing body or board, may appeal to the Board of Adjustment the decisions of such administrative official or agency. Appeals shall be made and heard pursuant to Section 2.03.00 et. seq. of this ordinance.

- I. An appeal shall stay all proceedings in furtherance of the action appealed from, unless the agency or official from which the appeal is taken, certifies to the Board of Adjustment (BOA), after the notice of appeal has been filed with it, that by reasons of the facts stated in the certificate a stay would, in its opinion, cause imminent peril to life or property. In such cases, proceedings shall not be stayed otherwise than by an order of the BOA on notice to the agency from which the appeal is taken and on due cause shown.

11.11.00 BIRD/WILDLIFE AIRCRAFT STRIKE HAZARDS

Bird and/or wildlife habitation, forage, nesting, and movement patterns within an airport's approach and/or departure airspace, aircraft movement areas, loading ramps, or aircraft parking areas may cause conditions not only hazardous to pilot safety but also for surrounding developed areas. Human-made improvements, including but not limited to, retention ponds, roosting habitats on buildings, landscaping, agricultural or aquaculture activities, wetlands, solid waste collection sites, and golf courses, are bird/wildlife attractants. As such, these improvements should be carefully sited, designed and managed to minimize their attractiveness for birds/wildlife. Santa Rosa County will, to the extent practical, work with the Eglin AFB 46 Test Wing, to implement the Eglin AFB Bird and Wildlife Aircraft Strike Hazard (BASH) to minimize aviation related wildlife threats within its Subzones.

Instructions for the Airport Zone Disclosure Form

- (1) Written notice that the residential property to be sold or leased is located within an established Airport Zone shall initially be disclosed verbally by the existing owner to the buyer/lessee as soon as possible after the buyer/lessee has expressed an interest to purchase/lease the property. All advertising materials for the property prepared by the owner/lessoree should include the pertinent Airport Zone/ subzone information, all applicable zones, the name of the military airfield/installation or public airport, and where more information about Airport Zones/ subzones can be obtained. Information about disclosure requirements in the Airport Zones/ subzones, as well as other pertinent requirements, may be found in the Santa Rosa County Land Development Code, Article 11, by linking to the Santa Rosa County web page at <http://data2.santarosa.fl.gov/developmentservices/landdevcode.cfm>.
- (2) Confirm if a property is located within an Airport Zone/ subzone (or any other applicable zone) by using the Santa Rosa County [Interactive GIS Mapping System](#) (GOMAPS). The GOMAPS can check if any of the Airport Zones/subzones apply to a particular parcel of land through the “Report” function. First, the property in question must be identified by either searching for the parcel using a street address, parcel number, or owner name, or by panning/zooming to the subject property in the main map view and using the “Identify” tool (make sure that “Parcel” is the layer set to identify). Then select “Reports” from the results window to pull up a list of available reports for the identified parcel. Then select the “Airfield Proximity Report” to have GOMAPS check if any Airport Zones/subzones apply to the property. You can check the [Regulations for Airport Environs website](#) for more detailed instructions.

Alternatively, the Santa Rosa County Department of Planning, Zoning, and Development may make the determination upon the written request of the property owner or agent. The request must include the street address of the subject property as well as the parcel identification number (tax identification number) for the property. Requests may be submitted via e-mail (developmentservices@santarosa.fl.gov).

- (3) For sales transactions, a copy of the fully executed Airport Zone Disclosure Form shall be attached to the contract for sale. For lease transactions, a copy of the fully executed Airport Zone Disclosure Form must be attached to the lease agreement. For both sale and lease transactions, the Seller or Lessor is responsible for providing a copy of the fully executed Airport Zone Disclosure Form after closing of the sale or commencement of the lease to:
 - (for US Navy facilities) Naval Air Station Whiting Field Aviation Planning Office, Operations Code 31, Room 110, 7550 USS Essex Street, Milton, Florida 32570-6155. The completed form may also be faxed to 850-623-7804, or e-mailed to randy.roy@navy.mil.

Instructions for the Airport Zone Disclosure Form (Cont'd)

- (4) Failure to complete this form and follow the provisions of Ordinance 2005-07 and the Santa Rosa County Land Development Code could subject a property owner and/or sales agent to penalties or fines as set forth in the laws and ordinances of Santa Rosa County. For more information regarding the designated areas listed above, the possible impacts due to the proximity of public or military airports, and the requirements of Ordinance 2005-07, please contact the Santa Rosa County Department of Community Planning, Zoning, and Development at 850-981-7075 or visit the website at <http://data2.santarosa.fl.gov/developmentservices>.

STATE OF FLORIDA
COUNTY OF SANTA ROSA

Airport Zone Disclosure Form

ATTENTION: Pursuant to Santa Rosa County Ordinance 2005-07, any owner of residential property who sells or leases that property is required to disclose to buyers or lessees (for leases that run for more than seven (7) months) if the property is located, in whole or in part, within a Public Airport Notification Zone or a Military Airport Notification Zone, Eglin Military Airport Zone, or subzone and any other designated areas, as defined by the Santa Rosa County Comprehensive Plan and Land Development Code, and that said property may be subject to varying degrees of accident potential, noise, and other impacts from operations conducted at or above military airfields, airports, or installations, or public airports. **This disclosure must be attached to the contract of sale or the lease agreement. The Seller or Lessor must provide a completed copy of this disclosure after closing of the sale or commencement of the lease to:**

- (for US Navy facilities) Naval Air Station Whiting Field Aviation Planning Office, Operations Code 31, Room 110, 7550 USS Essex Street, Milton, Florida 32570-6155 (fax: 850-623-7804, e-mail: randy.rov@navy.mil).

To be completed by Seller/Lessor

Street Address of Property:

Parcel Identification Number of Property: ____ - ____ - ____ - ____ - ____ - ____ - ____ - ____

Public or Military Airfield (if applicable): _____

This property also lies, in whole or in part, within an area(s) designated as a (n):

Public/Military Airport Zone _____	Public/Military Airport Influence Area _____
Clear Zone/Runway Protection Zone _____	Impulse Area Subzone _____
Noise Zone 55 decibels or greater _____	Critical Approach 1 Subzone _____
Eglin Notification Zone _____	Critical Approach 2 Subzone _____
Accident Potential Zone 1 _____	Military Training Route (MTR) 1 Subzone _____
Accident Potential Zone 2 _____	

CERTIFICATION

As the existing owner or authorized agent of the subject property, I hereby certify that I have informed ---
-----, as a prospective purchaser/lessee, that the subject property
is located in an Airport Environs Zone. Dated this ____ day of _____,
20_____

Witness

Owner

Notary

As a prospective purchaser/lessee of the subject property, I hereby certify that I have been informed that the subject property is in an Airport Environs Zone and I have consulted Article Eleven of the Santa Rosa County Land Development Code to determine and understand the restrictions which have been placed on the subject property.

Dated this ____ day of _____, 20 _____

Witness

Purchaser/Lessee

Notary

This form must be affixed to the contract of sale or lease agreement.

Failure to complete this form and follow the provisions of Ordinance 2005-07 and the Santa Rosa County Land Development Code could subject a property owner and/or sales agent to penalties or fines as set forth in the laws and ordinances of Santa Rosa County. For more information regarding the designated areas listed above, the possible impacts due to the proximity of public or military airports, and the requirements of Ordinance 2005-07, contact the Santa Rosa County Department of Community Planning, Zoning, and Development at 850-981-7075 (web site: <http://data2.santarosa.fl.gov/developmentservices/quickinfo.cfm>).



OKALOOSA COUNTY OVERVIEW

The recommendations for Okaloosa County contain both policy and regulatory tools to promote compatibility between future land uses in Okaloosa County and sustaining operations associated with the Eglin Reservation.

This chapter of the Tri County Small Area Studies presents the recommendation for Okaloosa County. The recommendations are organized in the three tabbed subchapters containing the subchapters / components identified below:

Tab	Subchapter / Component
1	Comprehensive Plan Update Amendment 2.1 Future Land Use, Objective 13
2	Land Development Code (LDC) Amendment Chapter 3, 3.10.00: Military Compatible Outdoor Lighting
3	Recommended Real Estate Disclosure Language

Following, is an overview of each Subchapter / Component.

Tab 1 Comprehensive Plan Update

Low Level Military Training Routes (MTRs), Cruise Missile Corridors, approach and departure corridors, Accident Potential Zones, Clear Zones, and noise contours associated with Eglin military activities which occur throughout the northern portion of Okaloosa County. These areas are identified as the Military Influence Planning Area III (MIPA III) per the Eglin Joint Land Use Plan. The MIPA III area is a critical component to sustaining the Eglin’s military mission and thus it is important to achieve compatibility. Okaloosa County, in collaboration with Eglin AFB, achieves a balance between economic development opportunities within the County and sustaining the military mission through both county policies and regulations and military instructions and policies are described as areas that are critical to ensuring compatible development. The SAS recommends updating the Comprehensive Plan through the addition of new policies and modifications to existing policies that address the components of the new Florida State Law, House Bill 7207-03 § 11 § 163.3175.

- Modify Objective 13:** Modifications were made to this objective to provide a refined description of the impetus for the comprehensive plan amendments to implement the recommendations of

the Eglin Air Force Base Joint Land Use Study (June 2009), and to promote the intent and requirements established in Florida Statute, 163.3175.

- **Modify Policy 13.1:** Modifications were made to this policy to include a defined Military Influence Planning Area III (MIPA III) as an area that requires the review and input from Eglin AFB for any proposed future land use and zoning requests.
- **Modify Policy 13.2:** Modifications were made to this policy to include both the existing Eglin North Encroachment Protection Zone (ENEPZ) of the LDC the MIPA III, and minor language modifications to align with the requirements established by Florida Statute 163.3715.
- **Modify Policy 13.3:** Modifications were made to this policy to ensure the County’s designated Military Representative is involved in the development review process as established by LDC Chapter 4 Section, 1A.03.03 enabling review and comment by the Military Representative, and requiring that no proposed development without conditions of approval to minimize negative impact is to be located within the ENEPZ and MIPA III shall jeopardize current or future missions conducted at military installations.
- **Amend Policy 13.4:** This policy was included to enable awareness of the County’s land use planning stakeholders on the difficulty of anticipating all potential incompatible impacts of development with the dynamic nature of military operations / missions, therefore the County will evaluate impact on military operations/missions on a case-by-case basis.
- **Amend Policy 13.5:** This policy was included to establish compliance with federal law. The Federal Aviation Administration (FAA) aviation charts designate airspace flight corridors for all commercial, private and military aircraft including the low level Military Training Routes (MTRs). In reviewing the Federal Aviation charts and in discussions with Eglin AFB, it was determined that in Okaloosa County, the MTR floor (lowest altitude) of flight corridors in the county is 200 feet. Per FAA guidance and in consultation with Eglin AFB, it was agreed upon to restrict height of any structures to no more than 50 feet below the floor of the lowest MTR to allow for human error or unexpected shifts in atmospheric conditions. Thus, in accordance with the agreed upon direction, a structure height of no more than 150 feet was considered appropriate. Since Okaloosa County’s current regulations state that *“In zoning districts where tall structures and/or temporary or permanent obstacles are permitted, structures and/or temporary or permanent obstacles in excess of one hundred (100) feet will be required to obtain determination of “No Hazard to Aviation” from the Federal Aviation Administration, be submitted to the Aviation Advisory Committee and the Planning Commission for recommendation, and the applicant must obtain final approval from the Board of County Commissioners” (see section 2.20.08 Tall Structures of the LDC)*
- **Amend Policy 13.6:** This policy was modified to address the light and glare incompatibility issues associated with night training at Eglin Reservation and to promote downward lighting

instead of proposing a “Dark Sky Ordinance”. See also changes to Land Development Code, Chapter 3 Section 3.10.00.

- **Amend Policy 13.7:** This policy was included to maintain the existing language that delineates the residential density for properties designated as “Agriculture” that are located within the ENEPZ.
- **Amend Objective 14:** Objective 14 of the existing Future Land Use Element was deleted due to the recommended changes provided in Objective 13 considers and includes the various policies established in the existing for Objective 14. Policy 14.1 e was amended to the new Policy 13.7.

Tab 2 Land Development Code Amendment

To address the adverse impact of light and glare on night training operations, it is recommended that LDC be amended to add an ordinance that requires downward lighting fixtures within the North County area. Because light travels (i.e. sky glow), the International Dark Sky Association recommends that to minimize ambient light issues it is best to regulate on a regional level and not a small specific geographic. There are additional methods of minimizing light that require scientific modeling and technical expertise that are recommended by the International Dark Sky Association but due to the extensive resources (both equipment and personnel) required to enforce such regulations, the County determined that it is not a feasible alternative to implement.

Tab 3 Real Estate Disclosures

In order to enhance public awareness, specifically new home buyers, that Eglin AFB and the Eglin Reservation is home to their community and provides a major economic benefit to the community, it is recommended to include a brief explanation of the importance of Eglin AFB and the Eglin Reservation to enable awareness of the incidence of military aircraft flying training in the regional area. The recommended language found in Tab 3 would ideally be included on existing real estate forms as a “Background” item.

Objective 13 To facilitate cooperation with Eglin Air Force Base so as to encourage compatible land uses and help prevent encroachment from incompatible urban development in those areas where there is potential for such development, but where such development has not yet substantially occurred, to implement recommendations presented in the Eglin Air Force Base Joint Land Use Study (June 2009), and promote the intent and requirements of Section 163.3175, Florida Statutes.

Policy 13.1 There is hereby established the "Eglin AFB North Encroachment Protection Zone" (ENEPZ) and "Military Influence Planning Area III" (MIPA III) as special overlay zones which shall be depicted on the Future Land Use Map (FLUM). The area included in the ENEPZ shall be all lands and waters situated between Interstate 10 (I-10) south to the northern boundary of Eglin AFB. The area included in MIPA III shall be all lands and waters situated north of the ENEPZ that include Military Training Routes (MTR) and the Missile Cruise Corridor as identified in the Joint Land Use Study.

Policy 13.2 Within the ENEPZ and MIPA III there shall be no land use amendments to the FLUM which change the future land use categories to any other than those shown on the FLUM as adopted by Ordinance No. 00-03 on May 23, 2000 unless and until said amendments have been reviewed by Eglin AFB officials or representatives, and comments on mission impact have been provided by such officials to the County.

Policy 13.3 The County's designated Military Representative to the Planning Commission shall be included in the development review process specified at Section 1A.03.03, 4 of the Land Development Code, to the extent described herein. Any applications for development approval involving a proposed development to be located within the ENEPZ or MIPA III shall be distributed to the Military Representative for review and comment. The proposed development must not jeopardize the current and long-term viability of military installations and/or missions provided, however, that appropriate mitigation may be required as a condition of development approval so as to minimize negative impact.

Policy 13.4 Due to the unique, often sensitive, and dynamic nature of military operations/missions it is beyond the scope of this Plan and its' attendant development regulations to anticipate or contemplate all potential incompatible affects that might result from any particular proposed development. Under these circumstances, the County will evaluate impact upon military operations/missions on a case-by-case basis as specified in Policies 13.2 and 13.3 above in consideration of the extent of the impact, the potential for mitigating measures, and sensitivity to private property rights.

Policy 13.5 Maximum building height shall be limited to 45 feet; maximum structure height shall be limited to 100 feet. Unless otherwise preempted by federal or state authority, this limitation shall be strictly held unless a finding of no impact is issued by the Aviation Advisory Committee.

Policy 13.6 The County shall adopt a military compatible lighting ordinance for new development proposed within the ENEPZ or MIPA III to be included in the Land Development Code. The County shall also coordinate with Gulf Power Company, Florida Department of Transportation, and others as appropriate to develop a "night-vision friendly" lighting program for northern Okaloosa County.

.....**Recommended Amendment to LDC Chapter 3**.....

3.10.00 MILITARY COMPATIBLE OUTDOOR LIGHTING

3.10.01 Purpose: Outdoor lights can cause difficult and unsafe flying conditions when located near airfields or within Military Training Routes during night hours with night vision equipment. Ground lighting can interfere with a pilot's vision or with night vision instrumentation or equipment, and may also cause confusion with approach landing patterns. The purpose of this Section is to provide guidelines and standards for outdoor lighting so as to minimize the potential for conflicts between outdoor lighting and military operations/missions.

3.10.01 Applicability: The requirements of this Section shall apply within the Eglin North Encroachment Protection Zone and MIPA III overlay zones as shown on the Comprehensive Plan Future Land Use Map.

3.10.02 Guidelines and Standards: The following guidelines and standards are applicable to applications for development approval submitted after _____, 2012.

1. For purposes of this Section "outdoor lighting" means illumination of an outside area or object by any manmade device that is located outdoors and produces light.
2. Industrial, commercial, institutional, or recreational uses or facilities shall not use outdoor lighting which projects vertically. Outdoor lighting for all developments shall incorporate shielding or covering in its design and installation to reflect light downward. No outdoor lighting shall be allowed which is similar in size, pattern, color, or intensity to airport lighting, and which may impede the ability of pilots to distinguish such outdoor lighting from airfield lighting.
3. Any application for development approval that contemplates outdoor lighting shall include a "Lighting Plan" that clearly shows the location of all outdoor light fixtures and drawings of the types of fixtures that will be used. This plan must conclusively show that all outdoor lighting shines downward and is not visible to pilots from above.
4. Any residential development including subdivisions, apartment complexes, or multi-family buildings where streetlights, security lights, or other outdoor lights will be used are subject to 1 and 2.

3.10.03 Prohibited Outdoor Lighting: The following types of outdoor lighting are found to be a hazard to aircraft navigation and are prohibited.

1. Any outdoor light which by reason of its glare or illumination will endanger aircraft taking off from or landing at any military airfield.
2. Searchlights, spotlights or any similar high intensity beacon-type light designed to be projected upward into the sky.
3. Laser beams, laser light shows, or other laser devices projected upward into the sky.
4. Any arrangement or configuration of lights which by shape, color or situation resembles or can be mistaken for airfield landing lights, unless at a properly licensed airport or airfield.

3.10.04 Existing Outdoor Lighting. Nothing herein shall be construed to require the retrofitting of lawfully installed outdoor lighting fixtures in existence as of _____, 2012. Retrofitting of existing light fixtures in compliance with the provisions of this Section is encouraged.

**OKALOOSA COUNTY, FLORIDA
REAL ESTATE SALE/LEASE DISCLOSURE LANGUAGE
FOR EXISTING REAL ESTATE FORMS**

The following language has been proposed to the local realtors' association to include in the current forms for real estate disclosure in the County.

The ideal location for said language would be as a 'Background' component in the existing forms.

“Okaloosa County and parts of Walton and Santa Rosa Counties are home to Eglin Air Force Base and the 724 square mile Eglin Reservation. The military presence is a strong economic engine, contributing billions of dollars each year to the local economy while providing thousands of full time military and civilian jobs. Flights of military aircraft are a common occurrence. Military testing and training activities can sometimes be heard in communities outside the reservation.”



CITY OF CRESTVIEW OVERVIEW

The recommendations for the City of Crestview contain both policy and regulatory tools to promote compatibility between future land uses in City and the operations associated with the Eglin Reservation.

This chapter of the Tri County Small Area Studies is organized in the four tabbed subchapters containing the components identified below:

Tab	Subchapter / Component
1	Comprehensive Plan Policy Proposed Amendments Chapter 7: Land Use Element Chapter 8: Transportation Element Chapter 13: Intergovernmental Coordination Element Draft MIOD Policies
2	Military Influence Overlay District (MIOD) Proposed Ordinance Draft MIOD Regulations
3	Subdivision Regulation Proposed Amendments Article XXI: Subdivision Regulations
4	Recommended Building Code Amendment Real Estate Disclosure Notification

CHAPTER 8 (9J-5.007)
TRANSPORTATION ELEMENT

Section 8.01 Purpose: The purpose of this Chapter (element) is to establish the desired and projected transportation system within Crestview and to plan for future motorized and non-motorized traffic circulation systems. Future traffic circulation systems are supported by the goals, objectives and policies of this element and are depicted on the Traffic Circulation Map (Figure 8-1) which is incorporated herein by reference.

Section 8.02 Data and Analysis: This Chapter (element) is based upon data and analysis requirements pursuant to Subsections 9J-5.005(2), F.A.C. and 9J-5.007(1)(2), F.A.C. (reference Sections 5.03, 5.06 and 5.07 of this Ordinance and Chapter 5 of the Foundation Documents).

Section 8.03 Mass Transit, Aviation and Deep Water Ports: Not applicable. There is no mass transit system within the City of Crestview nor is one planned during the planning period. Similarly, there are no airports or deep water ports located within the City. Therefore, there are no goals, objectives or policies relating to these issues within this plan.

Section 8.04 Goals, Objectives and Policies: The Goals, Objectives and Policies of this element are as follows:

Goal 8.A - Provide a safe, cost effective and functional roadway and transportation system for all residents and visitors to the City of Crestview.

Objective 8.A.1 - Continually provide for safe, convenient, efficient and cost effective motorized and non-motorized traffic circulation within the City upon adoption of this Ordinance.

Policy 8.A.1.1 - The City hereby adopts level of service C as the minimum operating level of service for local roads within the City.

Policy 8.A.1.2 - All new developments, including but not limited to, planned unit developments, shopping centers, multi-family residential projects and other projects with internal circulation and parking needs shall be required to provide safe and convenient on-site traffic flow, labor intensive transportation facilities and sufficient vehicular parking to accommodate the needs of the development. Where Feasible, development shall be required to provide shared/cross access and/or cross access easements to reduce the need for use of the external roadway system and to minimize access points and turning movements. Said provisions shall be delineated within the Land Development Code (reference Policy 7.A.1.1).

Policy 8.A.1.3 - All new road construction projects within the City shall accommodate labor intensive transportation. Such accommodation may include the installation of signage, striping of roadways, installation of sidewalks, widening of shoulders, installation of sidewalk ramps at intersections, and the like.

Policy 8.A.1.4 - The LDC shall address the control of connections and access points of driveways to arterials and collector roads to facilitate safe and efficient access. Regulations shall be included within the LDC to control the distance between new access points consistent with Florida Statutes

and FDOT Guidelines. In addition, the subdivision of lands along state roads shall be allowed only if access to the resulting parcels would not require a variance from FDOT access standards or if shared access easements and/or service roads are included on the recorded plat thereby abiding by the FDOT access standards to state roads.

Policy 8.A.1.5 - Coordinated access routes (service roads) shall be encouraged for developments adjacent to major roadways within the City.

Policy 8.A.1.6 - The LDC shall contain regulations which provide for all future developments to pay all costs and construct all roads within the development to City standards so that the roads, upon construction, may be accepted into the City's road system (reference Objective 14.A.4).

Policy 8.A.1.7 - The City shall prioritize its maintenance and reconstruction activities pursuant to Policy 14.A.1.3 together with any cost/benefit analysis, traffic safety analysis and analysis of the physical conditions of the various roadways within the City. Said analyses may be performed by the City or others. If performed by others the manner and methods of analyses must be approved by the City.

Policy 8.A.1.8 - The City will continue its efforts to develop a two lane circumferential route around the City. The route shall follow existing rights-of-way whenever possible. The first priority in developing this route will be in the northern sector of the City so as to provide additional ground transportation to Bob Sikes Airport. In addition, this route, upon completion, will provide relief for the S.R. 85 - U.S. 90 intersection.

Policy 8.A.1.9 - In cooperation with the MPO, participate in the development of the "Five Year Transit Development Plan" with emphasis on the establishment of numerical indicators against which the mobility goals of the City can be measured, such as modal split, annual transit trips and automobile occupancy rates.

Policy 8.A.1.10 - Continue to support the Okaloosa County Coordinated Transportation Program, the WFRPC's Park and Ride program, and the County's "WAVE" public transit system. Also, the City will continue its active participation with the MPO and the development of its Congestion Management System Plan in order to increase use of alternatives to single occupancy vehicles, alter trip patterns and improve traffic flow, among other things.

Policy 8.A.1.11 - Participate in the implementation of the F.W.B. Urbanized Area MPO Plan strategies to facilitate local traffic use of alternatives to the Florida Intrastate Highway System to protect its interregional and intrastate functions and direct through traffic onto principal arterials (SR 85, U.S. 90 and I-10) and away from local streets.

Policy 8.A.1.12 - As part of the 2008 Evaluation and Appraisal Report Amendments, the City will adopt congestion management system goals, objectives and policies in the form of a multi-modal transportation district (MMTD) in coordination with the FDOT, TPO and Okaloosa County. The MMTD district will be implemented through policies including but not limited to providing for improvements to the Okaloosa County "WAVE" public transit system including placing transit facilities within an appropriate radius from residential development along SR 85 in the City's

boundaries; requiring the City to work with the TPO, Okaloosa County and ~~the~~ Eglin AFB to create opportunities for workforce commuter service to include identification of feasible park and ride locations; requiring all new residential developments to promote the use of workforce commuter service to residents employed by the AFB; working with the AFB, Okaloosa County, FDOT and the TPO to promote use of the workforce commuter service.

Objective 8.A.2 - Maintain the design function of roadways for present and future residents upon adoption of this Ordinance.

Policy 8.A.2.1 - The minimum acceptable level of service standard for roadways on the Strategic Intermodal System (SIS), the Florida Intrastate Highway System, and those funded under the Transportation Regional Incentive Program, shall be in accordance with the Statewide Minimum Level of Service Standards for the State Highway System published in Rule 14-94 of the Florida Administrative Code as existing on May 27, 2008, or the rule variance issued by the FDOT in DOT CASE NO. 08-010, Final Order granting variance dated April 21, 2008.

The peak hour (100th highest hour) LOS standards for collector and arterial roads within the City are hereby adopted as follows:

- a. SR 85 Long Term Transportation Concurrency Management System – SIS portion from south City limits to I-10
 LOS C (temporary LOS D pursuant to Variance)
 From I-10 to Redstone - LOS D
 From Duggan/Aplin to US 90 (SR 10) - LOS D
- b. SR 85 from Redstone to Duggan/Aplin - LOS E
- c. SR 85 from US 90 (SR 10) to City limits (north) - LOS D
- d. SR 10 from City limits (west) to SR 85 - LOS D
- e. SR 10 (US 90) from SR 85 to City limits (east) - LOS D
- f. SR 8 (I-10) from City limits (west) to SR 85 - LOS C
- g. SR 8 (I-10) from SR 85 to City limits (east) - LOS C
- h. All collector roads - LOS D

The LOS standards adopted herein were established by the City in cooperation with the Florida DOT, the Okaloosa Walton TPO and Okaloosa County.

Policy 8.A.2.2 - The SR 85 Long-Term Concurrency Area is established as allowed by law for the SR 85 segment extending from US 90 to the City's southern limit, except for the segment running from Redstone to Duggan/Aplin, as shown on Figure 8-1 of the Transportation Element. Funding and scheduling of improvements in the SR 85 Long-Term Transportation Concurrency Management System Area shall be as specified in the Long-Term Transportation Concurrency Management System Schedule of Capital Improvements in the Capital Improvements Element (Table 14-1-T).

The City shall use its concurrency management system as a tool to develop and revise the Long-Term Transportation Concurrency Management System Schedule of Capital Improvements coordinated with future land use strategies to provide transportation facilities at the adopted LOS.

Policy 8.A.2.3 - The City shall continue its practice of reconstructing or resurfacing local streets on an annual basis (reference Table 14-1).

Policy 8.A.2.4 - The City shall update its concurrency management system to allow for the implementation of its proportionate fair share ordinance and generation of funds from permitted development. The City shall dedicate a portion of these proportionate fair share funds to the completion of a comprehensive long-range transportation plan, implementation of any express transit service between Crestview and Eglin AFB, and for funding short term improvements to relieve congested facilities.

Policy 8.A.2.4.1 – Pursuant to **IC Policy 13.A.2.9**, the City shall formally coordinate all relevant transportation planning and improvement projects within the Military Influence Overlay District (MIOD) with Eglin AFB.

Policy 8.A.2.5 - In order to generate sufficient funds to make needed roadway improvements (see Table 14-1-T), the City shall develop a fair and equitable roadway impact fee to be imposed on all new development or redevelopment activities. The amount and implementation of the fees shall be guided by the 2008 Impact Fee Study conducted by the City, with professional assistance from Moore Bass Consulting, and consistent with Florida Law.

Policy 8.A.2.6 - During the Evaluation and Appraisal Report cycle for 2008, the City shall evaluate the potential for implementation of a Transportation Concurrency Exception Area or Transportation Concurrency Management Area within its municipal boundaries. **Policy 8.A.2.7** - The City will include right-of-way protection provisions within the LDC (reference Policy 7.A.1.1).

Objective 8.A.3 - Coordinate the traffic circulation system with the future land uses shown on the Future Land Use Map Series (Figures 7-1 through 7-8) upon adoption of this Ordinance.

Policy 8.A.3.1 - All land use decisions shall be consistent with the Future Land Use Maps (reference Figures 7-1 through 7-5) and the Traffic Circulation Map (Figure 8-1).

Policy 8.A.3.2 - The City shall continue its practice of providing or requiring the provision of labor intensive transportation systems to link residential areas with recreational and commercial areas in a safe manner (reference Policies 8.A.1.2 and 8.A.1.3).

Policy 8.A.3.3 - The committee appointed pursuant to Policy 14.A.2.6 annually shall evaluate City traffic volumes and system demands in order to monitor and identify impacts of new growth. The committee's report shall be submitted to the LPA and City Council pursuant to Section 14.06 of this Ordinance.

Objective 8.A.4 - Coordinate the City's decision making process with the plans and programs of the Florida DOT and the Fort Walton Beach MPO upon adoption of this Ordinance (reference Section 17.01).

Policy 8.A.4.1 - The City will review the activities of the Florida DOT and continue its participation with Fort Walton Beach MPO and shall participate in the preparation the cost feasible plan as it affects Crestview.

Policy 8.A.4.2 - The City will participate in, review, and monitor, the annual updates of the five (5) year construction plan (FDOT) as prepared by the Fort Walton Beach MPO so as to insure that activities of the City and the construction plan are consistent.

Objective 8.A.5 - The City shall provide for the protection of existing and future rights-of-way from building encroachment within the Land Development Code (reference Policy 7.A.1.1).

Policy 8.A.5.1 - The City shall continue to enforce Chapter 102 of the City Code (the Zoning Ordinance) and include said Ordinance within the LDC (reference Policies 7.A.1.1, 7.A.1.2 and 7.A.7.2). Note: The Zoning Ordinance provides adequate setbacks along all area roadways, including state highways, so that existing rights-of-way are protected from building encroachment.

CHAPTER 7 (9J-5.006)
FUTURE LAND USE ELEMENT

Section 7.01 Purpose: The purpose of this element is the designation of future land use patterns as reflected in the goals, objectives and policies in this Ordinance.

Section 7.02 Existing Land Use Data: This element is based upon the data requirements pursuant to 9J-5.005(2), F.A.C. and 9J-5.006(1), F.A.C. (reference Sections 5.03 Support Documents, 5.06 Data and Analysis and Chapter 4, Foundation Documents).

Section 7.03 Land Use Analysis: This element is also based upon the analysis requirements pursuant to 9J-5.005(2), F.A.C. and 9J-5.006(2), F.A.C. (reference Sections 5.06 Data and Analysis, 5.03 Support Documents and 5.07 Population Projections and Chapter 4, Foundation Documents).

Section 7.04 Goals, Objectives and Policies: The Goals, Objectives and Policies of this element are as follows:

Goal 7.A - Manage the future development of the City in a manner consistent with the ability to provide adequate infrastructure and protect important resources.

Objective 7.A.1 - Coordinate future land uses with the appropriate topography, soil conditions and the availability of facilities and services by implementing Policies 7.A.1.1 and 7.A.1.2, among others, and by including regulations within the LDC (a.k.a. The Land Use Code) and adopting such code within the time frame specified within s.163.3202(1), F.S.

Policy 7.A.1.1 - The City shall adopt, maintain and enforce a Land Development Code (LDC) pursuant to the requirements of Chapter 163.3202, F.S. and within the time frame specified by Rule in the F.A.C.

Policy 7.A.1.2 - The Land Development Code/Land Use Code shall contain specific and detailed provisions to implement this Ordinance including, as a minimum, the following:

- a. Regulation of the subdivision of land;
- b. Regulation of the use of land by zoning districts which implement the land-use categories shown on the Future Land Use Maps (Figures 7-1 through 7-6) (also, see Policy 7.A.3.4);
- c. Ensure compatibility of adjacent land uses;
- d. Provide for open space (reference Chapter 12 of this Ordinance);
- e. Protect potable water wellfields and sources (reference Policy 11.A.2.1);
- f. Regulation of areas subject to seasonal or periodic flooding (reference Policy 7.A.4.3);
- g. Continue to provide for drainage and stormwater management (reference Objectives 10.C.1 and 10.C.2);
- h. Protect the environmentally sensitive lands designated within the LDC (reference Policy 11.A.3.3);
- i. Regulation of signage;

- j. Implement the Concurrency Management System described in Chapter 6 of this Ordinance;
- k. Insure adequate, safe and convenient on-site traffic flow and parking (reference Policy 8.A.1.2); and
- l. Also, see Objective 11.A.2. and the policies thereunder.

Policy 7.A.1.3 - In order to insure that adequate facility capacity is available during the planning period, the following limitations are hereby established for the properties indicated:

- 1. For Plan Amendment parcel 03-1-2, the planning period development potential is limited to 200,000 square feet of conforming industrial/commercial space.
- 2. For Plan Amendment Parcel 03-1-4, the planning period development potential is limited to 100,000 square feet of conforming commercial space and 130 dwelling units.
- 3. For Plan Amendment Parcel 03-1-5, the planning period development potential is limited to 162 dwelling units.
- 4. For Plan Amendment Parcel 08-1-4, the planning period development potential is limited to 200 dwelling units and the development is required to be served by central potable water and central sanitary sewer systems.

Any change in these limits or provisions requires an amendment to this Plan.

Objective 7.A.2 - The City shall continually encourage and support the redevelopment and renewal of blighted or under-utilized areas by implementing Policies 7.A.2.1 through 7.A.2.5, among others, and by including provisions within the LDC (reference Policy 7.A.1.1).

Policy 7.A.2.1 - The City shall direct its Community Development Block Grant efforts to those areas within the City demonstrating greatest need. Areas of greatest need shall be defined as those areas within the City meeting the program requirements promulgated by the U.S. Department of Housing and Urban Development.

Policy 7.A.2.2 - The Land Development Code shall contain requirements for new development to utilized existing water, sewer and solid waste collection systems in order to discourage urban sprawl and encourage commercial re-development.

Policy 7.A.2.3 - New development will be located in conformance with the categories shown on the Future Land Use Maps (Figures 7-1 through 7-5) and with the following standards:

- a. Neighborhood commercial facilities shall be allowed and encouraged in those transitional areas within the City where successful mixed use developments have occurred.
- b. Employment centers will be allowed and encouraged whenever practical, near medium density residential areas so that traffic congestion and circulation is minimized during peak driving times. Any time a new employment center (industrial or commercial activities) is approved for development, satisfactory buffering, setbacks and landscape requirements consistent with the City Code shall be required. Further, any time new industrial uses abut existing residential uses a minimum twenty (20) foot green belt (buffer) shall be required.
- c. The size of the green belt shall be determined by the size and characteristics of the project. All employment center projects one (1) acre or less shall be required to have at least a twenty

(20) foot green belt. All projects of one acre or more may be required to have up to a fifty (50) foot green belt depending upon the proposed land use and activities associated with the development.

- d. Strip commercial development shall be prohibited except at the intersections of arterial and collector roadways or at the intersection or collector roadways;
- e. Except for projects with approved development permits, new medium density or high density residential development shall be located on, or connected to a connector, collector or arterial roadway; and
- f. New mixed use developments shall be located on, or connected to collector or arterial roadways.
- g. Also, see Policy 7.A.8.2.

Policy 7.A.2.4 - The Crestview City Council functions as the Community Redevelopment Agency and causes the redevelopment of the downtown area to be consistent with this Plan. Among other things, the City will consider establishing a new zoning district and Future Land Use category designed to foster sensitive redevelopment of the downtown area (CBD). The imposition of any new Future Land Use category will be accomplished by an amendment to this Plan.

Policy 7.A.2.5 - The committee created pursuant to Policy 14.A.2.6 shall include within its review efforts pursuant to Section 14.06 an analysis of the adequacy of downtown redevelopment activities. The committee shall consult with the Downtown Development Board as appropriate.

Objective 7.A.3 -The City shall encourage and provide for the elimination or reduction of uses inconsistent with the community's character and future land uses by implementing Policies 7.A.3.1 through 7.A.3.5, among others. Regulations necessary to implement the policy standards shall be included within the LDC (reference Policy 7.A.1.1).

Policy 7.A.3.1 - The LDC shall contain provisions to eliminate expansion of non-conforming land uses which are inconsistent with the Future Land Use Maps or the City's Zoning Ordinance.

Policy 7.A.3.2 - The LDC shall contain provisions which ensure that all future development is consistent with accepted planning practices and principles as well as natural area limitations. The provisions (regulations) will address items such as conservation of resources, efficiency of use and development, aesthetic appeal and short and long term impacts of proposed development plans.

Policy 7.A.3.3 - Expansion or replacement of land uses which are in-consistent or incompatible with the Future Land Use Maps shall be prohibited (also, see Policy 7.A.2.3).

Policy 7.A.3.4 - The LDC, adopted pursuant to Policy 7.A.1.1 shall include regulations pursuant to Policy 7.A.1.2(b) with the following densities, intensities, land uses and related provisions:

- a. The **Low Density Residential (LDR)** land use category is limited to residential uses, customary accessory uses, recreation uses, churches and places of worship and planned unit developments. Non-profit and civic organizations may be permitted by special exception. This category is intended for single family homes which may be developed with up to six (6) units per gross acre.

- b. The **Medium Density Limited Residential (MDLR)** land use category is limited to residential uses, customary accessory uses, recreation uses and churches and places of worship. Specific uses allowed include single-family, multi-family residential structures, mobile or manufactured home subdivisions and other uses allowed in the Low Density Residential category. Small scale neighborhood commercial uses and businesses may be allowed if such uses are part of an approved Planned Unit Development (PUD).

Land in this category may be developed with a gross density of up to 9.99 units per acre.

- c. The **Medium Density Residential (MDR)** land use category is limited to residential uses, customary accessory uses, recreation uses and churches and places of worship. Specific uses allowed include single-family, multi-family residential structures, mobile or manufactured home subdivisions and other uses allowed in the Low Density Residential category. Small scale neighborhood commercial uses and businesses may be allowed if such uses are part of an approved Planned Unit Development (PUD).

Land in this category may be developed with a gross density of up to 15 units per acre. Through density bonus provisions, the density may be increased by up to 10% for a specific parcel or property so qualifying. If the density bonus is based on the provision of affordable housing as defined by Rule 9J-5.003, FAC, the density for the parcel or property may be increased by up to 20%.

- d. The **High Density Residential (HDR)** land use category is limited to residential uses, customary accessory uses, recreation uses and churches and places of worship and the uses permitted in the LDR and MDR categories. Specific uses allowed in this category include neighborhood commercial uses and businesses when part of an approved PUD.

Land in this category may be developed with a gross density of up to 22 units per acre. Through density bonus provisions, the density may be increased by up to 10% for a specific parcel or property so qualifying. If the density bonus is based on the provision of affordable housing as defined by Rule 9J-5.003, FAC, the density for the parcel or property may be increased by up to 20%.

- e. The **Mixed Use** land use category is limited to areas that exhibit an existing or planned development pattern reflecting a variety of uses, densities and non-residential uses. Specific residential uses allowed in this category include single-family residential, multi-family residential, mobile home parks and mobile home subdivisions. Specific non-residential uses include recreation uses, neighborhood and general commercial and business uses, offices, restaurants, motels, hotels and other temporary lodging facilities, clinics and medical facilities, churches and places of worship, light industrial uses when such uses do not create any adverse off-site impacts to other properties or to protected environmental resources. Other similar uses may be allowed based on compatibility with existing nearby uses. PUDs are allowed and encouraged in this category.

The residential density for this category is up to 25 units per gross acre. Through density bonus provisions, the density may be increased by up to 10% for a specific parcel or property so qualifying. If the density bonus is based on the provision of affordable housing as defined by Rule 9J-5.003, FAC, the density for the parcel or property may be increased by up to 20%.

The intensity of non-residential uses is limited by a Floor Area Ratio (FAR) of 1 and an impervious surface coverage of 75%.

Where low density lands or single family neighborhoods exist adjacent to a property proposed for development in this category, compatibility shall be demonstrated using the criteria established in the Land Development Code. Such criteria includes, but is not limited to, the scale, density/intensity of the proposed development and existing development, existing and proposed building heights and orientation, site design, buffers and setbacks and orderly transitions from lower density/intensity uses to higher density/intensity uses. Typically, lower density uses will be near the perimeter of a development site or the adjacent low density land or uses and higher density uses will be internal to the site or transitioned from the adjacent low density area.

- f. The **Commercial** land use category is designed for a wide range of business uses, including retail, wholesale, communication facilities, offices, services, motel/hotel uses, churches and places of worship and residential dwelling units that are clearly accessory or incidental to the principal non-residential use. The intensity of non-residential uses shall be governed by a FAR of 1.08 and an impervious surface coverage of 80%.

Note: Prior to adoption of this policy, residential uses were allowed and permitted within the Commercial category. Any legal residential use existing or approved at the time of adoption of this Policy may continue as a "conforming use" and is not inconsistent with this Plan. This provision is included in anticipation of the Future Land Use Map being changed to reflect the residential use and the appropriate land use category on the Future Land Use Map. It is anticipated that the map changes will occur over time or during the Evaluation and Appraisal Report (EAR) process.

- g. The **Industrial** land use category is designed to protect lands for production and distribution of goods and for other industrial activities. A wide range of industrial and commercial uses are allowed in this category. Specific uses include light and heavy manufacturing, assembly, training facilities, vehicle repair (including body work and painting), packaging, processing, wholesale business and warehousing, truck terminals, borrow pits, asphalt/concrete plants, heavy equipment sales, service and/or rentals, and other uses similar to those listed herein. Residential uses are prohibited except as an accessory to a permitted use. All uses in this category are governed by a FAR of 1.2 and a maximum impervious surface coverage of 82%. The note in sub-part "e", Commercial, also applies to this category.
- h. The **Public Lands/Institutional** category is intended for lands used for passive or active recreation, schools, municipal functions, County, State or Federal functions, utility facilities, and other functions planned for property owned by Local, State or Federal agencies or governments.

Public lands to be used for recreation in this category may include all types of indoor or outdoor facilities. Lands and/or buildings intended for sport, game and other recreation activities, including meeting rooms and food service areas are permitted.

Commercial uses such as refreshment stands, food service, souvenir shops, and bait and tackle shops are permitted only as an accessory use to a permitted principal use or part of a

temporary event or function conducted on the property with the consent of the agency or government controlling the property.

Site Plan approval by the City Council is required prior to the issuance of a Development Order for any land in this category.

The impervious surface coverage shall not exceed 70% and the FAR for this category is 0.8.

- i. The **Conservation** land use category is intended to protect important resources. Placing lands in this category is intended to result in the conservation, preservation, protection or management of environmentally sensitive lands or other important resources.

No dwelling units or commercial activities are allowed in this category. Passive recreation uses that are consistent and compatible with the conservation purpose of the category may be allowed. Such passive uses may include walkovers, viewing platforms, information signs, etc., and are governed by an impervious surface coverage of 5%.

The Land Development Code includes the City's Zoning Ordinance, subdivision regulations and other provisions governing the height, area and bulk of proposed development and re-development, landscaping, open space requirements, parking, access and other similar provisions. These and all other relevant provisions of the City's Code and regulations apply, as appropriate, to each land use category and govern the development of all land within the City.

Policy 7.A.3.5 - The City shall continue enforcement of the limitations placed on non-conforming uses of buildings, non-conforming uses of land, changes in use classifications and districts, and restoration and occupancy of damaged buildings as provided by Chapter 102 of the City Code as a means to eliminate expansion of non-conforming land uses which are inconsistent with the Future Land Use Maps.

Objective 7.A.4 - The City continually shall insure the protection of natural and historic resources by implementing Policies 7.A.4.1 through 7.A.4.6, upon adoption of the LDC (reference Policy 7.A.1.1).

Policy 7.A.4.1 - The LDC shall contain provisions that promote the natural functions of the topography, forests, natural areas and wetlands associated with surface waters within the City. Enhancement projects will be encouraged or required where appropriate. Note: Appropriate shall be defined as any time a proposed project would directly impact and degrade the natural functions associated with the features listed in this policy (also, see Policies 11.A.2.4, 11.A.2.5, 11.A.2.6, 11.A.3.1, 11.A.3.2, 11.A.3.3, 11.A.3.4, 11.A.3.5, 11.A.3.6 among others).

Policy 7.A.4.2 - The LDC shall include regulations that control the extraction of natural resources and such extraction shall be permitted only where compatible with adjacent land uses and where minimal resource degradation will occur. Further, extraction of natural resources shall be permitted only when in conjunction with construction projects. Such extraction shall be conducted so as to retain the resource upon completion of such construction. Note: The extent of resource retention will be defined within the approved development orders or development permits issued for any particular project or site.

Policy 7.A.4.3 - The LDC shall include provisions which require the identification of flood prone areas in advance of the issuance of a development permit. The LDC shall contain provisions to regulate construction within such flood prone areas.

Policy 7.A.4.4 - The LDC shall include provisions which will require identification and preservation of significant archeological and/or historic sites or structures within the City.

Policy 7.A.4.5 - The LDC shall contain regulations which must be followed any time a proposed development may impact an historic site within the City. Note: The Florida Department of State, Division of Historic Resources has identified one (1) site within the City which has potential historic significance. Protection of this site will be accomplished through regulations contained within the LDC (reference Chapter 3, Foundation Documents). The regulations will include protection for the site referenced in this policy and will be developed in cooperation with the Office of Secretary of State, Division of Historical Resources. The regulations will include provisions which require the cessation of land disturbing activities any time artifacts with potential historical significance are revealed during construction activities on any site with potential historical significance. The purpose of the cessation is to allow time to determine the significance of any artifact or historical evidence found on the site. The cessation may be lifted upon such determination. Normally, determination will be made by those approved to make such determination by the Office of the Secretary of State, Division of Historical Resources.

Objective 7.A.5 - Coordinate area population densities with the Okaloosa County Hurricane Evacuation Plan upon adoption of this Ordinance (reference Chapter 11 of this Ordinance)

Policy 7.A.5.1 - Population density shall be limited to those densities reflected on the Future Land Use Maps (Figure 7-1 through 7-6) and as described in Policy 7.A.3.4 (reference Chapter 102 of the City Code).

Policy 7.A.5.2 - The City shall promote, to the extent possible, improvements to the critical roadway segments delineated in the Tri-State Hurricane Evacuation Study, U.S. Army Corps of Engineers, June 1986, (reference Appendix C of the Study).

Policy 7.A.5.3 - The City shall continue its active and aggressive support for the widening of SR 85 from Crestview to the Alabama state line (also, see Policy 8.A.1.8).

Objective 7.A.6 - The City shall discourage the proliferation of urban sprawl by providing for development or redevelopment consistent with the Future Land Use Maps upon adoption of this ordinance (reference Section 17.01).

Policy 7.A.6.1 - The City shall prioritize it's Capital Improvements funding in a manner that generally assigns first priority to the renewal and replacement of existing obsolete or worn out facilities in order to provide infrastructure capacity necessary to private sector development or re-development activities (reference Policy 14.A.1.3 of this Ordinance).

Policy 7.A.6.2 - The City shall require the rehabilitation and reuse of governmental facilities, structures and buildings as the preferred alternative to new construction (reference Policy 14.A.1.4 of this Ordinance).

Policy 7.A.6.3 - The City shall utilize its fiscal resources and stringent land development regulations together with the available, existing and planned infrastructure to allow "infill" development or

redevelopment. Note: There is little opportunity for leap-frog type development in Crestview inasmuch as infrastructure needed to serve undeveloped parcels is in place or planned for those areas containing significant vacant or undeveloped parcels. Thus, infill type development is the only type development anticipated during the planning period within the City.

Policy 7.A.6.4 - Public facilities and services shall be located to minimize their costs, minimize their impacts on the natural environment and maximize their efficiency (reference Table 14-1). Impacts on the natural environment and efficiency of proposed public facilities shall be considered and delineated by the City (or its professional consultants, i.e., engineers) during the design phase of any public facility. Cost for such facility shall be estimated by the City (or its consultants) and finally determined pursuant to the City's bid process for the acquisition or construction of public facilities or services. Impacts on the natural environment, efficiency of public facilities and cost considerations shall be determined in advance of project construction for those projects conducted by the City using its own forces or the forces of others (reference Policies 8.A.1.6, 8.A.1.7, 8.A.5.1, 10.A.1.5, 10.A.2.1, 10.A.2.2, 10.A.2.3, 10.B.1.2, 10.C.1.3, 10.C.2.1, 10.D.2.1, 10.D.2.2, 10.D.3.2, 10.D.3.3, 11.A.2.1, 11.A.2.3, 11.A.2.4, 11.A.2.5 and 11.A.4.4).

Policy 7.A.6.5 - The City shall implement the land use categories shown on the Future Land Use Map by including the City's Zoning Ordinance within the LDC (reference Policy 7.A.1.2(b)). No zoning change or plan amendment shall be approved unless a finding is made that such zoning change and plan amendment will promote compact urban development and not encourage urban sprawl. The local planning agency shall be responsible for making such finding.

Policy 7.A.6.6 - The City shall continue to utilize the annexation policy adopted by the City Council on May 29, 1990 as amended periodically (reference Chapter Four, Foundation Document). This restrictive annexation policy requires an exhaustive review and evaluation before any land is annexed into the City. Application of the standards contained within the policy will terminate any opportunity for "leap-frog" type development. The LDC shall include requirements and provisions necessary to implement this policy. Among others, the provisions and requirements include:

- a. Only consider areas for annexation which are unincorporated, contiguous to existing city boundaries, and are compact in form. Compact means the precluding of any action which would create enclaves, pockets or serpentine-like patterns.
- b. Only consider areas for annexation in which the net revenues generated to the city are equal to or greater than the net annual maintenance expenditures.
- c. Any capital improvements for the proposed annexation area which may be necessary according to city standards shall be borne by the property owner requesting annexation.
- d. Only annex property which improves the delineation of city limit boundaries. Proposed annexation areas should make the city limit line clearly distinguishable using a major traffic arterial, body of water, or anything else of significance which physically and clearly identifies the boundary line. Note: Zig-zagging of the city-County lines makes the delivery of services (e.g., fire protection and police protection) confusing and sometimes difficult.
- e. Avoid making the center line of a street the city limit line. Rear property lines should be utilized when possible. Note: When center lines are used, problems are created in terms of police calls for traffic accidents, road maintenance, sanitation service, street lights, etc.

- f. Existing Okaloosa county (unless stated otherwise by state law) zoning and land use designations shall apply to lands being annexed into the corporate limits. Further, a comprehensive plan amendment is required to complete the annexation and to impose any city land use designation on the annexed property.
- g. Allow adequate time for public input, notification and hearings pertaining to annexation requests.
- h. Do not provide future city services in unannexed areas until all areas in the city are provided with services. Also, ensure levels of service of the city infrastructure are not impaired pursuant to the comprehensive plan.
- i. Follow the Municipal Annexation or contraction Law, Chapter 171, Florida statutes, for proper boundary annexation criteria plus comply with the Settlement Agreement, Case #00-3109-CA-TTB, city of Crestview versus Okaloosa County, ordered November f 2000, by the Circuit Court of the First Judicial Circuit in and for Okaloosa County, Florida.

Objective 7.A.7 - The City shall insure the availability of suitable land for utility facilities necessary to support proposed development through provisions within the LDC or acquisition of land by the City (reference Policies 7.A.1.1, 8.A.5.1, Table 14-1 and Chapter 6 of this Ordinance).

Policy 7.A.7.1 - The City shall include land acquisition within its Capital Improvements Element (reference Chapter 14) and within its Capital Improvements Program (reference Policy 14.A.5.1) when necessary to provide public lands for utility facilities.

Policy 7.A.7.2 - The City shall continue to require dedication of adequate rights-of-way pursuant to Chapter 102 of the City Code for use as roadways and by utilities for extensions or improvements.

Objective 7.A.8 - The LDC shall allow and encourage the use of innovative land development techniques including, but not limited to, provisions for planned unit developments, cluster housing and other approaches to mixed-use development (reference Policy 7.A.1.1 of this Ordinance).

Policy 7.A.8.1 - Chapter 102 of the City Code shall be amended to include provisions which allow the use of the planned unit development technique.

Policy 7.A.8.2 - The LDC shall contain the Zoning Ordinance (Chapter 102 of the City Code) and provisions which, at a minimum, contain:

- a. Density, lot coverage requirements and height variations through the provision of two or more zoning districts designed to implement the commercial and/or planned unit development categories;
- b. Sight and sound buffers between residential uses and more intensive uses;
- c. Planned unit developments shall be encouraged to include local or neighborhood convenience facilities within such developments when appropriate;
- d. Mixed-use development; and
- e. The LDC will contain provisions pursuant to Policy 8.A.1.2.

Objective 7.A.9 - Provide for and locate schools in a coordinated manner ensuring that the planning and construction of educational facilities are coordinated in time and location, concurrent with need, necessary services and infrastructure, and to ensure consistency with this comprehensive plan.

Policy 7.A.9.1 -Public, Charter and private schools are permitted in all land use categories shown on the adopted Future Land Use Map(s), except the Conservation category, consistent with the following criteria:

1. The proposed school location shall be compatible with existing and projected uses of adjacent property;
2. The location, arrangement and lighting of play fields and playgrounds shall be such that adverse impacts to adjacent residential properties are minimized;
3. Public facilities and services are, or will be, available with sufficient capacity to maintain the adopted level of service (LOS) for each facility or service upon completion of construction of the school;
4. The proposed school location contains no significant environmental constraints that would preclude development of an educational facility(s) thereon;
5. There will be no adverse impacts to archaeological or historical sites or structures listed on the State of Florida Historic Master Site File or to any sites designated by the City Council as having locally significant historic or archaeological value;
6. The proposed location contains soils and topographic features that are suitable for development or are adaptable for development and outdoor educational purposes;
7. The proposed location is of sufficient size to accommodate required parking and internal circulation;
8. Where feasible, the proposed site is so located to allow for co-location with parks, libraries and community centers;
9. The proposed location is not within the area regulated by §333.03(3), Florida Statutes, regarding the construction of educational facilities under approach and departure paths of aircraft using airports, including the Bob Sikes Airport; and
10. Middle schools and high schools shall be located on, or be directly accessible from, a collector or arterial roadway.

Policy 7.A.9.2 -Schools constructed after adoption of this policy are hereby designated "employment centers" and the provisions of Policy 7.A.2.3(b) apply.

Policy 7.A.9.3 -Pursuant to the provisions of Objectives 13.A.1 and 13.A.2 and Policies 13.A.1.1, 13.A.1.2, and 13.A.2.3, the City shall continue to coordinate activities with the Okaloosa County School Board and such coordination shall include the procedures and notification/response requirements, as well as all other relevant provisions related to planning and coordination, contained in Chapter 163, Part II and Chapter 235, Florida Statutes.

Objective 7.A.10 – Coordinate with Eglin Air Force Base on land use decisions that may affect the missions of the military installation.

Policy 7.A.10.1: The City of Crestview shall continue to implement the applicable provisions of Florida Statutes Section 163.3175 concerning coordination and communication with Eglin Air Force Base.

Objective 7.A.11.: Encourage compatibility with Eglin Air Force Base to protect public health and safety, as well as preserve the many benefits (i.e. jobs, sales taxes, property taxes, disposable income, highly educated workforce, etc.) associated with current and future Base missions.

Policy 7.A.11.1 - Prepare and adopt a Military Influence Overlay District (MIOD) that identifies the areas of the City that are subject to specific regulations to encourage compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177 and includes the following:

- A. The MIOD area shall be delineated on the Future Land Use Map of the City's Comprehensive Plan.
- B. The MIOD and MIOD Subzones shall be delineated on a map of the Military Influence Overlay District Area within the Future Land Use Element of the City's Comprehensive Plan.
- C. A note shall be included on the maps referenced in A and B that states: "Properties located within the MIOD are subject to additional regulations in the Land Use Regulations for compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177."

Policy 7.A.11.2 - Adopt and incorporate regulations for the MIOD into the Land Development Code to encourage compatibility with missions at Eglin Air Force Base for the Subzone areas within the City.

- A. The MIOD regulations shall be based on compatibility criteria associated with existing and planned future military missions at Eglin Air Force Base, and will address, but shall not be limited to:
 - 1. Safety
 - 2. Noise
 - 3. Vertical obstructions
 - 4. Light and glare
 - 5. Land use
 - 6. Public awareness
 - 7. Real Estate Disclosure
 - 8. Other criteria typically used to evaluate compatibility between military and non-military uses.
- B. The MIOD shall include regulations that are unique to discrete subzones, or smaller areas within the overall Crestview MIOD boundary, that are affected by different military missions.

Policy 7.A.11.3 - Update the MIOD based on changes to military missions at Eglin Air Force Base that result in the obsolescence of adopted standards, procedures or other pertinent compatibility criteria. If applicable, the maps referenced in Policy 7.A.11.2 A and B, shall be updated to reflect any adopted changes to the MIOD or MIOD subzones.

Policy 7.A.11.4 - For all unincorporated lands to be annexed into the City, if the property is located within the boundaries of the county-wide MIOD and/or its applicable Subzones, it shall be annexed with these regulatory provisions attached to the property.

Policy 7.A.11.5: Promote public awareness of compatibility regulations and activities related to Eglin Air Force Base.

- a. The City of Crestview shall make available for public inspection, maps that depict the current MIOD and MIOD subzones at the City's Growth Management Administrative Services Department and on the City's website.
- b. The City of Crestview should require real estate transactions of properties within the MIOD to include a disclosure of the property's location within the MIOD (and any subzones), as well as proximity to Eglin Air Force Base. (see specific related policies below)
- c. The City of Crestview shall display at Crestview City Hall and other appropriate places, as well as distribute to applicants of development orders within the MIOD area, a brochure that describes the types of regulations in the MIOD and the importance of compatibility with Eglin Air Force Base.
- d. The City of Crestview shall display at Crestview City Hall and other appropriate places, educational material about radio interference that is provided by Eglin Air Force Base.

Policy 7.A.11.6 - The City, in partnership with the municipalities within Okaloosa County and Eglin Air Force Base, will develop an effective procedure disclosing the proximity of property to Eglin AFB. The intent is to develop a single set of procedures to serve all participants, including owners, buyers and lessors of real property; the real estate community, local governments, and the Air Force.

Policy 7.A.11.7 - The disclosure procedure will apply to all lands within the MIOD. The City strongly supports disclosure notification within the MIOD by the owner or owner's agent at the earliest possible stage of all land sales activity and lease contracts for six months or longer before execution of a contract, i.e., before the making or acceptance of an offer.

Policy 7.A.11.8 - The City strongly supports a disclosure statement be either included as part of the standard Seller's Real Property Disclosure Statement or as an attachment to be signed by the prospect and by the owner or owner's agent. The disclosure notice must state that the property is located within the MIOD and provide forewarning of possible safety and noise hazards associated with the location of the property. Real property marketing materials must include a similar notice of proximity to Eglin AFB.

Policy 7.A.11.9 - Pursuant to Policy 7.A.11.6, the City shall coordinate the development of the procedure with the Okaloosa County Property Appraiser's Office and shall use the appraisal district's parcel database.

Policy 7.A.11.10 - Pursuant to Policy 7.A.11.9 and consistent with IC Policy 13.A.2.8, the City shall consider using the appraisal district's website as another venue for education and communication by creating an automatic note to the user that identifies the subject parcel as located within the MIOD and directing them to the County website for further information.

Policy 7.A.11.11 - The City shall strongly encourage that recorded public documents include a notice disclosing the fact that the property is located proximate to Eglin Air Force Base and may be subject to noise, vibration and low level over-flight by military aircraft. Documents subject to this notice requirement include preliminary and final site plans and subdivision plats, planned unit developments, and other zoning and subdivision actions, developments of regional impact, deeds and other real estate transfers, and recorded covenants.

Policy 7.A.11.12 - The City of Crestview shall ensure the availability of unobstructed airspace for military aviation and other military-related operations, while maintaining the health and safety of the general public.

Policy 7.A.11.13.1 - The City shall require buildings and towers not to exceed or penetrate the approach surface, transition surfaces, horizontal surfaces or conical surfaces associated with Duke Field, in a manner which would obstruct aircraft operations, air navigation, or line-of-sight communications.

Policy 7.A.11.13.2 - The City shall require on all applications for any vertical structure which might be inconsistent with Policy 7.A.10.9.1, the inclusion of a statement from the Commander of Eglin AFB that the proposed structure would not interfere with the installation's existing or planned mission. This policy does not supersede or negate compliance requirements with the federal obstruction standards contained in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77). The maximum height of building and towers shall be as identified in the MIOD Ordinance.]

Policy 7.A.11.14 - The City, in coordination with Okaloosa County and the Tri-County region and consistent with IC Policy 13.A.2.8, shall participate in the Northwest Florida Steering Committee which publicly manages and advises on airport operations and controlled airspace to ensure coordination of various aviation activities relative to land use decisions in the region.

Policy 7.A.11.15 - The City shall require the use and installation of lighting that reduces glare and light trespass within the MIOD. The City shall require all artificial lighting equipment, including but not limited to high intensity white strobe lights, floodlights and searchlights, whether temporary or permanent installations, be fully shielded with positive optical control so that all light emitted by the fixture, either directly from the lamp or indirectly from the fixture, is projected below a horizontal plane extending from the bottom of the light fixture. No building permit shall be granted unless this requirement is met.

Policy 7.A.10.15.1 - The City shall require that lights or illumination of street, parking, signs or use of land and structures be arranged and operated in such a manner that is neither distracting nor creates a dangerous environment to pilots and aircraft operating within the established MIOD. A lighting plan will be required for review and approval prior to the issuance of a building permit.

Section 7.05 Future Land Use Maps: The Future Land Use Map, Figure 7-1, Future Land Use – 2020 as prepared by the City and adopted on May 24, 2010 is, by reference, made a part of this Ordinance including all future amendments, revisions and updates:

- a. The following generalized land use categories are shown on the Future Land Use Maps identified above:
 1. Residential use (low density, medium density limited, medium density, and high density);
 2. Commercial use;
 3. Industrial use;
 4. Recreational use;
 5. Conservation use;
 6. Mixed-use;
 7. Public lands (includes educational facilities, public buildings and grounds and other public facilities) uses; and b. Public water wells, lakes, rivers and other water bodies are all shown on the Future Land Use Maps No. 7-1 through 7-8.
- b. Public water wells, lakes, rivers and other water bodies are all shown on the Future Land Use Map.
- c. Wetlands are shown on Figure 7-6A titled, “City of Crestview Generalized Wetlands” as prepared by Barrett, Daffin and Carlan, Inc. and dated January 1990.
- d. Soil associations are shown are Figure 7-9, titled, “Soil Associations” as prepared by the Florida Department of Administration, Division of State Planning, Bureau of Comprehensive Planning, soil ratings and limitations and features affecting selected uses by soil association, November, 1973.

Section 7.06 Land Use Map Series: It is the intent of this Ordinance that the maps described in Section 7.05 above be the Future Land Use Map Series for the City of Crestview.

Section 7.07 Amendments: The Future Land Use Map Series may be amended by following the requirements in Section 5.13 of this Ordinance. However, it is not necessary to amend the Future Land Use Maps when a re-zoning occurs within the same land use category or when a down zoning occurs to lessen density or intensity of development within the same land use category.

Section 7.08 Zoning Maps: The LDC shall contain the Zoning Ordinance of the City of Crestview (Chapter 102 of the City Code) as well as the Zoning Maps adopted pursuant to said Chapter. The Zoning Ordinance and Zoning Maps are designed to implement the Future Land Use Maps. Thus, within any given future land use category there may be one or more zoning district designations. For example, the future land use commercial category may include several zoning districts within the category and such districts will be delineated on the Zoning Maps as opposed to the Future Land Use Maps (reference Policy 7.A.3.1).

Section 7.09 Implementation: The Future Land Use Map Series will be implemented through inclusion within the LDC of the necessary regulatory devices to promote, control and regulate land uses. These devices include, but are not limited to, a zoning ordinance, a subdivision ordinance, a standard building code and the several ordinances necessary to implement Policy 7.A.1.2 as well as other ordinances controlling land development or construction practices.

Crestview Comprehensive Plan Future Land Use Element

Draft MIOD Policies

NOTE: Policy Numbering Is Generic And For Example Only

Objective 1: The City of Crestview shall coordinate with Eglin Air Force Base on land use decisions that may affect the mission of the military installation.

Policy 1.1: The City of Crestview shall continue to implement the applicable provisions of Florida Statutes Section 163.3175 concerning coordination and communication with Eglin Air Force Base.

Objective 2: The City of Crestview shall encourage compatibility with Eglin Air Force Base to protect public health and safety, as well as preserve the many benefits (i.e. jobs, sales taxes, property taxes, disposable income, highly educated workforce, etc.) associated with current and future Base missions.

Policy 2.1: The City of Crestview shall establish a Military Influence Overlay District (MIOD) that identifies the areas of the City of Crestview that are subject to specific regulations to encourage compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177.

A. The MIOD area shall be delineated on the Future Land Use Map of the City of Crestview Comprehensive Plan.

B. The MIOD and MIOD Subzones shall be delineated on a map of the Military Influence Overlay District Area within the Future Land Use Element of the City of Crestview Comprehensive Plan.

C. A note shall be included on the maps referenced in A and B that states: "Properties within the MIOD are subject to additional regulations in the Land Use Regulations for compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177."

Policy 2.2: The City of Crestview shall adopt and incorporate regulations for a MIOD into the Land Development Code to encourage compatibility with missions at Eglin Air Force Base for the affected areas of the City of Crestview.

A. The MIOD regulations shall be based on compatibility criteria associated with existing and planned future military missions at Eglin Air Force Base, and will address, but shall not be limited to:

1. Safety
2. Noise

3. Vertical obstructions
4. Light and glare
5. Land use
6. Public awareness
7. Disclosure
8. Other criteria typically used to evaluate compatibility between military and non-military uses.

B. The MIOD shall include regulations that are unique to discrete subzones, or smaller areas within the overall MIOD boundary, that are affected by different military missions.

Policy 2.3: The MIOD shall be updated based on changes to military missions at Eglin Air Force Base that result in the obsolescence of adopted standards, procedures or other pertinent compatibility criteria. If applicable, the maps referenced in Policy 2.1 A and B shall be updated to reflect any adopted changes to the MIOD or MIOD subzones.

Policy 2.4: The City of Crestview shall promote public awareness of compatibility regulations and activities related to Eglin Air Force Base.

A. Maps that depict the current MIOD and MIOD subzones shall be available for public inspection at the City of Crestview's Growth Management Administrative Services Department and on the City of Crestview's website.

B. The City of Crestview should require real estate transactions of properties within the MIOD to include a disclosure of the property's location within the MIOD (and any subzones), as well as proximity to Eglin Air Force Base.

C. The City of Crestview shall display at Crestview City Hall and other appropriate places, as well as distribute to applicants of development orders within the MIOD area, a brochure that describes the types of regulations in the MIOD and the importance of compatibility with Eglin Air Force Base.

D. The City of Crestview shall display at Crestview City Hall and other appropriate places, educational material about radio interference that is provided by Eglin Air Force Base.

CHAPTER 13 (9J-5.015)

INTERGOVERNMENTAL COORDINATION ELEMENT

Section 13.01 Purpose: The purpose of this Chapter (element) is to identify and resolve incompatible goals, objectives, policies and development proposed in this Ordinance (the City's Comprehensive Plan) and to determine and respond to the needs for coordination processes and procedures with adjacent local governments, regional and state agencies.

Section 13.02 Data and Analysis: This element is based upon the data and analysis requirements pursuant to Subsection 9J-5.005(2), F.A.C. and 9J-5.015(1)(2), F.A.C. (reference Sections 5.03, 5.06 and 5.07 of this Ordinance and Chapter 10 of the Foundation Documents).

Section 13.03 Area of Concern: The area of concern for the City of Crestview is Okaloosa County.

Section 13.04 Goals, Objectives and Policies: The Goals, Objectives and Policies of this Chapter (element) are as follows:

Goal 13.A - Provide coordination of this plan (ordinance) with Okaloosa County, other local governments (as appropriate) and other governmental agencies providing services within the City.

Objective 13.A.1 - To review, on an annual basis, actions that have taken place to coordinate the Comprehensive Plan of Crestview with the Plans of other units of government and the Okaloosa County School Board.

Policy 13.A.1.1 - The committee appointed pursuant to Policy 14.A.2.6 shall include within its review efforts (pursuant to Section 14.06) an analysis of the coordination between plans of affected governments (reference Section 13.03 above).

Policy 13.A.1.2 - The City shall continue to ~~use~~ participate in the Okaloosa County Comprehensive Plan Committee (consisting of officials from Okaloosa County and all cities therein, Eglin AFB, Hurlburt Field, and the Okaloosa County School Board) to as communicate its intent and provide recommendations for comprehensive plan update and input as well as coordinate Comprehensive Plans for the local governments, the School Board and the Air Force and to provide information regarding proposed development.

Policy 13.A.1.3 - The City shall consider participation with Okaloosa County and other units of local government in the acquisition and use of a computerized Geographic Information System (GIS).

Objective 13.A.2 - Continually coordinate with appropriate state, regional and local agencies, which have operational and maintenance responsibility for public facilities in Crestview, the impacts of development proposed in this plan upon development or plans of the affected state, county or local agency and to achieve, when necessary, mutually agreed upon level of service standards.

Policy 13.A.2.1 - The Okaloosa County Comprehensive Plan Committee shall function as the initial agency to mediate comprehensive planning conflicts.

Policy 13.A.2.2 - The City shall use the West Florida Regional Planning Council's informal mediation process to resolve conflicts with other units of government that cannot be resolved pursuant to Policy 13.A.2.1.

Policy 13.A.2.3 - The Committee appointed pursuant to Policy 14.A.2.6 shall include within its review efforts (pursuant to Section 14.06):

- a. An analysis of the effectiveness of the conflict resolution process described in Policies 13.A.2.1 and 13.A.2.2;
- b. The adequacy of LOS standards which have been established by this Ordinance on an annual basis (reference Policy 14.A.2.6);
- c. An analysis of the adequacy of procedures established to review proposed development within the area to the existing Comprehensive Plans of Crestview or adjacent local governments; and
- d. An analysis and/or review of development proposed in this ordinance or amendments to this Ordinance indicating the relationship of any proposed development contained within this Ordinance (or amendments) to the Comprehensive Plan of Crestview or adjacent local governments. This review shall be based upon the consistency of the proposed development with the Comprehensive Plan (all development shall be consistent with this Ordinance).

Policy 13.A.2.5 - The City shall render to the Florida Department of Community Affairs every development order, or development order amendments, with accompanying supporting documentation for developments which meet or exceed the thresholds established in §380.0651, F.S., and Chapter 28-24, Florida Administrative Code.

Policy 13.A.2.6 - The City shall coordinate transportation activities with Okaloosa County, the Okaloosa Walton Transportation Planning Organization, and FDOT. The City shall use its best efforts to coordinate participation in a process modeled after the Interlocal Transportation Review Committee (ITRC) to allow coordinated analysis, review, and mitigation of land use amendments and development projects falling both inside and outside of its municipal boundaries which could have extra-jurisdictional impacts. This cooperation is especially important for transportation impacts to SR 85. The City shall use its best efforts to work with all parties above to address peak hour traffic resulting from trips between Crestview and other employment centers accessed by SR 85.

Policy 13.A.2.7 - The City shall participate in any regional project that will provide assessment, planning, implementation, and coordination for transportation planning actions and capital improvements that may affect the City, such as the ~~Tri-County Eglin Installation Regional~~ Growth Management Plan.

Policy 13.A.2.8 - The City shall coordinate with Okaloosa County, the West Florida Regional Planning Council (WFRPC), the Okaloosa Walton Transportation Planning Organization, Ride on Commuter Services, FDOT, and Eglin AFB (and other military installations in the region) to plan and implement express transit service between park-and-ride locations in Crestview and Eglin AFB (and between Crestview and other military installations if feasible). The City will also participate in regional efforts to develop and implement other transportation demand management strategies to reduce peak travel demand on SR 85.

Policy 13.A.2.9 – The City shall formalize coordination efforts to foster regional compatibility with Eglin Air Force Base and other regional military-related activities through a Memorandum of

Understanding (MOU). Such MOU shall include language, requiring and specifying coordination with Eglin AFB on, but not limited to, the following within the MIOD area:

1. All proposed comprehensive plan amendments, proposed land development regulation changes, rezonings, waivers, exceptions, variances, planned unit developments and similar applications which, if approved, would affect the intensity, density, or use of land;
2. All development of regional impact-related activities; and,
3. Application for development orders requesting a variance or waiver from height or lighting restrictions or noise attenuation/reduction requirements for review and comment.

DRAFT

City of Crestview

MILITARY INFLUENCE OVERLAY DISTRICT (MIOD) REGULATIONS

Section 1. Findings

The City of Crestview finds that:

- (1) the Eglin AFB / Eglin Reservation fulfills an essential role for the Department of Defense;
- (2) the Eglin AFB / Eglin Reservation, and operations associated with this installation, have a significant positive economic impact on the City of Crestview and the region- protection of Eglin Reservation's ability to meet current and future operational and training requirements is critical to the economic health of the City of Crestview;
- (3) the creation or establishment of an obstruction or the encroachment of noise sensitive or otherwise incompatible land uses within certain areas set forth herein has the potential of being a nuisance and may injure the owners, occupiers or users of land in the region surrounding Eglin AFB / Eglin Reservation;
- (4) it is necessary in the interest of public health, public safety, and general welfare that the creation or establishment of obstructions or potential incompatible land uses that are a hazard to air navigation or the public health and safety be prevented; and
- (5) the prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power without compensation through regulations in a Military Influence Overlay District (MIOD) included within the City of Crestview Land Use Regulations.

Section 2. Applicability

The regulations forth herein are applicable to all lands within the Military Influence Overlay District (MIOD) boundary identified on Exhibit 2-1, Crestview MIOD Boundary and Subzones Map, in this Section. The MIOD shall be an overlay district established and delineated onto the Official Zoning Map.

Section 3. Conflicting Regulations

In the event of conflict between any regulations in this Section and any other regulations applicable to the same property, the more restrictive regulation shall apply.

Section 4. Relationship of MIOD With Underlying Zoning District

The regulations within this MIOD supplement, modify, and where indicated, supersede the regulations of the underlying zoning district. All definitions, references, requirements and other land use controls not specifically defined or modified in this regulation shall conform to the provisions of the underlying zoning district specified in the City of Crestview Land Use Regulations.

Section 5. Exemptions

The following uses are exempt from the regulations in this Section.

- A. Agricultural Use.** This regulation shall not be used to regulate any operational aspect of an existing agricultural use, including the cultivation and harvesting of crops, land management activities (controlled burning, clearing, spraying, trimming), livestock management, hunting, or use and application of water. Expansion of existing structures and construction of new structures that are accessory for agricultural uses are subject to these regulations, however.
- B. Existing Structures.** This regulation shall not restrict or limit the use of legally established, existing land uses and structures as of the effective date of this regulation.
- C. Single Residential Units on Existing Parcels.** This regulation shall not prevent the construction of one (1) single family residential unit on a legally established parcel if all of the following conditions are met:

 - ~~(1) The parcel is at least 10,000 square feet in size.~~
 - ~~(2)~~(1) The footprint of the residential structure is entirely outside of any Accident Potential Zones designated for operational areas for Eglin AFB / Eglin Reservation.
 - ~~(3)~~(2) The footprint of the residential structure is entirely outside of the 75 decibel noise contour as established in the current Eglin AFB Air Installation Compatible Use Zone (AICUZ) and Range Installation Compatible Use Zone (RAICUZ) studies.
 - ~~(4)~~(3) The height of the residential structure, including all buildings and accessory structures, is in compliance with the height regulations in this regulation.
- D. Recorded Final Plats.** This regulation shall not apply to any recorded final plat that has been approved prior to the effective date of this regulation or on the land where lots were recorded prior to the effective date of this regulation without the benefit of a recorded final plat (metes and bounds).

Section 6. Definitions

The following are definitions of terms used in these regulations:

- A. Accident Potential Zone (APZ)** – An area of land adjacent to each end of an airport runway where, within the airfield environs, an accident is most likely to take place and the anticipated extent of the impact area (based on the analysis of Air Force accident history) likely to result from any single accident.
- B. Accident Potential Zone I (APZ I)** – The land area measuring three-thousand (3,000) feet wide and five-thousand (5,000) feet long centered on each runway, immediately beyond the Clear Zone, which possesses significant potential for accidents.
- C. Accident Potential Zone II (APZ II)** – The land area measuring three-thousand (3,000) feet wide and seven-thousand (7,000) feet long adjacent to and centered beyond APZ I which is less hazardous than APZ I but still possesses the potential for accidents.
- D. Air Installation Compatible Land Use Zone (AICUZ)** – An Air Force program that seeks to develop a cooperative relationship between communities and military installations and provides land use compatibility guidelines designed to protect public health and safety, as well as maintain military readiness. As designed, the AICUZ study prepared for an installation evaluates three components: noise, vertical obstructions, and accident potential zones.
- E. Airport Hazard** – Means any structure or plant (e.g., tree, shrub, etc.) or use of the land which obstructs air space required for aircraft flight or which obstructs or interferes with the control or tracking and/or data acquisition in the landing, taking off or flight of an airport, or at any installation or facility relating to flight, and tracking and/or data acquisition of the flight craft; is hazardous, interferes with or obstructs such landing, taking off or flight of aircraft or which is hazardous to or interferes with tracking and/or data acquisition pertaining to flight and flight vehicles.
- F. Ambient Noise** – The amount of all noise generated in the environment, other than the noise from the source of interest. Also referred to as background noise.
- G. ASTM E 90** – The standard test method for laboratory measurement of airborne sound transmission, loss of building partitions and elements.
- H. Automatic-Timing Device** – A device that automatically controls the operation of a light fixture or fixtures, circuit or circuits. Photocells and light and/or motion sensors shall be considered automatic-timing devices.

- I. A-Weighted Decibel (dBA)** – The most commonly weighted sound filter used to measure perceived loudness. The human ear responds differently to frequencies. For example, the human hearing system perceives mid-frequency sounds as louder than low and high frequency sounds. To accommodate this condition when measuring sound levels, filters need to be installed into sound meters. The results are a more accurate measurement of sound for the human hearing system.
- J. Avigation Easement** – An easement is a non-possessory right to use land owned by another party. An avigation easement is an easement that grants the holder one or more of the following rights: the right-of-flight; the right to cause noise, dust, or other impacts related to aircraft flight; the right to restrict or prohibit certain lights, electromagnetic signals, and bird-attracting land uses; the right to unobstructed airspace over the property above a specified height; and, the right of ingress/egress upon the land to exercise those rights.
- K. Bandwidth** – In electronic communication, bandwidth is the width of the range (or band) of frequencies that an electronic signal uses within a specific transmission medium. In this usage, bandwidth is expressed in terms of the difference between the highest-frequency signal component and the lowest-frequency signal component. Since the frequency of a signal is measured in hertz, its bandwidth is the difference in hertz between the highest and lowest frequency signal within its range. A typical voice signal has a bandwidth of approximately three kilohertz (3 kHz); an analog television (TV) broadcast video signal has a bandwidth of six megahertz (6 MHz) -- approximately 2,000 times as wide as the voice signal.
- L. Bulb** – The source of electric light, as distinguished from the whole light assembly (see Luminaire).
- M. Business** – A person, partnership, corporation, or organization engaged in commerce, manufacturing, or a service; profit and non-profit seeking enterprise or concern. The definition is intended to be broadly construed and shall include, but not be limited to, charitable organizations.
- N. Candela** – The unit of measure indicating the luminous intensity (candlepower) of a light source in a specific direction.
- O. Clear Zone** – The Clear Zone (CZ) is the trapezoidal area lying immediately beyond the end of the runway and outward along the extended runway centerline. The CZ begins at the end of the runway and extends outward 3,000 feet. The CZ width is 3,000 feet (1,500 feet to either side of the runway center line).
- P. Compatible Land Use** – Any use of land adjacent to or in the immediate vicinity of an airport, airfield, or military operations area that does not

endanger the health, safety, and welfare of the owners, occupants, or users of the land due to levels of noise or vibrations or the risk of personal injury or property damage created by the operations of the airport, airfield, or military use, including the taking off, landing or flight of aircraft. A compatible use also does not endanger the health, safety, and welfare of military personnel engaged in training or operational assignment or adversely impact the mission conducted.

- Q. Decibel (dB)** – A unit of measurement of sound or sound pressure intensity. The dBA Aircraft Noise Metric is a single event maximum sound level measure used to quantify peak noise levels of representative aircraft flyovers in relation to speech interference.
- R. Decibel Noise Level (DNL)** – The DNL metric is a day-night sound level used to identify cumulative/average long term aircraft noise exposure.
- S. Digital Sign** – Cathode ray tube (CRT), flat panel liquid-crystal display (LCD), plasma, aerial imaging, projector or other electronic devices that are at the end-point of a digital signage system, presenting the content to include: Dynamic Signs, Electronic Signs, Digital Media Advertising, as well as signs within a Digital Signage Network, In-store TV Network, Captive Audience Network, Narrowcasting Network, Out-of-home Media Network, Digital Media Network, and Advertising Network.
- T. Direct Light** – Light emitted directly from the lamp, off of the reflector diffuser, or through the refractor or diffuser lens of a luminaire.
- U. Exterior Lighting** – Temporary or permanent lighting that is installed, located or used in such a manner to cause light rays to shine outside. Fixtures that are installed indoors that are intended to illuminate an object outdoors are considered exterior lighting for the intent of this overlay district.
- V. Finished Grade.** Finished grade shall mean the highest grade directly adjacent (within five (5) feet) of the structure or wall of the building, which has been set through an approved grading and/or drainage plan. Fill which is not necessary to achieve positive drainage or slope stabilization, or which is otherwise proposed clearly to raise the finished floor elevations(s) for any other purpose, shall not be considered finished grade.
- U:**
- V-W. Fixture** – The assembly that holds the lamp in a lighting system. It includes the elements designed for light output control, such as a reflector (mirror) or refractor (lens), ballast, housing and the attachment parts.
- W-X. Floor Area Ratio (FAR)** – Standards of building intensity for non-residential uses, such as commercial and industrial development, are stated as maximum floor-area ratios (FARs). A FAR is the ratio of the total building square footage

on a lot to the total square footage of the lot (or parcel). For example, a lot with 10,000 total square feet of land area and an FAR of 1.00 will allow 10,000 square feet of gross building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same 10,000-square-foot lot, an FAR of 0.50 would allow 5,000 square feet of floor area, and an FAR of 0.25 would allow 2,500 square feet.

X-Y. Foot-candle (fc) – Illumination produced on a surface one foot from a uniform point source of one candela. A foot-candle is a unit of light measurement equal to one lumen per square foot.

Y-Z. Frequency Spectrum – The frequency spectrum is the entire range of electromagnetic frequencies used for communications; which includes frequencies used for radio, radar, and television. In the performance of typical operations, the military relies on a range of frequencies for communications and support systems. Similarly, public and private users rely on a range of frequencies to support daily life.

Z-AA. Full Cutoff – Describes a luminaire light distribution where 100 candela per 1,000 lamp lumens (ten percent) may emit at all vertical angles beginning at 80 degrees up from nadir to less than 90 degrees, and 0 (zero) candela per 1,000 lamp lumens (zero percent) is allowed at 90 degrees (horizontal plane) and all angles above. This applies to all horizontal angles around the luminaire. A full cutoff luminaire is also fully shielded. (See Exhibit 2-2).

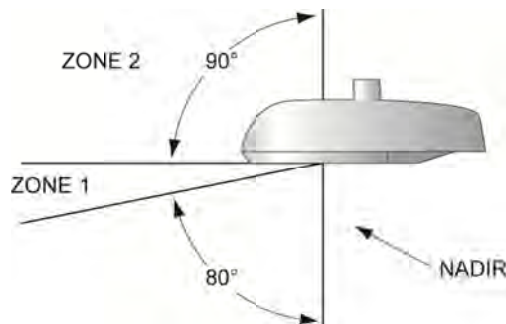


Exhibit 2-2

AA-BB. Fully Shielded – A lighting fixture constructed in such a manner that all light emitted by the fixture, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal plane as determined by photometric test or certified by the manufacturer. A fully shielded fixture is not necessarily full cutoff.

BB-CC. Glare – The sensation produced within the visual field by luminance that is sufficiently greater than the luminance to which the eyes are adapted, causing annoyance, discomfort, or loss in visual performance and visibility.

DD. Hazard to Air Navigation – An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.

EE. Height (Maximum), Building or Structure. The vertical dimension of a building or structure shall not exceed the maximum building height permitted within any zoning district. The inclusion of any roof-top located appurtenances shall not exceed 115% of the maximum building height. Such measurement shall be determined as the vertical distance from the highest point of the building/structure and any approved roof-top located appurtenances (as identified below) to the highest elevation of the adjacent grade, whether finished or natural.

Roof-top located appurtenances shall be limited the following:

1. Chimneys, vents, and roof-top mechanical equipment such HVAC systems. These elements may not exceed four (4) feet in height (measured from the highest point on the roof).
2. Radio or TV antennae or aerials, but shall not include micro-wave receivers, transmitters, repeaters, or satellite receivers.

EE-

DD-FF. Hertz (Hz) – Hertz is a unit of frequency (of change in state or cycle in a sound wave, alternating current, or other cyclical waveform) of one cycle per second. Other units of frequency are kilohertz (KHz), equal to 1,000 Hz; megahertz (MHz), equal to 1,000,000 Hz; and gigahertz (GHz), equal to 1,000,000,000 Hz.

EE-GG. Holiday Lights – Temporary, decorative lights that are placed on property or buildings between November 20th and January 15th of each year.

FF-HH. Horizontal Surface – A horizontal plane one-hundred-fifty (150) feet above the established airport elevation, the perimeter of which in plan view coincides with the perimeter of the horizontal zone.

GG-II. "IESNA" (or "IES") – An acronym for the Illuminating Engineering Society of North America. The IESNA makes recommendations for outdoor lighting but does not set outdoor lighting community standards; these are determined through the adoption of local regulations.

~~HH~~-~~JJ~~. Illuminance – The quantity of light arriving at a surface measured in foot candles.

~~II~~-~~KK~~. Interference – Interference is the inability to effectively distribute or receive a particular frequency because of similar frequency competition. As the use of the frequency spectrum increases (such as the rapid increase in cellular phone technology over the last decade) and as development expands near military installations and operational areas, the potential for frequency spectrum interference increases.

~~JJ~~-~~LL~~. Intermittent Lighting – Luminaires that do not emit light for more than five minutes.

~~KK~~-~~MM~~. Lumen – A unit of luminous flux. The lumen-output values shall be the initial lumen output ratings of a lamp. The lumen rating associated with a specific lamp is generally indicated on its packaging or may be obtained from the manufacturer.

~~LL~~-~~NN~~. Luminaire – A complete lighting fixture consisting of a lamp or lamps together with the parts designed to distribute the light, to position and protect the lamps, and to connect the lamps to the power supply.

~~MM~~-~~OO~~. Luminous Flux – A quantitative expression of the brilliance of a source of visible light which is electromagnetic energy within the wavelength range of approximately 390 nanometers (nm) to 770 nm. This quantity is measured in terms of the power emitted per unit solid angle from an isotropic radiator, a theoretical point source that radiates equally in all directions in three-dimensional space.

~~NN~~-~~PP~~. Military Installation Proximity Disclosure Notice – A disclosure notice that informs the public and potential property owners or lessees that a parcel is located within proximity of a military installation or reservation, military airfield(s), and/or military training routes/corridors, and that the parcel may be impacted by noise, vibration, smoke, or other impacts associated with the military operations. The disclosure may also indicate that the property may be subject to land use regulations associated with the military installation that are adopted by the City of Crestview.

~~OO~~. Nadir – The direction, pointing vertically down, from the lowest light emitting part of the luminaire (see Exhibit 2-2 for an example).

~~OO~~-~~RR~~. Natural grade. Natural grade shall mean the existing, undisturbed terrain directly adjacent (within five (5) feet) of the structure or wall of the building, where no alteration to the ground surface is proposed.—

~~PP~~-~~SS~~. Noise – Unwanted sound that interferes with normal activities or otherwise diminishes the quality of the environment. Noise may be

intermittent or continuous, steady or impulsive. The source of the noise may be stationary or transient. The physical characteristics of noise or sound include its intensity, frequency, and duration.

QQ-TT. Noise Contour – A line connecting points of similar day-night average sound levels measured from a specific noise source.

RR-UU. Noise Exposure Map – A scaled, geographic depiction of an airport or airfield, its noise contours and surrounding area.

SS-VV. Noise Level Reduction (NLR) – The amount of reduction in noise for any geographic point as achieved through the incorporation of noise attenuation measures into the design and construction of buildings. These reductions may be incorporated during initial construction or retroactively as additional construction for existing buildings.

FF-WW. Nonconforming Use – Any use of a property that is inconsistent with the provisions of these regulations and which is an existing use as of the effective date of these regulations.

UU-XX. Non-precision Instrument Runway – A runway operating with an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or approach procedure that has been approved or planned.

VV-YY. Octave Band Filter – An electrical frequency analyzer designed according to standards formulated by the American Standards Association and used in conjunction with a sound level meter to take measurements in specific octave intervals.

WW-ZZ. Opaque – The inability of a material to transmit light from an internal illumination source.

XX-AAA. Outdoor Lighting – Illumination of an outside area or object by any manmade device that is located outdoors and produces light.

YY-BBB. Perceived Noise Level – A method of measuring complex sound designated in the Journal of the Acoustical Society of America, No. 31, Pages 1415-1429, 1959

ZZ-CCC. RAICUZ – The RAICUZ assessment focuses on five land use compatibility issues—noise, population density, height of objects, lighting, and the radio frequency (RF) spectrum.

AAA-DDD. Remodel/Renovate – A process of partial or total demolition of an existing structure (more than 50 percent of the occupied space and/or 50

percent of its current market value) and the partial/full construction of a new structure on the same parcel of land.

~~BBB~~.EEE. Sound Attenuation – The reduction of sound intensity by various means (e.g., air, humidity, porous materials); diminution of the intensity of sound energy propagating in a medium; caused by absorption, spreading, and scattering.

~~CCC~~.FFF. Sound Transmission Class (STC) – A single-figure rating of the sound insulating properties of a partition as determined by methods described in "Determination of Sound Transmission Class", American Society of Testing and Materials designation E413-73.

~~DDD~~.GGG. Standard Land Use Coding Manual (SLUCM) – A standard system for identifying and coding land use activities. "Standard Land Use Coding Manual", Urban Renewal Administration/Housing and Home Finance Agency and Bureau of Public Roads, Department of Commerce, First Edition, 1965.

~~EEE~~.HHH. Structure – An object, including a mobile object, constructed or installed by man, including, but not limited to, buildings, antennas, communication or other towers, cranes, smokestacks, earth formations, wind generation structures, and overhead transmission lines.

~~FFF~~.III. Temporary Outdoor Lighting – Lighting allowed as specified in an approved temporary permit pursuant to the requirements of Section 11, in this Section.

~~GGG~~.JJJ. Transitional Surface – The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the runway centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface.

~~HHH~~.KKK. Trespass Lighting – Light emitted by a luminaire that spills outside the boundaries of the property on which the luminaire is sited.

~~III~~.LLL. Ultra High Frequency (UHF) – The UHF (ultrahigh frequency) range of the radio spectrum is the band extending from 300 MHz to 3 GHz. The UHF band is extensively used for satellite communication and broadcasting, in cellular telephone and paging systems, and by fourth-generation (4G) wireless systems.

~~333~~**MMM.** **Very High Frequency (VHF)** – The VHF (very high frequency) range of the radio spectrum is the band extending from 30 MHz to 300 MHz. The VHF band is popular for mobile two-way radio communication, satellite communication and broadcasting.

Section 7. Military Influence Overlay District (MIOD) and MIOD Subzones

A. Application of the MIOD

The MIOD is an overlay district with regulations that address conditions related to noise, safety and other effects associated with training and operations (missions) conducted from or associated with Eglin AFB/Eglin Reservation. The MIOD is limited to a specific geographical area within the City of Crestview, as depicted on the City of Crestview Future Land Use Map and the Official Zoning Map. The location of the MIOD boundary in the City of Crestview is depicted on Exhibit 2-1, MIOD Boundary and Subzones Map.

B. Designation of MIOD Subzones

Within the MIOD is a discrete geographical area, or MIOD Subzone, that includes regulations that are specific to unique characteristics associated with military missions at Eglin. The precise location of the MIOD Subzones in the City of Crestview is depicted on Exhibit 2-1 Crestview MIOD Boundary and Subzones, which shall be available for public review at the City of Crestview's Growth Management Administrative Services Department. The MIOD Subzones are defined as follows:

- (1) **MIOD.** The MIOD includes the MIOD Subzone and any non-Subzone areas, if applicable, within the boundary of Crestview. When used in this regulation, the term MIOD refers to the MIOD within the City of Crestview in its entirety, and not a portion thereof.
- (2) **Impulse Area Subzone.** The Impulse Area Subzone is defined as the area that is within one-mile of the Eglin Reservation boundary. The Impulse Area Subzone is subject to increased levels of explosive noise, or "impulse" noise, generated from missions conducted on Eglin Reservation.
- (3) **Critical Approach 1 Subzone.** The Critical Approach 1 Subzone is defined as the area beneath which aircraft approach and depart at low levels from a runway. This Subzone area is based on the Eglin AFB RAICUZ Study.
- (4) **Critical Approach 2 Subzone.** The Critical Approach 2 Subzone is defined as the area beneath which aircraft approach and depart

at low to moderate levels from the runway. This Subzone area is based on the Eglin AFB RAICUZ Study.

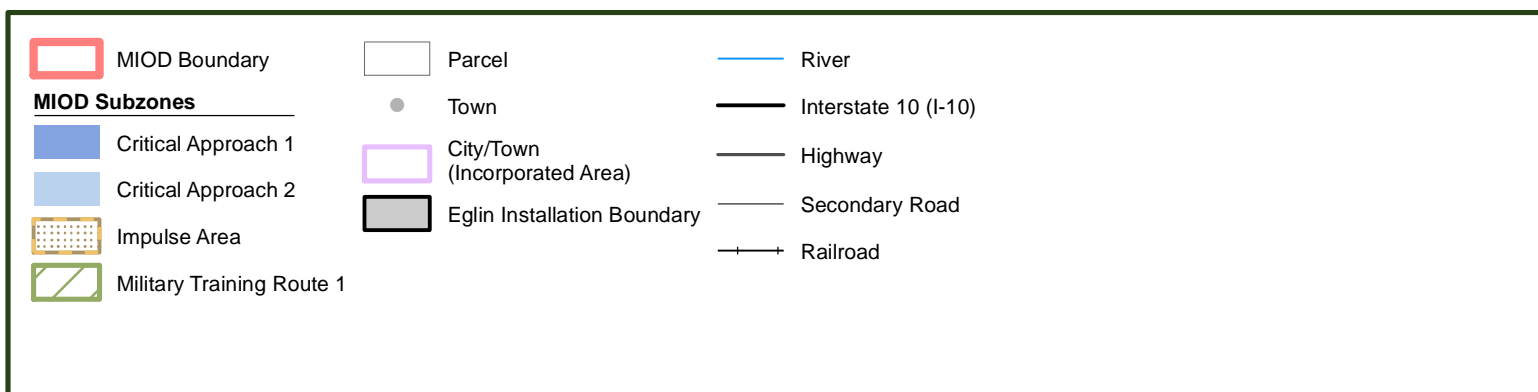
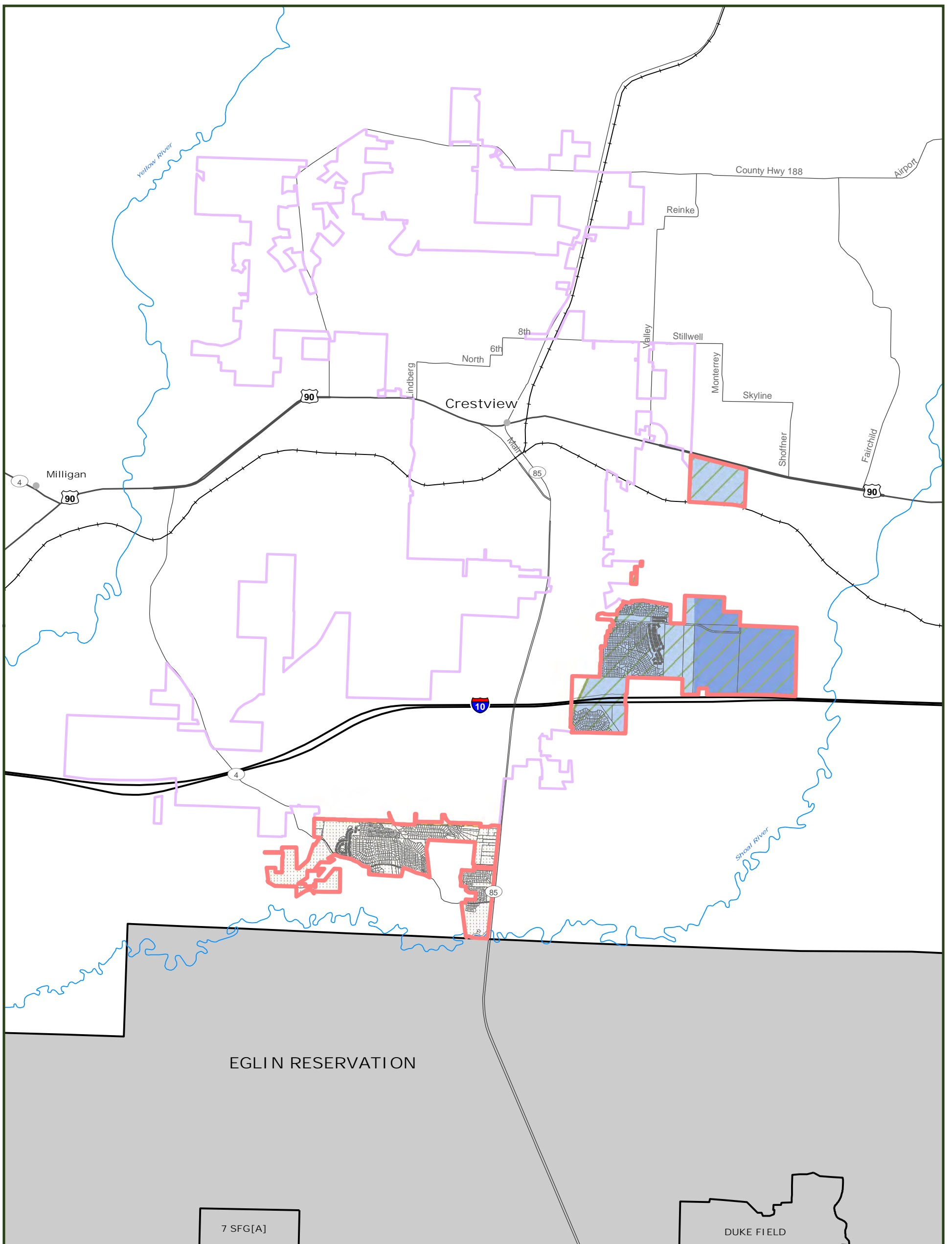
- (5) **MTR 1 Subzone.** The MTR (Military Training Route) 1 Subzone is defined as the area that includes the MTR, Slow Speed Low Altitude Training Route (SRs) and the Low Level Training Area (LLTAs) corridors (with floors between 100 feet and 200 feet AGL (Above Ground Level)) that have been established and designated by the Federal Aviation Administration (FAA) specifically for military training. This Subzone area is based on the corridors identified in the Eglin AFB RAICUZ Study.

As the AICUZ or RAICUZ studies for Eglin AFB or the Eglin Reservation are updated in the future and publicly available, the City of Crestview shall consider updating Exhibit 2-1, Crestview MIOD Boundary and Subzones, to reflect any changes that may impact the regulations herein. Such update shall be adopted during a properly noticed public hearing of the City of Crestview City Council.

C. Boundaries

The following rules shall apply to the boundaries of the MIOD and MIOD Subzones:

- (1) If any part of a parcel or lot is within the MIOD or MIOD Subzone, all land within the parcel or lot shall be subject to these regulations.
- (2) Where a parcel or lot is within more than one MIOD Subzone, the requirements of the more restrictive Subzone shall apply to the entire parcel or lot.
- (3) Boundaries that appear to follow the approximate centerlines of streets, alleys or easements shall be construed to follow such centerlines.
- (4) Boundaries that appear to follow platted lot lines shall be construed as following such lot lines.



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Section 8. Land Use

A. General Use Restrictions

Notwithstanding any other provisions in the City of Crestview Land Use Regulations, no use of land, water or airspace within the MIOD shall:

- (1) Create electrical interference between Eglin AFB/Reservation and aircraft, missiles or any other associated military or civilian activities;
- (2) Create glare, artificial light, smoke or dust, or reflect light in such a way that may impair pilot visibility at any time;
- (3) Create forage or nesting environments that increase the potential for bird/wildlife aircraft strike hazards within any Eglin AFB approach/departure airspace, aircraft movement areas, loading ramps or aircraft parking areas.
- (4) Endanger or interfere with the landing, departure or maneuvering of aircraft using Eglin AFB/Reservation.

B. Land Use Compatibility / Specific Use Restrictions

Notwithstanding any other provisions in the City of Crestview Land Use Regulations, the permitted land use for any property with the MIOD and associated MIOD Subzone shall be as set forth in Table 2-1, MIOD Land Use Compatibility Matrix. The following rules apply to Table 2-1:

- (1) Boundaries: All provisions of Section 7. D., Boundaries, shall apply.
- (2) Incompatible Uses or Prohibited Activities: Uses or activities determined to be incompatible with MIOD Subzone activities, Eglin Reservation operations, or contribute to a potential threat to flight safety, are prohibited within the designated Subzone. A "P" appearing under a MIOD Subzone category in Table 2-1 means that the use or activity is incompatible and prohibited in that Subzone area.
- (3) Compatible Uses or Allowed Activities: Section 102-129, Districts and Boundaries in the City of Crestview Land Use Regulations identifies permitted uses and activities for each zoning category. Table 2-1 provides a detailed description of uses and activities that are determined to be compatible with Subzone activities, Eglin Reservation operations and aircraft flight safety. An "A" appearing

under a Subzone category in Table 2-1 means that the use or activity is allowed if the property:

- i. Is properly zoned and the use is permitted pursuant to Section 102-129 of the Land Use Regulations;
- ii. Has the proper City of Crestview Future Land Use Map (FLUM) designation;
- iii. Conforms with the lower of the density/intensity provisions on Table 2-1, or the underlying zoning category and FLUM designation.

Section 9. Height Limitations

Except as otherwise provided in these regulations, no structure, facility or antennae shall be erected or altered in any MIOD or MIOD Subzone to a height in excess of those shown in Table 2-2:

Table 2-2. Applicable Height Limits by Subzone

MIOD Subzone	Maximum Height
Impulse Area	45 Feet
Critical Approach 1	45 Feet
Critical Approach 2	50 Feet
MTR 1	75 Feet

**Table 2-1 Military Influence Overlay District
Land Use Compatibility Matrix Final 08 2012**

			Impulse Area	Critical Approach 1	Critical Approach 2	MTR 1
Residential			Density			
1100a	Single units; detached	<= 4 du/ac	A1	A	A	A
1100b and 1100c	Single units; semi-detached and attached row (incl duplex)	<= 6 du/ac	P	P	A	A
1100d and 1100e	Multi-Family; two or more attached units	Any Density	P	P	P	P
1100f	Community Residential Homes (incl assisted living, etc.)	Any Density	P	P	P	P
1100g	Congregate Residential Homes	Any Density	P	P	P	P
1200	Group Quarters (incl farm worker housing, boarding homes, etc.)	Any Density	P	P	P	P
1300	Residential Hotels (incl motels, etc.)	Any Density	P	P	P	P
1400	Mobile Home Parks or Courts (incl recreational vehicle and RV parks, etc.)	Any Density	P	P	P	P
1500	Transient Lodgings	Any Density	P	P	P	P
1900	Other Residential (any type)	Any Density	P	P	P	P
Manufacturing			Intensity			
2100 and 2200	Food & kindred products; textile mill products; manufacturing	Max FAR 0.56	A1,2	A2	A2	A2
2300	Apparel and other finished products made from fabrics, leather, and similar materials; manufacturing	Max FAR 0.56	A1,2	A2	A2	A2
2400 to 2700	Lumber and wood products; furniture; paper; painting; manufacturing	Max FAR 0.56	A1,2	A2	A2	A2
2800 to 3000	Chemicals and allied products; petroleum; rubber and plastics; manufacturing	Max FAR 0.56	P	P	P	P
3200 to 3400	Stone, clay and glass; primary and fabricated metal products manufacturing	Max FAR 0.56	A1,2	A2	A2	A2
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks manufacturing	Max FAR 0.56	A1,2	A2	A2	A2
3900	Miscellaneous manufacturing	Max FAR 0.56	A1,2	A2	A2	A2
Transportation, Communications and Utilities			Intensity			
4100 to 4600	Railroad, rapid rail transit; motor vehicle; aircraft transportation; marine transportation; highway right of way; automobile parking	Max FAR 0.56	A	A	A	A
4700	Communications (cell / radio / television / microwave towers)	Max FAR 0.56	A4	A4	A4	A4
4800	Utilities (electric, gas, water, sewage, transmission lines, facilities)	Max FAR 0.56	A4	A4	A4	A4
4850	Solid waste disposal (landfills, debris disposal, incineration, etc.)	NA	P	P	P	P
4900	Other transportation, communications and utilities	Max FAR 0.56	A	A	A	A
4900a	Man-made water impoundments, except stormwater impoundments (water features, golf ponds)	NA	P	P	P	P
4900a	Man-made stormwater impoundments	NA	A5	A5	A5	A5
Trade			Intensity			
5100	Wholesale trade	Max FAR 0.56	A1	A	A	A
5190	Other wholesale trade (scrap and recycling collection/processing)	Max FAR 0.16	A1	A	A	A
5200 to 5700	Retail trade-building materials, hardware and farm equipment; general merchandise; food; automotive and marine; gas stations; apparel and accessories; furniture	Max FAR 0.16	A1	P	A	A
5200	Retail trade-building materials, hardware and farm equipment		A1	P	A	A
5300	Retail trade - general merchandise		A1	P	A	A
5400	Retail trade-food		A1	P	A	A
5500	Retail trade-automotive, marine craft, aircraft and accessories		A1	P	A	A
5530	Retail trade-gas service stations (truck stops, fireworks)		A1	P	A	A
5600	Retail trade-apparel and accessories		A1	P	A	A
5700	Retail trade-furniture, home furnishings and equipment		A1	P	A	A
5800	Retail trade-eating and drinking establishments	Max FAR 0.24	A1	P	A	A
5900	Other retail trade	Max FAR 0.16	A1	P	A	A
5900b	Other retail trade (outdoor retail, farmer's market, swap meet, flea market)		A1	P	A	A
Services			Intensity			
6100	Finance, insurance and real estate services	Max FAR 0.22	A1	A	A	A
6200	Personal services	Max FAR 0.22	A1	A	A	A
6240	Funeral homes, crematory services: cemeteries	Max FAR 0.22	A1	A	A	A
6300 to 6400	Business services; warehousing and storage; repair services	Max FAR 0.22	A1	A	A	A
6500	Professional services	Max FAR 0.22	A1	A	A	A
6590	Other professional services (engineering, architecture, accounting, research, etc.)	Max FAR 0.22	P	A	A	A
6513 to 6516	Hospitals, other medical facilities; nursing homes	Max FAR 0.56	P	P	A	A
6600	Contract construction services	Max FAR 0.22	A1	A	A	A
6700	Governmental services	Max FAR 0.24	A1	A	A	A
6740 to 6800b	Correctional institutions; schools and educational services; child care services	Max FAR 0.24	P	P	A	A
6900	Miscellaneous services	Max FAR 0.22	A1	A	A	A
6910	Religious activities (churches, synagogues, and temples)	Max FAR 0.24	P	P	A	A
Cultural, Entertainment and Recreational			Intensity			
7110	Cultural activities (art galleries, libraries, museums)	Max FAR 0.56	P	P	A	A
7120	Nature exhibits (zoos, botanical gardens)	Max FAR 0.24	P	P	A	A
7200	Public assembly (movie theater)	Max FAR 0.56	P	P	A	A
7211	Outdoor music shell, amphitheaters	Max FAR 0.56	P	P	A	A
7220	Outdoor sports arenas, spectator sports, stadiums	Max FAR 0.56	P	P	A	A
7231	Auditoriums, concert halls	Max FAR 0.56	P	P	A	A
7300a	Amusements - Outdoor (fairgrounds, miniature golf, driving ranges, amusement parks, etc.)	Max FAR 0.22	P	P	P	P
7300b	Amusements - Outdoor [Lighted] (driving ranges, play fields, light/laser shows)	Max FAR 0.22	P	A	A	A
7300c	Amusements - Indoor (shooting gallery, skating / ice rink, bowling, billiards, etc.)	Max FAR 0.22	P	P	A	A
7400	Recreational activities (including golf courses, tennis courts, riding stables, water recreation)	Max FAR 0.22	A5	A5	A5	A
7440	Marinas (yachting clubs, boat rentals and access)	Max FAR 0.22	P	A	A	A
7425	Gyms and athletic clubs (health spas and fitness centers; excluding resort lodges)	Max FAR 0.22	P	P	A	A
7500	Resorts and group camps (including resort lodges, bed and breakfast inns)	Max FAR 0.56	P	P	A	A
7600	Parks (passive recreation areas)	Max FAR 0.22	A	A	A	A
7900	Other cultural, entertainment and recreation	Max FAR 0.22	A1	A	A	A
Resources Production and Extraction			Intensity			
8100a	Agriculture (except livestock)	Max FAR 0.56	A	A	A	A
8100b	Agriculture (except livestock) w/residential	<= 1 du/ac	A1	A	A	A
8160a	Livestock farming and animal breeding	Max FAR 0.56	A	A	A	A
8160b	Livestock farming and animal breeding w/residential	<= 1 du/ac	A1	A	A	A
8160c	Exotic livestock farming and animal breeding (ostrich, emus, alpaca, etc.)	Max FAR 0.56	P	A	A	A
8200a	Agricultural related activities	Max FAR 0.56	A	A	A	A
8200b	Agricultural related activities w/residential	Max FAR 0.56	A1	A	A	A
8220	Animal husbandry services (animal hospitals and clinics, kennels)	Max FAR 0.56	P	A	A	A
8300a	Forestry activities and related services	Max FAR 0.56	A	A	A	A
8300b	Forestry activities and related services w/residential	Max FAR 0.56	A1	A	A	A
8320 to 8900	Forestry activities, fishing activities, mining activities, other resources production and extraction	Max FAR 0.56	A	A	A	A

NOTES TO TABLE - CONDITIONS FOR CERTAIN ALLOWED USES

- A1 Sound attenuation is STRONGLY RECOMMENDED to reduce interior noise levels to 45dB.
- A2 Allowed only without emissions of smoke, steam or other exhausts that impair aviation visibility.
- A4 Height restrictions apply, per Section 9 of the MIOD.
- A5 Stormwater impoundments up to 0.25 acres each allowed only if designed and constructed to completely drain within 24 hours and with anti-bird attractants. No stormwater impoundments allowed with any other water features / impoundments.

LEGEND

A	= Allowed
A#	= Allowed With Conditions
P	= Prohibited

Section 10. Sound Attenuation

This section addresses all land uses on Table 8-1 with an "A1" designation. Uses with a Y1 designation are located in areas that are exposed to outdoor noise levels that are considered inappropriate based on health, safety and welfare considerations. These include the Impulse Area, Noise 1 and Noise 2 Subzones. Uses with the Y1 designation in these Subzones are STRONGLY RECOMMENDED to include sound attenuation to maintain an indoor noise level to no more than 45dBA Ldn.

Table 10-1 and the following paragraphs include recommended noise attenuation guidelines that are STRONGLY RECOMMENDED to be applied to uses, structures and facilities in these Subzones.

Table 10-1. MIOD Noise Attenuation Guidelines

MIOD Subzone	STC OF EXTERIOR WALLS AND ROOF/CEILING ASSEMBLIES	STC OF DOORS AND WINDOWS
Noise 1	44	33
All Other Subzones	39	25

- A. New Construction.** New construction should be designed with the minimum Sound Transmission Class (STC) rating of the structure's components provided in compliance with Table 10-1 and to achieve an interior noise level no greater than 45 dBA Ldn.
- B. Modification of Existing Structures.** Modification of an existing structure that requires a building permit should be designed to meet the Table 10-1 guidelines if the following conditions are determined to exist:

 - (1) Any remodeling or renovation activities that involve more than 50% of a structure's occupied space; and/or
 - (2) Any remodeling or renovation activities that have a construction value of greater than 50% of the structure's current market value;
- C. Standard Noise Attenuation Standards.** Structures subject to the requirements of this Section should meet the requirements of Table 10-1 and achieve an interior noise level not to exceed 45 dBA Ldn.

 - (1) **Alternative Design Techniques.** As an alternative to compliance with Table 10-1, structures should be permitted to be designed and constructed using alternative techniques and materials designed to achieve an interior noise level no greater than 45 dBA Ldn. Exterior structures, terrain and permanent plantings should be permitted to be included as part of the alternative design for purposes of noise attenuation. The alternative design should be

certified by an acoustic engineer or other expert with appropriate expertise as determined by the City of Crestview Growth Management Administrative Services Department.

- (2) **Plans Required.** Building construction plans that depict conformance with these standards should be submitted to the City of Crestview for review and approval. Such plans should be signed and sealed by an engineer licensed in Florida with a proficiency in residential sound mitigation or noise control (Engineer of Record). The Engineer of Record should note on the building plans: "The building design is capable of achieving the required noise level reduction."
- (3) **Certification of Conformance with Sound Attenuation Guidelines.** Prior to the issuance of a Certificate of Occupancy by the City of Crestview, the Engineer of Record should certify that the construction meets the sound attenuation standards in this Section.

Section 11. Light and Glare Controls

The purpose of this Section is to establish regulations for outdoor lighting in order to restrict light spillage and glare onto areas within the Eglin Reservation.

A. Applicability / General Provisions

- (1) The regulations within this Section shall apply to:
- (2) All public and private outdoor lighting installed in the MIOD after the effective date of this regulation.
- (3) Where a conflict exists between any of the regulations or limitations in this Section, and any other regulations applicable to the same area, the more stringent limitation or requirement shall govern and prevail.

B. Exemptions

The following outdoor lighting is exempt from this Section:

- (1) Any existing luminaires which were lawfully in place according to all applicable Ordinances at the time, but which do not now comply with all applicable regulations as of the effective date of this regulation.
- (2) Outdoor lighting that produces its luminance directly through the combustion of fossil fuels.

- (3) Outdoor lighting used during law enforcement, fire, and emergency medical activities and for meteorological data gathering purposes undertaken with approval from the City of Crestview.
- (4) Temporary outdoor lighting affixed during emergency or night-time repairs of roads and utilities.
- (5) Lighting required by law to be installed on motor vehicles.
- (6) Lighting required in compliance with Federal Aviation Administration (FAA) requirements.
- (7) Outdoor lighting installed on Federal and State facilities; however, voluntary compliance is encouraged.

C. Prohibited Lights and Sources of Glare

The following outdoor lighting and sources of glare are prohibited anywhere in the MIOD:

- (1) Any luminaire in a new development that is pointed or focused which causes light to be directed toward the Eglin Reservation. Such luminaire must be redirected or its light output controlled to eliminate such conditions.
- (2) When projected above a horizontal plane, beacons, laser source lights, strobe lights, or any similar high intensity light used for promotional or entertainment purposes.
- (3) Laser light shows.
- (4) Search lights.
- (5) Public outdoor display of fireworks or pyrotechnics.
- (6) Other outdoor lighting or glare that can cause distraction, flash blindness, vision impairment, or visual interference while piloting or navigating an aircraft or using night vision devices, including, but not limited to:
 - (i) Series, lines, rows, or patterns of lights, whether supported by cables or other physical means, or laid upon a ground or building, that may resemble navigational or flight safety aids, landing pads, or lighting common to general or military aviation.

- (ii) Lighting designed for the creation of sky glow to attract attention, in excess of the lighting used to provide safety, security, and utility.
- (iii) Outdoor floodlighting by wide-angle projection above the horizontal plane.
- (iv) Lighting fixtures and architectural detailing that use luminous tube lighting (neon, argon, or krypton) on a building exterior or roof.
- (v) Internally illuminated awnings.
- (vi) External illumination for signs.

D. General Lighting Standards

- (1) The use of low-pressure sodium (LPS) lighting for outdoor, unroofed areas shall be required for all development.
- (2) Within the MIOD Impulse Area Subzone, all outdoor lighting should be fully screened from the Eglin Reservation, including lights from vehicles on streets, driveways and parking areas in adjacent development. Methods of screening may include, but are not limited to, fencing, structures and landscaping.

E. Residential Lighting Standards

- (1) Trespass lighting within residential areas may not exceed one and one half (1½) foot-candles at the property line, with the exception of intermittent lighting, which can be up to two (2) foot-candles.
- (2) All lighting within residential areas must comply with any standards in Subsection F, Non-Residential Lighting Standards, that are more restrictive, if applicable.

F. Non-Residential Lighting Standards - General

- (1) All outdoor lighting installed on any non-residential property and which includes or exceeds two (2) foot-candles shall be full cutoff fixtures (no light output emitted above 90 degrees at any lateral angle around the fixture). See "Examples of Acceptable / Unacceptable Lighting Fixtures" designations on Exhibit 2-3. The manufacturer's specifications, that demonstrate full cutoff status of all outdoor lighting, is required to be approved by the City of Crestview Planning Department prior to the issuance of a construction permit.

Examples of Acceptable / Unacceptable Lighting Fixtures

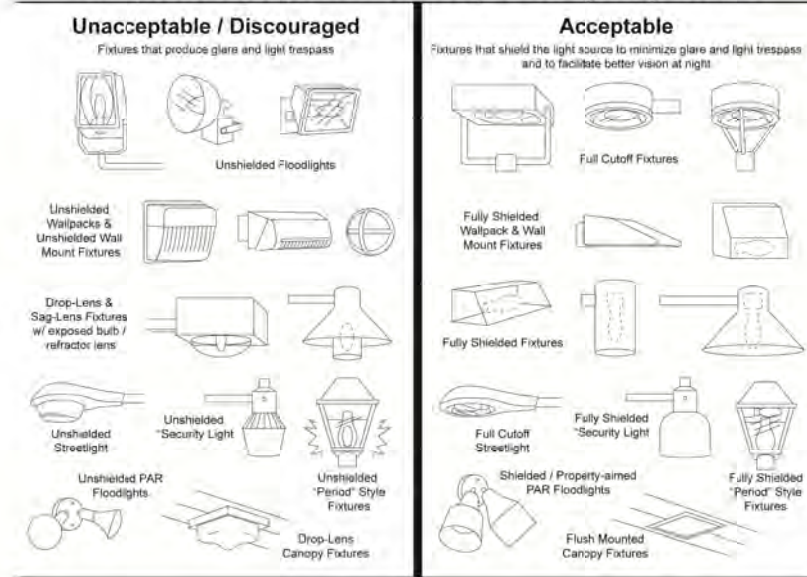


Exhibit 2-3, Acceptable Fixtures

- (2) For lighting horizontal elements such as roadways, sidewalks, entrances and parking areas, fixtures must meet "full cutoff" criteria (no light output emitted above 90 degrees at any lateral angle around the fixture).
- (3) Intermittent lighting must be of the "motion sensor" type that stays on for a period of time not to exceed five (5) minutes and has a sensitivity setting that allows the luminaire to be activated only when motion is detected on the site.
- (4) All trespass lighting shall not exceed two and one-half (2½) foot-candles measured at the property line, except that residential trespass lighting is regulated in Subsection E, ~~above~~.
- (5) Floodlight fixtures must be aimed so as to prevent direct radiation of light into the open sky at any angle above the horizontal plane, as shown in Exhibit 2-4 and verified using a tool such as shown in Exhibit 2-5.

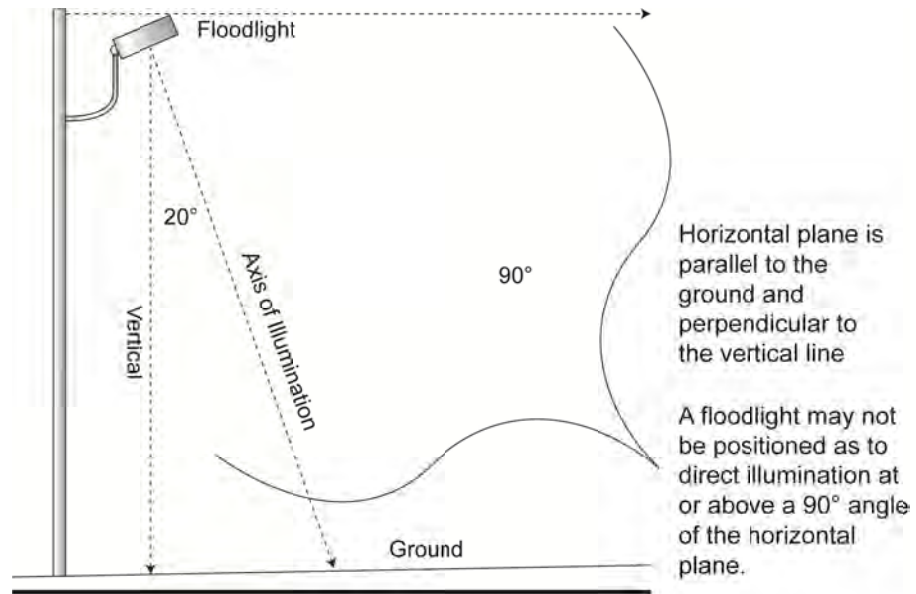


Exhibit 2-4

(7)

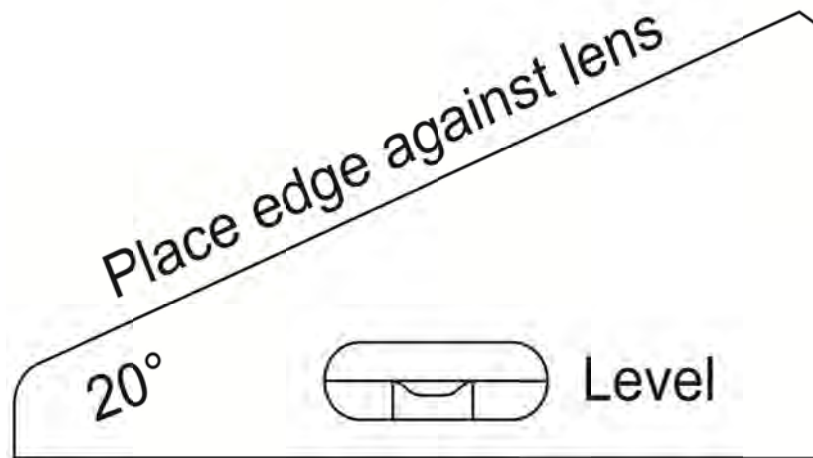


Exhibit 2-5

- (6) With the exception of lighting which is required for security and safety such as parking lot illumination, businesses must turn off outdoor lights emitting illumination levels exceeding 2 foot-candles (fc) after 11:00 p.m.
- (7) Lighting installed to illuminate construction sites in order to secure or protect equipment at night shall meet the requirements of Subsection F(1), ~~above~~.

G. Gasoline Stations, Outdoor Sales, Automobile Canopy Standards

- (1) Outdoor sales areas must utilize luminaires that are fully shielded. No wall mounted lighting will be allowed.
- (2) Gasoline station canopies and vehicle canopies for other non-residential uses must utilize canopy lights that are fully recessed into the canopy or are fully shielded by the canopy.
- (3) The following average maintained illumination levels for gasoline stations must not be exceeded:

Service Station Component	Lighting Level
Approach	2.0 fc
Driveway	2.0 fc
Pump Island	10.0 fc
Building Façade	3.0 fc
Service Areas	3.0 fc
Landscape Highlights	2.0 fc

Note: fc = foot-candle

H. Parking Lot / Parking Structure Standards

- (1) Parking lot lights and poles shall not exceed twenty-four (24) feet above adjacent finished grade.
- (2) All outdoor parking lot lighting shall be fully-shielded and illuminated with low pressure sodium light fixtures.
- (3) In order to allow minimize reflectivity and allow for a variety of surface material options:
 - (i) Surface parking lots shall be designed, coated or constructed so that illumination levels are no more than what is reflected from asphalt at an average of twenty (20) foot-candles.
 - (ii) Top decks of parking structures shall be designed, coated or constructed so that illumination levels are no more than what is reflected from asphalt at an average of fifteen (15) foot-candles.
- (4) One hour after closing, businesses must turn off at least fifty percent (50%) of lighting luminaires in surface parking lots and on top decks of parking structures; however, those luminaires turned

off may be set to function utilizing a motion detector system or dimmer.

I. Outdoor Sign Lighting Standards

- (1) All signs located within five miles of Eglin Air Force Base shall be positioned in such a manner and contain "dark sky" approved shielding devices so as to significantly reduce spillover light affecting the military installation and operations. In no instance shall signs be positioned to face parallel to the adjacent boundaries of Eglin Air Force Base or its runways.
- (2) On-premise signs may remain illuminated during regular business hours, but may not be illuminated later than one-half (½) hour after the business is no longer open to the public, nor prior to the daily opening of the business to the public.
- (3) Single-tenant on-premise signs shall be illuminated at a level no greater than seven (7) foot-candles measured at five (5) feet from the light source. Multi-tenant on-premise signs shall be illuminated at a level no greater than twelve (12) foot-candles measured at five (5) feet from the light sources.
- (4) Exterior means of illumination utilized for on-premise signs shall be positioned in a "top down" manner as depicted in Exhibit 2-4. Bottom-mounted fixtures shall not be used for on-premise signs.
- (5) Conventional non-digital off-premise signs shall employ an illumination system utilizing no more than two (2) luminaires to illuminate each sign message area (face). Each luminaire shall employ a refractor and hood that focuses the light onto the sign face and each luminaire may not exceed 400 watts.
- (6) All on-premise and off-premise digital signs shall be illuminated at a level no greater than 0.3 foot-candles over ambient light levels for the location and time and shall employ light cutoff devices, such as louvers, to minimize light escaping above the horizontal plane.
- (7) Nothing in this Ordinance shall be interpreted to authorize signs that are prohibited in certain areas or throughout the City of Crestview.

J. Street Lighting Standards

- (1) This subsection regulates the illumination levels for street lights that are installed on any street and must follow the American National Standard Practice for Roadway Lighting under the IESNA.

- (2) Street light illumination must follow the guidelines in Item 4 of this subsection, unless a licensed professional engineer, trained and experienced in the science of illumination engineering, deems other illumination levels based on IESNA standards more appropriate for existing conditions and staff concurs with this assessment.
- (3) All standard streetlights must utilize full cutoff type luminaires that are installed level to the ground in two intersecting perpendicular planes (see Exhibit 2-6), and should be horizontally level in all directions.
- (4) New ornamental street lights must be classified as either IES "Full Cutoff" or IES "Cutoff" as determined by a valid photometric report. This report must be generated for the specified model by a qualified testing lab (testing to IES standards) and must include a full vertical evaluation through 180 degrees, otherwise that fixture will be unacceptable.

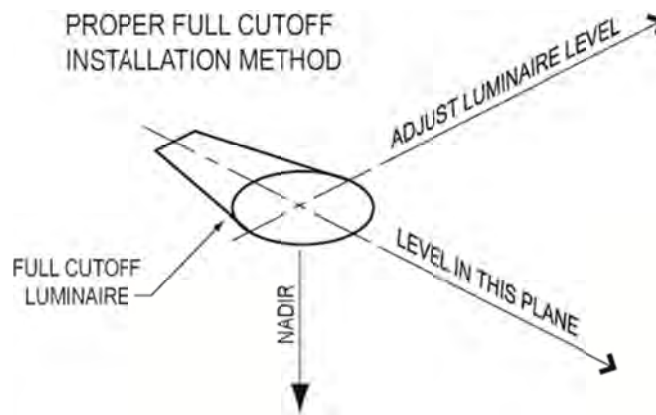


Exhibit 2-6

K. LEED Standards

Leadership in Energy and Environmental Design (LEED) certified lighting that meets the minimum standards of this section may be substituted for the standards in this Section, if approved by the City of Crestview Planning Director during the permitting process.

L. Tower and Structure Lighting Standards

Any tower and structure lighting shall conform with current Federal Communications Commission (FCC) or Federal Aviation Administration (FAA) regulations.

M. Automated Teller Machine Lighting Standards

Unmanned automated teller machines (ATM) shall utilize fully shielded or full cutoff luminaires.

N. Outdoor Lighting Plan Required

All development shall submit an outdoor lighting plan at the time of a site plan, subdivision or building permit application to determine compliance with the requirements of this Section. The outdoor lighting plan shall be prepared by a professional engineer or other highly qualified lighting specialist acceptable to the City of Crestview.

O. Maintenance of Nonconforming Luminaires

- (1) All luminaires lawfully in place prior to the effective date(s) of this regulation shall have legal nonconforming status.
- (2) Minor repair and maintenance of legal nonconforming luminaires up to 50% of the replacement value is allowed, however any alteration in excess of 50% of the replacement value shall terminate the nonconforming status of that fixture / use and at that time, all standards of this regulation must be met.

Section 12. Disclosures

A. Real Estate Transaction Notification

No person shall sell, lease, nor offer for sale or lease any property within the MIOD unless the prospective buyer or lessee has been notified through one or more of the following:

- (1) Disclosure with Sale or Lease Contract
 - (a) **Sale of Residential Property.** Any contract for the sale of City of Crestview residential property that is located in whole or part within the MIOD should include, as an attachment to the contract of sale, a Military Installation Proximity Disclosure Notice, in a form approved by the City of Crestview. The Military Installation Proximity Disclosure Notice shall be dated and signed by the purchaser(s) and the seller(s). If the seller is represented by a real estate agent, the agent shall witness the signature(s) of the seller(s). The seller is responsible for providing a copy of the signed disclosure notice to the City of Crestview. A disclosure notice form will be made available by the City of

Crestview Growth Management Administrative Services Department.

- (b) **Lease of Residential Property.** Any contract for the lease of a residential dwelling for more than seven months should be subject to the notification requirements set forth in Subsection(1)(a), ~~above~~.

B. Realty Sales Offices and Marketing

(1) Sales Office Disclosure Requirements

- (a) **Mapping and Pamphlets.** Sales offices that market or sell, including pre-construction sales, new residential homes or mobile homes located in the MIOD, must display a map illustrating the Eglin AFB / Eglin Reservation property boundary, MIOD boundary and MIOD Subzones. This map display requirement also applies to temporary realty sales offices. Pamphlets that include the same information shall also be available for the public and placed in prominent public view.

- (b) **Mapping and Pamphlet Display Requirements.** The display map shall present the image at a minimum size of 24" by 36" and must be prominently displayed in a public area of the realty sales office. The pamphlet shall include an illustration of the map at a minimum image size of 8.5" by 11" and must be legible in both color and black and white. The display map and pamphlet must include a statement that additional information about the MIOD and potential impacts from Eglin Air Force Base is available both online and at the City of Crestview Growth Management Administrative Services Department. The City of Crestview Growth Management Administrative Services Department current telephone number and email contact for inquiries shall also be included. The location of the residential development shall be prominently identified on the map and pamphlet.

- (2) **Temporary Permits.** All permits for temporary and permanent realty sales offices in City of Crestview shall include a requirement for compliance with this Section.

- (3) **Site Plan Permits.** Approved site plans for all commercial and office uses within City of Crestview shall include a statement that any realty sales office use shall comply with the Sales Office Disclosure Requirements of this Section.

- (4) **Marketing Brochures.** Any real estate office or business within City of Crestview that produces a marketing brochure for residential home sales or rental units located on property wholly or partially within the MIOD shall include in the brochure the following statement:

"Some or all of the property within this residential development lies within the Eglin AFB Military Influence Overlay District (MIOD). Information regarding the overlay district, as well as potential impacts to properties, can be obtained from the City of Crestview Growth Management Services Department."

C. Subdivision Plat, Site Plan and Covenant Notification Requirements

All plats and site plans for properties within the MIOD shall incorporate disclosure requirements on the plat and site plan, as well as within Covenants and Restrictions (CRs) recorded for each subdivision, as set forth in the Subdivision Regulations, or their equivalent, of this jurisdiction.

Section 13. Variances – Additional Requirements within the MIOD

Any variance application to modify any provision in this Section shall include a written statement from the Commander of Eglin Air Force Base that the variance request either will or will not interfere with any existing or planned future mission.

Section 14. Bird/Wildlife Aircraft Strike Hazards

Bird and/or wildlife habitation, forage, nesting, and movement patterns within an airport's approach and/or departure airspace, aircraft movement areas, loading ramps, or aircraft parking areas may cause conditions not only hazardous to pilot safety but also for surrounding developed areas. Human-made improvements, including but not limited to, retention ponds, roosting habitats on buildings, landscaping, agricultural or aquaculture activities, wetlands, solid waste collection sites, and golf courses, are bird/wildlife attractants. As such, these improvements should be carefully sited, designed and managed to minimize their attractiveness for birds/wildlife. The City of Crestview will, to the extent practical, work with the Eglin AFB 46 Test Wing, to implement the Eglin AFB Bird and Wildlife Aircraft Strike Hazard (BASH) to minimize aviation related wildlife threats within the Impulse Area, Critical Approach 1, Critical Approach 2, and MTR 1 Subzones.

Tri-County Small Area Studies (SAS)

DRAFT CRESTVIEW SUBDIVISION CODE MODIFICATIONS

The following text provides prototypical language recommended to be inserted into the Crestview Subdivision Code. The draft language includes information that would implement pertinent provisions of the Military Influence Overlay District (MIOD). Table A identifies the location in Article XXI, Section 102 Subdivision Regulation where each prototypical section would be inserted.

INSERT A – PRELIMINARY PLAT PRE-APPLICATION CONFERENCE REQUIRED

A pre-application conference with the City of Crestview Growth Management Administrative Services Department is required for all preliminary plat applications for properties that are wholly or partially located within a Military Influence Overlay District (MIOD), as defined in Section 102. The Growth Management Administrative Services Department shall notify the 96 Civil Engineer Group of the date and time of the pre-application conference.

INSERT B – PRELIMINARY PLAT REVIEW BY EGLIN AIR FORCE BASE

All preliminary plat applications in a Military Influence Overlay District (MIOD) shall be transmitted by the City of Crestview to the 96 Civil Engineer Group for review and comment immediately after the application is received. The City of Crestview shall not approve, nor recommend for approval, any preliminary plat in a MIOD for a period of 21 calendar days from the date of application unless written comments are received from the 96 Civil Engineer Group before expiration of the 21 calendar day period. If the City does not receive any comments from Eglin AFB Eglin AFB Base Commands within the timeframe identified above, it shall be assumed that the site plan does not create any outstanding issues relative to mission readiness or compatibility.

INSERT C – PRELIMINARY PLAT SUBMITTAL REQUIREMENTS – NOTIFICATION STATEMENT

Plat Applications within a Military Influence Overlay District. If the plat, either part or whole, is located within a Military Influence Overlay District (MIOD), the boundaries of the MIOD shall be delineated on the plat. If the entire plat lies inside the MIOD, the plat shall incorporate a statement that declares all property within its legal description as within the MIOD. Any plat or portion thereof that lies within a MIOD shall include notification language that is substantially similar to that appearing in the following statement, as may apply to the property:

“Notice: This property is located within an area that is near the Eglin Air Force Base Military Reservation, and may be impacted by noise, odors, flight safety hazards, and other potential compatibility issues related to Military Reservation operations. This property is subject to the development regulations included in the Military Influence Overlay District (MIOD) adopted by the City of Crestview, and may be subject to additional restrictions set forth in other ordinances of the City and in covenants recorded in the official records of the Clerk of Okaloosa County.”

Tri-County Small Area Studies (SAS)

DRAFT CRESTVIEW SUBDIVISION CODE MODIFICATIONS

INSERT D – PRLIMINARY PLAT SUBMITTAL REQUIREMENTS – COVENANTS AND RESTRICTIONS

All subdivisions located wholly or partially within a Military Influence Overlay District (MIOD) shall submit a covenants and restrictions document that requires a property owner of a property located within a MIOD to disclose to any prospective buyer or tenant the property's proximity to the Eglin Air Force Base Military Reservation. The covenants and restrictions document shall be recorded concurrent with the approved final plat. Sample language for inclusion in such covenants and restrictions will be provided to the applicant by the City of Crestview.

INSERT E – MINOR SUBDIVISIONS IN MILITARY INFLUENCE OVERLAY DISTRICT

Any proposed minor subdivisions in a Military Influence Overlay District (MIOD) shall be submitted to the City of Crestview Growth Management Administrative Services Department and reviewed for consistency with all applicable Land Use Regulations and Comprehensive Plan policy prior to the subdivision of land.

INSERT F – SITE PLAN REVIEW BY EGLIN AIR FORCE BASE

All site plan applications in a Military Influence Overlay District (MIOD) shall be transmitted by the City of Crestview to the 96 Civil Engineer Group for review and comment immediately after the application is received. The City of Crestview shall not approve, nor recommend for approval, any site plan in a MIOD for a period of 21 calendar days from the date of application unless written comments are received from the 96 Civil Engineer Group before expiration of the 21 calendar day period. If the City does not receive any comments from ~~Eglin AFB~~ Eglin AFB Base Commands within the timeframe identified above, it shall be assumed that the site plan does not create any outstanding issues relative to mission readiness or compatibility.

INSERT G – SITE PLAN SUBMITTAL REQUIREMENTS – NOTIFICATION STATEMENT

Site Plan Applications within a Military Influence Overlay District. If a site plan, either part or whole, is located within a Military Influence Overlay District (MIOD), the boundaries of the MIOD shall be delineated on the site plan. If the entire site plan lies inside the MIOD, the site plan shall incorporate a statement that declares all property within its legal description as located within the MIOD. Any site plan, or portion thereof, that lies within a MIOD shall include notification language that is substantially similar to that appearing in the following statement, as may apply to the property:

"Notice: This property is located within an area that is near the Eglin Air Force Base Military Reservation, and may be impacted by noise, odors, flight safety hazards, and other potential compatibility issues related to Military Reservation operations. This property is subject to the development regulations included in the Military Influence Overlay District (MIOD) adopted by the City of Crestview, and may be

Tri-County Small Area Studies (SAS)

**DRAFT
CRESTVIEW SUBDIVISION CODE MODIFICATIONS**

subject to additional restrictions set forth in other ordinances of the City and in covenants recorded in the official records of the Clerk of Okaloosa County.”

Table A

Section Locations⁽¹⁾ for Crestview Article XXI: Subdivision Regulation Inserts

Military Influence Overlay District (MIOD)

	Insert A	Insert B	Insert C	Insert D	Insert E	Insert F	Insert G
	Preliminary Plat Pre-Application Conference Required	Preliminary Plat Review by Eglin Air Force Base	Preliminary Plat Submittal Requirements - Notification Statement	Preliminary Plat Submittal Requirements – Covenants and Restrictions	Minor Subdivision in Military Influence Overlay District	Site Plan Review by Eglin Air Force Base	Site Plan Submittal Requirements – Notification Statement
Jurisdiction							
City of Crestview	Section 102-482	Section 102-486	Section 102-486	Section 102-493	Section 102-489	Section 102-497	Section 102-488

Notes:

⁽¹⁾ *Recommendations regarding the appropriate section to include new subdivision are preliminary.*

**CITY OF CRESTVIEW, FLORIDA
MILITARY INFLUENCE OVERLAY DISTRICT (MIOD)
REAL ESTATE SALE/LEASE DISCLOSURE FORM**

Instructions

- (1) Written notice that the residential property to be sold or leased is located within the established Military Influence Overlay District (MIOD) of Eglin AFB shall initially be disclosed verbally by the existing owner to the buyer/lessee as soon as possible after the buyer/lessee has expressed an interest to purchase/~~lease~~ the property. All advertising materials for the property prepared by the owner/less~~oree~~ should include the pertinent subzone information, the locational relationship of the subject property with Eglin ~~Reservation~~AFB, and where more information about the MIOD can be obtained. Information about disclosure requirements in the MIOD, as well as other pertinent MIOD requirements, may be found in the City of Crestview Land Use Regulations, Section 102-134, by linking to the City of Crestview web page at: <http://www.cityofcrestview.org/>
- (2) Confirmation if a property is located within the MIOD (and the applicable subzones) ~~can occur~~ may be confirmed by using the City of Crestview Interactive GIS Mapping System at: http://www.cityofcrestview.org/adminservices/adminservices_gis_mapping.php. The GIS Mapping System allows users to check if a particular parcel of land is located within the Eglin AFB MIOD. Alternatively, the City of Crestview Administrative Services Department can make a determination upon the written request of a property owner or agent. A request must include the street address of the property as well as the parcel identification number (tax identification number). Requests may be submitted via telephone (850) 689-1619.
- (3) Failure to complete this form and follow the provisions of Ordinance XXXXXX and the City of Crestview Land Use Regulations could subject a property owner and/or sales agent to penalties or fines as set forth in the laws and ordinances of Walton County. For more information regarding the designated areas listed above, the possible impacts due to the proximity of public or military airports, and the requirements of Ordinance XXXXXX, please contact the City of Crestview Growth Management Administrative Services Department, 198 N. Wilson Street, Crestview, FL 32536, telephone (850) 689-1618, or the Internet: <http://www.cityofcrestview.org/adminservices/adminservices.php>.

**CITY OF CRESTVIEW, FLORIDA
MILITARY INFLUENCE OVERLAY DISTRICT (MIOD)
REAL ESTATE SALE/LEASE DISCLOSURE FORM (Cont'd)**

Pursuant to Section 102-134 of the City of Crestview Land Use Regulations, any owner of real property within the City of Crestview located within the Military Influence Overlay District (MIOD) of Eglin Air Force Base (AFB) is required to disclose to all buyers or lessees that the property is subject to a wide variety of noise, dust, glare and other hazards and/or nuisances. These conditions result from day and/or night training and other related activities conducted by the military within Eglin ~~AFB~~ ~~Air Force Base~~ and the adopted MIOD area.

In fulfilling the disclosure requirements described in Section 102-134, ~~in the~~ City of Crestview Land Use Regulations the information in this disclosure should be provided to purchasers and lessees (for leases of a duration longer than seven (7) months) of real property as soon as practicable during the listing, advertisement, or other posting of information about the sale or lease of real property, but must be before the execution of the contract, i.e., before the making or acceptance of an offer. This form is not intended to supersede an owner's obligation to understand and comply with any other requirements in the City of Crestview Land Use Regulations. Copies of this ordinance can be obtained from the City of Crestview Growth Management Administrative Services Department, 198 N. Wilson Street, Crestview, FL 32536, telephone (850) 689-1618, or by Internet at:
<http://www.cityofcrestview.org/adminservices/adminservices.php>.

To: _____
(Buyer or Lessee)

Address: _____
(Street Address, City, State and Zip Code)

Parcel Identification Number of Property: ____ - ____ - ____ - ____ - ____ - ____ - ____ - ____

The subject property described above is partially or entirely located within the Eglin AFB MIOD. Specifically the property is partially or entirely located within the following subzones of the Eglin AFB MIOD:

- ___ Impulse Area
 - ___ Critical Approach 1
 - ___ Critical Approach 2
 - ___ MTR 1
 - MTR 2**
- MTR-Military Training Route

CERTIFICATION

As the existing owner of the subject property, I hereby certify that I have informed _____, as a prospective purchaser/lessee, that the subject property is located in the Military Influence Overlay District of Eglin AFB. Dated this _____ day of _____, 20_____

Witness

Owner

Notary

As a prospective purchaser/lessee of the subject property, I hereby certify that I have been informed that the subject property is in the Eglin AFB Military Influence Overlay District and I have consulted the City of Crestview Land Use Regulations to determine and understand the restrictions which have been placed on the subject property.

Dated this _____ day of _____, 20_____

Witness

Purchaser/Lessee

Notary

This fully executed and witnessed form must be affixed to the contract of sale or lease agreement for the subject property. Failure to complete this form and follow the provisions of Ordinance XXX-XX and the City of Crestview Land Use Regulations could subject a property owner and/or sales agent to penalties or fines as set forth in the laws and ordinances of the City of Crestview. For more information regarding the designated areas listed above, the possible impacts due to the proximity of Eglin Air Force Base, and the requirements of Ordinance XXXX-XX, contact the City of Crestview Growth Management Administrative Services Department, 198 N. Wilson Street, Crestview, FL 32536, telephone (850) 689-1618, or by Internet at: <http://www.cityofcrestview.org/adminservices/adminservices.php>.



CITY OF LAUREL HILL OVERVIEW

The recommendations for the City of Laurel Hill contain both policy and regulatory tools to promote compatibility between future land uses in the City and the operations associated with the Eglin Reservation.

This chapter of the Tri County Small Area Studies is organized in the two tabbed subchapters containing the components identified below:

Tab	Subchapter / Component
1	Comprehensive Plan Policy Proposed Amendments Chapter 7: Future Land Use Element Chapter 14: Intergovernmental Coordination Element
2	Recommended Building Code Amendment Real Estate Disclosure Notification



Future Land Use Element

4. Providing for mitigation measures to decrease inconsistencies between new development and existing adjacent land uses.

Policy 7.A.3.9 Compatibility of adjacent land use districts shall be considered during land use plan amendments, considering potential maximum densities, intensities, and consistency of the potential land uses with surrounding districts, and the manner in which the land uses on the Future Land Use Map results in appropriate transition of uses, densities and intensities.

Policy 7.A.3.10 Newly annexed areas shall be assigned land use designations compatible with adjacent land uses in the City and the unincorporated areas of Okaloosa County or will be adequately buffered from these areas as set forth in the land development code when such designations may be inconsistent.

Policy 7.A.3.11 Pursuant to **Policy 14.A.1.7**, the City of Laurel Hill shall ensure the safety of pilots and viability of military-related, night training operations within the established Military Influence Overlay District (MIOD). The City shall require the use and installation of lighting practices that reduce glare and light trespass.

Policy 7.A.3.11.1 The City shall require all artificial lighting equipment, including but not limited to high intensity white strobe lights, floodlights and searchlights, whether temporary or permanent installations, must be fully shielded with positive optical control so that all light emitted by the fixture, either directly from the lamp or indirectly from the fixture, is projected below a horizontal plane extending from the bottom of the light fixture. No building permit shall be granted unless this requirement is met.

Policy 7.A.3.11.2 The City shall require lights or illumination of street, parking, signs or use of land and structures to be arranged and operated in such a manner that is neither distracting nor creates a dangerous environment to pilots and aircraft operating within the established MIOD. A lighting plan will be required for review and approval prior to the issuance of a building permit.

Policy 7.A.3.11.3 Pursuant to **Policy 14.A.1.3**, the City shall coordinate with Eglin AFB in the review of all lighting plans.

Policy 7.A.3.12 New subdivisions, planned unit developments and developments of regional impact located within the adopted MIOD must, as a condition of approval, post signage informing the public of the proximity of Eglin Air Force Base.

Policy 7.A.3.12.1 The City of Laurel Hill, in partnership with the municipalities within Okaloosa County and Eglin AFB, will prepare and consider adopting an effective disclosure procedure identifying the proximity of certain property to Eglin Air Force Base. The intent is to develop one multi-jurisdictional system with a single set of procedures to serve all participants, including owners, buyers and lessors of real property; the real estate community, local governments, and the Air Force.

Policy 7.A.3.12.2 The City strongly supports disclosure notification within the MIOD by the owner or owner's agent at the earliest possible stage of all land sales activity and lease contracts for six months or longer before

execution of a contract, i.e., before the making or acceptance of an offer.

Policy 7.A.3.12.3 The City strongly supports a disclosure statement to be either included as part of the standard Seller's Real Property Disclosure Statement or as an attachment to be signed by the prospect and by the owner or owner's agent. The disclosure notice must state that the property is located proximate to Eglin AFB and provide forewarning of possible safety and noise hazards associated with the location of the property. Real property marketing materials must include a similar notice of proximity to Eglin AFB.

Policy 7.A.3.12.4 Pursuant to **Policy 7.A.3.12.1**, the City shall coordinate the development of the procedure with the Okaloosa County Property Appraiser's Office and shall use the appraisal district's parcel database.

Policy 7.A.3.12.5 Pursuant to **IC Policy 14.A.1.3**, the City shall consider using the appraisal district's website as another venue for education and communication by creating an automatic note to the user that identifies a parcel is located within the MIOD and directing them to the County website for specific information.

Policy 7.A.3.12.6 The City supports recorded public documents to include a notice disclosing the fact that the property is located proximate to Eglin AFB and may be subject to dust, noise, glare, vibration and low level over-flight and other nuisances by military aircraft, missiles, training activities and other operations.

Policy 7.A.3.12.7 The City will require disclosure notification to be included on preliminary and final site plans and subdivision plats, planned unit developments, and other zoning and subdivision actions, developments of regional impact, deeds and other real estate transfers, and recorded covenants.



Future Land Use Element

Policy 7.A.3.14 The City will partner with Okaloosa County to conduct a small area study for the low level approach zone, as depicted on JLUS Figure 8-3 in Appendix E., and the cruise missile corridor, as depicted on JLUS Figure 8-5 in Appendix E. This study will be funded entirely by the County, at no cost to Laurel Hill. The areas depicted on JLUS Figures 8-3 and 8-5 in Appendix E., encompassing the entire City of Laurel Hill, is designated as a Military Influence Planning Area III overlay on the Future Land Use Map. With the participation of key stakeholders, the study shall recommend strategies to ensure that development is compatible with the use of this area as a low level approach zone and cruise missile corridor. Within this area the City shall:

1. Require lighting standards
2. Distribute educational handouts on radio frequency
3. Implement public awareness measures
4. Require disclosure of cruise missile corridor on public documents pursuant to
5. Participate in a small area study for the cruise missile corridor
6. Support land acquisition
7. Limit object height

Policy 7.A.3.15 The City of Laurel Hill shall ensure the availability of unobstructed airspace for military aviation and other military-related operations, while maintaining the health and safety of the general public. The City shall require buildings and towers not to exceed or penetrate the approach surface, transition surfaces, horizontal surfaces or conical surfaces associated with Auxiliary Field 6 (Camp Rudder) and/or Duke Field in a manner which would obstruct aircraft operations, air navigation, or line-of-sight communications to minimize safety concerns and obstruction of navigable airspace.

Policy 7.A.3.15.1 The City shall require that applications for any structure which might be inconsistent with **Policy 7.A.3.15**, the inclusion of a statement from the Commander of Eglin AFB that the proposed structure would not interfere with any of the installation's existing or planned missions. This policy does not supersede or negate compliance requirements with the federal obstruction standards contained in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77). The maximum height of building and towers shall be as depicted on the MIOD.

Policy 7.A.3.15.2 The City, in coordination with Okaloosa County and the Tri-County region and consistent with IC 3

Policy 14.A.1.3, shall participate in the Northwest Florida Steering Committee that publicly manages and advises on airport operations and controlled airspace to ensure coordination of various aviation activities relative to land use decisions in the region.

Policy 7.A.3.16 The City of Laurel Hill supports Eglin Air Force Base to identify the area within 50 miles of the base as an area of influence with respect to radio frequency interference and has recommended that all devices or systems operating within the 5.4-to 5.9-GHz bandwidth be prohibited. Business licenses, building permits or applications for development orders or permits that would include or accommodate any equipment, including LAN and microwave communication equipment, operating within this bandwidth will not be approved. The City of Laurel Hill will make available at its business office education material on radio frequency interference provided by the Air Force.

Policy 7.A.3.16.1 The City of Laurel Hill will require new major civilian spectrum operators within fifty miles of Eglin Air Force Base, including industry, public safety agencies, telecommunications, and broadcast media to provide technical parameters on their proposed spectrum use, such as maximum power authorized from the transmitter, the maximum antenna height, the amount of spectrum occupied by the transmitter signal and the geographic area to be served by the communication devices to minimize the risk of radio frequency interference that may impact military testing and training operations. If the Air Force representative on the Local Planning Agency determines that the proposed spectrum use may cause radio frequency interference, the City will require the operator to adopt appropriate filtering, shielding or other mitigation techniques as a condition of the issuance of a building permit.

Objective 7.A.4 Natural and historic resources shall be protected through identification, classification, planning and management, and limitations on use consistent with the degree of protection required (also refer to Conservation and Housing Elements Goals, Objectives and Policies).

Policy 7.A.4.1 Environmentally sensitive lands defined as property having one or more of the following characteristics: functioning wetlands; flood prone areas; habitat for rare, threatened or endangered species or species of special concern; and, potable water well fields shall be protected

Intergovernmental Coordination Element

Section 14.01 Purpose: The purpose of this Chapter (element) is to identify and resolve incompatible goals, objectives, policies and development proposed in this Ordinance (the City's Comprehensive Plan) and to determine and respond to the needs for coordination processes and procedures with adjacent local governments, regional and state agencies.

Section 14.02 Data and Analysis: This element is based upon the data and analysis requirements pursuant to Subsection 9J-5.005 (2), F.A.C. and 9J-5.015(1) (2), F.A.C. and data supporting the Water Supply Facilities Work Plan, School Facilities Element, and Eglin AFB JLUS.

Section 14.03 Area of Concern: The area of concern for the City of Laurel Hill is City corporate limits and Okaloosa County.

Section 14.04 Goals, Objectives and Policies: The Goals, Objectives and Policies of this Chapter (element) are as follows:

Goal 14.A Provide coordination of this plan (ordinance) with Okaloosa County, other local, regional, and state governments (as appropriate) and other governmental agencies providing services within the City.

Objective 14.A.1 To review, on annual basis, actions that have taken place to coordinate the Comprehensive Plan of Laurel Hill with the Plans of Okaloosa County, the Okaloosa County School Board and Eglin AFB.

Policy 14.A.1.1 The committee appointed pursuant to Policy 14.A.1.2 shall include within its review efforts an analysis of the coordination between plans of affected governments.

Policy 14.A.1.2 The City shall continue to use the Okaloosa County Comprehensive Plan Committee consisting of officials from Okaloosa County and all cities therein, Eglin AFB, Hurlburt Field, and the Okaloosa County School Board to coordinate Comprehensive Plans for the local governments, the School Board, and the Air Force and to provide information regarding proposed development.

Policy 14.A.1.3 To foster close coordination and communication, the local planning agency shall include an ex-officio, non-voting member as a representative of the Installation Commander of Eglin Air Force Base. The Installation Commander will be asked to designate a representative to serve in this capacity. The designated representative shall be notified of all meetings and provided copies of agenda packages related to established Military Influence Planning Areas, as well as any special planning studies, such as evaluation and appraisal reports.

Policy 14.A.1.4 All proposed comprehensive plan amendments, proposed land development regulation changes, rezonings, waivers, exceptions, variances, planned unit developments and similar applications which, if approved, would affect the intensity, density, or use of land within the Military



Intergovernmental Coordination Element

Influence Planning Area shall be referred to the military representative for review and comment prior to final action. The military representative shall be invited to participate in all development of regional impact-related activities within the Military Influence Planning Area. Application for development orders requesting a variance or waiver from height or lighting restrictions or noise attenuation/reduction requirements within the Military Influence Planning Area shall be referred to the military representative for review and comment.

Policy 14.A.1.6 The City of Laurel Hill supports the use of state and federal funds to acquire land for conservation and buffering of Eglin Air Force Base.

Policy 14.A.1.7 – The City of Laurel Hill shall facilitate consistent planning practices to foster the sustainability of military missions at Eglin AFB. In doing so, the City of Laurel Hill shall consider and adopt those portions of the MIOD that are located within its jurisdictional boundaries. Within the MIOD the City shall:

- a) Require lighting standards
- b) Implement public awareness measures;
- c) Require disclosure of cruise missile corridor on public documents;
- d) Support land acquisition, and;
- e) Limit building height

Goal 14.B Collaborate and coordinate with the Okaloosa County School Board to ensure high quality public school facilities which meet the needs of Laurel Hill's existing and future populations.

Objective 14.B.1 The City will implement the executed Interlocal Agreement pursuant to Section 163.31777, F.S., with the School Board, County, and other municipalities thereby providing for close coordination and evaluation of proposed development when such development includes residential uses. To assure that the obligations of the City are fulfilled, the City shall continue to participate with all relevant committees and groups, existing or formed, as a result of the Agreement.

Policy 14.B.1.1 General types of provisions that will be included in the Interlocal Agreement in order to advise the School Board, adjacent municipalities, special taxing districts and others of proposed developments which may impact their jurisdiction include:

**CITY OF LAUREL HILL, FLORIDA
MILITARY INFLUENCE OVERLAY DISTRICT (MIOD)
REAL ESTATE SALE/LEASE DISCLOSURE FORM**

Instructions

- (1) Written notice that the residential property to be sold or leased is located within the established Military Influence Overlay District (MIOD) for Eglin AFB shall initially be disclosed verbally by the existing owner to the buyer/lessee as soon as possible after the buyer/lessee has expressed an interest to purchase/lease the property. All advertising materials for the property prepared by the owner/lessoree should include the pertinent MIOD information, the pertinent subzone information, the locational relationship of the subject property with Eglin ReservationAFB, and where more information about the MIOD can be obtained.

- (2) Confirmation if a property is located within the MIOD (and applicable subzones) can occur by consulting the City of Laurel Hill through a written request of the property owner or agent. A request must include the street address of the property as well as the parcel identification number (tax identification number). Requests may be submitted via telephone (850) 652-4449.

- (3) Failure to complete this form could subject a property owner and/or sales agent to penalties or fines as set forth in the laws and ordinances of the City of Laurel Hill. For more information regarding the designated areas listed above, the possible impacts due to the proximity of public or military airports, and the requirements of Ordinance XXXXXX, please contact Laurel Hill City Hall, at 8209 Highway 85 N, Laurel Hill, FL 32567, or by telephone (850) 652-4449.

**CITY OF LAUREL HILL, FLORIDA
MILITARY INFLUENCE OVERLAY DISTRICT (MIOD)
REAL ESTATE SALE/LEASE DISCLOSURE FORM (Cont'd)**

Any owner of real property within the City of Laurel Hill that is located within the Military Influence Overlay District (MIOD) of Eglin Air Force Base (AFB) is required to disclose to all buyers or lessees that the property is subject to a wide variety of noise, dust, glare and other hazards and/or nuisances. These conditions result from day and/or night training and other related activities conducted by the military within Eglin AFBir-Force Base and the adopted MIOD area.

In fulfilling these disclosure requirements the information in this disclosure should be provided to purchasers and lessees of real property as soon as practicable during the listing, advertisement, or other posting of information pertaining to the sale or lease of real property, but must be before the execution of the contract, i.e., before the making or acceptance of an offer. This form is not intended to supersede an owner's obligation to understand and comply with any other requirements of the City of Laurel Hill.

To: _____
(Buyer or Lessee)

Address: _____
(Street Address, City, State and Zip Code)

Parcel Identification Number of Property: _ _ - _ _ - _ _ - _ _ - _ _ - _ _ - _ _ - _ _ - _ _ - _ _ - _ _

The subject property described above is partially or entirely located within the Eglin AFB MIOD. Specifically the property is partially or entirely located within the following subzones of the Eglin AFB MIOD:

___ **Critical Approach 2**

___ **MTR 1**

___ **MTR 2**

MTR=Military Training Route

CERTIFICATION

As the existing owner of the subject property, I hereby certify that I have informed _____, as a prospective purchaser/lessee, that the subject property is located in a Military Influence Overlay District. Dated this _____ day of _____, 20_____

Witness

Owner

Notary

As a prospective purchaser/lessee of the subject property, I hereby certify that I have been informed that the subject property is in Military Influence Overlay District and I have consulted the City of Laurel Hill to determine and understand the restrictions which have been placed on the subject property.

Dated this _____ day of _____, 20_____

Witness

Purchaser/Lessee

Notary

This fully executed and witnessed form must be affixed to the contract of sale or lease agreement for the subject property. Failure to complete this form could subject a property owner and/or sales agent to penalties or fines as set forth in the laws and ordinances of the City of Laurel Hill. For more information regarding the designated areas listed above, the possible impacts due to the proximity of Eglin AFB contact the Laurel Hill City Hall at 8209 Highway 85 N, Laurel Hill, FL 32567, or by telephone (850) 652-4449.



WALTON COUNTY OVERVIEW

The recommendations for Walton County contain both policy and regulatory tools to promote compatibility between future land uses in the County and the operations associated with the Eglin Reservation.

This chapter of the Tri County Small Area Studies is organized in the four tabbed subchapters containing the components identified below:

Tab	Subchapter / Component
1	Comprehensive Plan Policy Proposed Amendments Future Land Use Element Intergovernmental Coordination Element Draft MIOD Policies
2	Military Influence Overlay District (MIOD) Proposed Ordinance Draft MIOD Regulations
3	Subdivision Regulation Proposed Amendment Chapter 11: Subdivision Regulations
4	Recommended Building Code Amendment Real Estate Disclosure Notification

Walton County Comprehensive Plan Future Land Use Element

Military Influence Overlay District (MIOD) Policies

NOTE: Policy Numbering Is Generic And For Example Only

Objective 1: Walton County shall coordinate with Eglin Air Force Base on land use decisions that may affect the mission of the military installation.

Policy 1.1: Walton County shall continue to implement the applicable provisions of Florida Statutes, Section 163.3175 concerning coordination and communication with Eglin Air Force Base.

Objective 2: Walton County shall encourage compatibility with Eglin Air Force Base to protect public health and safety, as well as preserve the many benefits (i.e. jobs, sales taxes, property taxes, disposable income, highly educated workforce, etc.) associated with current and future Base missions.

Policy 2.1: Walton County shall establish a Military Influence Overlay District (MIOD) that identifies the areas of the County that are subject to specific regulations to encourage compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177.

A. The MIOD area shall be delineated on the Future Land Use Map of the Walton County Comprehensive Plan.

B. The MIOD and MIOD Subzones shall be delineated on a map of the Military Influence Overlay District Area within the Future Land Use Element of the Walton County Comprehensive Plan.

C. A note shall be included on the maps referenced in A and B that states: "Properties within the MIOD are subject to additional regulations in the Land Development Code for compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177."

Policy 2.2: Walton County shall adopt and incorporate regulations for a MIOD into the Land Development Code to encourage compatibility with missions at Eglin Air Force Base for the affected areas of Walton County.

A. The MIOD regulations shall be based on compatibility criteria associated with existing and planned future military missions at Eglin Air Force Base, and will address, but shall not be limited to:

1. Safety
2. Noise

3. Vertical obstructions
4. Light and glare
5. Land use
6. Public awareness
7. Disclosure
8. Other criteria typically used to evaluate compatibility between military and non-military uses.

B. The MIOD shall include regulations that are unique to its discrete subzone, or smaller areas within the overall MIOD boundary, that are affected by different military missions.

Policy 2.3: The MIOD shall be updated based on changes to military missions at Eglin Air Force Base that result in the obsolescence of adopted standards, procedures or other pertinent compatibility criteria when notified by Eglin AFB of such changes to military missions. If applicable, the maps referenced in Policy 2.1 A and B shall be updated to reflect any adopted changes to the MIOD or MIOD subzones.

Policy 2.4: Walton County shall promote public awareness of compatibility regulations and activities related to Eglin Air Force Base.

A. Maps that depict the current MIOD and MIOD subzone shall be available for public inspection at the Walton County Planning and Development Services Division and on the Walton County website.

B. Walton County shall strongly encourage real estate transactions of properties within the —MIOD to include a disclosure of the property's location within the MIOD (and the applicable Subzones), as well as proximity to Eglin Air Force Base.

C. Walton County shall display at its county offices and other appropriate places, as well as distribute to applicants of development orders within the MIOD area, a brochure (prepared by the County) that describes the types of regulations in the MIOD and the importance of compatibility with Eglin Air Force Base.

D. Walton County shall display at its county offices and other appropriate places educational material about radio interference that is provided by Eglin Air Force Base.

**INTERGOVERNMENTAL COORDINATION ELEMENT
GOALS, OBJECTIVES, & POLICIES**

GOAL IC-1: WALTON COUNTY WILL EFFECTIVELY COORDINATE WITH ADJACENT LOCAL GOVERNMENTS, REGULATORY AGENCIES, SERVICE AND FACILITY PROVIDERS TO ENSURE A COMPREHENSIVE APPROACH TO PLANNING.

Objective IC-1.1: The County will maintain coordination mechanisms with the school board, water supply providers, municipalities, adjacent counties, the water management district, and the regional planning council providing for evaluation of proposed future land use map amendments and development proposals with cross-jurisdictional impacts.

The coordination mechanisms shall include, as appropriate, interlocal agreements, written and verbal communications, participation on technical advisory committees, utilization of mediation processes, and joint meetings with appropriate other local, regional, state and federal governing bodies and agencies.

Policy IC-1.1.1: Interlocal agreements with the school board, adjacent counties, special taxing districts, water supply providers, and municipalities will continue to provide methods for these entities to receive information concerning proposed developments or proposed plan amendments that may impact their jurisdiction, including:

1. Walton County will provide governing bodies copies of newly received applications pertinent to their jurisdiction.
2. The interlocal agreements will continue to provide for a feedback process and information exchange so the above entities can inform Walton County of any potential adverse impact(s) from proposed developments or planning activities that conflict with their comprehensive plans.

Objective IC-1.2: Water Supply Coordination

To ensure consistency in development review, the County shall coordinate with the Northwest Florida Water Management District (NFWFMD) regarding all development proposals with the potential for impacting the water resources of the County.

Policy IC-1.2.1: Walton County will ensure that the development review process coordinates all development proposals within the watershed of any designated Surface Water Management and Improvement Act priority water body with the NFWFMD.

Policy IC-1.2.2: Walton County will adopt, implement and maintain a Water Supply Work Plan consistent with the Regional Water Supply Plan. The County will coordinate the provision of public facilities by entering into interlocal agreements for the extension of potable water and sanitary sewer service into designated unincorporated areas, entering into joint grant applications for funds to construct needed public facilities, and exchanging respective comprehensive plans.

Policy IC-1.2.3: Walton County shall coordinate with utility providers for the extension and increase in capacity of central water facilities to meet future needs within the Utility Service Areas. The term “facilities” shall include wells, intakes, water storage tanks, treatment facilities, pumping facilities and distribution mains.

Objective IC-1.3: The County shall ensure that the impacts of development proposed in the plan are coordinated with development in municipalities within the County, adjacent counties, and agencies within the region by providing a copy of the adopted plan to each governing body or agency for review and comment.

Policy IC-1.3.1: In order to keep public entities informed of proposed future development, copies of future plan amendments shall also be provided to these governing bodies and agencies prior to adoption of the plan amendments.

Policy IC-1.3.2: Walton County shall establish interlocal agreements with all the municipalities, the School District, and all other units of local government that provide public services for collaborative planning and decision making on population projections, public school siting, and the location and extension of public facilities subject to concurrency. These interlocal agreements shall be consistent with and implement the provisions of this Intergovernmental Coordination Element.

Objective 1C-1.4: Coordination of Fire Districts

Walton County and the local fire districts will maintain a communications agreement.

Policy IC-1.4.1: The County will coordinate fire protection service communications county-wide.

Policy IC-1.4.2: Representatives of the various fire districts will continue to participate on the technical review committee to ensure that proposed projects meet the requirements of the Florida Life Safety Code.

Objective IC-1.5: Review of Development Proposals

The County will continue to coordinate intergovernmental review of development which impacts municipalities and affected adjacent counties and other units of local government.

Policy IC-1.5.1: The County will follow these general procedures whereby the affected municipalities and affected counties will be afforded the opportunity to review development proposals that affect the Choctawhatchee Bay or that affect development proposed in their Comprehensive Plans:

1. The Walton County Planning Department shall continue to identify new or continuing planning issues and provide a structural framework for discussion of these issues with affected parties.
2. The issues will be developed by the Walton County Planning Department from reviews of development proposals and the Comprehensive Plan of each affected municipality or district.
3. Each affected municipality or district will be given the opportunity to address issues identified by the Walton County Planning Department and/or to identify their own issues to be addressed by the Planning Department.

Policy IC-1.5.2: Mandated planning activities shall be coordinated with other local governments, school boards, and other units of local government providing service through a monthly exchange of information concerning planning activities. Conflicts over planning activities and/or planning related issues shall be resolved through the West Florida Regional Planning Council's informal mediation process whenever possible.

Policy IC-1.5.3: The West Florida Regional Planning Council's (WFRPC) informal mediation process will be used for resolving annexation issues within Walton County provided that: (1) The WFRPC has determined that use of this process is appropriate; and (2) All parties to the dispute must agree to be bound by the WFRPC decision.

Policy IC-1.5.4: Walton County will coordinate with DeFuniak Springs in adopting policies governing allowable land uses and other mitigation efforts for areas impacted by the DeFuniak Springs Airport.

Objective IC-1.6: Comprehensive Planning Forum

Walton County shall coordinate its Comprehensive Plan with the plans of adjacent local governments, the School Board, and other units of local government providing services but not having regulatory authority over the use of land through a regular comprehensive planning forum.

Policy IC-1.6.1: The Forum shall include representation from the Walton County Planning Department, Public Works Department, the South Walton Tourist Development Council, the Walton County School Board; the Cities of DeFuniak Springs, Paxton and Freeport; the Counties of Okaloosa, Holmes, Washington, Bay, Covington County, AL, and Geneva County, AL; the Walton County Local Planning Commission; the Florida Department of Community Affairs; the West Florida Regional Planning Council, and any additional interested parties.

Policy IC-1.6.2: The Comprehensive Planning Forum will be hosted by Walton County and staffed by the Walton County Planning Department.

Policy IC-1.6.3: The Comprehensive Planning Forum shall identify issues concerning comprehensive planning among jurisdictions and provide a structural framework for the discussion and recommendation of mechanisms for intragovernmental and intergovernmental coordination.

Objective IC-1.7: Setting Level of Service Standards

Walton County shall coordinate the planning and provision of services with its three (3) municipalities, adjacent counties, various agencies and districts within the County. Walton County shall also coordinate the establishment or revision of level of service standards for public facilities with any state, regional, or local entity having responsibility for such facilities.

Policy IC-1.7.1: Notify and request written comments from the cities of Freeport, DeFuniak Springs, and Paxton concerning all applications for land use amendments that are contiguous to their borders or within an area of planned annexation.

Policy IC-1.7.2: The comprehensive planning forum established in Objective IC-1.5 will coordinate programs of infrastructure development and improvement between the County, the municipalities, and local service providers so the adopted levels of service can be maintained throughout the entire County.

Policy IC-1.7.3: The County will request written comments from the state Department of Transportation, the Department of Environmental Protection, and the Northwest Florida Water Management District, as appropriate, concerning any proposed revision to the adopted level of service standards for roads, water, sewer, solid waste, recreation and open space, and drainage.

Policy IC-1.7.4: Walton County shall adopt a Water Supply Facilities Work Plan (Work Plan), that will assess existing and projected water sources and needs for at least a 10-year planning period considering the Regional Water Supply Plan of the Northwest Florida Water Management District. The Work Plan shall identify traditional and alternative water supply sources that the County may use to meet existing and projected water demands. The alternative water supply project in the Work Plan will be selected from the Water Management District's Regional Water Supply Plan or otherwise proposed by the County.

Policy IC-1.7.5: Walton County shall coordinate with the Northwest Florida Water Management District during updates to their Regional Water Supply Plan, to identify potentially feasible alternative water supply projects in Walton County. The County shall update its Water Supply Facilities Work Plan every five years, within 18 months of the adoption of the NFWFMD Regional Water Supply Plan.

Objective IC-1.8: Hazard Mitigation Coordination

Walton County shall participate in the Florida Department of Community Affairs Hazard Mitigation program to develop mitigation strategies and redevelopment plans in coordination with adjacent local governments, utility companies and other units providing services in order to provide effective mitigation as an opportunity to save lives and protect economic and environmental resources from future disasters.

Policy IC-1.8.1: Walton County shall coordinate and compile its Local Mitigation Strategy (LMS) plan with the LMS working group composed of local governments and organizations, the school board, and utility providers.

Policy IC-1.8.2: Walton County will adopt, implement and maintain a LMS Plan which identifies existing intergovernmental agreements supporting mitigation, inventories of coordinating agencies, and developed procedures to resolve conflicts.

Policy IC-1.8.3: Walton County shall coordinate with the LMS Working Group to develop guiding principles including reduction in the loss of life and property, protection of public assets, enhanced cooperation and responsible growth.

Policy IC-1.8.4: Walton County will identify hazards and describe and display the various types of hazards (including maps of hurricane and tropical storm wind fields, storm surge areas, FEMA Flood Zones, historic tornado locations, and areas susceptible to wildfires) facing Walton County.

Policy IC-1.8.5: Walton County shall identify locations of critical and non-critical facilities, repetitive loss properties, and historic flooding locations which are vulnerable to future natural disasters.

Policy IC-1.8.6: Walton County shall prioritize mitigation initiatives and list projects, addressing potential funding sources and local coordination procedures for each project.

GOAL IC-2: COLLABORATE AND COORDINATE WITH THE SCHOOL BOARD OF WALTON COUNTY (SCHOOL BOARD) TO ENSURE HIGH QUALITY PUBLIC SCHOOL FACILITIES WHICH MEET THE NEEDS OF WALTON COUNTY'S EXISTING AND FUTURE POPULATION.

Objective IC-2.1: School Interlocal Agreement

The County will implement the interlocal agreement with the school board, municipalities and adjacent counties providing for close coordination and evaluation of development proposals.

Policy IC-2.1.1: General types of provisions that will be included in the interlocal agreement in order to advise the school board, adjacent counties, special taxing districts and municipalities of proposed developments that would impact their jurisdiction include:

1.

Transmission of a monthly memo from the Walton County Planning Department and or Planning Districts to the above entities and others on the Comprehensive Plan mailing list describing proposed developments and planning activities.

1.

Provision for a feedback process/information exchange so the above entities can inform the Planning Department of any potential adverse impact(s) from proposed developments and/or conflicting planning activities through the Citizen Advisory Committees and the Local Planning Agency as well as through public meetings with notices published in the weekly paper.

Objective IC-2.2: Intergovernmental Coordination

Walton County shall strive to maintain and enhance joint planning processes and procedures for coordination of public education facilities for planning and decision-making.

Policy IC-2.2.1: On an ongoing basis, Walton County shall establish new and review existing coordination mechanisms that will evaluate and address its comprehensive plan and programs and their effects on the comprehensive plans developed for the adjacent local governments, school board, and other units of local government providing services but not having regulatory authority over use of land and the State, by an annual county-wide forum, joint meetings or other types of forums with other agencies. Assistance for this effort shall be requested from regional and state agencies, as needed.

Policy IC-2.2.2: On an annual basis, Walton County shall ask the School Board to provide information from their five-year Capital Facilities Plan to determine the need for additional school facilities. The School Board shall provide to the county, each year, a general education facilities report. The educational facilities report shall contain information detailing existing facilities and their locations and projected needs. The report shall also contain the School Board's capital improvement plan, including planned facilities with funding representing the district's unmet needs.

Policy IC-2.2.3: In order to coordinate the effective and efficient provision and siting of public educational facilities with associated infrastructure and services within Walton County, the Walton County Board of County Commissioners, the Walton County School Board, and the City of DeFuniak Springs, City of Freeport and Town of Paxton shall meet jointly to develop mechanisms for coordination. Such efforts may include:

1. Coordinated submittal and review of the annual capital improvement program of Walton County, the annual educational facilities report and Five-year School Plant Survey of the Walton County School Board.
2. Coordinated review and assessment of the associated costs and expenditures of siting and developing schools with needed public infrastructure.

3. Coordinated review of residential planned developments or mixed use planned developments involving residential development.
4. Use of a unified data base including population (forecasts of student population), land use and facilities of the Parks/Schools Planning Group (with representatives from each of the entities) to review coordinated siting of schools with parks for multi-functional use. Directives resulting from the joint meeting shall be incorporated into the Comprehensive Plan, Land Development Regulations, and other appropriate mechanisms as deemed necessary.

Policy IC-2.2.4: The County will coordinate, through the Metropolitan Planning Organization (MPO) and the West Florida Regional Planning Council, the transportation needs of the County with the needs of the remainder of the county and the Florida Department of Transportation (FDOT).

GOAL IC-3: COLLABORATE AND COORDINATE WITH EGLIN AIR FORCE BASE TO ENSURE THE CONTINUED COMPATIBILITY OF THE LAND USES IN WALTON COUNTY WITH THE MISSIONS AND TRAINING OPERATIONS CONDUCTED BY THE AIR FORCE.

Objective IC-3.1: ~~Coordination of Land Uses with Eglin Air Force Base~~
~~Walton~~The County will ~~seek to~~ implement the recommendations of the Eglin Air Force Base Joint Land Use Study ~~Draft Report, 2008 (JLUS), and any subsequent final report,~~ in an effort to minimize encroachment ~~on the Reservation~~ and provide needed support services and housing for Eglin Air Force Base.

Policy IC-3.1.1: Walton County will ~~formally invite~~ ~~include~~ a representative of Eglin Air Force Base ~~to function~~ as an ~~ex-officio~~, non-voting member of the ~~Walton County~~ Planning Commission.

~~**Policy IC-3.1.2:** Copies of all development proposals and requests for map amendments within the Military Influence Area will be provided to Eglin AFB upon submittal for their review and comment.~~

Policy IC-3.1.3: Walton County will cooperate with ~~the designated military~~ representative of Eglin AFB in developing and implementing comprehensive plan and land development code provisions to implement the Joint Land Use Study recommendations.

GOAL IC-4: ESTABLISH A REGULAR MEANS OF COMMUNICATION AMONG OFFICIALS OF TWO OR MORE POLITICAL OR OTHER JURISDICTIONS FOR THE PURPOSE OF ADDRESSING AND RESOLVING ISSUES OF MUTUAL INTEREST THAT ARISE FROM THE LOCAL GOVERNMENT'S COMPREHENSIVE PLAN AND PLANS OF OTHERS.

Objective 1C-4.1: Conflict Resolution

The County and all local governments will develop an informal conflict resolution process.

Policy IC-4.1.1: The informal conflict resolution committee will function as the initial agency to mediate comprehensive planning conflicts.

Policy IC-4.1.2: The County will utilize the WFRPC role as a mediator and conciliator as outlined in Rule 29H-13, FAC, to reconcile differences on planning and growth management issues as outlined in the Rule.

Objective IC-4.2: Disputes

The County shall work to bring intergovernmental disputes to closure in a timely manner through the use of voluntary dispute resolution processes.

Policy IC-4.2.1: The County will pursue the resolution of conflicts that may arise from the coordination of these intergovernmental coordination goals, objectives, and policies using the appropriate voluntary dispute resolution processes.

Policy IC-4.2.2: The County will utilize the existing countywide planning process, as appropriate, to resolve local government future land use plan disputes, as well as other planning related intergovernmental disputes.

FUTURE LAND USE ELEMENT POLICIES

Policy L-1.5.3 Development projects within one (1) mile of C30A and within a drainage basin of a coastal dune lake shall be at a density no greater than one (1) unit per two and one-half (2.5) acres, unless connected to central water and sewer. However, this provision does not preclude the development of a single family dwelling unit on an individual lot of record existing as of the date specified herein on a private well and/or septic tank if central sewer or water is unavailable.

Policy L-1.5.4.1: Height Limitations

(A) **South Walton County:** Notwithstanding any other provisions of this Comprehensive plan, no development higher than fifty feet (50') shall be permitted south of Choctawhatchee Bay and the Intracoastal Waterway from the Okaloosa County line to the Bay County line. This fifty foot (50') height limitation may be exceeded contingent on conditional review/approval on a case-by-case basis by the Board of County Commissioners for the following structures:

1. Communication towers;
2. Hospitals and similar structures located on the hospital campus and connected to the main facility (may not exceed seventy-five (75') feet); and
3. For developments within the U.S. Highway 98 and U.S. Highway 331 Scenic Corridors, per section 13 of the Land Development Code, which provides that cupolas, towers, spires, etc. are allowed and may extend twenty (20) feet above roof lines or allowable height, but they shall be non-leasable and non-habitable.

(B) **North Walton County:** ~~Walton County Land Development Code includes varying height standards and methodologies for determining height limits within North Walton County.~~ **North Walton County:** The County shall utilize the height thresholds identified in the MIOD to maintain a safe operating environment for military aviators and activities.

Policy L-1.5.4.2: The County shall require buildings and towers to not exceed or penetrate the critical approach surface, transition surfaces, horizontal surfaces or conical surfaces associated with, Auxiliary Field 1 and/or LZ East or Rock Hill Landing Zone (LZ) in a manner which would obstruct aircraft operations, air navigation, or line-of-sight communications.

Policy L-1.5.4.3: The County shall require, for all applications for any structure which might be inconsistent with **Policy L-1.5.4.2** the inclusion of a statement from the Commander of Eglin AFB that the proposed structure would not interfere with the installation's missions. This policy does not supersede or negate compliance requirements with the federal obstruction standards contained in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77). The maximum height of buildings and towers shall be as depicted on the MIOD.

Policy L-1.5.5: Developments with a final development order issued on or before

November 7, 1996, where development had commenced and is continuing in good faith as of this date, or development authorized as a development of regional impact pursuant to Chapter 380, F.S., are vested. Pursuant to the doctrine of equitable estoppel, development may be deemed vested if a property owner has relied in good faith on an act or omission of the local government and on the basis of such reliance has made a substantial change of position such that it would be highly inequitable and unjust to deny the continued development of this property.

Policy L-1.5.6: Within six (6) months following the adoption of these amendments, the County shall adopt an ordinance establishing the procedure for determining the vested status of development within the County. The ordinance shall include the following requirements: criteria for determining vesting that are consistent with L-1.6.6; procedures for an applicant to apply for a determination of vested rights and the processing of such applications, and the procedures for recording the outcome of such determinations.

Policy L-1.5.7: Lot of Record Limitations

- (A) Single lots of record which were established before November 7, 1996, are entitled to have constructed thereon at least one (1) single family dwelling unit.
- (B) "Lot of record" shall mean an individual parcel of property created on or before November 7, 1996, owned, under contract for deed,, or documented by a subdivision plat, deed, agreement, map, survey or other drawing in the official public records of Walton County.
- (C) This policy applies as an exception to the density provisions contained in the policies of Objectives L- 1.2, 1.3, and 1.4 only, and all development must be consistent with the other provisions of this plan, including concurrency requirements.
- (D) No provisions of this policy exempts the property owner from obtaining required permits, if applicable, prior to Walton County permit issuance for a single-family dwelling.
- (E) The boundaries of qualifying lots of record may be adjusted to provide for efficient, workable, or environmentally sensitive development plans where two (2) or more of these lots are contiguous if the established density does not increase and the established type of development does not change.

(F) No portion of this policy should be interpreted to allow the creation of new lots that are inconsistent with the density and intensity provisions contained in Objectives L-1.2, L-1.3, and L-1.4.

Policy L-1.5.8: Pursuant to Florida Statutes §163.3179, homestead property subdivided for the use of an immediate family member (grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel to said individual) for their homestead may be permitted as an exception to the density provisions contained in this element, with the exception of lots in platted subdivisions where the land use designation is RP. Such family member may be permitted to develop a single family residence on a smaller lot provided that any such development must be consistent with the other provisions of this plan, including concurrency requirements. This exception shall apply only once to any such family member.

Policy L-1.5.9: All existing and any new potable water well fields permitted as community water systems, where recharge potential exists, shall have a minimum 500 foot zone designated around the perimeter of each such well within which landfills, mines, the storage, handling or processing of materials on the Florida Substance List or other restricted substances, agricultural chemicals, petroleum products, hazardous or toxic materials or waste, medical waste, pesticides, feedlots or other commercial animal facilities, wastewater treatment plants, percolation ponds and similar facilities, excavation of waterways or drainage facilities which intersect the water table and other noxious uses or activities which might impact the quality and quantity of potable water resources are prohibited (see the Aquifer Recharge sub-element of the County Comprehensive Plan for additional well field protection standards).

Policy L-1.5.10: The County shall enlist the cooperation of the NFWMD to identify hydrologic cones of influence. Upon identification, maps of these areas shall be adopted as an amendment to the comprehensive plan. The well field protection measures set out in the Aquifer Recharge sub-element of the County Comprehensive Plan will then be applied to the area within the cone of influence.

Policy L-1.5.11: The County shall require development to provide adequate parking based on professionally accepted standards and regulations implemented in the Land Development Code including standards for parking lot design, access management, and shared driveways in order to promote safe traffic flow consistent with the access management policies in the Traffic Circulation Element.

Policy L-1.5.12: Interpretations regarding boundaries of land use districts shall be made according to the following standards:

(A)

Boundaries shown as following or approximately following a street, without further identification, shall be construed as following the centerline of the street;

(B)

Boundaries shown as following or approximately following any platted lot line or other property line shall be construed as following that line;

(C)

Boundaries shown as following or approximately following section lines, half-section lines, or quarter-section lines shall be construed as following such lines;

(D)

Boundaries shown following or approximately following natural features shall be construed as following such features.

OBJECTIVE L-1.6: AVAILABILITY OF PUBLIC FACILITIES

Development orders and permits for future development shall be issued only if the public facilities necessary to meet the adopted level of service standards are available concurrent with the impacts of the development, as stated herein.

Policy L-1.6.1: No development orders or permits shall be issued that would result in a reduction of the level of service below the standards adopted in the Walton County Comprehensive Plan unless such reductions are addressed through proportionate fair share, mitigation, or other concurrency management system provisions.

Policy L-1.6.2: Local utility services necessary to provide essential utility services to a neighborhood area may be sited in any future land use category subject to the location criteria in the Walton County Land Development Code. Region-serving public facilities may be sited in appropriate areas, such as the Light Industrial, Industrial, Public Facilities, and Institutional Future Land Use Categories.

Policy L-1.6.3: Walton County shall coordinate future land use categories and locations on the Future Land Use Map with the availability of public facilities and services as provided in the Sanitary Sewer, Stormwater Management, Potable Water, and Natural Groundwater Aquifer Recharge Element and in the Capital Improvement Element of the Walton County Comprehensive Plan.

OBJECTIVE L-1.7: HISTORIC RESOURCES

Site plans for new development shall be evaluated for identification of historic resources based on a professionally acceptable methodology.

Policy L-1.7.1: Site plans for new development will be evaluated for identification of historic resources based on professionally acceptable methodology and the criteria established in Objective L-1.7 and implementing policies, below.

Policy L-1.7.2: Significant historical and archaeological sites, including but not limited to, sites on the Florida Master Site File, shall be protected by implementing the following:

- (A) As part of all site plan evaluations, County staff shall identify whether or not the proposed construction activity and/or final development would disturb a site listed on the Florida Master Site File. If so, the developer shall be notified and shall, in turn, notify the Florida Division of Historical Resources, Bureau of Historic Preservation, Compliance Review Section and shall enter a binding agreement with the County in which the developer agrees to comply with the recommended course of action or mitigation requested by the Division prior to the development order being issued.
- (B) All developers shall affirm that they have notified the construction manager of the potential for artifact discoveries within the County. In the event of the discovery of artifacts of potential historical or archaeological significance during construction, the construction manager shall immediately suspend all disruptive activity within a fifty foot (50') radius of the site of discovery and report the suspected finding(s) to the Florida Department of State, Division of Historical Resources, Bureau of Historic Preservation, Compliance Review Section, to the developer, and to Walton County. From the date of notification, construction shall be suspended for a period of up to one-hundred-twenty (120) days to allow evaluation of the site. The developer shall comply with the recommended course of action or mitigation requested by the Division and notify Walton County in writing of the action or mitigation requested.

Policy L-1.7.3: The criteria for evaluating historic resources as significant shall include but not be limited to the following adapted from the "Criteria for Listing" of the National Register of Historical Places:

- (A) That the resource be associated with events that have made a significant contribution to the broad patterns of history; or
- (B) That the resource be associated with the lives of persons significant in our past; or
- (C) That the resource embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction (e.g., historic district); or
- (D) That the resource yielded, or may be likely to yield, information important in prehistory or history.

- (E) Guidelines for evaluation and assessment of historical resources shall be based on but not limited to National Register Bulletin 15 (Guidelines for Applying National Register Criteria for Evaluation), the Secretary of the Interior's Guidelines for Architectural and Engineering Documentation, and the Historic Preservation Compliance Review Program of the Florida Department of State, Division of Historic Resources.

Policy L-1.7.4: The County shall encourage heritage and historical societies of Walton County, and other interested participants, to develop a historic component to the tourism attractiveness of South Walton.

- (A) Develop a specific historic action plan.
- (B) Associate historic and archaeological structures on sites with the greenways network.
- (C) Prepare a "walking tour" or "historic trek" as a part of the proposed interpretive network.

OBJECTIVE L-1.8: REDUCTION OF NON-CONFORMING USES
Nonconforming land uses shall not be expanded.

Policy L-1.8.1: The County will continue its efforts to reduce instances of blight through amendment of the standards and regulations in the Land Development Code to facilitate a more efficient process for addressing non-conforming uses, implementation of a demolition program that will eliminate the number of vacant, dilapidated structures and, through the use of County funds, State grants, or Federal grants, assist applicants in an expedited process for the rehabilitation and redevelopment of blighted areas.

Policy L-1.8.2: Nonconforming land uses shall be governed by the following principles:

- (A) A nonconforming use cannot be expanded;
- (B) A nonconforming use in a conforming structure (e.g. a restaurant in a single-family home) which is discontinued for more than one (1) year may not be reestablished;
- (C) A nonconforming use in a non-conforming structure (e.g. a restaurant constructed within a residential land use) is governed by the following criteria:
 1. A non-conforming structure which suffers damage of fifty percent (50%) or more of the replacement cost of the structure may not be reestablished or re-built unless it meets all of the standards of the Walton County Comprehensive Plan and Land Development Code in effect at the time of reconstruction;

2. A non-conforming use which suffers damage of fifty percent (50%) or less of the replacement cost of the structure may be re-built to its pre-damage footprint and conditions;
3. Single-family homes existing as of November 7, 1996, are considered to be conforming uses not subject to be provisions of this policy; however, any redevelopment must meet all plan requirements. In addition, ordinary repair and maintenance of nonconforming uses is permitted.

OBJECTIVE L-1.9: NATURAL RESOURCE PROTECTION

Site specific development shall be consistent with the Future Land Use Map and shall be coordinated with the topographic and soil conditions and natural resources on the site, with the availability of facilities and services, and with the protection of natural resources adjacent to the site. On-site provision of wastewater and drainage facilities shall also be responsive to natural resource conditions. Silviculture activities are to be conducted in a manner compatible with the need to protect, conserve, and appropriately use natural resources associated with wetlands and surface waters.

Policy L-1.9.1: The County's Land Development Code shall address with standards and regulations the protection of:

1. Beaches and dunes (Conservation/Coastal Zone Policies).
2. Floodplains (Future Land Use Element Policies; Drainage Sub-Element Policies and Conservation/Coastal Zone Policies).
3. Wetlands (Future Land Use Policies and Conservation/Coastal Zone Policies).
4. Shorelines (Conservation/Coastal Zone Policies).
5. Soil erosion and sedimentation control (Conservation/Coastal Zone Policies.)
6. Coastal dune lakefronts (Conservation/Coastal Zone Policies).

Policy L-1.9.2: The County will limit the disturbance of the natural topography by requiring that development be clustered on the portion of the site with least slope and by requiring that structures and roads be designed to maintain the natural topography to the maximum extent feasible. No construction or disturbance will be allowed in the natural outlet from a coastal dune lake. A buffer area of not less than fifty feet (50') from the historical outfall area is required.

Policy L-1.9.3: Applications for Development Approval (ADA) for sites to be served by an on-site wastewater treatment system and located in areas identified in the soils map included in the County's Geographic Information System (GIS) as belonging to a soils series that poses moderate to severe limitations to development shall provide a detailed soils analysis that indicates soils suitability for construction and use of septic tanks and absorption fields. Development shall be clustered on the portion of site posing the fewest restrictions, based on the characteristics of the soils of the site. The site soils analysis shall be done in coordination with the Soil Conservation Service and the Department of Health and Rehabilitative Services. If the Board of County Commissioners, in coordination with SCS and HRS, finds that the soils are unsuitable for septic tanks, an aerobic system or other suitable alternative on-site wastewater treatment system shall be required.

Policy L-1.9.4: All development must conform to the level of service standards for drainage adopted in this plan (Drainage Policy). By the statutory deadline for the adoption of land development regulations, the stormwater provisions of the Walton County Land Development Code shall be reviewed and revised (if necessary) to ensure consistency with the Northwest Florida Coast Resource Management Plan and the Drainage Element of the Comprehensive Plan. The Land Development Code may be amended to identify provisions for conventional drainage. The Land Development Code may be waived if alternatives can be provided, such as elevated housing, or the use of low pressure access vehicles and/or open-grate parking slabs, and drainage requirements are not required.

OBJECTIVE L-1.10: COMPATIBILITY OF ADJACENT LAND USES

The compatibility of adjacent land uses will be ensured through the use of natural and man-made buffers.

Policy L-1.10.1: Ensure compatibility of adjacent agricultural and nonagricultural land uses and protection of the health, safety and welfare of the residents of Walton County by requiring buffers between the two.

- (A) A buffer must be established between any new subdivision and active agricultural or silvicultural lands adjacent to such subdivision. Additional requirements for buffering on land being developed adjacent to agricultural uses shall be required as part of the subdivision review process.
 - 1. The purpose of the buffer is to protect the agricultural land use from the more intensive residential and/or commercial land uses associated with the subdivision. The buffer must function to:
 - i. Screen each land use, one from the other;
 - ii. Provide protection to the nonresidential land uses from normal agricultural operations that may create nuisances and other adverse impacts, such as odors, noise, smoke, vibration, chemical spray, glare, or dust;

- iii. Provide protection to the agricultural land from intrusive activities of residential land uses, such as trespass, pets, vehicles, and noise; and
 - iv. Minimize or eliminate any incompatibility between the uses so that the uses may be considered compatible and so that the long term continuance of both uses is not threatened by the negative impacts of adjacent land uses upon each other.
- (B) Buffers shall be a landscaped strip along parcel boundaries and shall serve as an attractive boundary of the parcel or land use and shall include landscaping and site barriers. Buffers shall be at least 50 feet in width; however, during the site plan approval process the County may require buffers larger than the minimum established in this policy, if deemed necessary to ensure the compatibility of adjacent land uses.

Policy L-1.10.2: Buffers will be created between development and environmentally sensitive areas, as specified in the Conservation/Coastal Zone Element, including wetlands, water bodies such as lakes and streams, dunes, coastal dune lakes, and wildlife habitat areas.

- (A) The purpose of the buffer is to protect natural resources from the activities and impacts of development. The buffer should function to:
- 1. Provide protection to the natural resources from intrusive activities and impacts of development such as trespassing, pets, vehicles, noise, lights, and stormwater runoff.
 - 2. Minimize the negative impacts of the uses upon each other or, preferably, to eliminate by the buffer such that the long-term existence and viability of the natural resources, including wildlife populations, are not threatened by such impacts and activities. Any incompatibility between the uses is eliminated and the uses may be considered compatible.
- (B) Buffers shall include:
- 1. Native species plant material, preferably xeriscape in nature that is wildlife friendly.
 - 2. Disallowing the use of noxious vegetation or trees.
- (C) The County shall amend its landscape ordinance to specify a list of acceptable xeriscape plant materials to be used and a list of noxious plant material to be prohibited in South Walton.
- (D) The buffer may be a landscaped natural barrier, a natural barrier or a landscaped or natural barrier supplemented with fencing or other man-made barriers, so long as the function of the buffer and intent of this policy is fulfilled. Buffers shall be at least 25 feet in width unless otherwise specified in these Goals, Objectives and Policies. However, during the site plan approval process the County may require buffers larger than the minimum established in this policy, if deemed necessary to ensure the compatibility of adjacent land uses.

- (E) Buffers shall emphasize vegetation that will serve as a habitat component for species likely to use the area.

Policy L-1.10.3: The County shall require landscaped buffers between adjacent land uses of differing intensities to control the impact of the higher intensity use on the surrounding area. The buffer width requirements will vary depending on the difference in intensity of the adjacent uses and the type and configuration of trees, shrubs, or other materials used in the buffer, but will be no less than ten (10) feet. Trees and shrubs will be required to be planted within the buffer, unless the existing native vegetation exceeds minimum standards, based on standards as defined in the Land Development Code.

- (A) The buffers shall function to prevent nuisances and other adverse impacts, such as odors, noise, smoke, vibration or aesthetic value, on adjacent and nearby properties and adjacent roadways.
- (B) Between residential land uses, the buffer shall be at least 10 feet in width.
 1. Between residential and commercial land uses, the buffer shall be at least 20 feet in width.
 2. If required, the buffer between a mixed use development and any other land use shall be at least 20 feet in width.
 3. Between industrial and any other land use, the buffer shall be at least 25 feet in width.
- (C) Nothing in this policy shall be interpreted to preclude the County from requiring buffers larger than the minimums established within this policy, if such requirement is deemed necessary and appropriate to ensure the compatibility of adjacent land uses.
- (D) Through the land development regulations for project review process, the County will implement xeriscape™ requirements.

Policy L-1.10.4: Compatibility shall be established between uses in a mixed use development. The intent of mixed use is to promote an integration of land uses, not require a separation.

- (A) Mixed use projects shall submit a detailed site plan to demonstrate effective alternatives to buffering, such as street alignment and orientation, screening, pedestrian continuity, building articulation, building heights at the edge of the project, and controlled window views.

- (B) Nothing in this policy is intended to prohibit cross access between abutting uses for automotive and pedestrian movement.
- (C) If a buffer is required between a mixed use project and an abutting property of lower intensity or density, the standards established in the Land Development Code shall apply.

Policy L-1.10.5: Business or commercial uses shall be prohibited on interior residential subdivision streets, unless said uses are a part of a recorded plat, an approved development order, or an approved Neighborhood Plan.

Policy L-1.10.6: Within any residential area, a home occupation shall be allowed in a bona fide dwelling unit provided that the home occupation is clearly incidental and subordinate to the use of the property for residential purposes, does not change the outside appearance of the residential unit, does not occupy more than twenty-five percent (25%) of the total floor area of the residence, does not result in an increase in expected traffic, and does not create interference to neighboring properties.

OBJECTIVE L-1.11: SCENIC CORRIDORS

Walton County will preserve, maintain and enhance its unique character and natural beauty through, among other things, the creation of Scenic Corridors which provide aesthetic roadway vistas and experiences for both visitors and residents. The County may also nominate these scenic corridors for State and Federal designation.

Policy L-1.11.1: The County establishes and approves Route 30-A as a Scenic Corridor in order to preserve the character of the area, protect natural features, promote enhancement of vistas, and preserve the visual access along both sides of the roadway. The designation establishes the following minimum standards for all development:

- (A) A 20' Scenic Corridor setback from the right-of-way is required, and the native vegetation shall be maintained in the Scenic Corridor. The mixed use centers, VMU, TND, and DRI/MU, depicted on the Future Land Use Map are not subject to this 20' setback.
- (B) Walls are prohibited along the entire roadway, with the exception of mixed use areas where the Board of County Commission authorized walls adjacent to the right of way within a neighborhood plan, master plan, or a PUD.
- (C) Building placement standards and height limitations are to ensure that vistas will not be blocked.
- (D) More stringent sign and landscape requirements shall apply, including a prohibition against billboards.

Policy L-1.11.2: The County establishes US Highway 98 from Okaloosa County line to the Bay County line and US Highway 331 from US Highway 98 to the Choctawhatchee Bay as a Scenic Corridor to protect natural features and to promote economic development. Specific guidelines and procedures for the US Highway 98 Corridor have been adopted as part of the Land Development Code to address the following:

- (A) Setbacks of up to 30', architectural design, signage requirements, landscaping requirements, and site development standards.
- (B) These guidelines shall apply only to commercial properties abutting US 98, except for signage, which applies to all properties.
- (C) The Scenic Corridor guidelines shall continue to be administered by the Design Review Board, made up of affected property owners and design professionals.

OBJECTIVE L-1.12: SCENIC CORRIDOR SIGNS

Sign regulations shall be established to complement the requirements of the building and electrical codes adopted by the County, including special provisions for Scenic Corridors.

Policy L-1.12.1: The Land Development Code shall establish guidelines for Scenic Corridor signs.

- (A) These standards shall require applications to address the following:
 - 1. General Provisions
 - 2. Exempt Signs
 - 3. Prohibited Signs
 - 4. General Regulations
 - 5. Permissible Temporary Signs
 - 6. Permanent Outdoor Advertising Signs
 - 7. Measurement Determinations
 - 8. Design, Construction, and Location Standards:
- (B) Additionally, all signs, including their supports, braces, guys and anchors, electrical parts and lighting fixtures, and all painted and display areas, shall be maintained in accordance with the building and electrical codes adopted by the County, and shall present a neat and clean appearance.

Policy L-1.12.2: For Scenic Corridors, the sign guidelines shall be amended to prohibit billboards and shall have specific sign requirements based on the intent of the Scenic Corridor. The Walton County Land Development Code shall include specific sign guidelines for each designated Scenic Corridor.

OBJECTIVE L-1.13: FUTURE LAND USE MAP (FLUM) AMENDMENTS

Establish land use suitability criteria for guiding the evaluation of citizen initiated amendments to the adopted Future Land Use Map in Walton County.

Policy L-1.13.1: General Principles for Future Land Use Map and FLUM Amendments in Walton County.

- (A) All proposed FLUM amendments must conform to the adopted goals, objectives, and policies of the Walton County Comprehensive Plan and Land Development Code.
- (B) Walton County will assess all proposed FLUM amendments under the criteria of Rule 9J-5.006(5), F.A.C., to determine their potential to discourage urban sprawl.
- (C) There must be a demonstration of need for the proposed amendment.
- (D) The evaluation of requests to amend the Future Land Use Map of Walton County shall be based in part, on the following principles:
 - 1. Retain rural densities within major floodplain/wetland corridors, and in the major wetland “bays”.
 - 2. Do not increase densities within major undeveloped portions of the Coastal High-Hazard Area along Choctawhatchee Bay, particularly, where these areas are shown in Florida Fish and Wildlife Conservation Commission Strategic Habitat Conservation Areas; but reduction of densities in these areas where there are large vacant parcels remaining (i.e., 40 or more acres) is encouraged.
 - 3. Retain rural densities within areas that have concentrations of listed species, according to Florida Fish and Wildlife Conservation Commission maps, or other professionally acceptable, competent, reliable data, particularly in Strategic Habitat Conservation Areas.
 - 4. Retain rural densities in order to maintain the continuity of a “system” of interconnected lower-density environmentally sensitive areas, so that habitat areas do not become fragmented over time.
 - 5. Prevent a development from bisecting and isolating habitat areas or major wildlife corridors where these wildlife corridors cross roadways.
 - 6. Ensure that sufficient upland areas adjacent to wetlands and floodplains are preserved, in order to protect a diversity of connected habitat types, and to protect species that utilize both wetland/floodplain and upland habitat.
 - 7. Direct development to areas that have traditionally been cleared, inhabited, and subdivided, plus a corridor of uncleared land around these areas.

8. Increase densities in the vicinity of DeFuniak Springs, Freeport, Mossy Head, and Paxton, to reflect actual development patterns, and to take advantage of water and sewer availability, on land that does not contain significant listed species habitat or corridors, or significant wetland or flood hazard areas.
9. Allowing FLUM densities to conform as much as practicable, to the existing pattern of parcels and lots, and existing and vested development.
10. Ensure availability of infrastructure necessary to support proposed increases in density or intensity of land use.
11. Ensure that the proposed amendments is consistent with existing development patterns in the area the land use change is proposed and is compatible with the surrounding land uses.

Policy L-1.13.2

Proposed amendments to the future land use map that increase the density of development allowed in the floodplain are discouraged. Walton County may approve such amendments if the developer agrees to enter into a development agreement with the county to transfer density out of the floodplain portions of the property, record permanent development restrictions on the floodplain portions of the site, and utilize other land development requirements to protect the flood storage capacity of the property and protect the safety, health and welfare of county residents. This policy does not affect the rights of projects with vested rights under Chapter 380.06, Florida Statutes that seek to relocate previously approved development.

OBJECTIVE L-1.14 CONCURRENCY MANAGEMENT SYSTEM

Through its adopted concurrency management system (CMS), Walton County shall ensure that public facilities and services needed to support development are available concurrent with the impacts of development.

Policy L-1.14.1 The following public facilities and services are subject to the County’s adopted level of service standards for concurrency: roads, sanitary sewer, solid waste, drainage, potable water, parks and recreation, and public schools.

Policy L-1.14.2 Sanitary Sewer, Solid Waste, And Drainage. For sanitary sewer, solid waste, and drainage, development shall meet the following minimum standards to satisfy Walton County’s concurrency requirements:

1. At the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary public facilities and services are in place and available to serve the new development; or
2. At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place and available to serve new development at the time of the issuance of a certificate of occupancy or its functional equivalent. [Section 163.3180(2)(a), F.S.]

Policy L-1.14.3 Potable Water. The concurrency requirements for potable water are subject to the following standards and requirements:

1. Prior to approval of a building permit or its functional equivalent, the County shall consult with the applicable water supplier to determine whether adequate water supplies are available to serve a proposed development no later than the anticipated date of issuance of a certificate of occupancy or its functional equivalent. Such analysis shall be based upon consideration of the following criteria:
 - A. The permitted capacity, available (pumping) capacity, water level depth, and condition of all wells, well fields, or other sources of potable water.
 - B. The design capacity of potable water treatment and distribution facilities.
 - C. The existing level of service measured by the average number of gallons per day per unit based on the average flows experienced and the total number of equivalent residential units within the service area.
 - D. The adopted level of service standards for the potable water facilities.
 - E. The existing capacities or deficiencies of the system.
 - F. The capacities reserved for approved but unbuilt development.
 - G. The improvements to be made to facilities in the current fiscal year pursuant to previous development orders and the impact of such improvements on the existing capacities or deficiencies.
 - H. The improvements to be made to facilities in the current fiscal year by the County or other service providers and the impact of such improvements on the existing capacities or deficiencies.
2. At the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary potable water facilities are in place and available to serve the new development; or
3. At the time the development order or permit is issued, the necessary potable water facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place and available to serve new development at the time of the issuance of a certificate of occupancy or its functional equivalent.

4. In addition to the foregoing, the concurrency requirement for potable water requires the applicant for development approval to provide written confirmation from the appropriate provider or the Northwest Florida Water Management District, as applicable, that sufficient water withdrawal capacity to accommodate the proposed development is available.
5. Consistent with the NFWMD District Water Supply Plan, the County will maintain an inventory of existing public facilities in accordance with its Water Supply Facilities Work Plan, Walton County Planning Department, adopted July 13, 2010, which is incorporated herein by reference. The inventory shall provide capacities for all public facilities and services consistent with the adopted levels of service standards adopted herein, and shall identify any deficiencies.

Policy L-1.14.4 Parks and Recreation. To ensure development demands will not exceed the park and recreation facilities level of service standards, residential developments, other than those involving only a minor replat or lot split, shall dedicate a minimum of five percent (5%) of the gross area of the subdivision for public recreation purposes. Alternatively, the developer may pay cash in an amount equal to five percent (5%) of the gross value of the subdivision, said value to be estimated on a basis of platted land without improvements. For parks and recreation facilities development shall, at a minimum, meet the following standards to satisfy the concurrency requirement:

1. At the time the development order or permit is issued, the necessary facilities and services are in place or under actual construction; or
2. A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the acreage for the necessary facilities and services to serve the new development is dedicated or acquired by Walton County, or funds in the amount of the developer's fair share are committed; and
 - a. A development order or permit is issued subject to the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent as provided in the adopted local government 5-year schedule of capital improvements; or
 - b. At the time the development order or permit is issued, the necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent; or

- c. At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent.

Policy L-1.14.5 Transportation. For transportation facilities (roads designated in the adopted comprehensive plan), development shall, at a minimum, meet the following standards to satisfy the concurrency requirement, except as otherwise provided in subsections (3)-(6) of this section.

1. At the time a development order or permit is issued, the necessary facilities and services are in place or under construction; or
2. A development order or permit is issued subject to the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent as provided in the adopted local government five-year schedule of capital improvements; or
3. At the time a development order or permit is issued, the necessary facilities and services are guaranteed by participation in the County's adopted proportionate proportional fair share methodology pursuant to the Traffic Circulation Element Objective T-1.3 and implementing policies, for assessing a fair share cost of the transportation improvements necessary based on project traffic impacts from development; or
4. At the time a development order or permit is issued, the necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction no more than three years after the issuance of a certificate of occupancy or its functional equivalent; or
5. At the time a development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent. [Section 163.3180(2)(c), F.S.]
6. For the purpose of issuing a development order or permit, a proposed development may be deemed to have a de minimis impact and may not be subject to the concurrency requirements, if the conditions specified in subsection 163.3180(6), F.S., for diminimus impacts are fully met.

Policy L-1.14.6 Public School Facilities. The County in conjunction with the School Board shall ensure through the development review process that development needs shall not exceed the adopted level of service for public schools facilities pursuant to PS-1.5.1.6.

OBJECTIVE L-1.15 SCHOOLS AS AN ALLOWABLE USE

Identify future land use categories that are proximate to residential areas and student populations and in which public, private, and charter schools are an allowable use and promote co-location of public schools with other public facilities such as parks, libraries, and community centers.

Policy L-1.15.1 Future schools shall be an allowable use in any land use category except the Industrial, Heavy Industrial, Light Industrial Future Land Use Categories, and the Conservation Future Land Use Category, except as otherwise permitted in Policy L-1.4.8.(A)2.

Policy L-1.15.2 School Locations

- (A) Public schools are to be located in agricultural and rural future land use categories only when no feasible site exists in non-agricultural or non-rural categories, due to prohibitive land costs or location of available sites, and when necessary to service student populations in agricultural and rural areas that are mainly located in agricultural areas.
- (B) If no feasible site exists in non-agricultural categories, then a public school should be located in a portion of the agricultural FLUM category that is as close as possible to urban residential areas. Thereafter, the land use on the site should be changed subsequently to an "Institutional" or other appropriate FLUM category.
- (C) The local comprehensive plan intends for future schools to be sited as closely to urban residential areas as practical, preferably within walking and/or bicycle distance of the primary residential areas to be served.

Policy L-1.15.3 When considering the acquisition and establishment of public facilities such parks, libraries, and community centers, the County shall, to the greatest extent possible, select a location and/or design the facility in such a way that co-location of the facility with a public school is either achieved with an existing public school, or that the facility can be retrofitted for co-location with a future public school.

OBJECTIVE L-1.16: COMPATIBILITY WITH EGLIN AIR FORCE BASE

Walton County shall promote the sustainability of the military mission at Eglin Air Force Base and protect life, property, and the economy through the coordination by ensuring compatibility of land use decisions that may affect the mission of the military installation.s with military operations at the base by establishing a Military Influence Overlay District (MIOD).

Policy L.1.16.1: Walton County shall continue to implement the applicable provisions of Florida Statutes, Section 163.3175 concerning coordination and communication with Eglin Air Force Base.

Objective L-1.17: Walton County shall encourage compatibility with Eglin Air Force Base to protect public health and safety, as well as preserve the many benefits (i.e. jobs,

sales taxes, property taxes, disposable income, highly educated workforce, etc.) associated with current and future Base missions.

Policy L-1.17.1: Walton County shall establish a Military Influence Overlay District (MIOD) that identifies the areas of the County that are subject to specific regulations to encourage compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177.

A. The MIOD area shall be delineated on the Future Land Use Map of the Walton County Comprehensive Plan.

B. The MIOD and MIOD Subzone shall be delineated on a map of the Military Influence Overlay District Area within the Future Land Use Element of the Walton County Comprehensive Plan.

C. A note shall be included on the maps referenced in A and B that states: "Properties within the MIOD are subject to additional regulations in the Land Development Code for compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177."

Policy L-1.17.2: Walton County shall adopt and incorporate regulations for a MIOD into the Land Development Code to encourage compatibility with missions at Eglin Air Force Base for the affected areas of Walton County.

A. The MIOD regulations shall be based on compatibility criteria associated with existing and planned future military missions at Eglin Air Force Base, and will address, but shall not be limited to:

1. Safety
2. Noise
3. Vertical obstructions
4. Light and glare
5. Land use
6. Public awareness
7. Real Estate Disclosure
8. Other criteria typically used to evaluate compatibility between military and non-military uses.

B. The MIOD shall include regulations that are unique to its discrete subzone, or smaller areas within the overall MIOD boundary, that are affected by different military missions.

Policy L-1.17.3: The MIOD shall be updated based on changes to military missions at Eglin Air Force Base that result in the obsolescence of adopted standards, procedures or other pertinent compatibility criteria when notified by EAFB of such changes to military missions. If applicable, the maps referenced in Policy L-1.17.2 A and B shall be updated to reflect any adopted changes to the MIOD or MIOD subzone.

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Policy L-1.17.4: Walton County shall promote public awareness of compatibility regulations and activities related to Eglin Air Force Base.

A. Maps that depict the current MIOD and MIOD subzone shall be available for public inspection at the Walton County Planning and Development Services Division and on the Walton County website.

B. Walton County shall strongly encourage real estate transactions of properties within the MIOD to include a disclosure of the property's location within the MIOD (and the applicable Subzones), as well as proximity to Eglin Air Force Base.

C. Walton County shall display at its county offices and other appropriate places, as well as distribute to applicants of development orders within the MIOD area, a brochure (prepared by the County) that describes the types of regulations in the MIOD and the importance of compatibility with Eglin Air Force Base.

D. Walton County shall display at its county offices and other appropriate places educational material about radio interference that is provided by Eglin Air Force Base.

~~**Policy L-1.16.1:** Property owners or their agent are rRequired property owners or their agent to notify potential buyers of real property located within the established Military Influence Planning Areas (MIPA)Overlay District (MIOD), identified in the Joint Land Use Study (JLUS), June 2009, Figures 13-9 through 13-12, inclusive, of possible low level rotary and fixed wing aircraft, missiles, and impulse noise associated with the location of the property. The notification will specify whether the subject property is situated within the Low Intensity, Moderate Intensity, or Higher Intensity impact areas, as those areas are defined and delineated in JLUS, Figure 13-2.~~

~~**Policy L-1.17.56.2:** Reduce distractions for pilots conducting military-related, training activities within the established Military Influence Overlay District (MIOD).~~

~~**Policy L-1.17.6.16.2.1:** Within each established Military Influence Planning Areas (MIPA), as identified in JLUS, Figures 13-9 through 13-12, inclusive, WaltonThe County shall require that -outdoor lighting for new developments be fully shielded with positive optical control so that all light emitted, either directly from the lamp or indirectly from the fixture, by a fixture is projected below a horizontal plane extending from the bottom of the light fixture. No building permit shall be granted within the established MIOD unless this requirement is met.~~

~~**Policy L-1.17.76.2.2:** The County shall require that lights or illumination of street, parking, signs or use of land and structures shall be arranged and operated in such a manner that is neither distracting nor creates a dangerous environment to pilots and aircraft operating within the established MIOD. A lighting plan will be required for review and approval prior to the issuance of a building permit.~~

~~**Policy L-1.17.86.2.3:** Pursuant to the MOU as stated in **Policy L-1.16.9**, the County shall coordinate with Eglin AFB in the review of all lighting plans.~~

~~**Policy L-1.17.96.2.4:** The County should partner with the State as well as local utility purveyors to develop a program to voluntarily retrofit existing lighting on properties within the MIOD on an as needed basis to ensure the safety of the general public and secure the Department of Defense's investment in Eglin AFB.~~

~~**Policy L-1.16.3:** Facilitate education and awareness about radio frequency interference to the general public and the development community to ensure the viability and accuracy of communications among the military missions at Eglin AFB.~~

~~**Policy L-1.17.106.3.1:** Walton County shall, in coordination Coordinate with Eglin Air Force Base, to implement an educational program for the distribution of educational handouts and materials (as provided by Eglin AFB) to developers and builders regarding radio frequency interference.~~

~~**Policy L-1.16.3.2:** The County shall respect the area of influence (extending 50 miles out from the base) with respect to radio frequency interference by Eglin AFB. It recommends that all devices or systems operating within the 5.4 to 5.9 GHz bandwidth be prohibited. Business licenses, building permits or applications for development orders or permits that would include or accommodate any equipment, including LAN and microwave communication equipment, operating within this bandwidth will not be approved.~~

Policy L-1.17.116.3.3: The County will make available at its business offices and website, education material on radio frequency interference provided by the Air Force.

~~**Policy L-1.16.3.4:** The County will require new major civilian spectrum operators within fifty miles of Eglin AFB, including industry, public safety agencies, telecommunications, and broadcast media to provide technical parameters on their proposed spectrum use, such as maximum power authorized from the transmitter, the maximum antenna height, the amount of spectrum occupied by the transmitter signal and the geographic area to be served by the communication devices. If the Air Force representative determines that the proposed frequency and spectrum use may cause radio frequency interference with military training and operations, the County will require the operator to adopt appropriate filtering, shielding or other mitigation techniques as a condition of the issuance of a building permit to minimize the risk of radio frequency interference that may impact military testing and training operations.~~

~~**Policy L-1.17.126.4:** The County will require Aas a condition of development order approval, property owners, or their agents, shall be required to disclose in recorded plats, site plans, covenants and restrictions, or other similarly recorded public documents the location of properties that are situated within the Low Level Approach Areas as identified in JLUS Figure 13-9 through 13-11, inclusive, or Cruise Missile Corridors, as identified in JLUS Figure 13-6MIOD.~~

~~**Policy L-1.16.4.1:** The County, in partnership with the municipalities within Walton County and Eglin AFB, will develop an effective procedure disclosing the proximity of certain property to Eglin AFB. The intent is to develop one multi-jurisdictional system with a single set of procedures to serve all participants, including owners, buyers and lessors of real property; the real estate community, local governments, and the Air Force.~~

~~**Policy L-1.16.4.2:** The County will apply the disclosure procedure within the MIOD to require the owner or owner's agent provide notification at the earliest possible stage of any land sales activity and lease contracts for six months or longer before execution of a contract, i.e., before the making or acceptance of an offer.~~

~~**Policy L-1.16.4.3:** The County will allow for the disclosure statement to be either included as part of the standard Seller's Real Property Disclosure Statement or as an attachment. The notice must be signed by the prospect and by the owner or owner's agent. The disclosure notice must state that the property is located adjacent and/or proximate to Eglin AFB within the MIOD and provide forewarning of possible safety and noise hazards associated with the location of the property. Real property marketing materials must include a similar notice of adjacency and/or proximity to Eglin AFB.~~

~~**Policy L-1.17.1316.4.4:** Pursuant to **Policy L-1.16.4.1**, the County shall coordinate the development of the disclosure procedure with the Walton County Appraiser's Office and shall use the appraisal district's parcel database.~~

~~**Policy L-1.17.146.4.5:** Pursuant to **Policy L-1.17.136.4.4** and consistent with **IC Policy L-1.16.9**, the County shall consider using the appraisal district's website as another venue for education and communication by creating an automatic note to the user that identifies a parcel is located within the MIOD and directing them to the County website for specific~~

information.

~~**Policy L-1.16.4.6:** The County supports recorded public documents including a notice disclosing the property is located within the MIOD and adjacent and/or proximate to Eglin AFB operations and may be subject to noise, dust, vibration, glare, and low level over flight and other nuisances by military fixed and rotary wing aircraft, missiles, and other activities. Property subject to this notice requirement is identified on the MIOD.~~

~~**Policy L-1.16.4.7:** The County will require a disclosure notice on preliminary and final site plans and subdivision plats, planned unit developments, and other zoning and subdivision actions, developments of regional impact, deeds and other real estate transfers, and recorded covenants.~~

-
Policy L-1.17.156.5: Walton County shall discourage community boat slips, additional navigation channels, land cuts, artificial reefs, and marina facilities along those areas of the north edge of Choctawhatchee Bay needed to keep Controlled Firing Areas open and accessible.

~~**Policy L-1.16.6:** Walton County shall foster compatibility in the MIOD through the following:~~

~~:~~

- ~~— Require effective disclosure~~
- ~~— Implement public awareness measures~~
- ~~— Require lighting standards~~
- ~~— Require disclosure on public documents~~
- ~~— Not approve density or intensity increases;~~
- ~~— Support land acquisition and;~~
- ~~— Limit structure height.~~

~~Walton County shall require that development within the Low Level Approach Areas, as identified in JLUS Figures 13-9 through 13-11, inclusive, or the Eglin AFB boundary buffer, shall be maintained as low density residential. Potentially incompatible development proposed for these areas, such as hospitals, schools, or places of worship, shall be limited. Walton County may also require the clustering of development away from the Cruise Missile Corridors identified in JLUS, Figure 13-6, where feasible.~~

~~**Policy L-1.17.166-8.1:** Walton County shall work in collaboration with federal, state, other local government agencies and non-governmental agencies to secure lands for buffering and strengthen land conservation efforts through such initiatives as the Florida Greenway Corridor and Florida Forever. The lands shall be identified and prioritized to ensure land acquisition efforts provide protection of the Eglin AFB and NAS Whiting Field military missions. Walton County shall support and promote State and Federal land acquisition in the Florida Greenway Program.~~

~~**Policy L-1.17.176-8.2:** Walton County supports the use of federal and state funds to acquire land for conservation and buffering of Eglin AFB and NAS Whiting Field.~~

~~**Policy L-1.17.186-8.3:** Walton County shall consider, wherever possible, partnering with Eglin AFB and a third party (i.e. The Nature Conservancy) to acquire high-value conservation lands that also preserve the military mission.~~

Policy L-1.17.196-9: The County shall formalize coordination efforts to foster regional compatibility with Eglin Air Force Base and other proximate military-related activities through a Memorandum of Understanding (MOU). Such MOU shall include the following:

- a. All proposed comprehensive plan amendments, proposed land development regulation changes, rezonings, waivers, exceptions, variances, planned unit developments and similar applications which, if approved, would affect the intensity, density, or use of land within the adopted MIOD shall be referred to the designated military representative for review and comment prior to final action. The designated military representative shall be invited to participate in all development of regional impact-related activities within the established Military Influence Overlay District.. Application for development orders requesting a variance or waiver from height or lighting restrictions or noise attenuation/reduction requirements within the adopted MIOD shall be referred to the designated military representative for review and comment. ~~closer coordination and communication with Eglin Air Force Base, Walton County's local planning agency shall include an ex officio, non-voting member as a representative of Eglin's Installation Commander. The designated representative shall be notified of all meetings and will be provided copies of the agenda package, as well as any special planning studies.~~

~~**Policy L-1.17.206-10-1:** Minimize safety concerns and obstruction of navigable airspace with the MIOD. Development proposed within a Maximum Obstruction Heights for Other Military Training Routes area or critical approach area as identified in JLUS, Figure 13-4, are subject to the height restrictions adopted in FLUE Policy L-1.5.4, and its implementing Land Development Code provisions.~~

~~**Policy L-1.17.216-10-2:** Walton County shall ensure the availability of unobstructed airspace for military aviation and other military-related operations, while maintaining the health and safety of the general public.~~

~~**Policy L-17.226-10-3:** Walton County shall coordinate with Tri-County region and participate in the Northwest Florida Steering Committee which publicly manages and advises on airport operations and controlled airspace to ensure coordination of various aviation activities relative to land use decisions in the region.~~

OBJECTIVE L-1.17 PLANNED UNIT DEVELOPMENT OVERLAY

The County shall promote innovative development plans that conserve natural features of the land, promote compact development, encourage interconnectivity within the development and to the surrounding areas, maximize open space, and include unique design features.

Policy L-1.17.1 To promote innovative planned development, Walton County shall implement the Planned Unit Development Overlay program as follows:

- (A) The land development regulations shall create a procedure for the adoption by ordinance of planned unit development overlays, upon application by a landowner or agent, to allow the consideration of unique, innovative, or narrowly defined land use proposals that, because of the specificity of the applied regulatory conditions, can be found compatible with the character of the surrounding land uses and the environmental conditions of the subject land.
- (B) Overlay districts may include all of the uses allowed in the underlying Future Land Use Categories of the development parcels, but may not exceed the total allowable densities and intensities for each of those uses.
- (C) The PUD overlay must include unique design features and other regulatory conditions adopted to promote compatibility with adjacent areas including but not limited to:
 - 1. Recreational areas,
 - 2. Mixed use development,
 - 3. Buffering, and
 - 4. Landscaping.
- (D) This overlay district may allow clustering of residential and non-residential densities and intensities to achieve the following:
 - 1. Enhance the internal design of the district and its relationship to surrounding uses,
 - 2. Maximize preservation of natural features,

3. Protection of threatened or endangered species or species of special concern, and
4. Common open space.

5. At no time shall the overall density and intensity exceed the densities and intensities of the combined underlying land uses or allow a use not included in the underlying land uses.

(E) In addition to the criteria listed above, the County shall adopt land development regulations which require each adopted Planned Unit Development to address the following:

1. an integrated plan of development;
2. the intent of the specific planned unit development;
3. density and intensity;
4. permitted uses;
5. access and interconnectivity by car, foot, bicycle, and transit;
6. trip generation and trip capture;
7. identification and protection of environmental features;
8. open space;
9. buffering of adjacent uses when necessary; and
10. unique design features.

(F) The Planned Unit Development Overlay may be applied on any specific property, or a group of contiguous properties. The regulatory conditions pertaining to each development plan shall be adopted by ordinance approving the Planned Unit Development.

OBJECTIVE L-1.18: WILDFIRE MITIGATION

Walton County shall protect life, property, and the economy by eliminating or minimizing Walton County's vulnerability to wildfire hazards.

Policy L-1.18.1: Walton County shall within six (6) months of the adoption of this amendment include regulations in the Land Development Code, in coordination with the Florida Division of Forestry, for review of developments proposed within areas of wildfire hazard and known prescribed burn, using features such as plant community type and development stage, canopy cover, hydrograph, soils, slope, aspect, and elevation, based on the Fire Risk Assessment Model developed by the Florida Division of Forestry.

Policy L-1.18.2: Walton County shall, through public outreach programs, inform the public of proactive steps toward mitigation of wildfire damage.

Policy L-1.18.3: Walton County shall advance the directives and policies of local emergency management operational plans and the Walton County Local Mitigation Strategy.

Policy L-1.18.4: Walton County shall carefully consider requests for land use changes in areas at risk from wildfire and restrict certain land uses as necessary to assure public health, safety, and welfare and the protection of property. Land uses and specific development plans for which adequate wildfire mitigation cannot be provided, or that would preclude or severely limit the use of wildfire mitigation or natural resource management options such as prescribed fire, shall not be authorized in severe wildfire hazard areas.

Policy L-1.18.5: The County shall cooperate with the Division of Forestry to implement a fuels management program that consists of the following:

- (A) Practices such as prescribed burning, mechanical fuel reduction, and thinning, as necessary and appropriate to reduce wildfire hazards consistent with natural resource protection.
- (B) Increased public awareness of the benefits of prescribed burning and the inevitability of resulting smoke.
- (C) Within six (6) months of the adoption of this amendment, the County shall amend the Land Development Code to include regulations for new development through plats, covenants and restrictions, or similar legal documents, to ensure buyers are informed of the wildfire risks and potential nuisances posed by fuel management and that prescribed burning may be used to manage wildfire hazards and that smoke will be present. These documents shall include the following statement: "In §590.125 F.S. the Florida Legislature recognizes that Certified Prescribed Burning is a property right of the property owner and that a property owner or his agent is neither liable for damage or injury caused by the fire or resulting smoke nor considered to be in violation for burns conducted in accordance with § 590.125(3) F.S. unless gross negligence is proven."
- (D) Special focus on the wild land-urban interface as an area exposed to wildfire hazard.

DRAFT
Walton County
MILITARY INFLUENCE OVERLAY DISTRICT (MIOD) REGULATIONS

Section 1. Findings

Walton County finds that:

- 1) the Eglin AFB / Eglin Reservation fulfills an essential role for the Department of Defense;
- 2) the Eglin AFB / Eglin Reservation, and operations associated with this installation, have a significant positive economic impact on the Walton County and the region- protection of Eglin Reservation's ability to meet current and future operational and training requirements is critical to the economic health of ~~the~~ Walton County;
- 3) the creation or establishment of an obstruction or the encroachment of noise sensitive or otherwise incompatible land uses within certain areas set forth herein has the potential of being a nuisance and may injure the owners, occupiers or users of land in the region surrounding Eglin AFB / Eglin Reservation;
- 4) it is necessary in the interest of public health, public safety, and general welfare that the creation or establishment of obstructions or potential incompatible land uses that are a hazard to air navigation or the public health and safety be prevented; and
- 5) the prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power without compensation through regulations in a Military Influence Overlay District (MIOD) included within the Walton County Land Development Code (LDC).

Section 2. Applicability

The regulations set forth herein are applicable to all lands within the Military Influence Overlay District (MIOD) boundary identified on Exhibit 2-1, Walton County MIOD Boundary and Subzones, in this article. The MIOD shall be an overlay district established and delineated on~~to~~ the Official Zoning Map.

Section 3. Conflicting Regulations

In the event of conflict between any regulations in this article and any other regulations applicable to the same property, the more restrictive regulation shall apply.

Section 4. Relationship of MIOD With Underlying Zoning District

The regulations within this MIOD supplement, modify, and where indicated, supersede the regulations of the underlying zoning district. All definitions, references, requirements and other land use controls not specifically defined or modified in this regulation shall conform to the provisions of the underlying zoning district specified in the Walton County Land Development Code (LDC).

Section 5. Exemptions

The following uses are exempt from the regulations in this Article.

- A. Agricultural Use.** This regulation shall not be used to regulate any operational aspect of an existing agricultural use, including the cultivation and harvesting of crops, land management activities (controlled burning, clearing, spraying, trimming), livestock management, hunting, or use and application of water. Expansion of existing structures and construction of new structures that are accessory for agricultural uses are subject to these regulations, however.
- B. Existing Structures.** This regulation shall not restrict or limit the use of legally established, existing land uses and structures as of the effective date of this regulation.
- C. Single Residential Units on Existing Parcels.** This regulation shall not prevent the construction of one (1) single family residential unit on a legally established parcel if all of the following conditions are met:

 - (1) The parcel is at least five (5) acres in size.
 - (2) The footprint of the residential structure is entirely outside of any Accident Potential Zones designated for operational areas for Eglin AFB / Eglin Reservation.
 - (3) The footprint of the residential structure is entirely outside of the 75 decibel noise contour as established in the current Eglin AFB Air Installation Compatible Use Zone (AICUZ) and Range Installation Compatible Use Zone (RAICUZ) studies.
 - (4) The height of the residential structure, including all buildings and accessory structures, is in compliance with the height regulations in this regulation.
- D. Recorded Final Plats.** This regulation shall not apply to any recorded final plat that has been approved prior to the effective date of this regulation or on the land where lots were recorded prior to the effective date of this regulation without the benefit of a recorded final plat (metes and bounds).

Section 6. Definitions

The following are definitions of terms used in these regulations:

- A. Accident Potential Zone (APZ)** – An area of land adjacent to each end of an airport runway where, within the airfield environs, an accident is most likely to take place and the anticipated extent of the impact area (based on the analysis of Air Force accident history) likely to result from any single accident.
- B. Accident Potential Zone I (APZ I)** – The land area measuring three-thousand (3,000) feet wide and five-thousand (5,000) feet long centered on each runway, immediately beyond the Clear Zone, which possesses significant potential for accidents.
- C. Accident Potential Zone II (APZ II)** – The land area measuring three-thousand (3,000) feet wide and seven-thousand (7,000) feet long adjacent to and centered beyond APZ I which is less hazardous than APZ I but still possesses the potential for accidents.
- D. Air Installation Compatible Land Use Zone (AICUZ)** – An Air Force program that seeks to develop a cooperative relationship between communities and military installations and provides land use compatibility guidelines designed to protect public health and safety, as well as maintain military readiness. As designed, the AICUZ study prepared for an installation evaluates three components: noise, vertical obstructions, and accident potential zones.
- E. Airport Hazard** – Means any structure or plant (e.g., tree, shrub, etc.) or use of the land which obstructs air space required for aircraft flight or which obstructs or interferes with the control or tracking and/or data acquisition in the landing, taking off or flight of an airport, or at any installation or facility relating to flight, and tracking and/or data acquisition of the flight craft; is hazardous, interferes with or obstructs such landing, taking off or flight of aircraft or which is hazardous to or interferes with tracking and/or data acquisition pertaining to flight and flight vehicles.
- F. Ambient Noise** – The amount of all noise generated in the environment, other than the noise from the source of interest. Also referred to as background noise.
- G. ASTM E 90** – The standard test method for laboratory measurement of airborne sound transmission, loss of building partitions and elements.
- H. Automatic-Timing Device** - A device that automatically controls the operation of a light fixture or fixtures, circuit or circuits. Photocells and light and/or motion sensors shall be considered automatic-timing devices.

- I. A-Weighted Decibel (dBA)** – The most commonly weighted sound filter used to measure perceived loudness. The human ear responds differently to frequencies. For example, the human hearing system perceives mid-frequency sounds as louder than low and high frequency sounds. To accommodate this condition when measuring sound levels, filters need to be installed into sound meters. The results are a more accurate measurement of sound for the human hearing system.
- J. Avigation Easement** – An easement is a non-possessory right to use land owned by another party. An avigation easement is an easement that grants the holder one or more of the following rights: the right-of-flight; the right to cause noise, dust, or other impacts related to aircraft flight; the right to restrict or prohibit certain lights, electromagnetic signals, and bird-attracting land uses; the right to unobstructed airspace over the property above a specified height; and, the right of ingress/egress upon the land to exercise those rights.
- K. Bandwidth** – In electronic communication, bandwidth is the width of the range (or band) of frequencies that an electronic signal uses within a specific transmission medium. In this usage, bandwidth is expressed in terms of the difference between the highest-frequency signal component and the lowest-frequency signal component. Since the frequency of a signal is measured in hertz, its bandwidth is the difference in hertz between the highest and lowest frequency signal within its range. A typical voice signal has a bandwidth of approximately three kilohertz (3 kHz); an analog television (TV) broadcast video signal has a bandwidth of six megahertz (6 MHz) -- approximately 2,000 times as wide as the voice signal.
- L. Bulb** – The source of electric light, as distinguished from the whole light assembly (see Luminaire).
- M. Business** – A person, partnership, corporation, or organization engaged in commerce, manufacturing, or a service; profit and non-profit seeking enterprise or concern. The definition is intended to be broadly construed and shall include, but not be limited to, charitable organizations.
- N. Candela** – The unit of measure indicating the luminous intensity (candlepower) of a light source in a specific direction.
- O. Clear Zone** – The Clear Zone (CZ) is the trapezoidal area lying immediately beyond the end of the runway and outward along the extended runway centerline. The CZ begins at the end of the runway and extends outward 3,000 feet. The CZ width is 3,000 feet (1,500 feet to either side of the runway center line).
- P. Compatible Land Use** – Any use of land adjacent to or in the immediate vicinity of an airport, airfield, or military operations area that does not

endanger the health, safety, and welfare of the owners, occupants, or users of the land due to levels of noise or vibrations or the risk of personal injury or property damage created by the operations of the airport, airfield, or military use, including the taking off, landing or flight of aircraft. A compatible use also does not endanger the health, safety, and welfare of military personnel engaged in training or operational assignment or adversely impact the mission conducted.

- Q. Decibel (dB)** – A unit of measurement of sound or sound pressure intensity. The dBA Aircraft Noise Metric is a single event maximum sound level measure used to quantify peak noise levels of representative aircraft flyovers in relation to speech interference.
- R. Decibel Noise Level (DNL)** – The DNL metric is a day-night sound level used to identify cumulative/average long term aircraft noise exposure.
- S. Digital Sign** – Cathode ray tube (CRT), flat panel liquid-crystal display (LCD), plasma, aerial imaging, projector or other electronic devices that are at the end-point of a digital signage system, presenting the content to include: Dynamic Signs, Electronic Signs, Digital Media Advertising, as well as signs within a Digital Signage Network, In-store TV Network, Captive Audience Network, Narrowcasting Network, Out-of-home Media Network, Digital Media Network, and Advertising Network.
- T. Direct Light** – Light emitted directly from the lamp, off of the reflector diffuser, or through the refractor or diffuser lens of a luminaire.
- U. Exterior Lighting** – Temporary or permanent lighting that is installed, located or used in such a manner to cause light rays to shine outside. Fixtures that are installed indoors that are intended to illuminate an object outdoors are considered exterior lighting for the intent of this overlay district.
- V. Fixture** – The assembly that holds the lamp in a lighting system. It includes the elements designed for light output control, such as a reflector (mirror) or refractor (lens), ballast, housing and the attachment parts.
- W. Floor Area Ratio (FAR)** – Standards of building intensity for non-residential uses, such as commercial and industrial development, are stated as maximum floor-area ratios (FARs). A FAR is the ratio of the total building square footage on a lot to the total square footage of the lot (or parcel). For example, a lot with 10,000 total square feet of land area and an FAR of 1.00 will allow 10,000 square feet of gross building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same 10,000-square-foot lot, an FAR of 0.50 would allow 5,000 square feet of floor area, and an FAR of 0.25 would allow 2,500 square feet.

- X. Foot-candle (fc)** – Illumination produced on a surface one foot from a uniform point source of one candela. A foot-candle is a unit of light measurement equal to one lumen per square foot.
- Y. Frequency Spectrum** – The frequency spectrum is the entire range of electromagnetic frequencies used for communications; which includes frequencies used for radio, radar, and television. In the performance of typical operations, the military relies on a range of frequencies for communications and support systems. Similarly, public and private users rely on a range of frequencies to support daily life.
- Z. Full Cutoff** – Describes a luminaire light distribution where 100 candela per 1,000 lamp lumens (ten percent) may emit at all vertical angles beginning at 80 degrees up from nadir to less than 90 degrees, and 0 (zero) candela per 1,000 lamp lumens (zero percent) is allowed at 90 degrees (horizontal plane) and all angles above. This applies to all horizontal angles around the luminaire. A full cutoff luminaire is also fully shielded. (See Exhibit 2-2).

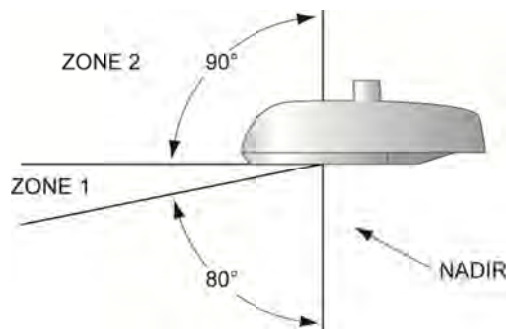


Exhibit 2-2

- AA. Fully Shielded** – A lighting fixture constructed in such a manner that all light emitted by the fixture, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal plane as determined by photometric test or certified by the manufacturer. A fully shielded fixture is not necessarily full cutoff.
- BB. Glare** – The sensation produced within the visual field by luminance that is sufficiently greater than the luminance to which the eyes are adapted, causing annoyance, discomfort, or loss in visual performance and visibility.
- CC. Hazard to Air Navigation** – An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.
- DD. Hertz (Hz)** – Hertz is a unit of frequency (of change in state or cycle in a sound wave, alternating current, or other cyclical waveform) of one cycle per second. Other units of frequency are kilohertz (KHz), equal to 1,000 Hz;

megahertz (MHz), equal to 1,000,000 Hz; and gigahertz (GHz), equal to 1,000,000,000 Hz.

- EE. Holiday Lights** – Temporary, decorative lights that are placed on property or buildings between November 20th and January 15th of each year.
- FF. Horizontal Surface** – A horizontal plane one-hundred-fifty (150) feet above the established airport elevation, the perimeter of which in plan view coincides with the perimeter of the horizontal zone.
- GG. "IESNA" (or "IES")** – An acronym for the Illuminating Engineering Society of North America. The IESNA makes recommendations for outdoor lighting but does not set outdoor lighting community standards; these are determined through the adoption of local regulations.
- HH. Illuminance** – The quantity of light arriving at a surface measured in foot candles.
- II. Interference** – Interference is the inability to effectively distribute or receive a particular frequency because of similar frequency competition. As the use of the frequency spectrum increases (such as the rapid increase in cellular phone technology over the last decade) and as development expands near military installations and operational areas, the potential for frequency spectrum interference increases.
- JJ. Intermittent Lighting** – Luminaires that do not emit light for more than five minutes.
- KK. Lumen** – A unit of luminous flux. The lumen-output values shall be the initial lumen output ratings of a lamp. The lumen rating associated with a specific lamp is generally indicated on its packaging or may be obtained from the manufacturer.
- LL. Luminaire** – A complete lighting fixture consisting of a lamp or lamps together with the parts designed to distribute the light, to position and protect the lamps, and to connect the lamps to the power supply.
- MM. Luminous Flux** – A quantitative expression of the brilliance of a source of visible light which is electromagnetic energy within the wavelength range of approximately 390 nanometers (nm) to 770 nm. This quantity is measured in terms of the power emitted per unit solid angle from an isotropic radiator, a theoretical point source that radiates equally in all directions in three-dimensional space.
- NN. Military Installation Proximity Disclosure Notice** – A disclosure notice that informs the public and potential property owners or lessees that a parcel is located within proximity of a military installation or reservation, military

airfield(s), and/or military training routes/corridors, and that the parcel may be impacted by noise, vibration, smoke, or other impacts associated with the military operations. The disclosure may also indicate that the property may be subject to land use regulations associated with the military installation that are adopted by Walton County.

- OO. Nadir** – The direction, pointing vertically down, from the lowest light emitting part of the luminaire (see Exhibit 2-1 for an example).
- PP. Noise** – Unwanted sound that interferes with normal activities or otherwise diminishes the quality of the environment. Noise may be intermittent or continuous, steady or impulsive. The source of the noise may be stationary or transient. The physical characteristics of noise or sound include its intensity, frequency, and duration.
- QQ. Noise Contour** – A line connecting points of similar day-night average sound levels measured from a specific noise source.
- RR. Noise Exposure Map** – A scaled, geographic depiction of an airport or airfield, its noise contours and surrounding area.
- SS. Noise Level Reduction (NLR)** – The amount of reduction in noise for any geographic point as achieved through the incorporation of noise attenuation measures into the design and construction of buildings. These reductions may be incorporated during initial construction or retroactively as additional construction for existing buildings.
- TT. Nonconforming Use** – Any use of a property that is inconsistent with the provisions of these regulations and which is an existing use as of the effective date of these regulations.
- UU. Non-precision Instrument Runway** – A runway operating with an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or approach procedure that has been approved or planned.
- VV. Octave Band Filter** – An electrical frequency analyzer designed according to standards formulated by the American Standards Association and used in conjunction with a sound level meter to take measurements in specific octave intervals.
- WW. Opaque** – The inability of a material to transmit light from an internal illumination source.
- XX. Outdoor Lighting** – Illumination of an outside area or object by any manmade device that is located outdoors and produces light.

- YY. Perceived Noise Level** – A method of measuring complex sound designated in the Journal of the Acoustical Society of America, No. 31, Pages 1415-1429, 1959
- ZZ. RAICUZ** – The RAICUZ assessment focuses on five land use compatibility issues—noise, population density, height of objects, lighting, and the radio frequency (RF) spectrum.
- AAA. Remodel/Renovate**- A process of partial or total demolition of an existing structure (more than 50 percent of the occupied space and/or 50 percent of its current market value) and the partial/full construction of a new structure on the same parcel of land.
- BBB. Sound Attenuation** – The reduction of sound intensity by various means (e.g., air, humidity, porous materials); diminution of the intensity of sound energy propagating in a medium; caused by absorption, spreading, and scattering.
- CCC. Sound Transmission Class (STC)** – A single-figure rating of the sound insulating properties of a partition as determined by methods described in "Determination of Sound Transmission Class", American Society of Testing and Materials designation E413-73.
- DDD. Standard Land Use Coding Manual (SLUCM)** – A standard system for identifying and coding land use activities. "Standard Land Use Coding Manual", Urban Renewal Administration/Housing and Home Finance Agency and Bureau of Public Roads, Department of Commerce, First Edition, 1965.
- EEE. Structure** – An object, including a mobile object, constructed or installed by man, including, but not limited to, buildings, antennas, communication or other towers, cranes, smokestacks, earth formations, wind generation structures, and overhead transmission lines.
- FFF. Temporary Outdoor Lighting** – Lighting allowed as specified in an approved temporary permit pursuant to the requirements of Section 11, in this Article.
- GGG. Transitional Surface** – The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the runway centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface.

HHH. Trespass Lighting – Light emitted by a luminaire that spills outside the boundaries of the property on which the luminaire is sited.

III. Ultra High Frequency (UHF) – The UHF (ultrahigh frequency) range of the radio spectrum is the band extending from 300 MHz to 3 GHz. The UHF band is extensively used for satellite communication and broadcasting, in cellular telephone and paging systems, and by fourth-generation (4G) wireless systems.

JJJ. Very High Frequency (VHF) – The VHF (very high frequency) range of the radio spectrum is the band extending from 30 MHz to 300 MHz. The VHF band is popular for mobile two-way radio communication, satellite communication and broadcasting.

Section 7. Military Influence Overlay District (MIOD) and MIOD Subzones

A. Application of the MIOD

The MIOD is an overlay district with regulations that address conditions related to noise, safety and other effects associated with training and operations (missions) conducted from or associated with Eglin AFB/Eglin Reservation. The MIOD is limited to a specific geographical area within the Walton County, as depicted on the Walton County Future Land Use Map and the Official Zoning Map. The location of the MIOD boundary in Walton County is depicted on Exhibit 2-1, MIOD Boundary and Subzones.

B. Designation of MIOD Subzones

Within the MIOD is a discrete geographical area, or MIOD Subzones, that includes regulations that are specific to unique characteristics associated with military missions at Eglin. The precise location of the MIOD Subzones in Walton County is depicted on Exhibit 2-1 Walton County MIOD Boundary and Subzones, which shall be available for public review at Walton County's Planning and Development Services Department. The MIOD and MIOD Subzones are defined as follows:

- (1) **MIOD.** The MIOD includes the Impulse Area Subzone, Critical Approach 1 Subzone, Critical Approach 2 Subzone, MTR 1 Subzone, and MTR 2 Subzone.~~MIOD Subzone and any non-Subzone areas, if applicable, within the boundary of Walton County.~~ When used in this regulation, the term MIOD refers to the MIOD within the Walton County in its entirety, and not a portion thereof.
- (2) **Impulse Area Subzone.** The Impulse Area Subzone is defined as the area that is within one-mile of the Eglin Reservation boundary. The Impulse Area Subzone is subject to increased levels of explosive noise,

or “impulse” noise, generated from missions conducted on Eglin Reservation.

- (3) **Critical Approach 1 Subzone.** The Critical Approach 1 Subzone is defined as the area beneath which aircraft approach and depart at low ~~levels~~ altitudes from a runway or drop zone. This Subzone area is based on the Eglin AFB RAICUZ Study for the Pino II and Bogart Drop Zones. For Landing Zone East and the Rock Hill Drop Zone, Critical Approach Subzone 1 is not currently defined in the RAICUZ. These Subzone areas were established by using the Critical Approach 1 Subzones as defined in the RAICUZ for sites with similar operations.
- (4) **Critical Approach 2 Subzone.** The Critical Approach 2 Subzone is defined as the area beneath which aircraft approach and depart at low to moderate levels from the runway. This Subzone area is based on the Eglin AFB RAICUZ Study.
- (5) **MTR 1 Subzone.** The MTR (Military Training Route) 1 Subzone is defined as the area that includes the MTR, Slow Speed Low Altitude Training Route (SRs) and the Low Level Training Area (LLTAs) corridors (with floors between 100 feet and 200 feet AGL (Above Ground Level)) that have been established and designated by the Federal Aviation Administration (FAA) specifically for military training. This Subzone area is based on the corridors identified in the Eglin AFB RAICUZ Study.
- (6) **MTR 2 Subzone.** The MTR 2 Subzone is defined as the area that includes the MTR, Slow Speed Low Altitude Training Route (SRs), the Low Level Training Area (LLTAs) corridors (with floors of 500 feet and 1,000 feet mean sea level (MSL)) and the Cruise Missile Corridor (floor of 500 feet MSL) that have been established and designated by the FAA specifically for military training. This Subzone area is based on the corridors identified in the Eglin AFB RAICUZ Study.

C. Updating the MIOD and MIOD Subzone Boundaries

As the AICUZ or RAICUZ studies for Eglin AFB or the Eglin Reservation are updated in the future and publicly available, the Walton County shall consider updating Exhibit 2-1, Walton County MIOD Boundary and Subzones, to reflect any changes that may impact the regulations herein. Such update shall be adopted during a properly noticed public hearing of the Walton County Board of County Commissioners.

D. Boundaries

The following rules shall apply to the boundaries of the MIOD and MIOD Subzones:

- (1) If any part of a parcel or lot is within the MIOD or MIOD Subzone, all land within the parcel or lot shall be subject to these regulations.
- (2) Where a parcel or lot is within more than one MIOD Subzone, the requirements of the more restrictive Subzone shall apply to the entire parcel or lot.
- (3) Boundaries that appear to follow the approximate centerlines of streets, alleys or easements shall be construed to follow such centerlines.
- (4) Boundaries that appear to follow platted lot lines shall be construed as following such lot lines.

Section 8. Land Use

A. General Use Restrictions

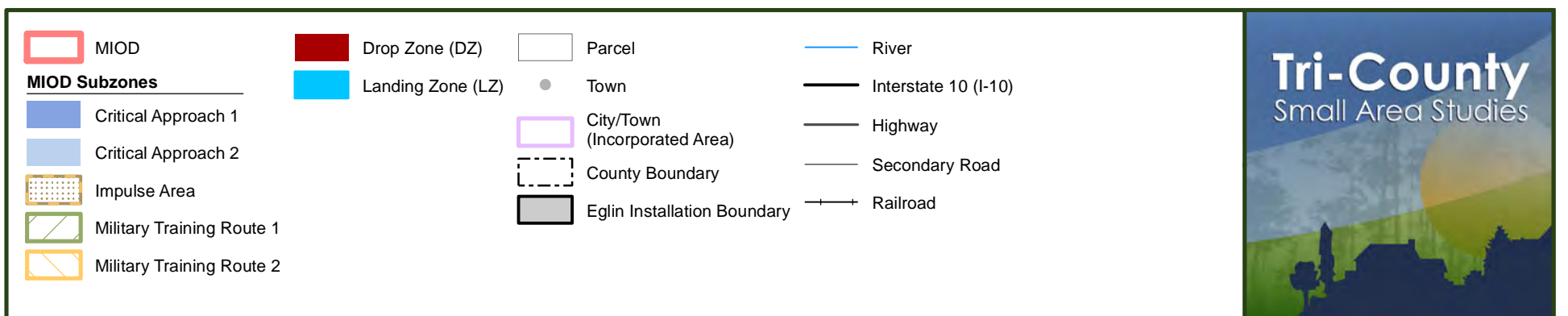
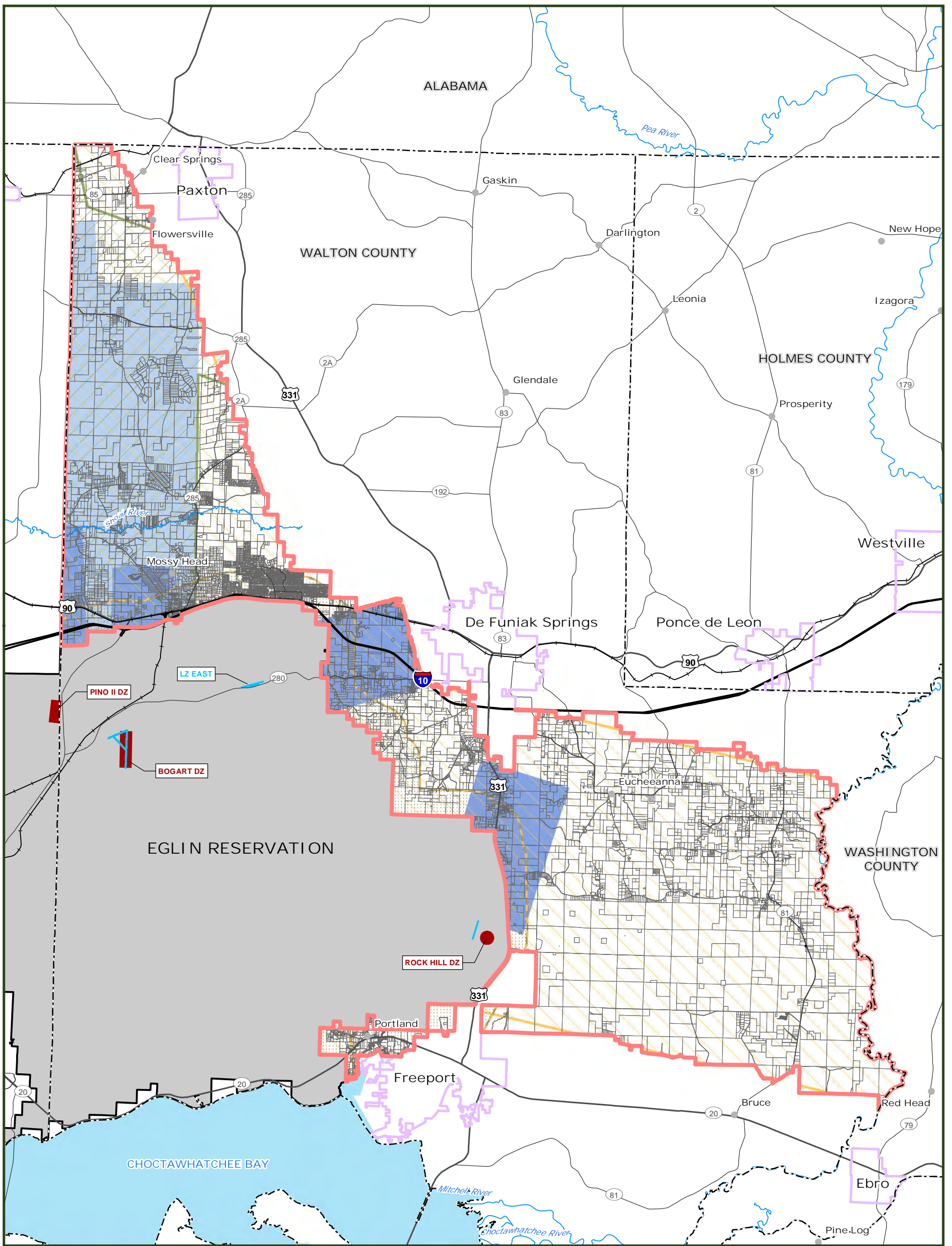
Notwithstanding any other provisions in the Walton County Land Development Code, no use of land, water or airspace within the MIOD shall:

- (1) Create electrical interference between Eglin AFB/Reservation and aircraft, missiles or any other associated military or civilian activities;
- (2) Create glare, artificial light, smoke or dust, or reflect light in such a way that may impair pilot visibility at any time;
- (3) Create forage or nesting environments that increase the potential for bird/wildlife aircraft strike hazards within any Eglin AFB approach/departure airspace, aircraft movement areas, loading ramps or aircraft parking areas.
- (4) Endanger or interfere with the landing, departure or maneuvering of aircraft using Eglin AFB/Reservation.

B. Land Use Compatibility / Specific Use Restrictions

Notwithstanding any other provisions in the Walton County Land Development Code, the permitted land use for any property with the MIOD and associated MIOD Subzone shall be as set forth in Table 2-1, MIOD Land Use Compatibility Matrix. The following rules apply to Table 2-1:

- (1) Boundaries: All provisions of Section 7. D., Boundaries, shall apply.



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- (2) Incompatible Uses or Prohibited Activities: Uses or activities determined to be incompatible with MIOD Subzone activities, Eglin Reservation operations, or contribute to a potential threat to flight safety, are prohibited within the designated Subzone. A "P" appearing under a MIOD Subzone category in Table 2-1 means that the use or activity is incompatible and prohibited in that Subzone area.
- (3) Compatible Uses or Allowed Activities: ~~Chapter II § 2.01.03 Article~~ in the Walton County Land Development Code identifies permitted uses and activities for each zoning category. Table 2-1 provides a detailed description of uses and activities that are determined to be compatible with Subzone activities, Eglin Reservation operations and aircraft flight safety. An "A" appearing under a Subzone category in Table 2-1 means that the use or activity is allowed if the property:
- (a) Is properly zoned and the use is permitted pursuant to LDC Article;
 - (b) Has the proper Walton County Future Land Use Map (FLUM) designation;
 - (c) Conforms with the lower of the density/intensity provisions on Table 2-1, or the underlying zoning category and FLUM designation.

Section 9. Height Limitations

Except as otherwise provided in these regulations, no structure, facility or antennae shall be erected or altered in any MIOD or MIOD Subzone to a height in excess of those shown in Table 2-2:

Table 2-2. Applicable Height Limits by Subzone

MIOD Subzone	Maximum Height
Impulse Area	35 Feet
Critical Approach 1	30 Feet
Critical Approach 2	50 Feet
MTR 1	75 Feet
MTR 2	150 Feet

Section 10. Sound Attenuation

This section addresses all land uses on Table 2-1 with an "A1" designation. Uses with an Y1 designation are located in areas that are exposed to outdoor noise levels that are considered inappropriate based on health, safety and welfare considerations. This applies to the Impulse Area Subzone in Walton County, but not the Noise 1 Subzone. Uses with the Y1 designation in this Subzone are STRONGLY RECOMMENDED to include sound attenuation to maintain an indoor noise level to no more than 45dBA Ldn.

**Table 2-1 Military Influence Overlay District
Land Use Compatibility Matrix Final 08 2012**

			Impulse Area	Critical Approach 1	Critical Approach 2	MTR 1	MTR 2
Residential			Density				
1100a	Single units; detached	<= 1 du/ 15ac	A1	A	A	A	A
1100b	Single units; detached	<= 1 du/ 10ac	A1	A	A	A	A
1100c	Single units; detached	<= 1 du/ 5ac	A1	A	A	A	A
1100d	Single units; detached	> 1 du/5 ac to 1 du/ac	P	P	A	A	A
1100e and 1100f	Single units; detached	> 1 du/ac to 2 du/ac	P	P	A	A	A
1100g and 1100h	Single units; semi-detached and attached row (incl duplex)	< 2 du/ac	P	P	A	A	A
1100i and 1100j	Multi-Family; two or more attached units	Any Density	P	P	P	P	P
1100k	Community Residential Homes (incl assisted living, etc.)	Any Density	P	P	P	P	P
1100l	Congregate Residential Homes	Any Density	P	P	P	P	P
1200	Group Quarters (incl farm worker housing, boarding homes, etc.)	Any Density	P	P	P	P	P
1300	Residential Hotels (incl motels, etc.)	Any Density	P	P	P	P	P
1400	Mobile Home Parks or Courts (incl recreational vehicle and RV parks, etc.)	Any Density	P	P	P	P	P
1500	Transient Lodgings	Any Density	P	P	P	P	P
1900	Other Residential (any type)	Any Density	P	P	P	P	P
Manufacturing			Intensity				
2100 and 2200	Food & kindred products; textile mill products; manufacturing	Max FAR 0.56	A1,2	A2	A2	A2	A2
2300	Apparel and other finished products made from fabrics, leather, and similar materials; manufacturing	Max FAR 0.56	A1,2	A2	A2	A2	A2
2400 to 2700	Lumber and wood products;furniture; paper; painting; manufacturing	Max FAR 0.56	A1,2	A2	A2	A2	A2
2800 to 3000	Chemicals and allied products; petroleum; rubber and plastics; manufacturing	Max FAR 0.56	P	P	P	P	P
3200 to 3400	Stone, clay and glass; primary and fabricated metal products manufacturing	Max FAR 0.56	A1,2	A2	A2	A2	A2
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks manufacturing	Max FAR 0.56	A1,2	A2	A2	A2	A2
3900	Miscellaneous manufacturing	Max FAR 0.56	A1,2	A2	A2	A2	A2
Transportation, Communications and Utilities			Intensity				
4100 to 4600	Railroad, rapid rail transit; motor vehicle; aircraft transportation;marine transportation;highway right of way;automobile parking	Max FAR 0.56	A	A	A	A	A
4700	Communications (cell / radio / television / microwave towers)	Max FAR 0.56	A4	A4	A4	A4	A4
4800	Utilities (electric, gas, water, sewage, transmission lines, facilities)	Max FAR 0.56	A4	A4	A4	A4	A4
4850	Solid waste disposal (landfills, debris disposal, incineration, etc.)	NA	P	P	P	P	P
4900	Other transportation, communications and utilities	Max FAR 0.56	A	A	A	A	A
4900a	Man-made water impoundments, except stormwater impoundments (water features, golf ponds)	NA	P	P	P	P	A
4900a	Man-made stormwater impoundments	NA	A5	A5	A5	A5	A
Trade			Intensity				
5100	Wholesale trade	Max FAR 0.56	A1	A	A	A	A
5190	Other wholesale trade (scrap and recycling collection/processing)	Max FAR 0.16	A1	A	A	A	A
5200 to 5700	Retail trade-building materials, hardware and farm equipment;general merchandise;food;automotive and marine;gas stations;apparel and accessories;furniture	Max FAR 0.16	A1	P	A	A	A
5200	Retail trade-building materials, hardware and farm equipment		A1	P	A	A	A
5300	Retail trade - general merchandise		A1	P	A	A	A
5400	Retail trade-food		A1	P	A	A	A
5500	Retail trade-automotive, marine craft, aircraft and accessories		A1	P	A	A	A
5530	Retail trade-gas service stations (truck stops, fireworks)		A1	P	A	A	A
5600	Retail trade-apparel and accessories		A1	P	A	A	A
5700	Retail trade-furniture, home furnishings and equipment		A1	P	A	A	A
5800	Retail trade-eating and drinking establishments	Max FAR 0.24	A1	P	A	A	A
5900	Other retail trade	Max FAR 0.16	A1	P	A	A	A
5900b	Other retail trade (outdoor retail, farmer's market, swap meet, flea market)		A1	P	A	A	A
Services			Intensity				
6100	Finance, insurance and real estate services	Max FAR 0.22	A1	A	A	A	A
6200	Personal services	Max FAR 0.22	A1	A	A	A	A
6240	Funeral homes, crematory services: cemeteries	Max FAR 0.22	A1	A	A	A	A
6300 to 6400	Business services; warehousing and storage;repair services	Max FAR 0.22	A1	A	A	A	A
6500	Professional services	Max FAR 0.22	A1	A	A	A	A
6590	Other professional services (engineering, architecture, accounting, research, etc.)	Max FAR 0.22	P	A	A	A	A
6513 to 6516	Hospitals, other medical facilities;nursing homes	Max FAR 0.56	P	P	A	A	A
6600	Contract construction services	Max FAR 0.22	A1	A	A	A	A
6700	Governmental services	Max FAR 0.24	A1	A	A	A	A
6740 to 6800b	Correctional institutions; schools and educational services; child care services	Max FAR 0.24	P	P	A	A	A
6900	Miscellaneous services	Max FAR 0.22	A1	A	A	A	A
6910	Religious activities (churches, synagogues, and temples)	Max FAR 0.24	P	P	A	A	A
Cultural, Entertainment and Recreational			Intensity				
7110	Cultural activities (art galleries, libraries, museums)	Max FAR 0.56	P	P	A	A	A
7120	Nature exhibits (zoos, botanical gardens)	Max FAR 0.24	P	P	A	A	A
7200	Public assembly (movie theater)	Max FAR 0.56	P	P	A	A	A
7211	Outdoor music shell, amphitheaters	Max FAR 0.56	P	P	A	A	A
7220	Outdoor sports arenas, spectator sports, stadiums	Max FAR 0.56	P	P	A	A	A
7231	Auditoriums, concert halls	Max FAR 0.56	P	P	A	A	A
7300a	Amusements - Outdoor (fairgrounds, miniature golf, driving ranges, amusement parks, etc.)	Max FAR 0.22	P	P	P	P	P
7300b	Amusements - Outdoor [Lighted] (driving ranges, play fields, light/laser shows)	Max FAR 0.22	P	A	A	A	A
7300c	Amusements - Indoor (shooting gallery, skating / ice rink, bowling, billiards, etc.)	Max FAR 0.22	P	P	A	A	A
7400	Recreational activities (including golf courses, tennis courts, riding stables, water recreation)	Max FAR 0.22	A5	A5	A5	A	A
7440	Marinas (yachting clubs, boat rentals and access)	Max FAR 0.22	P	A	A	A	A
7425	Gyms and athletic clubs (health spas and fitness centers; excluding resort lodges)	Max FAR 0.22	P	P	A	A	A
7500	Resorts and group camps (including resort lodges, bed and breakfast inns)	Max FAR 0.56	P	P	A	A	A
7600	Parks (passive recreation areas)	Max FAR 0.22	A	A	A	A	A
7900	Other cultural, entertainment and recreation	Max FAR 0.22	A1	A	A	A	A
Resources Production and Extraction			Intensity				
8100a	Agriculture (except livestock)	Max FAR 0.56	A	A	A	A	A
8100b	Agriculture (except livestock) w/residential	<= 1 du/ac	A1	A	A	A	A
8160a	Livestock farming and animal breeding	Max FAR 0.56	A	A	A	A	A
8160b	Livestock farming and animal breeding w/residential	<= 1 du/ac	A1	A	A	A	A
8160c	Exotic livestock farming and animal breeding (ostrich, emus, alpaca, etc.)	Max FAR 0.56	P	A	A	A	A
8200a	Agricultural related activities	Max FAR 0.56	A	A	A	A	A
8200b	Agricultural related activities w/residential	Max FAR 0.56	A1	A	A	A	A
8220	Animal husbandry services (animal hospitals and clinics, kennels)	Max FAR 0.56	P	A	A	A	A
8300a	Forestry activities and related services	Max FAR 0.56	A	A	A	A	A
8300b	Forestry activities and related services w/residential	Max FAR 0.56	A1	A	A	A	A
8320 to 8900	Forestry activities, fishing activities, mining activities, other resources production and extraction	Max FAR 0.56	A	A	A	A	A

NOTES TO TABLE - CONDITIONS FOR CERTAIN ALLOWED USES

- A1 Sound attenuation is STRONGLY RECOMMENDED to reduce interior noise levels to 45dB.
- A2 Allowed only without emissions of smoke, steam or other exhausts that impair aviation visibility.
- A4 Height restrictions apply, per Section 9 of the MIOD.
- A5 Stormwater impoundments up to 0.25 acres each allowed only if designed and constructed to completely drain within 24 hours and with anti-bird attractants. No stormwater impoundments allowed with any other water features / impoundments.

LEGEND

A	= Allowed
A#	= Allowed With Conditions
P	= Prohibited

Table 10-1 and the following paragraphs include recommended noise attenuation guidelines that are STRONGLY RECOMMENDED to be applied to uses, structures and facilities in these Subzones.

Table 10-1. MIOD Noise Attenuation Guidelines

MIOD Subzone	STC OF EXTERIOR WALLS AND ROOF/CEILING ASSEMBLIES	STC OF DOORS AND WINDOWS
Noise 1	44	33
All Other Subzones	39	25

A. New Construction. New construction should be designed with the minimum Sound Transmission Class (STC) rating of the structure’s components provided in compliance with Table 10-1 and to achieve an interior noise level no greater than 45 dBA Ldn.

B. Modification of Existing Structures. Modification of an existing structure that requires a building permit should be designed to meet the Table 10-1 guidelines if the following conditions are determined to exist:

- (1) Any remodeling or renovation activities that involve more than 60% of a structure’s occupied space; and/or
- (2) Any remodeling or renovation activities that have a construction value of greater than 60% of the structure’s current market value;

C. Standard Noise Attenuation Standards. Structures subject to the requirements of this Section should meet the requirements of Table 10-1 and achieve an interior noise level not to exceed 45 dBA Ldn.

- (1) **Alternative Design Techniques.** As an alternative to compliance with Table 10-1, structures should be permitted to be designed and constructed using alternative techniques and materials designed to achieve an interior noise level no greater than 45 dBA Ldn. Exterior structures, terrain and permanent plantings should be permitted to be included as part of the alternative design for purposes of noise attenuation. The alternative design should be certified by an acoustic engineer or other expert with appropriate expertise as determined by the Walton County Planning and Development Services Division.
- (2) **Plans Required.** Building construction plans that depict conformance with these standards should be submitted to Walton County for review and approval. Such plans should be signed and sealed by an engineer licensed in Florida with a proficiency in residential sound mitigation or

noise control (Engineer of Record). The Engineer of Record should note on the building plans: "The building design is capable of achieving the required noise level reduction."

- (3) **Certification of Conformance with Sound Attenuation Guidelines.** Prior to the issuance of a Certificate of Occupancy by Walton County, the Engineer of Record should certify that the construction meets the sound attenuation standards in this Section.

Section 11. Light and Glare Controls

The purpose of this Section is to establish regulations for outdoor lighting in order to restrict light spillage and glare onto areas within the Eglin Reservation.

A. Applicability / General Provisions

The regulations within this Section shall apply to:

- (1) All public and private outdoor lighting installed in the MIOD after the effective date of this regulation.
- (2) Where a conflict exists between any of the regulations or limitations in this Section, and any other regulations applicable to the same area, the more stringent limitation or requirement shall govern and prevail.

B. Exemptions

The following outdoor lighting is exempt from this Section:

- (1) Any existing luminaires which were lawfully in place according to all applicable Ordinances at the time, but which do not now comply with all applicable regulations as of the effective date of this regulation.
- (2) Outdoor lighting that produces its luminance directly through the combustion of fossil fuels.
- (3) Outdoor lighting used during law enforcement, fire, and emergency medical activities and for meteorological data gathering purposes undertaken with approval from Walton County.
- (4) Temporary outdoor lighting affixed during emergency or night-time repairs of roads and utilities.
- (5) Lighting required by law to be installed on motor vehicles.
- (6) Lighting required in compliance with Federal Aviation Administration (FAA) requirements.

- (7) Outdoor lighting installed on Federal and State facilities; however, voluntary compliance is encouraged.
- (8) Holiday lighting for a period of two consecutive months commencing on November 15.
- (9) Temporary Exemptions: Any individual may submit an application to the Walton County Planning and Development Services Division for non-exempt lighting on a temporary basis and obtain a temporary electrical permit. The permit may grant temporary lighting for a period not to exceed thirty (30) days, with at least thirty (30) days passing before another temporary electrical permit may be issued. The application for temporary lighting must contain the following information in addition to information required to obtain a temporary electrical permit:
 - (a) Proposed use and location of the outdoor lighting requested.
 - (b) Type of lamp(s) to be used, including manufacturer's part number and initial lumens.
 - (c) Type of light fixture used, including manufacturer's model number and specification (cut) sheets indicating photometric distribution data stated in International Standards Organization (ISO) foot-candle diagrams.
 - (d) Starting and ending dates for temporary lighting use.
 - (e) Contact information including name of applicant, affiliation (if applicable), address, telephone number and email address.
 - (f) Such other information Walton County may require.

C. Prohibited Lights and Sources of Glare

The following outdoor lighting and sources of glare are prohibited anywhere in the MIOD:

- (1) Any luminaire in a new development that is pointed or focused which causes light to be directed toward the Eglin Reservation. Such luminaire must be redirected or its light output controlled to eliminate such conditions.
- (2) When projected above a horizontal plane, beacons, laser source lights, strobe lights, or any similar high intensity light used for promotional or entertainment purposes.
- (3) Laser light shows.

- (4) Search lights.
- (5) Public outdoor display of fireworks or pyrotechnics.
- (6) Other outdoor lighting or glare that can cause distraction, flash blindness, vision impairment, or visual interference while piloting or navigating an aircraft or using night vision devices, including, but not limited to:
 - (a) Series, lines, rows, or patterns of lights, whether supported by cables or other physical means, or laid upon a ground or building, that may resemble navigational or flight safety aids, landing pads, or lighting common to general or military aviation.
 - (b) Lighting designed for the creation of sky glow to attract attention, in excess of the lighting used to provide safety, security, and utility.
 - (c) Outdoor floodlighting by wide-angle projection above the horizontal plane.
 - (d) Lighting fixtures and architectural detailing that use luminous tube lighting (neon, argon, or krypton) on a building exterior or roof.
 - (e) Internally illuminated awnings.
 - (f) External illumination for signs.

D. General Lighting Standards

- (1) The use of low-pressure sodium (LPS) lighting for outdoor, unroofed areas shall be required for all development.
- (2) Within the MIOD Impulse Area Subzone, all outdoor lighting shall be fully screened from the Eglin Reservation, including lights from vehicles on streets, driveways and parking areas in adjacent development. Methods of screening may include, but are not limited to, fencing, structures and landscaping.
- (3) Residential Lighting Standards
 - (a) Trespass lighting within residential areas may not exceed one and one half (1½) foot-candles at the property line, with the exception of intermittent lighting, which can be up to two (2) foot-candles.
 - (b) All lighting within residential areas must comply with any standards in Subsection F, Non-Residential Lighting Standards that are more restrictive, if applicable.

E. Non-Residential Lighting Standards - General

- (1) All outdoor lighting installed on any non-residential property and which includes or exceeds two (2) foot-candles shall be full cutoff fixtures (no light output emitted above 90 degrees at any lateral angle around the fixture). See "Examples of Acceptable / Unacceptable Lighting Fixtures" designations on Exhibit 2-3. The manufacturer's specifications, that demonstrate full cutoff status of all outdoor lighting, is required to be approved by the Walton County Planning and Development Services Division prior to the issuance of a construction permit.

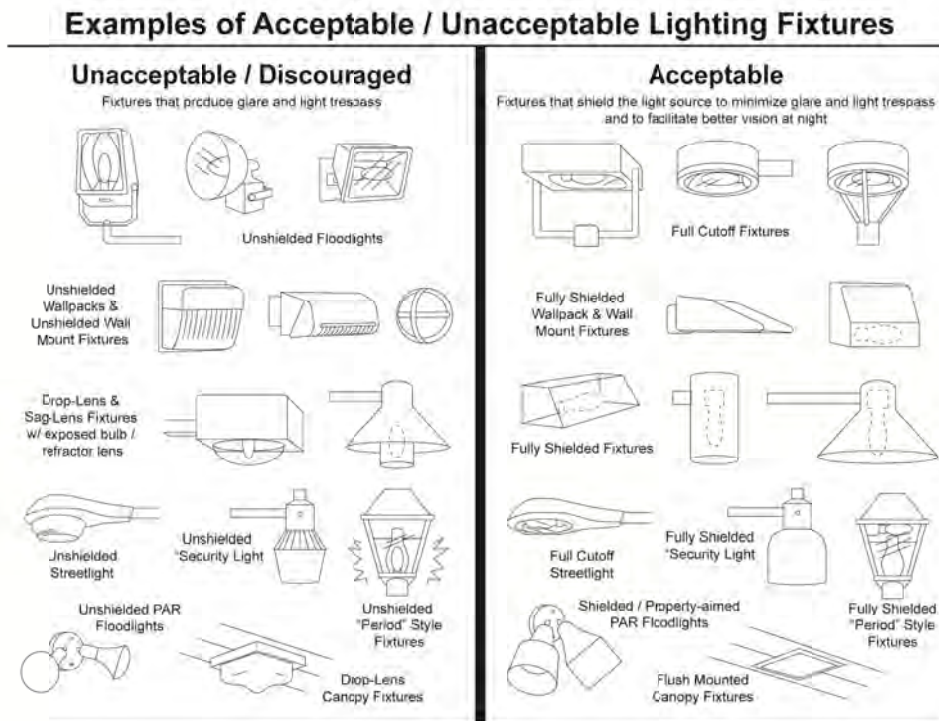


Exhibit 2-3, Acceptable Fixtures

- (2) For lighting horizontal elements such as roadways, sidewalks, entrances and parking areas, fixtures must meet "full cutoff" criteria (no light output emitted above 90 degrees at any lateral angle around the fixture).
- (3) Intermittent lighting must be of the "motion sensor" type that stays on for a period of time not to exceed five (5) minutes and has a sensitivity setting that allows the luminaire to be activated only when motion is detected on the site.
- (4) All trespass lighting shall not exceed two and one-half (2½) foot-candles measured at the property line, except that residential trespass lighting is regulated in Subsection E, ~~above~~.

- (5) Floodlight fixtures must be aimed so as to prevent direct radiation of light into the open sky at any angle above the horizontal plane, as shown in Exhibit 2-4 and verified using a tool such as shown in Exhibit 2-5

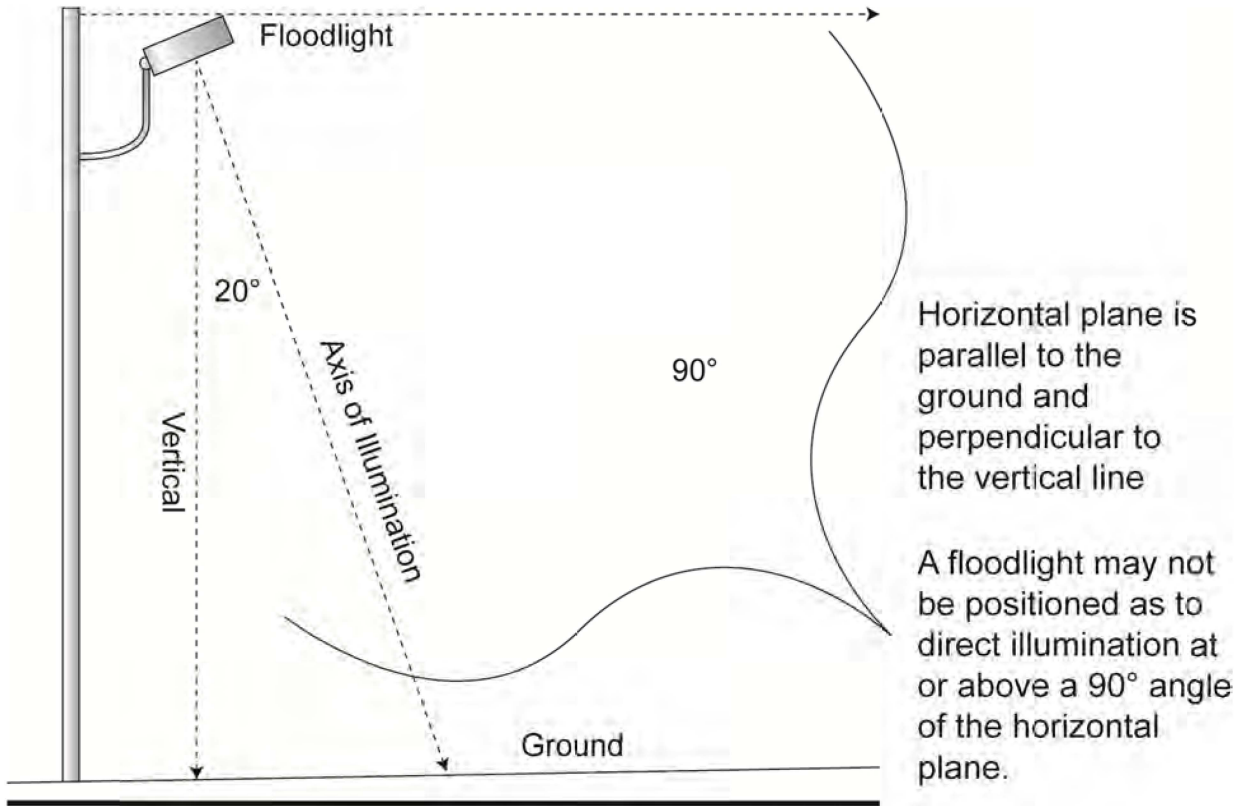


Exhibit 2-4

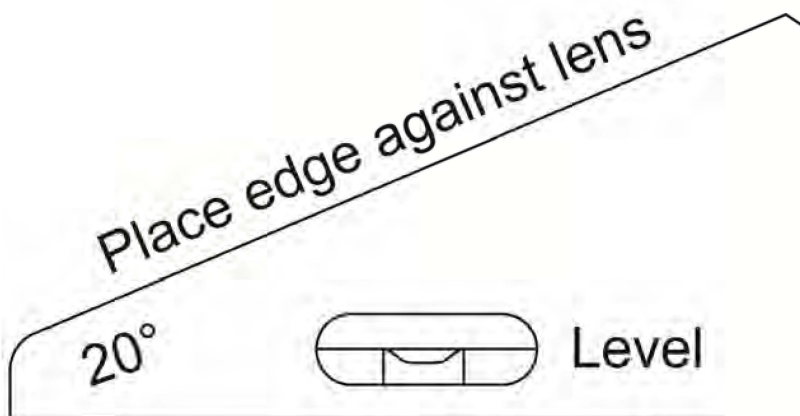


Exhibit 2-5

- (6) With the exception of lighting which is required for security and safety such as parking lot illumination, businesses must turn off outdoor lights emitting illumination levels exceeding 2 foot-candles (fc) after 11:00 p.m.
- (7) Lighting installed to illuminate construction sites in order to secure or protect equipment at night shall meet the requirements of Subsection F(1), ~~above~~.

F. Gasoline Stations, Outdoor Sales, Automobile Canopy Standards

- (1) Outdoor sales areas must utilize luminaires that are fully shielded. No wall mounted lighting will be allowed.
- (2) Gasoline station canopies and vehicle canopies for other non-residential uses must utilize canopy lights that are fully recessed into the canopy or are fully shielded by the canopy.
- (3) The following average maintained illumination levels for gasoline stations must not be exceeded:

Service Station Component	Lighting Level
Approach	2.0 fc
Driveway	2.0 fc
Pump Island	10.0 fc
Building Façade	3.0 fc
Service Areas	3.0 fc
Landscape Highlights	2.0 fc

Note: fc = foot-candle

GH. Parking Lot / Parking Structure Standards

- (1) Parking lot lights and poles shall not exceed twenty-four (24) feet above adjacent finished grade.
- (2) All outdoor parking lot lighting shall be fully-shielded and illuminated with low pressure sodium light fixtures.
- (3) In order to allow minimize reflectivity and allow for a variety of surface material options:

- (a) ~~i.~~ Surface parking lots shall be designed, coated or constructed so that illumination levels are no more than what is reflected from asphalt at an average of twenty (20) foot-candles.
 - (b) ~~ii.~~ Top decks of parking structures shall be designed, coated or constructed so that illumination levels are no more than what is reflected from asphalt at an average of fifteen (15) foot-candles.
- (4) One hour after closing, businesses must turn off at least fifty percent (50%) of lighting luminaires in surface parking lots and on top decks of parking structures; however, those luminaires turned off may be set to function utilizing a motion detector system or dimmer.

Hi. Outdoor Sign Lighting Standards

- (1) All signs located within five miles of Eglin Air Force Base shall be positioned in such a manner and contain "dark sky" approved shielding devices so as to significantly reduce spillover light affecting the military installation and operations. In no instance shall signs be positioned to face parallel to the adjacent boundaries of Eglin Air Force Base or its runways.
- (2) On-premise signs may remain illuminated during regular business hours, but may not be illuminated later than one-half (½) hour after the business is no longer open to the public, nor prior to the daily opening of the business to the public.
- (3) Single-tenant on-premise signs shall be illuminated at a level no greater than seven (7) foot-candles measured at five (5) feet from the light source. Multi-tenant on-premise signs shall be illuminated at a level no greater than twelve (12) foot-candles measured at five (5) feet from the light sources.
- (4) Exterior means of illumination utilized for on-premise signs shall be positioned in a "top down" manner as depicted in Exhibit 2-4. Bottom-mounted fixtures shall not be used for on-premise signs.
- (5) Conventional non-digital off-premise signs shall employ an illumination system utilizing no more than two (2) luminaires to illuminate each sign message area (face). Each luminaire shall employ a refractor and hood that focuses the light onto the sign face and each luminaire may not exceed 400 watts.
- (6) All on-premise and off-premise digital signs shall be illuminated at a level no greater than 0.3 foot-candles over ambient light levels for the location and time and shall employ light cutoff devices, such as louvers, to minimize light escaping above the horizontal plane.

- (7) Nothing in this Ordinance shall be interpreted to authorize signs that are prohibited in certain areas or throughout the Walton County.

13. Street Lighting Standards

- (1) This subsection regulates the illumination levels for street lights that are installed on any street and must follow the American National Standard Practice for Roadway Lighting under the IESNA.
- (2) Street light illumination must follow the guidelines in Item 4 of this subsection, unless a licensed professional engineer, trained and experienced in the science of illumination engineering, deems other illumination levels based on IESNA standards more appropriate for existing conditions and staff concurs with this assessment.
- (3) All standard streetlights must utilize full cutoff type luminaires that are installed level to the ground in two intersecting perpendicular planes (see Exhibit 2-6), and should be horizontally level in all directions.
- (4) New ornamental street lights must be classified as either IES "Full Cutoff" or IES "Cutoff" as determined by a valid photometric report. This report must be generated for the specified model by a qualified testing lab (testing to IES standards) and must include a full vertical evaluation through 180 degrees, otherwise that fixture will be unacceptable.

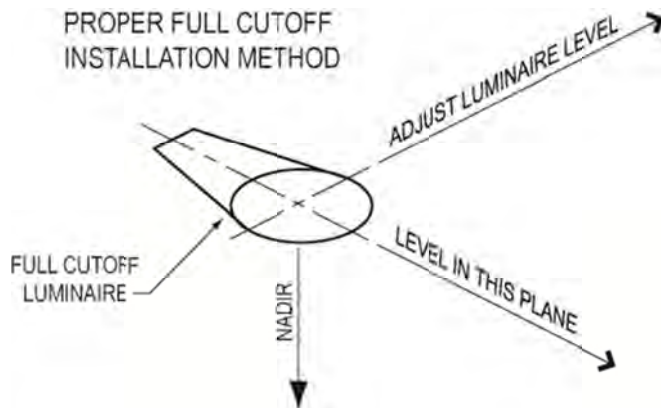


Exhibit 2-6

JK. LEED Standards

Leadership in Energy and Environmental Design (LEED) certified lighting that meets the minimum standards of this Section may be substituted for the standards in this Section, if approved by the Walton County Planning and Development Services Division Director during the permitting process.

KL. Tower and Structure Lighting Standards

Any tower and structure lighting shall conform with current Federal Communications Commission (FCC) or Federal Aviation Administration (FAA) regulations.

LM. Automated Teller Machine Lighting Standards

Unmanned automated teller machines (ATM) shall utilize fully shielded or full cutoff luminaires.

MN. Outdoor Lighting Plan Required

All development shall submit an outdoor lighting plan at the time of a site plan, subdivision or building permit application to determine compliance with the requirements of this Section. The outdoor lighting plan shall be prepared by a professional engineer or other highly qualified lighting specialist acceptable to Walton County.

NO. Maintenance of Nonconforming Luminaires

- (1) All luminaires lawfully in place prior to the effective date(s) of this regulation shall have legal nonconforming status.
- (2) Minor repair and maintenance of legal nonconforming luminaires up to 50% of the replacement value is allowed, however any alteration in excess of 50% of the replacement value shall terminate the nonconforming status of that fixture / use and at that time, all standards of this regulation must be met.

Section 12. Disclosures

A. Real Estate Transaction Notification

No person shall sell, lease, nor offer for sale or lease any property within the MIOD unless the prospective buyer or lessee has been notified through one or more of the following:

(1) Disclosure with Sale or Lease Contract

- (a) Sale of Residential Property.** Any contract for the sale of residential property that is located in whole or part within the MIOD should include, as an attachment to the contract of sale, a Military Installation Proximity Disclosure Notice, in a form approved by Walton County. The Military Installation Proximity Disclosure Notice shall be dated and signed by the purchaser(s) and the seller(s). If the seller is represented by a real estate agent, the agent shall witness the signature(s) of the seller(s). The seller is responsible for providing a copy of the signed disclosure notice to Walton County. A disclosure notice form will be made available by the Walton County Planning and Development Services Division.
- (b) Lease of Residential Property.** Any contract for the lease of a residential dwelling for more than seven months should be subject to the notification requirements set forth in Subsection(1)(a), ~~above~~.

B. Realty Sales Offices and Marketing

(1) Sales Office Disclosure Requirements

- (a) Mapping and Pamphlets.** Sales offices that market or sell, including pre-construction sales, new residential homes or mobile homes located in the MIOD, must display a map illustrating the Eglin AFB / Eglin Reservation property boundary, MIOD boundary and MIOD Subzones. This map display requirement also applies to temporary realty sales offices. Pamphlets that include the same information shall also be available for the public and placed in prominent public view.
- (b) Mapping and Pamphlet Display Requirements.** The display map shall present the image at a minimum size of 24" by 36" and must be prominently displayed in a public area of the realty sales office. The pamphlet shall include an illustration of the map at a minimum image size of 8.5" by 11" and must be legible in both color and black and white. The display map and pamphlet must include a statement that additional information about the MIOD and potential impacts from Eglin Air Force Base is available both online and at the Walton County Planning and Development Services Division. The Walton County

Planning and Development Services Division current telephone number and email contact for inquiries shall also be included. The location of the residential development shall be prominently identified on the map and pamphlet.

- (2) **Temporary Permits.** All permits for temporary and permanent realty sales offices in Walton County shall include a requirement for compliance with this Section.
- (3) **Site Plan Permits.** Approved site plans for all commercial and office uses within Walton County shall include a statement that any realty sales office use shall comply with the Sales Office Disclosure Requirements of this Section.
- (4) **Marketing Brochures.** Any real estate office or business within Walton County that produces a marketing brochure for residential home sales or rental units located on property wholly or partially within the MIOD shall include in the brochure the following statement:

"Some or all of the property within this residential development lies within the Eglin AFB Military Influence Overlay District (MIOD). Information regarding the overlay district, as well as potential impacts to properties, can be obtained from the Walton County Planning and Development Services Division."

C. Subdivision Plat, Site Plan and Covenant Notification Requirements

All plats and site plans for properties within the MIOD shall incorporate disclosure requirements on the plat and site plan, as well as within Covenants and Restrictions (CRs) recorded for each subdivision, as set forth in the Subdivision Regulations, or their equivalent, of this jurisdiction.

Section 13. Variances – Additional Requirements within the MIOD

Any variance application to modify any provision in this Article shall include a written statement from the Commander of Eglin Air Force Base that the variance request either will or will not interfere with any existing or planned future mission.

Section 14. Bird/ Wildlife Aircraft Strike Hazards

Bird and/or wildlife habitation, forage, nesting, and movement patterns within an airport's approach and/or departure airspace, aircraft movement areas, loading ramps, or aircraft parking areas may cause conditions not only hazardous to pilot safety but also for surrounding developed areas. Human-made improvements, including but not limited to, retention ponds, roosting habitats on buildings, landscaping, agricultural or aquaculture activities, wetlands, solid waste collection sites, and golf courses, are bird/wildlife attractants. As such, these improvements should be carefully sited,

designed and managed to minimize their attractiveness for birds/wildlife. Walton County will, to the extent practical, work with the Eglin AFB 46 Test Wing, to implement the Eglin AFB Bird and Wildlife Aircraft Strike Hazard (BASH) to minimize aviation related wildlife threats within the Critical Approach 1, Critical Approach 2, MTR 1 and MTR 2 Subzones.

Tri-County Small Area Studies (SAS)

DRAFT WALTON COUNTY SUBDIVISION CODE MODIFICATIONS

The following text provides language recommended to be inserted into the Walton County Subdivision Regulations. The draft language includes information that would implement pertinent provisions of the Military Influence Overlay District (MIOD). Table A identifies the location in Section 11 where each section would be inserted.

INSERT A – PRELIMINARY PLAT PRE-APPLICATION CONFERENCE REQUIRED

A pre-application conference with the Walton County Planning and Development Services Division is required for all preliminary plat applications for properties that are wholly or partially within a Military Influence Overlay District (MIOD), as defined in Section 11. Walton County shall notify the 96 Engineer Group of the date and time of the pre-application conference.

INSERT B – PRELIMINARY PLAT REVIEW BY EGLIN AIR FORCE BASE

All preliminary plat applications in a Military Influence Overlay District (MIOD) shall be transmitted by the Walton County to the 96 Engineer Group for review and comment within three business days from the date the application is received. Walton County shall not approve, nor recommend for approval, any preliminary plat in a MIOD for a period of 21 calendar days from the date of application unless written comments are received from the 96 Engineer Group before expiration of the 21 calendar day period. If the City does not receive any comments from Eglin AFB Eglin AFB Base Commands within the timeframe identified above, it shall be assumed that the site plan does not create any outstanding issues relative to mission readiness or compatibility.

INSERT C – PRELIMINARY PLAT SUBMITTAL REQUIREMENTS – NOTIFICATION STATEMENT

Plat Applications within a Military Influence Overlay District. If the plat, either part or whole, is located within a Military Influence Overlay District (MIOD), the boundaries of the MIOD shall be delineated on the plat. If the entire plat lies inside the MIOD, the plat shall incorporate a statement that declares all property within its legal description as within the MIOD. Any plat or portion thereof that lies within a MIOD shall include notification language that is substantially similar as that appearing in the following statement, as may apply to the property:

“Notice: This property is located within an area that is near the Eglin Air Force Base Military Reservation, and may be impacted by noise, odors, flight safety hazards, and other potential compatibility issues related to Military Reservation operations. This property is subject to the development regulations included in the Military Influence Overlay District (MIOD) adopted by Walton County, and may be subject to additional restrictions set forth in other ordinances of the County and in covenants recorded in the official records of the Clerk of Walton County.”

Tri-County Small Area Studies (SAS)

DRAFT WALTON COUNTY SUBDIVISION CODE MODIFICATIONS

INSERT D – PRLIMINARY PLAT SUBMITTAL REQUIREMENTS – COVENANTS AND RESTRICTIONS

All subdivisions located wholly or partially within a Military Influence Overlay District (MIOD) shall submit a covenants and restrictions document that requires a property owner of a property located within a MIOD to disclose to any prospective buyer or tenant the property's proximity to the Eglin Air Force Base Military Reservation. The covenants and restrictions document shall be recorded concurrent with the approved final plat. Sample language for inclusion in such covenants and restrictions will be provided to the applicant by Walton County.

INSERT E – MINOR SUBDIVISIONS IN MILITARY INFLUENCE OVERLAY DISTRICT

Any proposed minor subdivisions in a Military Influence Overlay District (MIOD) shall be submitted to the Walton County Planning and Development Services Division and reviewed for consistency with all applicable Land Development Code regulations and Comprehensive Plan policies prior to the subdivision of land.

INSERT F – SITE PLAN REVIEW BY EGLIN AIR FORCE BASE

All site plan applications in a Military Influence Overlay District (MIOD) shall be transmitted by Walton County to the 96 Engineer Group for review and comment within three business days from the date the application is received. Walton County shall not approve, nor recommend for approval, any site plan in a MIOD for a period of 21 calendar days from the date of application unless written comments are received from the 96 Engineer Group before expiration of the 21 calendar day period. If the City does not receive any comments from Eglin AFB Eglin AFB Base Commands within the timeframe identified above, it shall be assumed that the site plan does not create any outstanding issues relative to mission readiness or compatibility.

INSERT G – SITE PLAN SUBMITTAL REQUIREMENTS – NOTIFICATION STATEMENT

Site Plan Applications within a Military Influence Overlay District. If a site plan, either part or whole, is located within a Military Influence Overlay District (MIOD), the boundaries of the MIOD shall be delineated on the site plan. If the entire site plan lies inside the MIOD, the site plan shall incorporate a statement that declares all property within its legal description as located within the MIOD. Any site plan, or portion thereof, that lies within a MIOD shall include notification language that is substantially similar to that appearing in the following statement, as may apply to the property:

"Notice: This property is located within an area that is near the Eglin Air Force Base Military Reservation, and may be impacted by noise, odors, flight safety hazards, and other potential compatibility issues

Tri-County Small Area Studies (SAS)

DRAFT

WALTON COUNTY SUBDIVISION CODE MODIFICATIONS

related to Military Reservation operations. This property is subject to the development regulations included in the Military Influence Overlay District (MIOD) adopted by Walton County, and may be subject to additional restrictions set forth in other ordinances of the County and in covenants recorded in the official records of the Clerk of Walton County.”

Tri-County Small Area Studies (SAS)

**DRAFT
WALTON COUNTY SUBDIVISION CODE MODIFICATIONS**

Table A

Section Locations⁽¹⁾ for Walton County Subdivision Regulation

Inserts

Military Influence Overlay District (MIOD)

	Insert A	Insert B	Insert C	Insert D	Insert E	Insert F	Insert G
	Preliminary Plat Pre-Application Conference Required	Preliminary Plat Review by Eglin Air Force Base	Preliminary Plat Submittal Requirements - Notification Statement	Preliminary Plat Submittal Requirements – Covenants and Restrictions	Minor Subdivision in Military Influence Overlay District	Site Plan Review by Eglin Air Force Base	Site Plan Submittal Requirements – Notification Statement
Jurisdiction							
Walton County	11.03.05 (A)	11.03.05 (A)	11.03.04	11.06.03	11.03.01 (B)	11.03.02	11.06.03

Notes:

⁽¹⁾ *Recommendations regarding the appropriate section to include new subdivision inserts are preliminary.*

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**WALTON COUNTY, FLORIDA
MILITARY INFLUENCE OVERLAY DISTRICT (MIOD)
REAL ESTATE SALE/LEASE DISCLOSURE FORM**

Instructions

- (1) Written notice that the residential property to be sold or leased is located within an established Military Influence Overlay District (MIOD) shall initially be disclosed verbally by the existing owner to the buyer/lessee as soon as possible after the buyer/lessee has expressed an interest to purchase/lease the property. All advertising materials for the property prepared by the owner/lessoree should include the pertinent MIOD information, all applicable subzones, the locational relationship of the subject property with Eglin ReservationAFB, and where more information about the MIOD can be obtained. Information about disclosure requirements in the MIOD, as well as other pertinent requirements, may be found in the Walton County Land Development Code, Chapter XX.XX.XX, by linking to the Walton County web page at <http://www.co.walton.fl.us/index.aspx?nid=433>.
- (2) Confirmation if a property is located within the MIOD (and applicable subzones) can occur by using the Walton County [Interactive GIS Mapping System](http://www.waltoncountymaps.com/) at: <http://www.waltoncountymaps.com/>. The GIS Mapping System allows users to check if a particular parcel of land is located within the Eglin AFB MIOD. Alternatively, the Walton County Planning and Development Services Division can make a determination upon the written request of a property owner or agent. A request must include the street address of the property as well as the parcel identification number (tax identification number). Requests may be submitted via e-mail (dyewayne@co.walton.fl.us)
- (3) Failure to complete this form and follow the provisions of Ordinance XXXXXX and the Walton County Land Development Code could subject a property owner and/or sales agent to penalties or fines as set forth in the laws and ordinances of Walton County. For more information regarding the designated areas listed above, the possible impacts due to the proximity of public or military airports, and the requirements of Ordinance XXXXXX, please contact the Walton County Planning and Development Services Division, at the South Walton Planning Office, 31 Coastal Centre Blvd., Santa Rosa Beach, FL 32459, telephone (850)267-1955, or the North Walton Planning Office at 47 North 6 St., DeFuniak Springs, FL, 32435, telephone (850) 892-8157, or by Internet at: <http://www.co.walton.fl.us/index.aspx?nid=433>.

**WALTON COUNTY, FLORIDA
MILITARY INFLUENCE OVERLAY DISTRICT (MIOD)
REAL ESTATE SALE/LEASE DISCLOSURE FORM (Cont'd)**

Pursuant to Chapter XX.XX.XX.XX of the Walton County Land Development Code and Comprehensive Plan, the owner of real property within the unincorporated areas of Walton County located within the Military Influence Overlay District (MIOD) of Eglin Air Force Base (AFB), is required to disclose to all buyers or lessees that the property is subject to a wide variety of noise, dust, glare and other hazards and/or nuisances. These conditions result from day and/or night training and other related activities conducted by the military within Eglin Air Force Base and the adopted MIOD area.

In fulfilling the disclosure requirements described in Chapter XX.XX.XX.XX, of the Walton County Land Development Code and Comprehensive Plan pertinent information should be provided to purchasers and lessees (for leases of a duration longer than seven (7) months) of real property as soon as practicable upon the initial real estate listing, advertisement, or other public or electronic posting of information about the sale or lease of real property. This disclosure must be executed prior to signing any real estate contract, i.e., before the making or acceptance of an offer. This form is not intended to supersede an owner's obligation to understand and comply with any other requirements of the Walton County Land Development Code. Copies of the ordinance can be obtained from the Walton County Planning and Development Services Division, at the South Walton Planning Office, 31 Coastal Centre Blvd., Santa Rosa Beach, FL 32459, telephone (850)267-1955, or the North Walton Planning Office at 47 North 6 St., DeFuniak Springs, FL, 32435, telephone (850) 892-8157, or by Internet at: <http://www.co.walton.fl.us/index.aspx?nid=433>.

To: _____
(Buyer or Lessee)

Address: _____
(Street Address, City, State and Zip Code)

Property Reference #: _____

The subject property described above is partially or entirely located within the Eglin AFB MIOD including the following MIOD Subzones:

- ___ Impulse Area
- ___ Critical Approach 1
- ___ Critical Approach 2
- ___ MTR 1
- ___ MTR 2

MTR=Military Training Route

CERTIFICATION

As the existing owner of the subject property, I hereby certify that I have informed _____, as a prospective purchaser/lessee, that the subject property is located in a Military Influence Overlay District. Dated this _____ day of _____, 20_____,
(Number) (Month) (Year)

Witness

Owner

Notary

As a prospective purchaser/lessee of the subject property, I hereby certify that I have been informed that the subject property is in Military Influence Overlay District and I have consulted the Walton County Land Development Code to determine and understand the restrictions which have been placed on the subject property.

Dated this _____ day of _____, 20_____,
(Number) (Month) (Year)

Witness

Purchaser/Lessee

Notary

This fully executed and witnessed form must be affixed to the contract of sale or lease agreement for the subject property. Failure to complete this form and follow the provisions of Ordinance XXX-XX and the Walton County Land Development Code could subject a property owner and/or sales agent to penalties or fines as set forth in the laws and ordinances of Walton County. For more information regarding the designated areas listed above, the possible impacts due to the proximity of public or military airports, and the requirements of Ordinance XXXX-XX, contact the Walton County Planning and Development Services Division, at the South Walton Planning Office, 31 Coastal Centre Blvd., Santa Rosa Beach, FL 32459, telephone (850)267-1955, or the North Walton Planning Office at 47 North 6 St., DeFuniak Springs, FL, 32435, telephone (850) 892-8157, or at the website: <http://www.co.walton.fl.us/index.aspx?nid=433>.



CITY OF DEFUNIAK SPRINGS OVERVIEW

The recommendations for the City of DeFuniak Springs contain both policy and regulatory tools to promote compatibility between future land uses in DeFuniak Springs and the operations associated with the Eglin Reservation.

This chapter of the Tri County Small Area Studies is organized in the four tabbed subchapters containing the components identified below:

Tab	Subchapter / Component
1	Comprehensive Plan Policy Proposed Amendments MIOD Policy Amendment
2	Military Influence Overlay District (MIOD) Proposed Ordinance Draft MIOD Regulations
3	Subdivision Regulation Proposed Amendments Section 7: Subdivision Regulations
4	Recommended Building Code Amendment Real Estate Disclosure Notification

DeFuniak Springs Future Land Use Element
Military Influence Overlay District (MIOD) Policies

NOTE: Policy Numbering is Generic And For Example Only

Objective 1.10.1: The City shall coordinate with Eglin Air Force Base on land use decisions that may affect the mission of the military installation.

Policy 1.10.1.1: The City shall implement the applicable provisions of Florida Statutes Section 163.3175 concerning coordination and communication with Eglin Air Force Base.

See Intergovernmental Coordination Element Objective 1.5, and associated policies.

Objective 1.10.2: The City shall ensure compatibility with Eglin Air Force Base to protect public health and safety, as well as preserve the economic benefits associated with current and future Base mission.

Policy 1.10.2.1: The City shall establish a Military Influence Overlay District (MIOD) that identifies the areas of the City that are subject to specific regulations to ensure compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177.

A. The MIOD area shall be delineated on Map 2, Future Land Use Map, within the Future Land Use Map Series of the City of DeFuniak Springs Comprehensive Plan.

B. The MIOD and any MIOD subzones, if applicable, shall be delineated on Map 12, Military Influence Overlay District Area, within the Future Land Use Map Series of the City of DeFuniak Springs Comprehensive Plan.

C. A note shall be included on the maps referenced in A and B that states: "Properties within the MIOD are subject to additional regulations in the Land Development Code for compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177."

Policy 1.10.2.2: The City shall adopt and incorporate regulations for a MIOD into the Land Development Code to ensure compatibility with missions at Eglin Air Force Base for the affected areas of the City.

A. The MIOD regulations shall be based on compatibility criteria associated with existing and planned future military missions at Eglin Air Force Base, and will address, but shall not be limited to:

1. Safety
2. Noise

3. Vertical obstructions
4. Light and glare
5. Land use
6. Public awareness
7. Disclosure
8. Other criteria typically used to evaluate compatibility between military and non-military uses.

B. If applicable, the MIOD shall include regulations that are unique to discrete subzones, or smaller areas within the overall MIOD boundary, that are affected by different military missions.

Policy 1.10.2.3: The MIOD shall be updated based on changes to military missions at Eglin Air Force Base that result in the obsolescence of adopted standards, procedures or other pertinent compatibility criteria. If applicable, the maps referenced in Policy 1.10.2.1 A and B shall be updated to reflect any adopted changes to the MIOD or MIOD subzones.

Policy 1.10.2.4: The City shall promote public awareness of compatibility regulations and activities related to Eglin Air Force Base.

A. Maps that depict the current MIOD and MIOD subzones shall be available for public inspection at the City of DeFuniak Springs Planning Department and on the City's website.

B. The City shall require real estate transactions of properties within the MIOD to include a disclosure of the property's location within the MIOD (and any subzones), as well as proximity to Eglin Air Force Base.

C. The City shall display at City Hall and other appropriate places, as well as distribute to applicants of development orders within the MIOD area, a brochure that describes the types of regulations in the MIOD and the importance of compatibility with Eglin Air Force Base.

D. The City shall display at City Hall and other appropriate places educational material about radio interference that is provided by Eglin Air Force Base.

DeFuniak Springs Intergovernmental Coordination Element

Military Influence Overlay District (MIOD) Policies

NOTE: Policy Numbering is Generic And For Example Only

Objective 1.5: The City shall coordinate with Eglin Air Force Base and other regional jurisdictions, as appropriate, to ensure that planning programs and land use decisions are made to ensure compatibility, protect the public health and safety and consider any impacts that may affect any existing or planned future missions on the military installation.

Policy 1.5.1: The City will participate in inter-jurisdictional workgroups and committees, such as the Eglin Air Force Base Joint Land Use Study Group, the Military Growth Advisory Committee, etc., to ensure cooperation and coordination among jurisdictions in the region concerning planning programs and land use and resource decisions that may affect Eglin Air Force Base.

Policy 1.5.2: To foster close coordination and communication, the Planning Board shall include an ex-officio, non-voting member that is a designated representative of the Commanding Officer of Eglin Air Force Base. The designated representative shall be notified of all meetings and provided copies of agenda packages related to the portion of the City that lies within the established Military Influence Overlay District (MIOD) (as depicted on Map 12 of the Future Land Use Map series), as well as any special planning studies, such as Evaluation and Appraisal Reports (EARs), or any city-wide ordinances and regulations that may affect Eglin Air Force Base or its operations.

Policy 1.5.3: All proposed comprehensive plan amendments, land development regulation changes, rezonings, waivers, exceptions, variances, planned unit developments and similar applications which, if approved, would affect the intensity, density, or use of land, or the height of structures or lighting within the established Military Influence Overlay District (MIOD) area of the City (as depicted on Map 12 of the Future Land Use Map series) shall be referred to the designated representative of the Commanding Officer of Eglin Air Force Base for review and comment prior to final action by the City.

Policy 1.5.4: The City shall require an applicant to provide a written statement from the designated representative of the Commanding Officer of Eglin Air Force Base that a requested variance to any provision of an adopted MIOD would or would not interfere with the installation's mission. For height variance applications, this policy shall not supersede or negate the need to comply with the federal obstruction standards contained in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77).

Policy 1.5.5. The City shall work with Eglin Air Force Base to determine if development application review procedures and any other important coordination activities should be detailed

and formalized in a Memorandum of Agreement (MOA) executed between the City and Eglin Air Force Base. If the determination is affirmative, the City shall prepare a draft of such an MOA ready for execution with Eglin Air Force Base within 12 months of the determination.

Policy 1.5.6: The Commanding Officer of Eglin Air Force Base shall be invited to participate in all development of regional impact-related activities within the portion of the City that lies within the established MIOD.

DRAFT
City of DeFuniak Springs
MILITARY INFLUENCE OVERLAY DISTRICT (MIOD) REGULATIONS

Section 1. Findings

The City of DeFuniak Springs finds that:

the Eglin AFB / Eglin Reservation fulfills an essential role for the Department of Defense;

the Eglin AFB / Eglin Reservation, and operations associated with this installation, have a significant positive economic impact on the City of DeFuniak Springs and the region- protection of Eglin Reservation's ability to meet current and future operational and training requirements is critical to the economic health of the City of DeFuniak Springs;

the creation or establishment of an obstruction or the encroachment of noise sensitive or otherwise incompatible land uses within certain areas set forth herein has the potential of being a nuisance and may injure the owners, occupiers or users of land in the region surrounding Eglin AFB / Eglin Reservation;

it is necessary in the interest of public health, public safety, and general welfare that the creation or establishment of obstructions or potential incompatible land uses that are a hazard to air navigation or the public health and safety be prevented; and

the prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power without compensation through regulations in a Military Influence Overlay District (MIOD) included within the City of DeFuniak Springs Land Development Code (LDC).

Section 2. Applicability

The regulations set forth herein are applicable to all lands within the Military Influence Overlay District (MIOD) boundary identified on Exhibit 2-1, DeFuniak Springs MIOD Boundary and Subzone Map, in this article. The MIOD shall be an overlay district established and delineated on ~~the~~ the Official Zoning Map.

Section 3. Conflicting Regulations

In the event of conflict between any regulations in this article and any other regulations applicable to the same property, the more restrictive regulation shall apply.

Section 4. Relationship of MIOD With Underlying Zoning District

The regulations within this MIOD supplement, modify, and where indicated, supersede the regulations of the underlying zoning district. All definitions, references, requirements and other land use controls not specifically defined or modified in this regulation shall conform to the provisions of the underlying zoning district specified in the City of DeFuniak Springs Land Development Code (LDC).

Section 5. Exemptions

The following uses are exempt from the regulations in this Article.

- A. Agricultural Use.** This regulation shall not be used to regulate any operational aspect of an existing agricultural use, including the cultivation and harvesting of crops, land management activities (controlled burning, clearing, spraying, trimming), livestock management, hunting, or use and application of water. Expansion of existing structures and construction of new structures that are accessory for agricultural uses are subject to these regulations, however.
- B. Existing Structures.** This regulation shall not restrict or limit the use of legally established, existing land uses and structures as of the effective date of this regulation.
- C. Single Residential Units on Existing Parcels.** This regulation shall not prevent the construction of one (1) single family residential unit on a legally established parcel if all of the following conditions are met:

 - (1) The parcel is at least five (5) acres in size at the time of the adoption of this Ordinance;
 - ~~(2) The footprint of the residential structure is entirely outside of any Accident Potential Zones designated for operational areas for Eglin AFB / Eglin Reservation;~~
 - ~~(3) The footprint of the residential structure is entirely outside of the 75 decibel noise contour as established in the current Eglin AFB Air Installation Compatible Use Zone (AICUZ) and Range Installation Compatible Use Zone (RAICUZ) studies;~~
 - ~~(4)~~(2) The height of the residential structure, including all buildings and accessory structures, is in compliance with the height regulations in this regulation.
- D. Recorded Final Plats.** This regulation shall not apply to any recorded final plat that has been approved prior to the effective date of this regulation or on

the land where lots were recorded prior to the effective date of this regulation without the benefit of a recorded final plat (metes and bounds).

Section 6. Definitions

The following are definitions of terms used in these regulations:

- A. Accident Potential Zone (APZ)** – An area of land adjacent to each end of an airport runway where, within the airfield environs, an accident is most likely to take place and the anticipated extent of the impact area (based on the analysis of Air Force accident history) likely to result from any single accident.
- B. Accident Potential Zone I (APZ I)** – The land area measuring three-thousand (3,000) feet wide and five-thousand (5,000) feet long centered on each runway, immediately beyond the Clear Zone, which possesses significant potential for accidents.
- C. Accident Potential Zone II (APZ II)** – The land area measuring three-thousand (3,000) feet wide and seven-thousand (7,000) feet long adjacent to and centered beyond APZ I which is less hazardous than APZ I but still possesses the potential for accidents.
- D. Air Installation Compatible Land Use Zone (AICUZ)** – An Air Force program that seeks to develop a cooperative relationship between communities and military installations and provides land use compatibility guidelines designed to protect public health and safety, as well as maintain military readiness. As designed, the AICUZ study prepared for an installation evaluates three components: noise, vertical obstructions, and accident potential zones.
- E. Airport Hazard** – Means any structure or plant (e.g., tree, shrub, etc.) or use of the land which obstructs air space required for aircraft flight or which obstructs or interferes with the control or tracking and/or data acquisition in the landing, taking off or flight of an airport, or at any installation or facility relating to flight, and tracking and/or data acquisition of the flight craft; is hazardous, interferes with or obstructs such landing, taking off or flight of aircraft or which is hazardous to or interferes with tracking and/or data acquisition pertaining to flight and flight vehicles.
- F. Ambient Noise** – The amount of all noise generated in the environment, other than the noise from the source of interest. Also referred to as background noise.
- G. ASTM E 90** – The standard test method for laboratory measurement of airborne sound transmission, loss of building partitions and elements.

- H. Automatic-Timing Device** – A device that automatically controls the operation of a light fixture or fixtures, circuit or circuits. Photocells and light and/or motion sensors shall be considered automatic-timing devices.
- I. A-Weighted Decibel (dBA)** – The most commonly weighted sound filter used to measure perceived loudness. The human ear responds differently to frequencies. For example, the human hearing system perceives mid-frequency sounds as louder than low and high frequency sounds. To accommodate this condition when measuring sound levels, filters need to be installed into sound meters. The results are a more accurate measurement of sound for the human hearing system.
- J. Avigation Easement** – An easement is a non-possessory right to use land owned by another party. An avigation easement is an easement that grants the holder one or more of the following rights: the right-of-flight; the right to cause noise, dust, or other impacts related to aircraft flight; the right to restrict or prohibit certain lights, electromagnetic signals, and bird-attracting land uses; the right to unobstructed airspace over the property above a specified height; and, the right of ingress/egress upon the land to exercise those rights.
- K. Bandwidth** – In electronic communication, bandwidth is the width of the range (or band) of frequencies that an electronic signal uses within a specific transmission medium. In this usage, bandwidth is expressed in terms of the difference between the highest-frequency signal component and the lowest-frequency signal component. Since the frequency of a signal is measured in hertz, its bandwidth is the difference in hertz between the highest and lowest frequency signal within its range. A typical voice signal has a bandwidth of approximately three kilohertz (3 kHz); an analog television (TV) broadcast video signal has a bandwidth of six megahertz (6 MHz) -- approximately 2,000 times as wide as the voice signal.
- L. Bulb** – The source of electric light, as distinguished from the whole light assembly (see Luminaire).
- M. Business** – A person, partnership, corporation, or organization engaged in commerce, manufacturing, or a service; profit and non-profit seeking enterprise or concern. The definition is intended to be broadly construed and shall include, but not be limited to, charitable organizations.
- N. Candela** – The unit of measure indicating the luminous intensity (candlepower) of a light source in a specific direction.
- O. Clear Zone** – The Clear Zone (CZ) is the trapezoidal area lying immediately beyond the end of the runway and outward along the extended runway centerline. The CZ begins at the end of the runway and extends outward 3,000

feet. The CZ width is 3,000 feet (1,500 feet to either side of the runway center line).

- P. Compatible Land Use** – Any use of land adjacent to or in the immediate vicinity of an airport, airfield, or military operations area that does not endanger the health, safety, and welfare of the owners, occupants, or users of the land due to levels of noise or vibrations or the risk of personal injury or property damage created by the operations of the airport, airfield, or military use, including the taking off, landing or flight of aircraft. A compatible use also does not endanger the health, safety, and welfare of military personnel engaged in training or operational assignment or adversely impact the mission conducted.
- Q. Decibel (dB)** – A unit of measurement of sound or sound pressure intensity. The dBA Aircraft Noise Metric is a single event maximum sound level measure used to quantify peak noise levels of representative aircraft flyovers in relation to speech interference.
- R. Decibel Noise Level (DNL)** – The DNL metric is a day-night sound level used to identify cumulative/average long term aircraft noise exposure.
- S. Digital Sign** – Cathode ray tube (CRT), flat panel liquid-crystal display (LCD), plasma, aerial imaging, projector or other electronic devices that are at the end-point of a digital signage system, presenting the content to include: Dynamic Signs, Electronic Signs, Digital Media Advertising, as well as signs within a Digital Signage Network, In-store TV Network, Captive Audience Network, Narrowcasting Network, Out-of-home Media Network, Digital Media Network, and Advertising Network.
- T. Direct Light** – Light emitted directly from the lamp, off of the reflector diffuser, or through the refractor or diffuser lens of a luminaire.
- U. Exterior Lighting** – Temporary or permanent lighting that is installed, located or used in such a manner to cause light rays to shine outside. Fixtures that are installed indoors that are intended to illuminate an object outdoors are considered exterior lighting for the intent of this overlay district.
- V. Fixture** – The assembly that holds the lamp in a lighting system. It includes the elements designed for light output control, such as a reflector (mirror) or refractor (lens), ballast, housing and the attachment parts.
- W. Floor Area Ratio (FAR)** – Standards of building intensity for non-residential uses, such as commercial and industrial development, are stated as maximum floor-area ratios (FARs). A FAR is the ratio of the total building square footage on a lot to the total square footage of the lot (or parcel). For example, a lot with 10,000 total square feet of land area and an FAR of 1.00 will allow 10,000 square feet of gross building floor area to be built, regardless of the number of

stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same 10,000-square-foot lot, an FAR of 0.50 would allow 5,000 square feet of floor area, and an FAR of 0.25 would allow 2,500 square feet.

- X. Foot-candle (fc)** – Illumination produced on a surface one foot from a uniform point source of one candela. A foot-candle is a unit of light measurement equal to one lumen per square foot.
- Y. Frequency Spectrum** – The frequency spectrum is the entire range of electromagnetic frequencies used for communications; which includes frequencies used for radio, radar, and television. In the performance of typical operations, the military relies on a range of frequencies for communications and support systems. Similarly, public and private users rely on a range of frequencies to support daily life.
- Z. Full Cutoff** – Describes a luminaire light distribution where 100 candela per 1,000 lamp lumens (ten percent) may emit at all vertical angles beginning at 80 degrees up from nadir to less than 90 degrees, and 0 (zero) candela per 1,000 lamp lumens (zero percent) is allowed at 90 degrees (horizontal plane) and all angles above. This applies to all horizontal angles around the luminaire. A full cutoff luminaire is also fully shielded. (See Exhibit 2-2).

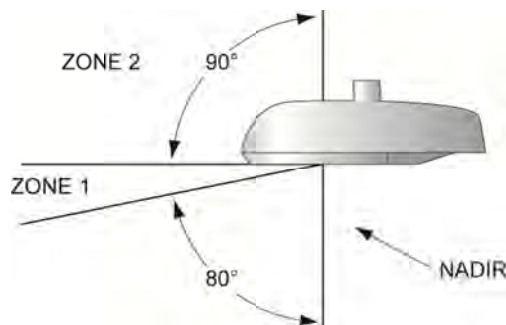


Exhibit 2-2

- AA. Fully Shielded** – A lighting fixture constructed in such a manner that all light emitted by the fixture, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal plane as determined by photometric test or certified by the manufacturer. A fully shielded fixture is not necessarily full cutoff.
- BB. Glare** – The sensation produced within the visual field by luminance that is sufficiently greater than the luminance to which the eyes are adapted, causing annoyance, discomfort, or loss in visual performance and visibility.

- CC. Hazard to Air Navigation** – An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.
- DD. Hertz (Hz)** – Hertz is a unit of frequency (of change in state or cycle in a sound wave, alternating current, or other cyclical waveform) of one cycle per second. Other units of frequency are kilohertz (KHz), equal to 1,000 Hz; megahertz (MHz), equal to 1,000,000 Hz; and gigahertz (GHz), equal to 1,000,000,000 Hz.
- EE. Holiday Lights** – Temporary, decorative lights that are placed on property or buildings between November 20th and January 15th of each year.
- FF. Horizontal Surface** – A horizontal plane one-hundred-fifty (150) feet above the established airport elevation, the perimeter of which in plan view coincides with the perimeter of the horizontal zone.
- GG. "IESNA" (or "IES")** – An acronym for the Illuminating Engineering Society of North America. The IESNA makes recommendations for outdoor lighting but does not set outdoor lighting community standards; these are determined through the adoption of local regulations.
- HH. Illuminance** – The quantity of light arriving at a surface measured in foot candles.
- II. Interference** – Interference is the inability to effectively distribute or receive a particular frequency because of similar frequency competition. As the use of the frequency spectrum increases (such as the rapid increase in cellular phone technology over the last decade) and as development expands near military installations and operational areas, the potential for frequency spectrum interference increases.
- JJ. Intermittent Lighting** – Luminaires that do not emit light for more than five minutes.
- KK. Lumen** – A unit of luminous flux. The lumen-output values shall be the initial lumen output ratings of a lamp. The lumen rating associated with a specific lamp is generally indicated on its packaging or may be obtained from the manufacturer.
- LL. Luminaire** – A complete lighting fixture consisting of a lamp or lamps together with the parts designed to distribute the light, to position and protect the lamps, and to connect the lamps to the power supply.
- MM. Luminous Flux** – A quantitative expression of the brilliance of a source of visible light which is electromagnetic energy within the wavelength range of approximately 390 nanometers (nm) to 770 nm. This quantity is measured in terms of the power emitted per unit solid angle from an isotropic radiator, a

theoretical point source that radiates equally in all directions in three-dimensional space.

- NN. Military Installation Proximity Disclosure Notice** – A disclosure notice that informs the public and potential property owners or lessees that a parcel is located within proximity of a military installation or reservation, military airfield(s), and/or military training routes/corridors, and that the parcel may be impacted by noise, vibration, smoke, or other impacts associated with the military operations. The disclosure may also indicate that the property may be subject to land use regulations associated with the military installation that are adopted by the City of DeFuniak Springs.
- OO. Nadir** – The direction, pointing vertically down, from the lowest light emitting part of the luminaire (see Exhibit 2-1 for an example).
- PP. Noise** – Unwanted sound that interferes with normal activities or otherwise diminishes the quality of the environment. Noise may be intermittent or continuous, steady or impulsive. The source of the noise may be stationary or transient. The physical characteristics of noise or sound include its intensity, frequency, and duration.
- QQ. Noise Contour** – A line connecting points of similar day-night average sound levels measured from a specific noise source.
- RR. Noise Exposure Map** – A scaled, geographic depiction of an airport or airfield, its noise contours and surrounding area.
- SS. Noise Level Reduction (NLR)** – The amount of reduction in noise for any geographic point as achieved through the incorporation of noise attenuation measures into the design and construction of buildings. These reductions may be incorporated during initial construction or retroactively as additional construction for existing buildings.
- TT. Nonconforming Use** – Any use of a property that is inconsistent with the provisions of these regulations and which is an existing use as of the effective date of these regulations.
- UU. Non-precision Instrument Runway** – A runway operating with an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or approach procedure that has been approved or planned.
- VV. Octave Band Filter** – An electrical frequency analyzer designed according to standards formulated by the American Standards Association and used in conjunction with a sound level meter to take measurements in specific octave intervals.

WW. Opaque – The inability of a material to transmit light from an internal illumination source.

XX. Outdoor Lighting – Illumination of an outside area or object by any manmade device that is located outdoors and produces light.

YY. Perceived Noise Level – A method of measuring complex sound designated in the Journal of the Acoustical Society of America, No. 31, Pages 1415-1429, 1959

ZZ. RAICUZ – The [Range Installation Compatible Use Zone \(RAICUZ\)](#) assessment focuses on five land use compatibility issues—noise, population density, height of objects, lighting, and the radio frequency (RF) spectrum.

AAA. Remodel/Renovate – A process of partial or total demolition of an existing structure (more than 50 percent of the occupied space and/or 50 percent of its current market value) and the partial/full construction of a new structure on the same parcel of land.

BBB. Sound Attenuation – The reduction of sound intensity by various means (e.g., air, humidity, porous materials); diminution of the intensity of sound energy propagating in a medium; caused by absorption, spreading, and scattering.

CCC. Sound Transmission Class (STC) – A single-figure rating of the sound insulating properties of a partition as determined by methods described in "Determination of Sound Transmission Class", American Society of Testing and Materials designation E413-73.

DDD. Standard Land Use Coding Manual (SLUCM) – A standard system for identifying and coding land use activities. "Standard Land Use Coding Manual", Urban Renewal Administration/Housing and Home Finance Agency and Bureau of Public Roads, Department of Commerce, First Edition, 1965.

EEE. Structure – An object, including a mobile object, constructed or installed by man, including, but not limited to, buildings, antennas, communication or other towers, cranes, smokestacks, earth formations, wind generation structures, and overhead transmission lines.

FFF. Temporary Outdoor Lighting – Lighting allowed as specified in an approved temporary permit pursuant to the requirements of Section 11, in this Article.

GGG. Transitional Surface – The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the runway centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the

same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface.

HHH. Trespass Lighting – Light emitted by a luminaire that spills outside the boundaries of the property on which the luminaire is sited.

III. Ultra High Frequency (UHF) – The UHF (ultrahigh frequency) range of the radio spectrum is the band extending from 300 MHz to 3 GHz. The UHF band is extensively used for satellite communication and broadcasting, in cellular telephone and paging systems, and by fourth-generation (4G) wireless systems.

JJJ. Very High Frequency (VHF) – The VHF (very high frequency) range of the radio spectrum is the band extending from 30 MHz to 300 MHz. The VHF band is popular for mobile two-way radio communication, satellite communication and broadcasting.

Section 7. Military Influence Overlay District (MIOD) and MIOD Subzones

A. Application of the MIOD

The MIOD is an overlay district with regulations that address conditions related to noise, safety and other effects associated with training and operations (missions) conducted from or associated with Eglin AFB/Eglin Reservation. The MIOD is limited to a specific geographical area within the City of DeFuniak Springs, as depicted on the City of DeFuniak Springs 2025 Future Land Use Map and the Official Zoning Map. The location of the MIOD boundary in the City of DeFuniak Springs is depicted on Exhibit 2-1, MIOD Boundary and Subzones Map.

B. Designation of MIOD Subzones

~~(1)~~ Within the MIOD is a discrete geographical area, ~~or MIOD Subzone,~~ that includes regulations that are specific to unique characteristics associated with military missions at Eglin. The precise location of the MIOD ~~Subzone~~ in City of DeFuniak Springs is depicted on Exhibit 2-1 DeFuniak Springs MIOD Boundary ~~and Subzone Map,~~ which shall be available for public review at the City of DeFuniak Spring's Planning Department. The MIOD ~~and MIOD Subzones~~ is/are defined as follows:

- (1) **MIOD.** The MIOD includes the Critical Approach 1, Military Training Route (MTR 2), and any related non-Subzone areas, if applicable, within the boundary of DeFuniak Springs. When

used in this regulation, the term MIOD refers to the MIOD within the City of DeFuniak Springs in its entirety, and not a portion thereof.

(2) **Critical Approach 1 Subzone.** The Critical Approach 1 is defined as the area beneath which aircraft approach and depart at low altitudes from a runway or drop zone. For the Rock Hill Drop Zone, Critical Approach Subzone 1 is not currently defined in the RAICUZ. This Subzone area was established by using the Critical Approach 1 Subzone as defined in the RAICUZ for sites with similar operations.

(+)(3) **MTR 2 Subzone.** The MTR 2 Subzone is defined as the area that includes the MTR, Slow Speed Low Altitude Training Route (SRs), the Low Level Training Area (LLTAs) corridors (with floors of—, 500 feet and 1,000 feet mean sea level (MSL)) and the Cruise Missile Corridor (floor of 500 feet MSL) that have been established and designated by the FAA specifically for military training. This Subzone area is based on the corridors identified in the Eglin AFB RAICUZ Study.

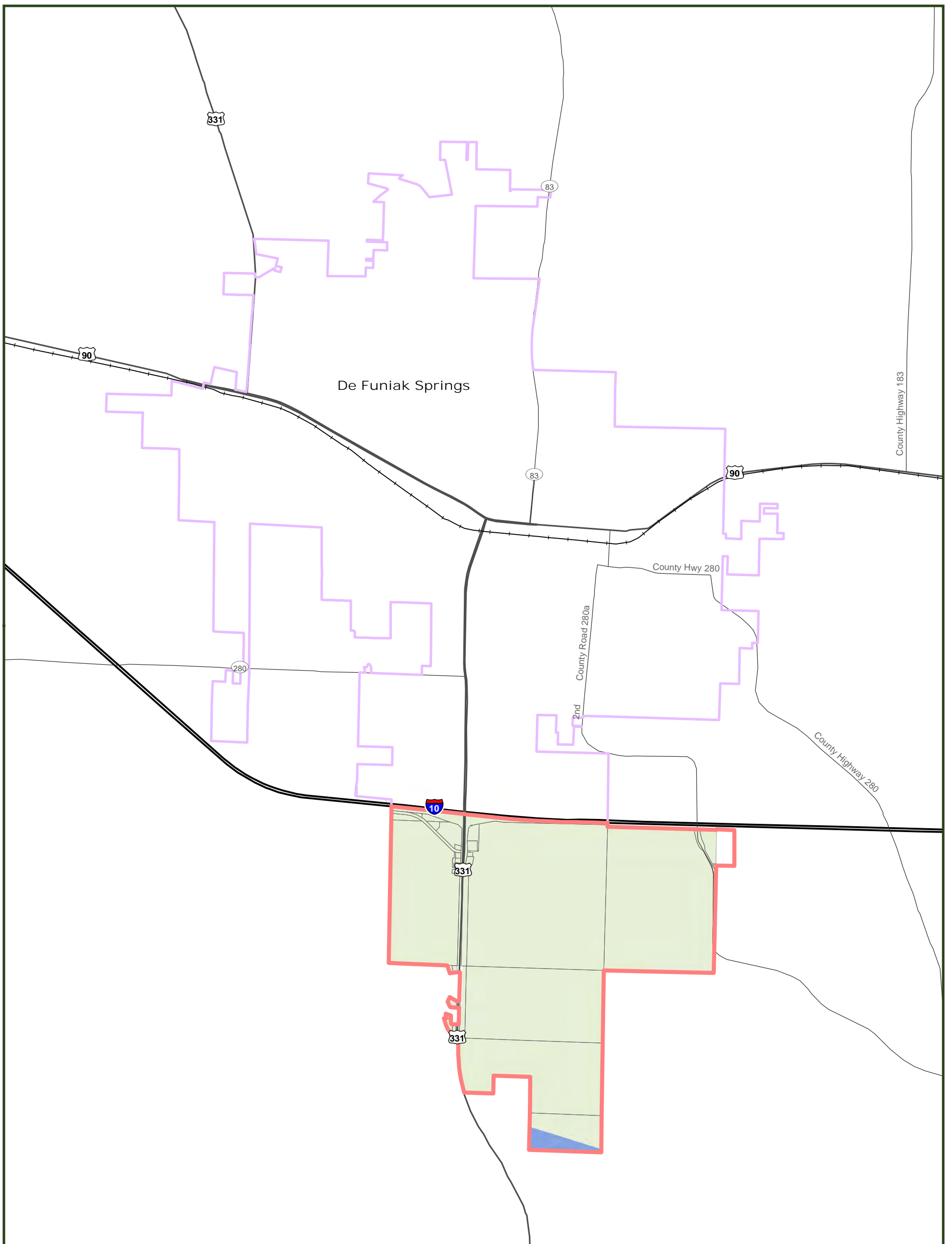
C. **Updating the MIOD and MIOD Subzone Boundaries**

As the AICUZ or RAICUZ studies for Eglin AFB or the Eglin Reservation are updated in the future and made publicly available, the City of DeFuniak Springs shall consider updating Exhibit 2-1, DeFuniak Springs MIOD Boundary ~~and Subzone Map~~, to reflect any changes that may impact the regulations herein. Such update shall be adopted during a properly noticed public hearing of the City of DeFuniak Springs City Council.

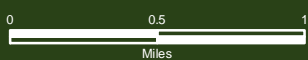
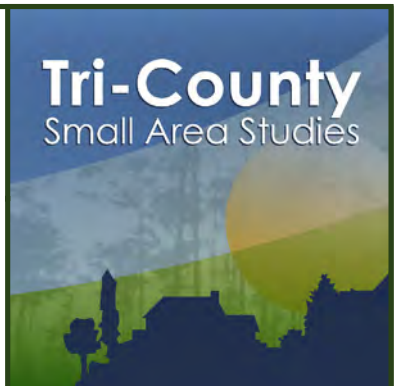
D. **Boundaries**

The following rules shall augment Code of Ordinances, Appendix A, Zoning, Section 2.03; Rules of Interpretation of District Boundaries and shall apply to the boundaries of the MIOD and MIOD Subzone:

If any part of a parcel or lot is located within the MIOD or MIOD Subzone, all land within the parcel or lot shall be subject to these regulations.



- | | | |
|---------------------------|-------------------------------|----------------------|
| MIOD | Parcel | River |
| MIOD Subzone | Town | Interstate 10 (I-10) |
| Critical Approach 1 | City/Town (Incorporated Area) | Highway |
| Military Training Route 2 | Eglin Installation Boundary | Secondary Road |
| | | Railroad |



Section 8. Land Use

A. General Use Restrictions

Notwithstanding any other provisions in the City of DeFuniak Springs Land Development Code, no use of land, water or airspace within the MIOD shall:

- (1) Create electrical interference between Eglin AFB/Reservation and aircraft, missiles or any other associated military or civilian activities;
- (2) Create glare, artificial light, smoke or dust, or reflect light in such a way that may impair pilot visibility at any time;
- (3) Create forage or nesting environments that increase the potential for bird/wildlife aircraft strike hazards within any Eglin AFB approach/departure airspace, aircraft movement areas, loading ramps or aircraft parking areas.
- (4) Endanger or interfere with the landing, departure or maneuvering of aircraft using Eglin AFB/Reservation.

B. Land Use Compatibility / Specific Use Restrictions

Notwithstanding any other provisions in the City of DeFuniak Springs Land Development Code, the permitted land use for any property with the MIOD ~~and associated MIOD Subzone~~ shall be as set forth in Table 2-1, MIOD Land Use Compatibility Matrix. The following rules apply to Table 2-1:

- (1) Boundaries: All provisions of Section 7. D., Boundaries, shall apply.
- (2) Incompatible Uses or Prohibited Activities: Uses or activities determined to be incompatible with MIOD Subzone activities, Eglin Reservation operations, or contribute to a potential threat to flight safety, are prohibited within the designated MIOD Subzones. A "P" appearing under a CA 1 and MTR 2+0D Subzones category in Table 2-1 means that the use or activity is incompatible and prohibited ~~in that Subzone area~~.
- (3) Compatible Uses or Allowed Activities: Chapter 18, Planning and Development and Appendix A,-Zoning in the City of DeFuniak Springs Land Development Code identifies permitted uses and activities for each zoning category. Table 2-1 provides a detailed description of uses and activities that are determined

to be compatible with CA 1 and MTR 2 Subzones activities, Eglin Reservation operations and aircraft flight safety. An "A" appearing under an CA 1 and MTR 2 Subzones category in Table 2-1 means that the use or activity is allowed if the property:

- i. Is properly zoned and the use is permitted pursuant to Chapter 18 and Appendix A of the LDC;
- ii. Has the proper City of DeFuniak Springs 2025 Future Land Use Map (FLUM) designation;
- iii. Conforms with the lower of the density/intensity provisions on Table 2-1, or the underlying zoning category and FLUM designation.

Section 9. Height Limitations

Except as otherwise provided in these regulations, no structure, facility or antennae shall be erected or altered in any MIOD or MIOD Subzone to a height in excess of those shown in Table 2-2:

Table 2-2. Applicable Height Limits by Subzone

MIOD Subzone	Maximum Height
<u>Critical Approach 1</u>	<u>30 Feet</u>
MTR 2	35 <u>50</u> Feet

Section 10. Sound Attenuation

New construction should be designed with the minimum Sound Transmission Class (STC) of exterior walls and roof/ceiling assemblies of 39 and a door/window rating of 25 to achieve an interior noise level no greater than 45 dBA Ldn within the MIOD. TR-2 Subzone

Modification of an existing structure that requires a building permit should be designed to meet the provisions of Section 18-31 c: Permits and Variances-nonconforming, abandoned or destroyed buildings or structures.

- A. **Standard Noise Attenuation Standards.** Structures subject to the requirements of this Section shall meet the requirements of Section 18-29, Required Noise Attenuation Measures.

**Table 2-1 Military Influence Overlay District
Land Use Compatibility Matrix Final 08 2012**

Critical Approach 1 MTR 2

Residential		Density		
1100a	Single units, detached	> 1 du/5 ac to 1 du/ac	P	A
1100b and 1100c	Single units; detached	> 1 du/ac to 2.5 du/ac	P	A
1100d and 1100e	Single units; semi-detached and attached row (incl duplex)	< 2.5 du/ac	P	A
1100f and 1100g	Multi-Family; two or more attached units	Any Density	P	P
1100h	Community Residential Homes (incl assisted living, etc.)	Any Density	P	P
1100i	Congregate Residential Homes	Any Density	P	P
1200	Group Quarters (incl farm worker housing, boarding homes, etc.)	Any Density	P	P
1300	Residential Hotels (incl motels, etc.)	Any Density	P	P
1400	Mobile Home Parks or Courts (incl recreational vehicle and RV parks, etc.)	Any Density	P	P
1500	Transient Lodgings	Any Density	P	P
1900	Other Residential (any type)	Any Density	P	P
Manufacturing		Intensity		
2100 and 2200	Food & kindred products; textile mill products; manufacturing	Max FAR 0.50	A2	A2
2300	Apparel and other finished products made from fabrics, leather, and similar materials; manufacturing	Max FAR 0.50	A2	A2
2400 to 2700	Lumber and wood products; furniture; paper; painting; manufacturing	Max FAR 0.50	A2	A2
2800 to 3000	Chemicals and allied products; petroleum; rubber and plastics; manufacturing	Max FAR 0.50	P	P
3200 to 3400	Stone, clay and glass; primary and fabricated metal products manufacturing	Max FAR 0.50	A2	A2
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks manufacturing	Max FAR 0.50	A2	A2
3900	Miscellaneous manufacturing	Max FAR 0.50	A2	A2
Transportation, Communications and Utilities		Intensity		
4100 to 4600	Railroad, rapid rail transit; motor vehicle; aircraft transportation; marine transportation; highway right of way; automobile parking	Max FAR 0.50	A	A
4700	Communications (cell / radio / television / microwave towers)	Max FAR 0.50	A4	A4
4800	Utilities (electric, gas, water, sewage, transmission lines, facilities)	Max FAR 0.50	A4	A4
4850	Solid waste disposal (landfills, debris disposal, incineration, etc.)	NA	P	P
4900	Other transportation, communications and utilities	Max FAR 0.50	A	A
4900a	Man-made water impoundments, except stormwater impoundments (water features, golf ponds)	NA	P	A
4900a	Man-made stormwater impoundments	NA	A5	A
Trade		Intensity		
5100	Wholesale trade	Max FAR 0.50	A	A
5190	Other wholesale trade (scrap and recycling collection/processing)	Max FAR 0.50	A	A
5200 to 5700	Retail trade-building materials, hardware and farm equipment; general merchandise; food; automotive and marine; gas stations; apparel and accessories; furniture	Max FAR 1.00	P	A
5200	Retail trade-building materials, hardware and farm equipment	Max FAR 1.00	P	A
5300	Retail trade - general merchandise	Max FAR 1.00	P	A
5400	Retail trade-food	Max FAR 1.00	P	A
5500	Retail trade-automotive, marine craft, aircraft and accessories	Max FAR 1.00	P	A
5530	Retail trade-gas service stations (truck stops, fireworks)	Max FAR 1.00	P	A
5600	Retail trade-apparel and accessories	Max FAR 1.00	P	A
5700	Retail trade-furniture, home furnishings and equipment	Max FAR 1.00	P	A
5800	Retail trade-eating and drinking establishments	Max FAR 1.00	P	A
5900	Other retail trade	Max FAR 1.00	P	A
5900b	Other retail trade (outdoor retail, farmer's market, swap meet, flea market)	Max FAR 1.00	P	A
Services		Intensity		
6100	Finance, insurance and real estate services	Max FAR 1.00	A	A
6200	Personal services	Max FAR 1.00	A	A
6240	Funeral homes, crematory services; cemeteries	Max FAR 1.00	A	A
6300 to 6400	Business services; warehousing and storage; repair services	Max FAR 1.00	A	A
6500	Professional services	Max FAR 1.00	A	A
6590	Other professional services (engineering, architecture, accounting, research, etc.)	Max FAR 1.00	A	A
6513 to 6516	Hospitals, other medical facilities; nursing homes	Max FAR 1.00	P	A
6600	Contract construction services	Max FAR 1.00	A	A
6700	Governmental services	Max FAR .50	A	A
6740 to 6800b	Correctional institutions; schools and educational services; child care services	Max FAR .50	P	A
6900	Miscellaneous services	Max FAR .50	A	A
6910	Religious activities (churches, synagogues, and temples)	Max FAR .50	P	A
Cultural, Entertainment and Recreational		Intensity		
7110	Cultural activities (art galleries, libraries, museums)	Max FAR 1.00	P	A
7120	Nature exhibits (zoos, botanical gardens)	Max FAR 0.50	P	A
7200	Public assembly (movie theater)	Max FAR 1.00	P	A
7211	Outdoor music shell, amphitheaters	Max FAR 1.00	P	A
7220	Outdoor sports arenas, spectator sports, stadiums	Max FAR 1.00	P	A
7231	Auditoriums, concert halls	Max FAR 1.00	P	A
7300a	Amusements - Outdoor (fairgrounds, miniature golf, driving ranges, amusement parks, etc.)	Max FAR 0.50	P	P
7300b	Amusements - Outdoor [Lighted] (driving ranges, play fields, light/laser shows)	Max FAR 0.50	A	A
7300c	Amusements - Indoor (shooting gallery, skating / ice rink, bowling, billiards, etc.)	Max FAR 0.50	P	A
7400	Recreational activities (including golf courses, tennis courts, riding stables, water recreation)	Max FAR 0.50	A5	A
7440	Marinas (yachting clubs, boat rentals and access)	Max FAR 0.50	A	A
7425	Gyms and athletic clubs (health spas and fitness centers; excluding resort lodges)	Max FAR 0.50	P	A
7500	Resorts and group camps (including resort lodges, bed and breakfast inns)	Max FAR 1.00	P	A
7600	Parks (passive recreation areas)	Max FAR 0.50	A	A
7900	Other cultural, entertainment and recreation	Max FAR 0.50	A	A
Resources Production and Extraction		Intensity		
8100a	Agriculture (except livestock)	Max FAR 0.50	A	A
8100b	Agriculture (except livestock) w/residential	<= 1 du/ac	A	A
8160a	Livestock farming and animal breeding	Max FAR 0.50	A	A
8160b	Livestock farming and animal breeding w/residential	<= 1 du/ac	A	A
8160c	Exotic livestock farming and animal breeding (ostrich, emu, alpaca, etc.)	Max FAR 0.50	A	A
8200a	Agricultural related activities	Max FAR 0.50	A	A
8200b	Agricultural related activities w/residential	Max FAR 0.50	A	A
8220	Animal husbandry services (animal hospitals and clinics, kennels)	Max FAR 0.50	A	A
8300a	Forestry activities and related services	Max FAR 0.50	A	A
8300b	Forestry activities and related services w/residential	Max FAR 0.50	A	A
8320 to 8900	Forestry activities, fishing activities, mining activities, other resources production and extraction	Max FAR 0.50	A	A

NOTES TO TABLE - CONDITIONS FOR CERTAIN ALLOWED USES

- A2 Allowed only without emissions of smoke, steam or other exhausts that impair aviation visibility.
- A4 Height restrictions apply, per Section 9 of the MIOD.
- A5 Stormwater impoundments up to 0.25 acres each allowed only if designed and constructed to completely drain within 24 hours and with anti-bird attractants. No stormwater impoundments allowed with any other water features / impoundments.

LEGEND

A
A#
P

- = Allowed
- = Allowed With Conditions
- = Prohibited

Section 11. Light and Glare Controls

The purpose of this Section is to establish regulations for outdoor lighting in order to restrict light spillage and glare onto areas within the Eglin Reservation.

A. Applicability / General Provisions

The regulations within this Section shall apply to:

- (1) All public and private outdoor lighting installed in the MIOD after the effective date of this regulation.
- (2) Where a conflict exists between any of the regulations or limitations in this Section, and any other regulations applicable to the same area, the more stringent limitation or requirement shall govern and prevail.

B. Exemptions

The following outdoor lighting is exempt from this Section:

- (1) Any existing luminaires which were lawfully in place according to all applicable Ordinances at the time, but which do not now comply with all applicable regulations as of the effective date of this regulation.
- (2) Outdoor lighting that produces its luminance directly through the combustion of fossil fuels.
- (3) Outdoor lighting used during law enforcement, fire, and emergency medical activities and for meteorological data gathering purposes undertaken with approval from the City of DeFuniak Springs.
- (4) Temporary outdoor lighting affixed during emergency or night-time repairs of roads and utilities.
- (5) Lighting required by law to be installed on motor vehicles.
- (6) Lighting required in compliance with Federal Aviation Administration (FAA) requirements.
- (7) Outdoor lighting installed on Federal and State facilities; however, voluntary compliance is encouraged.
- (8) Holiday lighting for a period of two consecutive months, ~~commencing on November 15.~~

- (9) Temporary Exemptions: Any individual may submit an application to the City of DeFuniak Springs Planning Department for non-exempt lighting on a temporary basis and obtain a temporary electrical permit. The permit may grant temporary lighting for a period not to exceed thirty (30) days, with at least thirty (30) days passing before another temporary electrical permit may be issued. The application for temporary lighting must contain the following information in addition to information required to obtain a temporary electrical permit:
- (a) Proposed use and location of the outdoor lighting requested.
 - (b) Type of lamp(s) to be used, including manufacturer's part number and initial lumens.
 - (c) Type of light fixture used, including manufacturer's model number and specification (cut) sheets indicating photometric distribution data stated in International Standards Organization (ISO) foot-candle diagrams.
 - (d) Starting and ending dates for temporary lighting use.
 - (e) Contact information including name of applicant, affiliation (if applicable), address, telephone number and email address.
 - (f) Such other information the City of DeFuniak Springs may require.

C. **Prohibited Lights and Sources of Glare**

The following outdoor lighting and sources of glare are prohibited anywhere in the MIOD:

- (1) Any luminaire in a new development that is pointed or focused which causes light to be directed toward the Eglin Reservation. Such luminaire must be redirected or its light output controlled to eliminate such conditions.
- (2) When projected above a horizontal plane, beacons, laser source lights, strobe lights, or any similar high intensity light used for promotional or entertainment purposes.
- (3) Laser light shows.

- (4) Search lights.
- (5) Public outdoor display of fireworks or pyrotechnics.
- (6) Other outdoor lighting or glare that can cause distraction, flash blindness, vision impairment, or visual interference while piloting or navigating an aircraft or using night vision devices, including, but not limited to:
 - (a) Series, lines, rows, or patterns of lights, whether supported by cables or other physical means, or laid upon a ground or building, that may resemble navigational or flight safety aids, landing pads, or lighting common to general or military aviation.
 - (b) Lighting designed for the creation of sky glow to attract attention, in excess of the lighting used to provide safety, security, and utility.
 - (c) Outdoor floodlighting by wide-angle projection above the horizontal plane.
 - (d) Lighting fixtures and architectural detailing that use luminous tube lighting (neon, argon, or krypton) on a building exterior or roof.
 - (e) Internally illuminated awnings.
 - (f) External illumination for signs.

D. **General Lighting Standards**

- (1) The use of low-pressure sodium (LPS) lighting for outdoor, unroofed areas shall be required for all development.

E. **Residential Lighting Standards**

- (1) Trespass lighting within residential areas may not exceed one and one half (1½) foot-candles at the property line, with the exception of intermittent lighting, which can be up to two (2) foot-candles.

- (2) All lighting within residential areas must comply with any standards in Subsection F, Non-Residential Lighting Standards that are more restrictive, if applicable.

F. **Non-Residential Lighting Standards - General**

- (1) All outdoor lighting installed on any non-residential property and which includes or exceeds two (2) foot-candles shall be full cutoff fixtures (no light output emitted above 90 degrees at any lateral angle around the fixture). See "Examples of Acceptable / Unacceptable Lighting Fixtures" designations on Exhibit 2-3. The manufacturer's specifications, that demonstrate full cutoff status of all outdoor lighting, is required to be approved by the City of DeFuniak Springs Planning Department prior to the issuance of a construction permit.

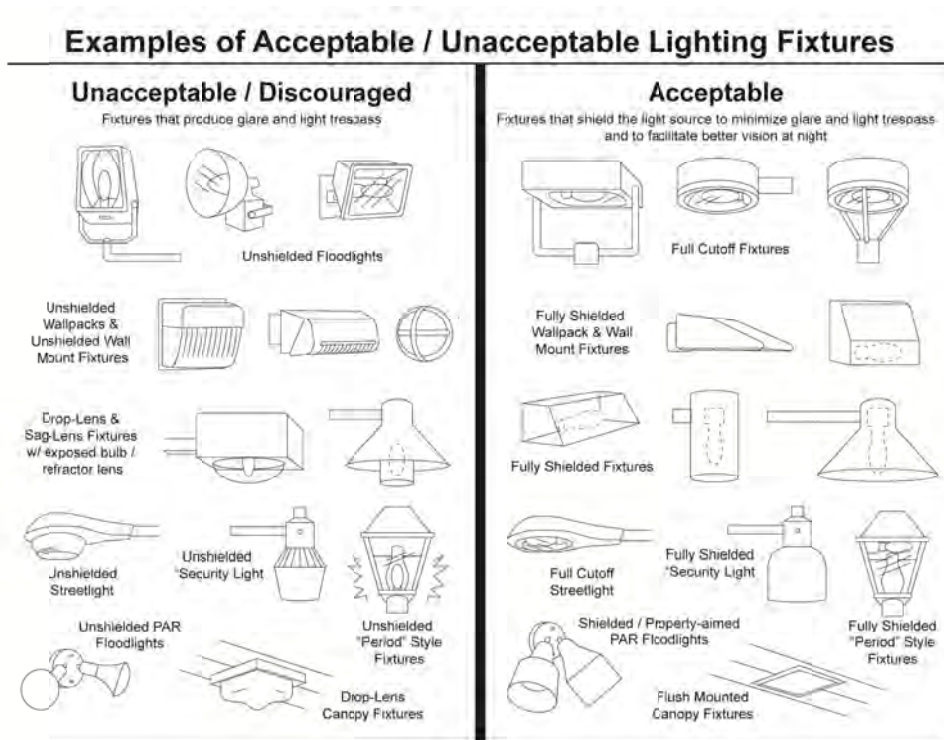


Exhibit 2-3, Acceptable Fixtures

- (2) For lighting horizontal elements such as roadways, sidewalks, entrances and parking areas, fixtures must meet "full cutoff" criteria (no light output emitted above 90 degrees at any lateral angle around the fixture).
- (3) Intermittent lighting must be of the "motion sensor" type that stays on for a period of time not to exceed five (5) minutes and has a sensitivity setting that allows the luminaire to be activated only when motion is detected on the site.

- (4) All trespass lighting shall not exceed two and one-half (2½) foot-candles measured at the property line, except that residential trespass lighting is regulated in Subsection E₇ above.
- (5) Floodlight fixtures must be aimed so as to prevent direct radiation of light into the open sky at any angle above the horizontal plane, as shown in Exhibit 2-4 and verified using a tool such as shown in Exhibit 2-5

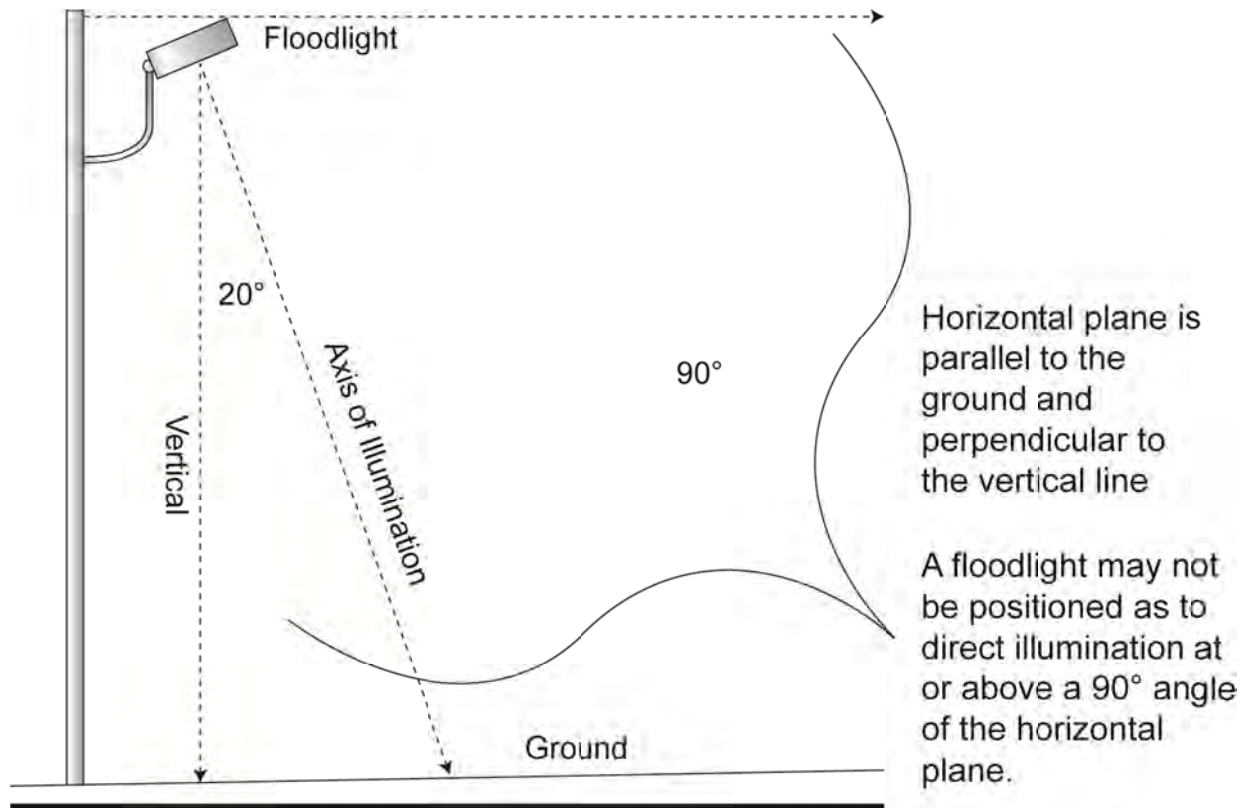


Exhibit 2-4

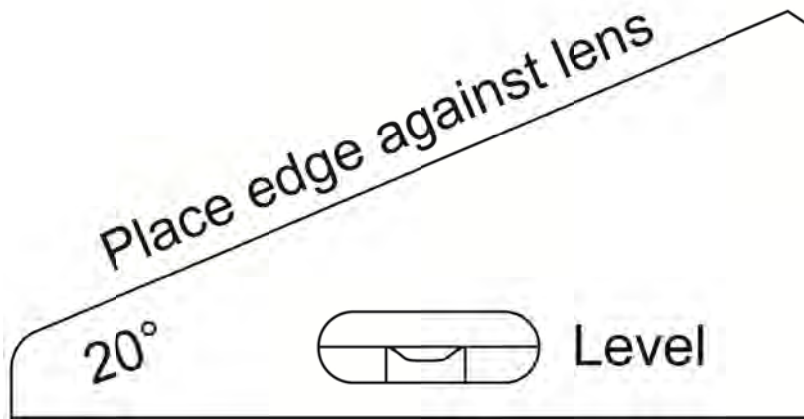


Exhibit 2-5

- (6) ~~With the exception of lighting which is required for security and safety such as parking lot illumination, businesses must turn off outdoor lights emitting illumination levels exceeding 2 foot-candles (fc) after 11:00 p.m.~~
- (7) Lighting installed to illuminate construction sites in order to secure or protect equipment at night shall meet the requirements of Subsection F(1), ~~above~~.

G. Gasoline Stations, Outdoor Sales, Automobile Canopy Standards

- (1) Outdoor sales areas must utilize luminaires that are fully shielded. No wall mounted lighting will be allowed.
- (2) Gasoline station canopies and vehicle canopies for other non-residential uses must comply with acceptable lighting fixtures. ~~utilize canopy lights that are fully recessed into the canopy or are fully shielded by the canopy.~~
- (3) The following average maintained illumination levels for gasoline stations must not be exceeded:

Service Station Component	Lighting Level
Approach	2.0 fc
Driveway	2.0 fc
Pump Island	10.0 fc
Building Façade	3.0 fc
Service Areas	3.0 fc
Landscape Highlights	2.0 fc

Note: fc = foot-candle

H. **Parking Lot / Parking Structure Standards**

- (1) Parking lot lights and poles shall not exceed twenty-four (24) feet above adjacent finished grade.
- (2) All outdoor parking lot lighting shall be fully-shielded and illuminated with low pressure sodium light fixtures.
- (3) In order to allow minimize reflectivity and allow for a variety of surface material options:
 - i. Surface parking lots shall be designed, coated or constructed so that illumination levels are no more than what is reflected from asphalt at an average of twenty (20) foot-candles.
 - ii. Top decks of parking structures shall be designed, coated or constructed so that illumination levels are no more than what is reflected from asphalt at an average of fifteen (15) foot-candles.
- (4) One hour after closing, businesses must turn off at least fifty percent (50%) of lighting luminaires in surface parking lots and on top decks of parking structures; however, those luminaires turned off may be set to function utilizing a motion detector system or dimmer.

I. **Outdoor Sign Lighting Standards**

- (1) All signs located within five miles of Eglin Air Force Base shall be positioned in such a manner and contain "dark sky" approved shielding devices so as to significantly reduce spillover light affecting the military installation and operations. In no instance shall signs be positioned to face parallel to the adjacent boundaries of Eglin Air Force Base or its runways.
- (2) On-premise signs may remain illuminated during regular business hours, but may not be illuminated later than one-half (½) hour after the business is no longer open to the public, nor prior to the daily opening of the business to the public.
- (3) Single-tenant on-premise signs shall be illuminated at a level no greater than seven (7) foot-candles measured at five (5) feet from the light source. Multi-tenant on-premise signs shall be illuminated at a level no greater than twelve (12) foot-candles measured at five (5) feet from the light sources.

- (4) Exterior means of illumination utilized for on-premise signs shall be positioned in a "top down" manner as depicted in Exhibit 2-4. Bottom-mounted fixtures shall not be used for on-premise signs.
- (5) Conventional non-digital off-premise signs shall employ an illumination system utilizing no more than two (2) luminaires to illuminate each sign message area (face). Each luminaire shall employ a refractor and hood that focuses the light onto the sign face and each luminaire may not exceed 400 watts.
- (6) All on-premise and off-premise digital signs shall be illuminated at a level no greater than 0.3 foot-candles over ambient light levels for the location and time and shall employ light cutoff devices, such as louvers, to minimize light escaping above the horizontal plane.
- (7) Nothing in this Ordinance shall be interpreted to authorize signs that are prohibited in certain areas or throughout the City of DeFuniak Springs.

J. **Street Lighting Standards**

- (1) This subsection regulates the illumination levels for street lights that are installed on any street and must follow the American National Standard Practice for Roadway Lighting under the IESNA.
- (2) Street light illumination must follow the guidelines in Item 4 of this subsection, unless a licensed professional engineer, trained and experienced in the science of illumination engineering, deems other illumination levels based on IESNA standards more appropriate for existing conditions and staff concurs with this assessment.
- (3) All standard streetlights must utilize full cutoff type luminaires that are installed level to the ground in two intersecting perpendicular planes (see Exhibit 2-6), and should be horizontally level in all directions.
- (4) New ornamental street lights must be classified as either IES "Full Cutoff" or IES "Cutoff" as determined by a valid photometric report. This report must be generated for the specified model by a qualified testing lab (testing to IES standards) and must include a full vertical evaluation through 180 degrees; otherwise, that fixture will be unacceptable.

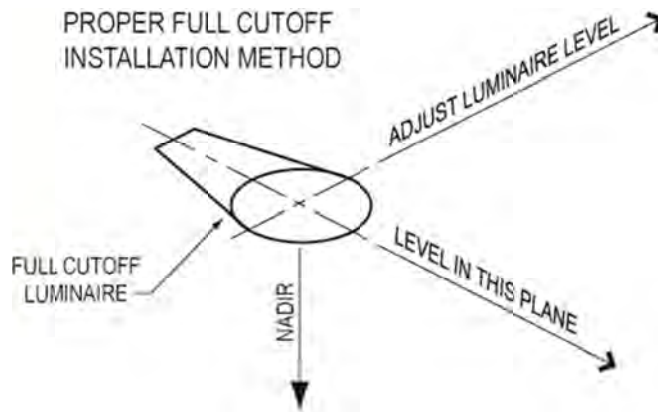


Exhibit 2-6

K. LEED Standards

Leadership in Energy and Environmental Design (LEED) certified lighting that meets the minimum standards of this section may be substituted for the standards in this Section, if approved by the City of DeFuniak Springs Planning Director during the permitting process.

L. Tower and Structure Lighting Standards

Any tower and structure lighting shall conform with current Federal Communications Commission (FCC) or Federal Aviation Administration (FAA) regulations.

M. Automated Teller Machine Lighting Standards

Unmanned automated teller machines (ATM) shall utilize fully shielded or full cutoff luminaires.

N. Outdoor Lighting Plan Required

All development shall submit an outdoor lighting plan at the time of a site plan, subdivision or building permit application to determine compliance with the requirements of this Section. The outdoor lighting plan shall be prepared by a professional engineer or other highly qualified lighting specialist acceptable to the City of DeFuniak Springs.

O. Maintenance of Nonconforming Luminaires

- (1) All luminaires lawfully in place prior to the effective date(s) of this regulation shall ~~—~~ have legal nonconforming status.

- (2) Minor repair and maintenance of legal nonconforming luminaires up to 50% of the replacement value is allowed, however any alteration in excess of 50% of the replacement value shall terminate the nonconforming status of that fixture / use and at that time, all standards of this regulation must be met.

Section 12. Disclosures

A. Real Estate Transaction Notification

No person shall sell, lease, nor offer for sale or lease any property within the MIOD unless the prospective buyer or lessee has been notified through one or more of the following:

(1) Disclosure with Sale or Lease Contract

- (a) **Sale of Residential Property.** Any contract for the sale of residential property that is located in whole or part within the MIOD should include, as an attachment to the contract of sale, a Military Installation Proximity Disclosure Notice, in a form approved by the City of DeFuniak Springs. The Military Installation Proximity Disclosure Notice shall be dated and signed by the purchaser(s) and the seller(s). If the seller is represented by a real estate agent, the agent shall witness the signature(s) of the seller(s). The seller is responsible for providing a copy of the signed disclosure notice to the City of DeFuniak Springs. A disclosure notice form will be made available by the City of DeFuniak Springs Planning Department.
- (b) **Lease of Residential Property.** Any contract for the lease of a residential dwelling for more than seven months should be subject to the notification requirements set forth in Subsection(1)(a), ~~above~~.

B. Realty Sales Offices and Marketing

(1) Sales Office Disclosure Requirements

- (a) **Mapping and Pamphlets.** Sales offices that market or sell, including pre-construction sales, new residential homes or mobile homes located in the

MIOD, must display a map illustrating the Eglin AFB / Eglin Reservation property boundary, MIOD boundary ~~and MIOD Subzones~~. This map display requirement also applies to temporary realty sales offices. Pamphlets that include the same information shall also be available for the public and placed in prominent public view.

(b) **Mapping and Pamphlet Display Requirements.**

The display map shall present the image at a minimum size of 24" by 36" and must be prominently displayed in a public area of the realty sales office. The pamphlet shall include an illustration of the map at a minimum image size of 8.5" by 11" and must be legible in both color and black and white. The display map and pamphlet must include a statement that additional information about the MIOD and potential impacts from Eglin Air Force Base is available both online and at the City of DeFuniak Springs Planning Department. The City of DeFuniak Springs Planning Department current telephone number and email contact for inquiries shall also be included. The location of the residential development shall be prominently identified on the map and pamphlet.

(2) **Temporary Permits.** All permits for temporary and permanent realty sales offices in City of DeFuniak Springs shall include a requirement for compliance with this Section.

(3) **Site Plan ~~Approval/Development Order~~Permits.** Approved site plans for all commercial and office uses within City of DeFuniak Springs shall include a statement that any realty sales office use shall comply with the Sales Office Disclosure Requirements of this Section.

(4) **Marketing Brochures.** Any real estate office or business within City of DeFuniak Springs that produces a marketing brochure for residential home sales or rental units located on property wholly or partially within the MIOD shall include in the brochure the following statement:

"Some or all of the property within this residential development lies within the Eglin AFB Military Influence Overlay District (MIOD). Information regarding the overlay district, as well as potential impacts to properties, can be obtained from the City of DeFuniak Springs Planning Department."

C. **Subdivision Plat, Site Plan and Covenant Notification Requirements**

All plats and site plans for properties within the MIOD shall incorporate disclosure requirements on the plat and site plan, as well as within Covenants and Restrictions (CRs) recorded for each subdivision, as set forth in the Subdivision Regulations, or their equivalent, of this jurisdiction.

Section 13. Variances – Additional Requirements within the MIOD

Any variance application to modify any provision in this Article shall include a written statement from the Commander of Eglin Air Force Base that the variance request either will or will not interfere with any existing or planned future mission.

Section 14. Bird/Wildlife Aircraft Strike Hazards

Bird and/or wildlife habitation, forage, nesting, and movement patterns within an airport's approach and/or departure airspace, aircraft movement areas, loading ramps, or aircraft parking areas may cause conditions not only hazardous to pilot safety but also for surrounding developed areas. Human-made improvements, including but not limited to, retention ponds, roosting habitats on buildings, landscaping, agricultural or aquaculture activities, wetlands, solid waste collection sites, and golf courses, are bird/wildlife attractants. As such, these improvements should be carefully sited, designed and managed to minimize their attractiveness for birds/wildlife. The City of DeFuniak Springs will, to the extent practical, work with the Eglin AFB 46 Test Wing, to implement the Eglin AFB Bird and Wildlife Aircraft Strike Hazard (BASH) to minimize aviation related wildlife threats within the MIODTR-2-Subzone.

Tri-County Small Area Studies (SAS)

DRAFT DEFUNIAK SPRINGS SUBDIVISION CODE MODIFICATIONS

The following text provides language recommended to be inserted into the DeFuniak Springs Appendix B-Subdivisions. The draft language includes information that would implement pertinent provisions of the Military Influence Overlay District (MIOD). Table A identifies the location in Section 7 where each section would be inserted.

INSERT A – PRELIMINARY PLAT PRE-APPLICATION CONFERENCE REQUIRED

A pre-application conference with the City of DeFuniak Springs Planning Department is required for all preliminary plat applications for properties that are wholly or partially within a Military Influence Overlay District (MIOD), as defined in Chapter 18. The City of DeFuniak Springs shall notify the ~~96 Engineer Group~~ Eglin AFB Base Commander or designee of the date and time of the pre-application conference.

INSERT B – PRELIMINARY PLAT REVIEW BY EGLIN AIR FORCE BASE

All preliminary plat applications in a Military Influence Overlay District (MIOD) shall be transmitted by the City of DeFuniak Springs to the 96 Engineer Group for review and comment within three business days from the date the application is received. The City of DeFuniak Springs shall not approve, nor recommend for approval, any preliminary plat in a MIOD for a period of 21 calendar days from the date of application unless written comments are received from the 96 Engineer Group before expiration of the 21 calendar day period. If the City does not receive any comments from ~~Eglin AFB~~ Eglin AFB Base Commands within the timeframe identified above, it shall be assumed that the site plan does not create any outstanding issues relative to mission readiness or compatibility.

INSERT C – PRELIMINARY PLAT SUBMITTAL REQUIREMENTS – NOTIFICATION STATEMENT

Plat Applications within a Military Influence Overlay District. If the plat, either part or whole, is located within a Military Influence Overlay District (MIOD), the boundaries of the MIOD shall be delineated on the plat. If the entire plat lies inside the MIOD, the plat shall incorporate a statement that declares all property within its legal description as within the MIOD. Any plat or portion thereof that lies within a MIOD shall include notification language that is substantially similar as that appearing in the following statement, as may apply to the property:

“Notice: This property is located within an area that is near the Eglin Air Force Base Military Reservation, and may be impacted by noise, odors, flight safety hazards, and other potential compatibility issues related to Military Reservation operations. This property is subject to the development regulations included in the Military Influence Overlay District (MIOD) adopted by the City of DeFuniak Springs, and may be subject to additional restrictions set forth in other ordinances of the City and in covenants recorded in the official records of the Clerk of Walton County.”

Tri-County Small Area Studies (SAS)

DRAFT DEFUNIAK SPRINGS SUBDIVISION CODE MODIFICATIONS

INSERT D – PRLIMINARY PLAT SUBMITTAL REQUIREMENTS – COVENANTS AND RESTRICTIONS

All subdivisions located wholly or partially within a Military Influence Overlay District (MIOD) shall submit a covenants and restrictions document that requires a property owner of a property located within a MIOD to disclose to any prospective buyer or tenant the property's proximity to the Eglin Air Force Base Military Reservation. The covenants and restrictions document shall be recorded concurrent with the approved final plat. Sample language for inclusion in such covenants and restrictions will be provided to the applicant by the City of DeFuniak Springs.

INSERT E – MINOR SUBDIVISIONS IN MILITARY INFLUENCE OVERLAY DISTRICT

Any proposed minor subdivisions in a Military Influence Overlay District (MIOD) shall be submitted to the City of DeFuniak Springs Planning Department and reviewed for consistency with all applicable Land Development Code regulations and Comprehensive Plan policies prior to the subdivision of land.

INSERT F – SITE PLAN REVIEW BY EGLIN AIR FORCE BASE

All site plan applications in a Military Influence Overlay District (MIOD) shall be transmitted by the City of DeFuniak Springs to the 96 Engineer Group for review and comment within three business days from the date the application is received. The City of DeFuniak Springs shall not approve, nor recommend for approval, any site plan in a MIOD for a period of 21 calendar days from the date of application unless written comments are received from the 96 Engineer Group before expiration of the 21 calendar day period. [If the City does not receive any comments from Eglin AFB Eglin AFB Base Commands within the timeframe identified above, it shall be assumed that the site plan does not create any outstanding issues relative to mission readiness or compatibility.](#)

INSERT G – SITE PLAN SUBMITTAL REQUIREMENTS – NOTIFICATION STATEMENT

Site Plan Applications within a Military Influence Overlay District. If a site plan, either part or whole, is located within a Military Influence Overlay District (MIOD), the boundaries of the MIOD shall be delineated on the site plan. If the entire site plan lies inside the MIOD, the site plan shall incorporate a statement that declares all property within its legal description as located within the MIOD. Any site plan, or portion thereof, that lies within a MIOD shall include notification language that is substantially similar to that appearing in the following statement, as may apply to the property:

“Notice: This property is located within an area that is near the Eglin Air Force Base Military Reservation, and may be impacted by noise, odors, flight safety hazards, and other potential compatibility issues related to Military Reservation operations. This property is subject to the development regulations

Tri-County Small Area Studies (SAS)

DRAFT

DEFUNIAK SPRINGS SUBDIVISION CODE MODIFICATIONS

included in the Military Influence Overlay District (MIOD) adopted by the City of DeFuniak Springs, and may be subject to additional restrictions set forth in other ordinances of the City and in covenants recorded in the official records of the Clerk of Walton County.”

Tri-County Small Area Studies (SAS)

**DRAFT
DEFUNIAK SPRINGS SUBDIVISION CODE MODIFICATIONS**

Table A

Section Locations⁽¹⁾ for City of DeFuniak Springs Appendix B-Subdivisions Inserts

Military Influence Overlay District (MIOD)

	Insert A	Insert B	Insert C	Insert D	Insert E	Insert F	Insert G
	Preliminary Plat Pre-Application Conference Required	Preliminary Plat Review by Eglin Air Force Base	Preliminary Plat Submittal Requirements - Notification Statement	Preliminary Plat Submittal Requirements – Covenants and Restrictions	Minor Subdivision in Military Influence Overlay District	Site Plan Review by Eglin Air Force Base	Site Plan Submittal Requirements – Notification Statement
Jurisdiction							
City of DeFuniak Springs	Section 7.1	Section 7.3	Section 7.2	Section 17.1	Section 12.1	Section 18.88 (muni-code)	Section 7.4

Notes:

⁽¹⁾ Recommendations regarding the appropriate section to include new subdivision inserts are preliminary.

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**CITY OF DEFUNIAK SPRINGS, FLORIDA
MILITARY INFLUENCE OVERLAY DISTRICT (MIOD)
REAL ESTATE SALE/LEASE DISCLOSURE FORM**

Instructions

- (1) Written notice that the residential property to be sold or leased is located within an established Military Influence Overlay District (MIOD) for Eglin AFB ~~shall~~ should initially be disclosed verbally by the existing owner to the buyer/lessee as soon as possible after the buyer/lessee has expressed an interest to purchase/lease the property. All advertising materials for the property prepared by the owner/lessoree should include the pertinent subzone information, the locational relationship of the subject property with Eglin ReservationAFB, and where more information about the MIOD can be obtained. Information about disclosure requirements in the MIOD, as well as other pertinent requirements, may be found in the City of DeFuniak Springs, Zoning Ordinance by linking to: <http://www.defuniaksprings.net/index.aspx?nid=992>.
- (2) Confirmation if a property is located within the MIOD (and applicable subzones) can occur by referring to the City of DeFuniak Springs zoning map, which can be found at the website at: <http://www.defuniaksprings.net/index.aspx?nid=947>. Alternatively, the City of DeFuniak Springs, Planning Department can make a determination upon the written request of a property owner or agent. A request must include the street address of the property as well as the parcel identification number (tax identification number). Requests may be submitted via email (cityplanner@defuniaksprings.net).
- (3) Failure to complete this form and follow the provisions of Ordinance XXXXXX and the City of DeFuniak Springs Zoning Ordinance could subject a property owner and/or sales agent to penalties or fines as set forth in the laws and ordinances of City of DeFuniak Springs. For more information regarding the designated areas listed above, the possible impacts due to the proximity of Eglin AFB, and the requirements of Ordinance XXXXXX, please contact the DeFuniak Springs Planning Department, 71 US Highway 90 West, DeFuniak Springs, FL, 32433, telephone at (850)892-8571, or by Internet at: <http://www.defuniaksprings.net/index.aspx?NID=478>

**CITY OF DEFUNIAK SPRINGS, FLORIDA
MILITARY INFLUENCE OVERLAY DISTRICT (MIOD)
REAL ESTATE SALE/LEASE DISCLOSURE FORM (Cont'd)**

Pursuant to Chapter 18, Article VII of the City of DeFuniak Springs Zoning Code of Ordinance any owner of real property within the City of DeFuniak Springs that is located within the Military Influence Overlay District (MIOD) of Eglin Air Force Base (AFB), is required to disclose to all buyers or lessees that the property is subject to a wide variety of noise, dust, glare and other hazards and/or nuisances. These conditions result from day and/or night training and other related activities conducted by the military within Eglin AFB and the adopted MIOD area.

In fulfilling the disclosure requirements described in Chapter 18, Article VII of the City of DeFuniak Springs Land Development Code, pertinent information should be provided to purchasers and lessees (for leases of a duration longer than seven (7) months) of real property as soon as practicable upon the initial real estate listing, advertisement, or other public or electronic posting of information about the sale or lease of real property. This disclosure must be executed prior to signing any real estate contract, i.e., before the making or acceptance of an offer. This form is not intended to supersede an owner's obligation to understand and comply with any other requirements of the City of DeFuniak Springs Zoning Ordinance. Copies of this ordinance can be obtained from the City of DeFuniak Springs, Planning Department, 71 US Highway 90 West, DeFuniak Springs, FL, 32433, telephone at (850)892-8571, or by Internet at: <http://www.defuniaksprings.net/index.aspx?NID=478>

To: _____
(Buyer or Lessee)

Address: _____
(Street Address, City, State and Zip Code)

Parcel Identification Number of Property: ____ - ____ - ____ - ____ - ____ - ____ - ____ - ____ - ____ - ____

The subject property described above is partially or entirely located within the Eglin AFB MIOD including the following MIOD Subzone:

___ **MTR 2**
MTR-Military Training Route

CERTIFICATION

As the existing owner of the subject property, I hereby certify that I have informed _____, as a prospective purchaser/lessee, that the subject property is located in a Military Influence Overlay District. Dated this _____ day of _____, 20_____

Witness

Owner

Notary

As a prospective purchaser/lessee of the subject property, I hereby certify that I have been informed that the subject property is in the Eglin AFB Military Influence Overlay District and I have consulted the City of DeFuniak Springs Land Development Code to determine and understand the restrictions which have been placed on the subject property.

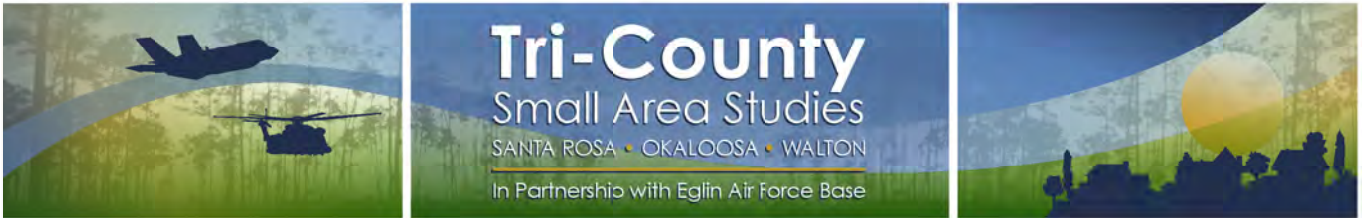
Dated this _____ day of _____, 20_____

Witness

Purchaser/Lessee

Notary

This fully executed and witnessed form must be affixed to the contract of sale or lease agreement for the subject property. Failure to complete this form and follow the provisions of Ordinance XXX-XX and the City of DeFuniak Springs Land Development Code could subject a property owner and/or sales agent to penalties or fines as set forth in the laws and ordinances of the City of DeFuniak Springs. For more information regarding the designated areas listed above, the possible impacts due to the proximity of Eglin AFB, and the requirements of Ordinance XXXX-XX, contact the City of DeFuniak Springs, Planning Department, 71 US Highway 90 West, DeFuniak Springs, FL, 32433, telephone at (850)892-8571, or by Internet at: <http://www.defuniaksprings.net/index.aspx?NID=478>.



CITY OF FREEPORT OVERVIEW

The recommendations for the City of Freeport contain both policy and regulatory tools to promote compatibility between future land uses in Freeport and the operations associated with the Eglin Reservation.

This chapter of the Tri County Small Area Studies is organized in the three tabbed subchapters containing the components identified below:

Tab	Subchapter / Component
1	Comprehensive Plan Policy Proposed Amendment Future Land Use Element Intergovernmental Coordination Element Economic Development Element MIOD Policy Amendment
2	Military Influence Overlay District (MIOD) Proposed Ordinance Draft MIOD Regulations
3	Subdivision Regulation Proposed Amendment Article 2: Administration and Enforcement

Comprehensive Plan Future Land Use Element
Freeport Military Influence Overlay District (MIOD) Policies

NOTE: Policy Numbering Is Generic And For Example Only

Objective 1: The City of Freeport shall coordinate with Eglin Air Force Base on land use decisions that may affect the mission of the military installation.

Policy 1.1: The City of Freeport shall continue to implement the applicable provisions of Florida Statutes, Section 163.3175 concerning coordination and communication with Eglin Air Force Base.

Objective 2: The City of Freeport shall encourage compatibility with Eglin Air Force Base to protect public health and safety, as well as preserve the many benefits (i.e. jobs, sales taxes, property taxes, disposable income, highly educated workforce, etc.) associated with current and future Base missions.

Policy 2.1: The City of Freeport shall establish a Military Influence Overlay District (MIOD) that identifies the areas of the City that are subject to specific regulations to encourage compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177.

A. The MIOD area shall be delineated on the Future Land Use Map of the City of Freeport Comprehensive Plan.

B. The MIOD and MIOD Subzone shall be delineated on a map of the Military Influence Overlay District Area within the Future Land Use Element of the City of Freeport Comprehensive Plan.

C. A note shall be included on the maps referenced in A and B that states: "Properties within the MIOD are subject to additional regulations in the Land Development Code for compatibility with Eglin Air Force Base, as required by Florida Statute Sections 163.3175 and 163.3177."

Policy 2.2: The City of Freeport shall adopt and incorporate regulations for a MIOD into the Land Development Code to encourage compatibility with missions at Eglin Air Force Base for the affected areas of the City of Freeport.

A. The MIOD regulations shall be based on compatibility criteria associated with existing and planned future military missions at Eglin Air Force Base, and will address, but shall not be limited to:

1. Safety
2. Noise

3. Vertical obstructions
4. Light and glare
5. Land use
6. Public awareness

~~7. Disclosure~~

8. Other criteria typically used to evaluate compatibility between military and non-military uses.

B. The MIOD shall include regulations that are unique to its discrete subzone, or smaller areas within the overall MIOD boundary, that are affected by different military missions.

Policy 2.3: The MIOD shall be updated based on changes to military missions at Eglin Air Force Base that result in the obsolescence of adopted standards, procedures or other pertinent compatibility criteria when notified by EAFB of such changes to military missions. If applicable, the maps referenced in Policy 2.1 A and B shall be updated to reflect any adopted changes to the MIOD or MIOD subzone.

Policy 2.4: The City of Freeport shall promote public awareness of compatibility regulations and activities related to Eglin Air Force Base.

A. Maps that depict the current MIOD and MIOD subzone shall be available for public inspection at the City of Freeport Planning and Zoning Department and on the City of Freeport website.

~~B. The City of Freeport shall strongly encourage real estate transactions of properties within the MIOD to include a disclosure of the property's location within the MIOD (and the Impulse Area and MTR 2 Subzones), as well as proximity to Eglin Air Force Base.~~

CB. The City of Freeport shall display at its City Hall and other appropriate places, as well as distribute to applicants of development orders within the MIOD area, a brochure (prepared by the City) that describes the types of regulations in the MIOD and the importance of compatibility with Eglin Air Force Base.

CD. The City of Freeport shall display at its City Hall and other appropriate places educational material about radio interference that is provided by Eglin Air Force Base.

FUTURE LAND USE ELEMENT

Goal 1: Support and promote military sustainability by encouraging the economic growth generated by Eglin Air Force Base (AFB) through partnering with Eglin AFB to the extent possible to preserve the military mission and provide for the protection of the health, safety, and welfare of the general public.

Objective 1.1: Identify appropriate regulatory and non-regulatory measures to ensure compatibility between the Eglin AFB mission and future land uses.

Policy 1.1.1 The City hereby establishes a Military Influence Overlay District (MIOD) along the northern area of Freeport which includes the Cruise Missile Corridor, as initiated by the Joint Land Use Study and developed by the Tri-County Small Area Studies. This MIOD shall be incorporated into the Future Land Use Map.

Within the MIOD, the City shall require:

- a) Limit structure height
- b) Require lighting standards pursuant; and
- c) Support land acquisition.

Objective 2.1: Ensure the availability of unobstructed airspace for military aviation and other military-related operations, while maintaining the health and safety of the general public.

Policy 2.1.1: The City will implement height restrictions to avoid operational and safety conflicts with military-related aviation exercises as it applies to the MIOD.

a. The City, in coordination with Walton County and the Tri-County region and consistent with **Policy 2.1**, shall participate in committees that advise on aviation operations within the MIOD area such as but not limited to, the Northwest Florida Steering Committee, or other, that publicly manages and advises on airport operations and controlled airspace to ensure coordination of various aviation activities relative to land use decisions in the region.

b. The City shall require buildings and towers to not exceed or penetrate the approach surface, transition surfaces, horizontal surfaces or conical surfaces associated with Auxiliary Field 1 and the improvement of the Rock Hill Landing Zone in a manner which would obstruct aircraft operations, air navigation, or line-of-sight communications. Surfaces information shall be provided by Eglin

AFB to ensure the City's compliance.

c. The City will require for all applications for any vertical structure which might be inconsistent with **Policy 2.1.b.**, the inclusion of a statement from the Commander of Eglin AFB, that the proposed structure would not interfere with the installation's mission. This policy does not supersede or negate compliance requirements with the federal obstruction standards contained in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77). The maximum height of building and towers shall be as depicted on the MIOD.

Objective 3.1: Ensure the safety of pilots and viability of military-related, night training operations within the established MIOD, through the use and installation of lighting practices that reduce glare and light trespass.

Policy 3.1.1. The City will implement the following lighting standards in the Freeport Land Development Code to be applied to the area within the MIOD:

- a. Prohibit light patterns common to military aviation.
- b. Prohibit lights which create sky glow (except when used for safety, security and utility).
- c. Prohibit luminous tube-lighting on building exteriors or roofs.
- d. Prohibit external illumination for signage.

Policy 3.1.2. The City shall require all artificial lighting equipment, including but not limited to high intensity white strobe lights, floodlights and searchlights, whether temporary or permanent installations, to be fully shielded with positive optical control so that all light emitted by the fixture, either directly from the lamp or indirectly from the fixture, is projected below a horizontal plane extending from the bottom of the light fixture. No building permit shall be granted unless this requirement is met.

Policy 3.1.3. The City shall require that lights or illumination of street, parking, signs or use of land and structures shall be arranged and operated in such a manner that is neither distracting nor creates a dangerous environment to pilots and aircraft operating within the established MIOD. A lighting plan will be required for review and approval prior to the issuance of a building permit.

Policy 3.1.4. Pursuant to the MOU established in **IC Policy 1.1.1**, the City shall coordinate with Eglin AFB in the review of all lighting plans of new development projects.

Objective 4.1 Implement public awareness measures to preserve the Eglin AFB Reservation military mission in the future and protect the interests and community activities of the general public.

Policy 4.1.1 The City of Freeport will make materials regarding the MIODs (which will be provided by Eglin AFB) available to the public.

~~Policy 1.2.5—Public Awareness Measures: The City will distribute/display educational material provided by Eglin AFB on radio interference, environs signage, and on web links.~~

Objective 5.1 Protect military-related operations that transmit via radio waves and by other electromagnetic frequencies while preserving the various activities the general public utilizes radio waves and bandwidths.

Policy 5.1.1. The City, within its jurisdictional boundaries, shall respect the area of influence (extending 50 miles out from the Base) with respect to radio frequency interference by Eglin AFB. It recommends that all devices or systems operating within the 5.4- to 5.9-GHz bandwidth be prohibited. Business licenses, building permits or applications for development orders or permits that would include or accommodate any equipment, including LAN and microwave communication equipment, operating within this bandwidth will not be approved.

~~Policy 5.1.2. Public Awareness Measures: The City will make available through distribution / display at business offices, signage, and websites / links -educational material provided by Eglin AFB on radio interference and environs.~~

Policy 5.1.3. The City, within its jurisdictional boundaries, will require new major civilian spectrum operators within fifty (50) miles of Eglin AFB, including industry, public safety agencies, telecommunications, and broadcast media to provide technical parameters on their proposed spectrum use, such as maximum power authorized from the transmitter, the maximum antenna height, the amount of spectrum occupied by the transmitter signal and the geographic area to be served by the communication devices. If the Air Force representative determines that the proposed frequency and spectrum use may cause radio frequency interference with military training and operations, the City will require the operator to adopt appropriate filtering, shielding or other mitigation techniques as a condition of the issuance of a building permit.

INTERGOVERNMENTAL COORDINATION ELEMENT

II. Data Summary and Analysis

A. Federal/State Agencies Coordination

Eglin Air Force Base is important in that it covers 145,000 acres, approximately 20% of the land in Walton County. Eglin AFB and the City have an agreement for mutual aid in fire protection.

Objective 1.1: Strengthen communication and cooperation between Eglin AFB and the City of Freeport.

Policy 1.1.1. The City shall formalize coordination efforts to foster regional compatibility with Eglin Air Force Base and other regional military-related activities through a Memorandum of Understanding (MOU).

a. Such MOU shall include language, but is not limited to the following:

1. The City will include an Eglin AFB representative as an ex-officio member of its Local Planning Agency, which reviews and makes recommendations on new development proposals, comprehensive plan amendments, and zoning changes.

2. All proposed comprehensive plan amendments, proposed land development regulation changes, rezonings, waivers, exceptions, variances, planned unit developments and similar applications which, if approved, would affect the intensity, density, or use of land within the adopted Military Influence Overlay District (MIOD) shall be referred to the designated military representative for review and comment prior to final action;

3. All development of regional impact-related activities within established MIOD; and,

4. Application for development orders requesting a variance or waiver from height or lighting restrictions or noise attenuation/reduction requirements.

Policy 1.1.2. The City will participate in inter-jurisdictional workgroups and committees, such as but not limited to the Joint Land Use Study Group and the Military Growth Advisory Committee, to ensure effective interagency communication about land use planning and decisions.

~~_____ Policy 2.1.1. 3.~~ Walton County has an unwritten agreement for mutual fire protection to ~~_____~~ serve unincorporated areas of the County. The County is also working on ~~_____~~ coordination of fire service communication. Eglin ~~Air Force Base~~AFB and the ~~_____~~ City have an agreement for mutual aid in fire protection.

ECONOMIC DEVELOPMENT ELEMENT

Military Sustainability Sub-Element

Objective 1.1: Maintain and enhance current employment centers operating within and immediately surrounding the City of Freeport enabling further economic growth.

Goal 1: Support and promote military sustainability; encourage the economic growth generated by Eglin Air Force Base (AFB); partner with Eglin AFB in protecting their military mission; to protect the health, safety and welfare of the civilian and military communities.

Objective 1.1: Increase communication and cooperation between Eglin AFB and the City of Freeport.

Policy 1.1.1. The City will participate in inter-jurisdictional workgroups and committees, such as but not limited to the Joint Land Use Study Group, the Military Growth Advisory Committee, etc.; to ensure communication regarding land use decisions.

Policy 1.1.2. The City will include an Eglin AFB representative as an ex-officio member of its Local Planning Agency: the Freeport Planning Board, which reviews and makes recommendations on new development proposals, comprehensive plan amendments and zoning changes.

Objective 1.2: Identify appropriate regulatory and non-regulatory measures to ensure compatibility between the Eglin AFB mission and future land uses.

Policy 1.2.1—The City hereby establishes a Military Influence Planning Area (MIPA) along the northern area of Freeport, as illustrated in the June 2009 Joint Land Use Study, as part of the Future Land Use Map Series.

Policy 1.2.2—The City will implement height restrictions which do not conflict with the Military Influence Planning Area (MIPA).

Policy 1.2.3—The City hereby adopts the Cruise Missile Corridor, as illustrated in the June 2009 Joint Land Use Study as part of the Future Land Use Map Series.

Policy 1.2.4—The City will implement the following lighting standards in the Freeport Land Development Code; to be applied to the area within the Military Influence Planning Area and the Cruise Missile Corridor:

Prohibit light patterns common to military aviation.

Prohibit lights which create sky glow (except when used for safety, security and utility).

Prohibit luminous tube lighting on building exteriors or roofs.

Prohibit external illumination for signage

~~Policy 1.2.5 — Public Awareness Measures: The City will distribute/display educational material provided by Eglin AFB on radio interference, environs signage, and on web links.~~

Policy 1.1.1. The City shall recognize and support the role of Eglin AFB and other military-related facilities and businesses as significant contributors to the economic base by highlighting their respective direct, indirect, and induced revenue generation in City reports and studies.

Policy 1.21.62. The City will support and promote state and federal land acquisition in the Florida Greenway Program.

DRAFT
City of Freeport
MILITARY INFLUENCE OVERLAY DISTRICT (MIOD) REGULATIONS

Section 1. Findings

The City of Freeport finds that:

- 1) the Eglin AFB / Eglin Reservation fulfills an essential role for the Department of Defense;
- 2) the Eglin AFB / Eglin Reservation, and operations associated with this installation, have a significant positive economic impact on the City of Freeport and the region- protection of Eglin Reservation's ability to meet current and future operational and training requirements is critical to the economic health of the City of Freeport;
- 3) the creation or establishment of an obstruction or the encroachment of noise sensitive or otherwise incompatible land uses within certain areas set forth herein has the potential of being a nuisance and may injure the owners, occupiers or users of land in the region surrounding Eglin AFB / Eglin Reservation;
- 4) it is necessary in the interest of public health, public safety, and general welfare that the creation or establishment of obstructions or potential incompatible land uses that are a hazard to air navigation or the public health and safety be prevented; and
- 5) the prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power without compensation through regulations in a Military Influence Overlay District (MIOD) included within the City of Freeport Land Development Code (LDC).

Section 2. Applicability

The regulations forth herein are applicable to all lands within the Military Influence Overlay District (MIOD) boundary identified on Exhibit 2-1, Freeport MIOD Boundary and Subzones, in this Article. The MIOD shall be an overlay district established and delineated onto the Official Zoning Map.

Section 3. Conflicting Regulations

In the event of conflict between any regulations in this Article and any other regulations applicable to the same property, the more restrictive regulation shall apply.

Section 4. Relationship of MIOD With Underlying Zoning District

The regulations within this MIOD supplement, modify, and where indicated, supersede the regulations of the underlying zoning district. All definitions, references, requirements and other land use controls not specifically defined or modified in this regulation shall conform to the provisions of the underlying zoning district specified in the City of Freeport Land Development Code (LDC).

Section 5. Exemptions

The following uses are exempt from the regulations in this Article.

- A. Agricultural Use.** This regulation shall not be used to regulate any operational aspect of an existing agricultural use, including the cultivation and harvesting of crops, land management activities (controlled burning, clearing, spraying, trimming), livestock management, hunting, or use and application of water. Expansion of existing structures and construction of new structures that are accessory for agricultural uses are subject to these regulations, however.
- B. Existing Structures.** This regulation shall not restrict or limit the use of legally established, existing land uses and structures as of the effective date of this regulation.
- C. Single Residential Units on Existing Parcels.** This regulation shall not prevent the construction of one (1) single family residential unit on a legally established parcel if ~~all of the following conditions are met:~~

 - ~~(1) The parcel is at least five (5) acres in size.~~
 - ~~(2) The footprint of the residential structure is entirely outside of any Accident Potential Zones designated for operational areas for Eglin AFB / Eglin Reservation.~~
 - ~~(3) The footprint of the residential structure is entirely outside of the 75 decibel noise contour as established in the current Eglin AFB Air Installation Compatible Use Zone (AICUZ) and Range Installation Compatible Use Zone (RAICUZ) studies.~~
 - ~~(4)~~(1) The height of the residential structure, including all buildings and accessory structures, is in compliance with the height regulations in this regulation.
- D. Recorded Final Plats.** This regulation shall not apply to any recorded final plat that has been approved prior to the effective date of this regulation or on the land where lots were recorded prior to the effective date of this regulation without the benefit of a recorded final plat (metes and bounds).

Section 6. Definitions

The following are definitions of terms used in these regulations:

- A. Accident Potential Zone (APZ)** – An area of land adjacent to each end of an airport runway where, within the airfield environs, an accident is most likely to take place and the anticipated extent of the impact area (based on the analysis of Air Force accident history) likely to result from any single accident.
- B. Accident Potential Zone I (APZ I)** – The land area measuring three-thousand (3,000) feet wide and five-thousand (5,000) feet long centered on each runway, immediately beyond the Clear Zone, which possesses significant potential for accidents.
- C. Accident Potential Zone II (APZ II)** – The land area measuring three-thousand (3,000) feet wide and seven-thousand (7,000) feet long adjacent to and centered beyond APZ I which is less hazardous than APZ I but still possesses the potential for accidents.
- D. Air Installation Compatible Land Use Zone (AICUZ)** – An Air Force program that seeks to develop a cooperative relationship between communities and military installations and provides land use compatibility guidelines designed to protect public health and safety, as well as maintain military readiness. As designed, the AICUZ study prepared for an installation evaluates three components: noise, vertical obstructions, and accident potential zones.
- E. Airport Hazard** – Means any structure or plant (e.g., tree, shrub, etc.) or use of the land which obstructs air space required for aircraft flight or which obstructs or interferes with the control or tracking and/or data acquisition in the landing, taking off or flight of an airport, or at any installation or facility relating to flight, and tracking and/or data acquisition of the flight craft; is hazardous, interferes with or obstructs such landing, taking off or flight of aircraft or which is hazardous to or interferes with tracking and/or data acquisition pertaining to flight and flight vehicles.
- F. Ambient Noise** – The amount of all noise generated in the environment, other than the noise from the source of interest. Also referred to as background noise.
- G. ASTM E 90** – The standard test method for laboratory measurement of airborne sound transmission, loss of building partitions and elements.
- H. Automatic-Timing Device** - A device that automatically controls the operation of a light fixture or fixtures, circuit or circuits. Photocells and light and/or motion sensors shall be considered automatic-timing devices.

- I. A-Weighted Decibel (dBA)** – The most commonly weighted sound filter used to measure perceived loudness. The human ear responds differently to frequencies. For example, the human hearing system perceives mid-frequency sounds as louder than low and high frequency sounds. To accommodate this condition when measuring sound levels, filters need to be installed into sound meters. The results are a more accurate measurement of sound for the human hearing system.
- J. Avigation Easement** – An easement is a non-possessory right to use land owned by another party. An avigation easement is an easement that grants the holder one or more of the following rights: the right-of-flight; the right to cause noise, dust, or other impacts related to aircraft flight; the right to restrict or prohibit certain lights, electromagnetic signals, and bird-attracting land uses; the right to unobstructed airspace over the property above a specified height; and, the right of ingress/egress upon the land to exercise those rights.
- K. Bandwidth** – In electronic communication, bandwidth is the width of the range (or band) of frequencies that an electronic signal uses within a specific transmission medium. In this usage, bandwidth is expressed in terms of the difference between the highest-frequency signal component and the lowest-frequency signal component. Since the frequency of a signal is measured in hertz, its bandwidth is the difference in hertz between the highest and lowest frequency signal within its range. A typical voice signal has a bandwidth of approximately three kilohertz (3 kHz); an analog television (TV) broadcast video signal has a bandwidth of six megahertz (6 MHz) -- approximately 2,000 times as wide as the voice signal.
- L. Bulb** – The source of electric light, as distinguished from the whole light assembly (see Luminaire).
- M. Business** – A person, partnership, corporation, or organization engaged in commerce, manufacturing, or a service; profit and non-profit seeking enterprise or concern. The definition is intended to be broadly construed and shall include, but not be limited to, charitable organizations.
- N. Candela** – The unit of measure indicating the luminous intensity (candlepower) of a light source in a specific direction.
- O. Clear Zone** – The Clear Zone (CZ) is the trapezoidal area lying immediately beyond the end of the runway and outward along the extended runway centerline. The CZ begins at the end of the runway and extends outward 3,000 feet. The CZ width is 3,000 feet (1,500 feet to either side of the runway center line).
- P. Compatible Land Use** – Any use of land adjacent to or in the immediate vicinity of an airport, airfield, or military operations area that does not

endanger the health, safety, and welfare of the owners, occupants, or users of the land due to levels of noise or vibrations or the risk of personal injury or property damage created by the operations of the airport, airfield, or military use, including the taking off, landing or flight of aircraft. A compatible use also does not endanger the health, safety, and welfare of military personnel engaged in training or operational assignment or adversely impact the mission conducted.

- Q. Decibel (dB)** – A unit of measurement of sound or sound pressure intensity. The dBA Aircraft Noise Metric is a single event maximum sound level measure used to quantify peak noise levels of representative aircraft flyovers in relation to speech interference.
- R. Decibel Noise Level (DNL)** – The DNL metric is a day-night sound level used to identify cumulative/average long term aircraft noise exposure.
- S. Digital Sign** – Cathode ray tube (CRT), flat panel liquid-crystal display (LCD), plasma, aerial imaging, projector or other electronic devices that are at the end-point of a digital signage system, presenting the content to include: Dynamic Signs, Electronic Signs, Digital Media Advertising, as well as signs within a Digital Signage Network, In-store TV Network, Captive Audience Network, Narrowcasting Network, Out-of-home Media Network, Digital Media Network, and Advertising Network.
- T. Direct Light** – Light emitted directly from the lamp, off of the reflector diffuser, or through the refractor or diffuser lens of a luminaire.
- U. Exterior Lighting** – Temporary or permanent lighting that is installed, located or used in such a manner to cause light rays to shine outside. Fixtures that are installed indoors that are intended to illuminate an object outdoors are considered exterior lighting for the intent of this overlay district.
- V. Fixture** – The assembly that holds the lamp in a lighting system. It includes the elements designed for light output control, such as a reflector (mirror) or refractor (lens), ballast, housing and the attachment parts.
- W. Floor Area Ratio (FAR)** – Standards of building intensity for non-residential uses, such as commercial and industrial development, are stated as maximum floor-area ratios (FARs). A FAR is the ratio of the total building square footage on a lot to the total square footage of the lot (or parcel). For example, a lot with 10,000 total square feet of land area and an FAR of 1.00 will allow 10,000 square feet of gross building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same 10,000-square-foot lot, an FAR of 0.50 would allow 5,000 square feet of floor area, and an FAR of 0.25 would allow 2,500 square feet.

- X. Foot-candle (fc)** – Illumination produced on a surface one foot from a uniform point source of one candela. A foot-candle is a unit of light measurement equal to one lumen per square foot.
- Y. Frequency Spectrum** – The frequency spectrum is the entire range of electromagnetic frequencies used for communications; which includes frequencies used for radio, radar, and television. In the performance of typical operations, the military relies on a range of frequencies for communications and support systems. Similarly, public and private users rely on a range of frequencies to support daily life.
- Z. Full Cutoff** – Describes a luminaire light distribution where 100 candela per 1,000 lamp lumens (ten percent) may emit at all vertical angles beginning at 80 degrees up from nadir to less than 90 degrees, and 0 (zero) candela per 1,000 lamp lumens (zero percent) is allowed at 90 degrees (horizontal plane) and all angles above. This applies to all horizontal angles around the luminaire. A full cutoff luminaire is also fully shielded. (See Exhibit 2-2).

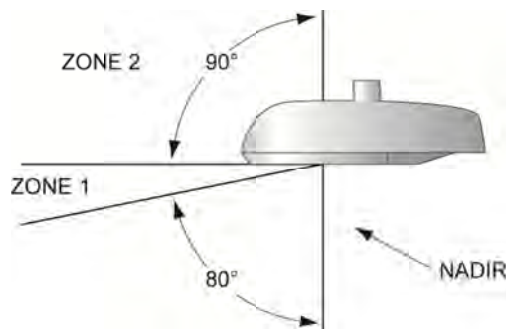


Exhibit 2-2

- AA. Fully Shielded** – A lighting fixture constructed in such a manner that all light emitted by the fixture, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal plane as determined by photometric test or certified by the manufacturer. A fully shielded fixture is not necessarily full cutoff.
- BB. Glare** – The sensation produced within the visual field by luminance that is sufficiently greater than the luminance to which the eyes are adapted, causing annoyance, discomfort, or loss in visual performance and visibility.
- CC. Hazard to Air Navigation** – An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.
- DD. Hertz (Hz)** – Hertz is a unit of frequency (of change in state or cycle in a sound wave, alternating current, or other cyclical waveform) of one cycle per second. Other units of frequency are kilohertz (KHz), equal to 1,000 Hz;

megahertz (MHz), equal to 1,000,000 Hz; and gigahertz (GHz), equal to 1,000,000,000 Hz.

- EE. Holiday Lights** – Temporary, decorative lights that are placed on property or buildings between November 20th and January 15th of each year.
- FF. Horizontal Surface** – A horizontal plane one-hundred-fifty (150) feet above the established airport elevation, the perimeter of which in plan view coincides with the perimeter of the horizontal zone.
- GG. "IESNA" (or "IES")** – An acronym for the Illuminating Engineering Society of North America. The IESNA makes recommendations for outdoor lighting but does not set outdoor lighting community standards; these are determined through the adoption of local regulations.
- HH. Illuminance** – The quantity of light arriving at a surface measured in foot candles.
- II. Interference** – Interference is the inability to effectively distribute or receive a particular frequency because of similar frequency competition. As the use of the frequency spectrum increases (such as the rapid increase in cellular phone technology over the last decade) and as development expands near military installations and operational areas, the potential for frequency spectrum interference increases.
- JJ. Intermittent Lighting** – Luminaires that do not emit light for more than five minutes.
- KK. Lumen** – A unit of luminous flux. The lumen-output values shall be the initial lumen output ratings of a lamp. The lumen rating associated with a specific lamp is generally indicated on its packaging or may be obtained from the manufacturer.
- LL. Luminaire** – A complete lighting fixture consisting of a lamp or lamps together with the parts designed to distribute the light, to position and protect the lamps, and to connect the lamps to the power supply.
- MM. Luminous Flux** – A quantitative expression of the brilliance of a source of visible light which is electromagnetic energy within the wavelength range of approximately 390 nanometers (nm) to 770 nm. This quantity is measured in terms of the power emitted per unit solid angle from an isotropic radiator, a theoretical point source that radiates equally in all directions in three-dimensional space.
- NN. ~~Military Installation Proximity Disclosure Notice~~** – ~~A disclosure notice that informs the public and potential property owners or lessees that a parcel is located within proximity of a military installation or reservation, military~~

~~airfield(s), and/or military training routes/corridors, and that the parcel may be impacted by noise, vibration, smoke, or other impacts associated with the military operations. The disclosure may also indicate that the property may be subject to land use regulations associated with the military installation that are adopted by the City of Freeport.~~

- OO. Nadir** – The direction, pointing vertically down, from the lowest light emitting part of the luminaire (see Exhibit 2-1 for an example).
- PP. Noise** – Unwanted sound that interferes with normal activities or otherwise diminishes the quality of the environment. Noise may be intermittent or continuous, steady or impulsive. The source of the noise may be stationary or transient. The physical characteristics of noise or sound include its intensity, frequency, and duration.
- QQ. Noise Contour** – A line connecting points of similar day-night average sound levels measured from a specific noise source.
- RR. Noise Exposure Map** – A scaled, geographic depiction of an airport or airfield, its noise contours and surrounding area.
- SS. Noise Level Reduction (NLR)** – The amount of reduction in noise for any geographic point as achieved through the incorporation of noise attenuation measures into the design and construction of buildings. These reductions may be incorporated during initial construction or retroactively as additional construction for existing buildings.
- TT. Nonconforming Use** – Any use of a property that is inconsistent with the provisions of these regulations and which is an existing use as of the effective date of these regulations.
- UU. Non-precision Instrument Runway** – A runway operating with an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or approach procedure that has been approved or planned.
- VV. Octave Band Filter** – An electrical frequency analyzer designed according to standards formulated by the American Standards Association and used in conjunction with a sound level meter to take measurements in specific octave intervals.
- WW. Opaque** – The inability of a material to transmit light from an internal illumination source.
- XX. Outdoor Lighting** – Illumination of an outside area or object by any manmade device that is located outdoors and produces light.

- YY. Perceived Noise Level** – A method of measuring complex sound designated in the Journal of the Acoustical Society of America, No. 31, Pages 1415-1429, 1959
- ZZ. RAICUZ** – The RAICUZ assessment focuses on five land use compatibility issues—noise, population density, height of objects, lighting, and the radio frequency (RF) spectrum.
- AAA. Remodel/Renovate**- A process of partial or total demolition of an existing structure (more than 50 percent of the occupied space and/or 50 percent of its current market value) and the partial/full construction of a new structure on the same parcel of land.
- BBB. Sound Attenuation** – The reduction of sound intensity by various means (e.g., air, humidity, porous materials); diminution of the intensity of sound energy propagating in a medium; caused by absorption, spreading, and scattering.
- CCC. Sound Transmission Class (STC)** – A single-figure rating of the sound insulating properties of a partition as determined by methods described in "Determination of Sound Transmission Class", American Society of Testing and Materials designation E413-73.
- DDD. Standard Land Use Coding Manual (SLUCM)** – A standard system for identifying and coding land use activities. "Standard Land Use Coding Manual", Urban Renewal Administration/Housing and Home Finance Agency and Bureau of Public Roads, Department of Commerce, First Edition, 1965.
- EEE. Structure** – An object, including a mobile object, constructed or installed by man, including, but not limited to, buildings, antennas, communication or other towers, cranes, smokestacks, earth formations, wind generation structures, and overhead transmission lines.
- FFF. Temporary Outdoor Lighting** – Lighting allowed as specified in an approved temporary permit pursuant to the requirements of Section 11, in this Article.
- GGG. Transitional Surface** – The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the runway centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface.

HHH. Trespass Lighting – Light emitted by a luminaire that spills outside the boundaries of the property on which the luminaire is sited.

III. Ultra High Frequency (UHF) – The UHF (ultrahigh frequency) range of the radio spectrum is the band extending from 300 MHz to 3 GHz. The UHF band is extensively used for satellite communication and broadcasting, in cellular telephone and paging systems, and by fourth-generation (4G) wireless systems.

JJJ. Very High Frequency (VHF) – The VHF (very high frequency) range of the radio spectrum is the band extending from 30 MHz to 300 MHz. The VHF band is popular for mobile two-way radio communication, satellite communication and broadcasting.

Section 7. Military Influence Overlay District (MIOD) and MIOD Subzones

A. Application of the MIOD

The MIOD is an overlay district with regulations that address conditions related to noise, safety and other effects associated with training and operations (missions) conducted from or associated with Eglin AFB/Eglin Reservation. The MIOD is limited to a specific geographical area within the City of Freeport, as depicted on the City of Freeport 2025 Future Land Use Map and the Official Zoning Map. The location of the MIOD boundary in the City of Freeport is depicted on Exhibit 2-1, MIOD Boundary and Subzones Map.

B. Designation of MIOD Subzones

Within the MIOD is a discrete geographical area, or MIOD Subzone, that includes regulations that are specific to unique characteristics associated with military missions at Eglin. The precise location of the MIOD Subzone in City of Freeport is depicted on Exhibit 2-1 Freeport MIOD Boundary and Subzones, which shall be available for public review at the City of Freeport's Planning and Zoning Department. The MIOD Subzone is defined as follows:

- (1) **MIOD.** The MIOD includes the MIOD Subzone and any non-Subzone areas, if applicable, within the boundary of Freeport. When used in this regulation, the term MIOD refers to the MIOD within the City of Freeport in its entirety, and not a portion thereof.
- (2) **Impulse Area Subzone.** The Impulse Area Subzone is defined as the area that is within one-mile of the Eglin Reservation boundary. The Impulse Area Subzone is subject to increased levels of explosive noise, or "impulse" noise, generated from missions conducted on Eglin Reservation.

- (3) **MTR 2 Subzone.** The MTR 2 Subzone is defined as the area that includes the MTR, Slow Speed Low Altitude Training Route (SRs), the Low Level Training Area (LLTAs) corridors (with floors of , 500 feet and 1,000 feet mean sea level (MSL)) and the Cruise Missile Corridor (floor of 500 feet MSL) that have been established and designated by the FAA specifically for military training. This Subzone area is based on the corridors identified in the Eglin AFB RAICUZ Study.

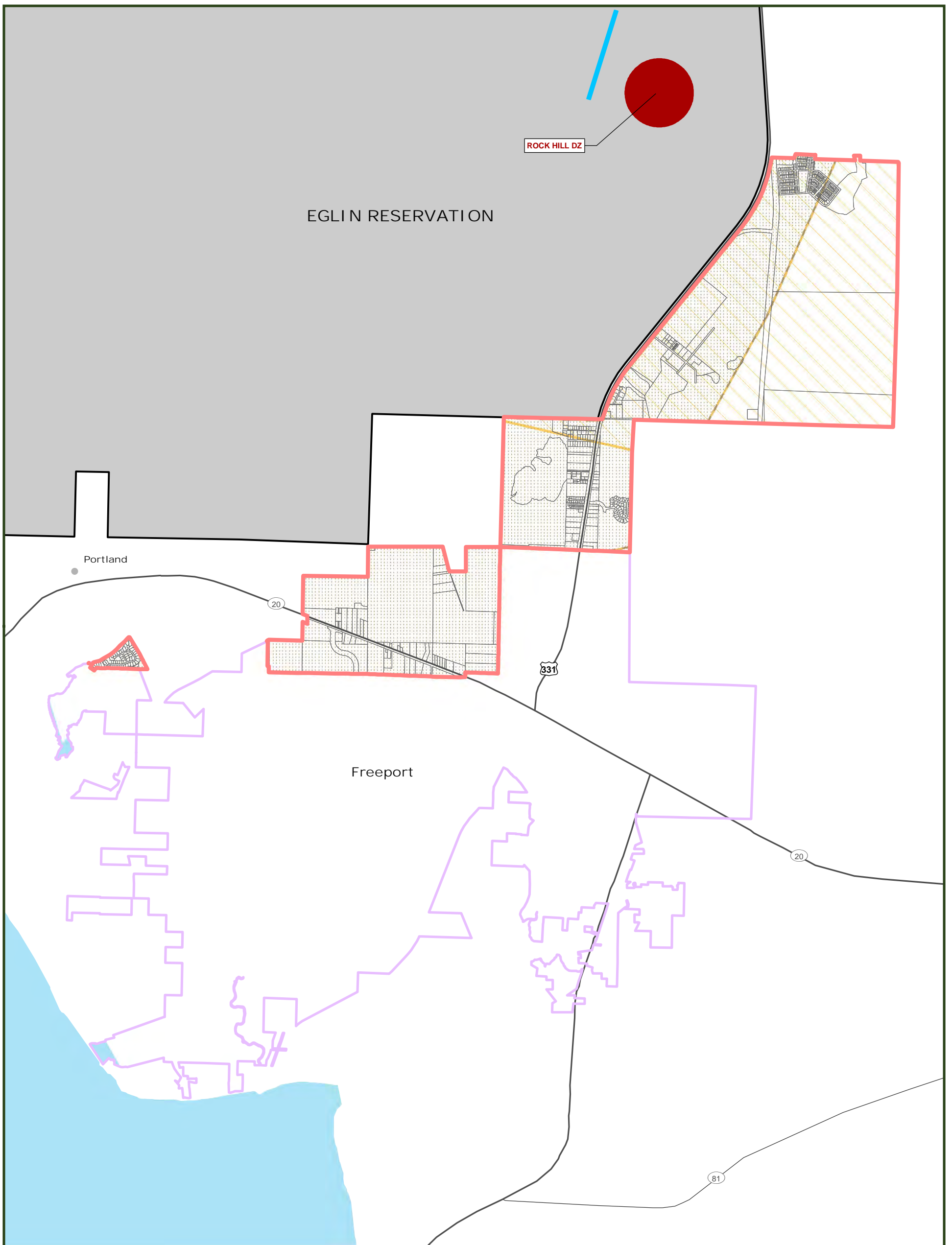
C. Updating the MIOD and MIOD Subzone Boundaries

As the AICUZ or RAICUZ studies for Eglin AFB or the Eglin Reservation are updated in the future and publicly available, the City of Freeport shall consider updating Exhibit 2-1, Freeport MIOD Boundary and Subzones, to reflect any changes that may impact the regulations herein. Such update shall be adopted during a properly noticed public hearing of the City of Freeport City Council.

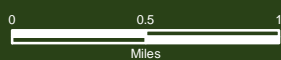
D. Boundaries

The following rules shall apply to the boundaries of the MIOD and MIOD Subzones:

- (1) If any part of a parcel or lot is within the MIOD or MIOD Subzone, all land within the parcel or lot shall be subject to these regulations.
- (2) Where a parcel or lot is within more than one MIOD Subzone, the requirements of the more restrictive Subzone shall apply to the entire parcel or lot.
- (3) Boundaries that appear to follow the approximate centerlines of streets, alleys or easements shall be construed to follow such centerlines.
- (4) Boundaries that appear to follow platted lot lines shall be construed as following such lot lines.



- | | | | |
|---------------------------|-------------------------------|----------|----------------------|
| MIOD | Landing Zone (LZ) | Parcel | River |
| MIOD Subzones | Drop Zone (DZ) | Town | Interstate 10 (I-10) |
| Impulse Area | City/Town (Incorporated Area) | Highway | Secondary Road |
| Military Training Route 2 | Eglin Installation Boundary | Railroad | |



Section 8. Land Use

A. General Use Restrictions

Notwithstanding any other provisions in the City of Freeport Land Development Code, no use of land, water or airspace within the MIOD shall:

1. Create electrical interference between Eglin AFB/Reservation and aircraft, missiles or any other associated military or civilian activities;
2. Create glare, artificial light, smoke or dust, or reflect light in such a way that may impair pilot visibility at any time;
3. Create forage or nesting environments that increase the potential for bird/wildlife aircraft strike hazards within any Eglin AFB approach/departure airspace, aircraft movement areas, loading ramps or aircraft parking areas.
4. Endanger or interfere with the landing, departure or maneuvering of aircraft using Eglin AFB/Reservation.

~~**B. Land Use Compatibility / Specific Use Restrictions**~~

~~Notwithstanding any other provisions in the City of Freeport Land Development Code, the permitted land use for any property with the MIOD and associated MIOD Subzone shall be as set forth in Table 2-1, MIOD Land Use Compatibility Matrix. The following rules apply to Table 2-1:~~

- ~~1. Boundaries: All provisions of Section 7. D., Boundaries, shall apply.~~
- ~~2. Incompatible Uses or Prohibited Activities: Uses or activities determined to be incompatible with MIOD Subzone activities, Eglin Reservation operations, or contribute to a potential threat to flight safety, are prohibited within the designated Subzone. A "P" appearing under a MIOD Subzone category in Table 2-1 means that the use or activity is incompatible and prohibited in that Subzone area.~~
- ~~3. Compatible Uses or Allowed Activities: Article ___ in the City of Freeport Land Development Code identifies permitted uses and activities for each zoning category. Table 2-1 provides a detailed description of uses and activities that are determined to be compatible with Subzone activities, Eglin Reservation operations and aircraft flight safety. An "A" appearing under a Subzone category in Table 2-1 means that the use or activity is allowed if the property:
 - ~~_____ i. Is properly zoned and the use is permitted pursuant to Article ___ of the LDC;~~
 - ~~_____ ii. Has the proper City of Freeport Future Land Use Map (FLUM)~~~~

~~designation;~~

~~iii. Conforms with the lower of the density/intensity provisions on Table 2-1, or the underlying zoning category and FLUM designation.~~

Section 9. Height Limitations

Except as otherwise provided in these regulations, no structure, facility or antennae shall be erected or altered in any MIOD or MIOD Subzone to a height in excess of those shown in Table 2-2: Any structure over 45 feet shall be submitted to Eglin AFB to confirm that it will not interfere with the Eglin mission.

Table 2-2. Applicable Height Limits by Subzone

MIOD Subzone	Maximum Height
Impulse Area	43 5 Feet
MTR 2	150-45 Feet

Section 10. Sound Attenuation

~~This section addresses all land uses on Table 2-1 with an "A1" designation. Uses with a Y1 designation are located in areas that are exposed to outdoor noise levels that are considered inappropriate based on health, safety and welfare considerations. This includes the Impulse Area Subzone, but not the Noise 1 Subzone. Uses with the Y1 designation in this Subzone is STRONGLY RECOMMENDED to include sound attenuation to maintain an indoor noise level to no more than 45dBA Ldn.~~

Table 10-1 and the following paragraphs include recommended noise attenuation guidelines that are STRONGLY RECOMMENDED to be applied to uses, structures and facilities in the Impulse Area Subzones.

Table 10-1. MIOD Noise Attenuation Guidelines

MIOD Subzone	STC OF EXTERIOR WALLS AND ROOF/CEILING ASSEMBLIES	STC OF DOORS AND WINDOWS
Noise 1	44	33
<u>Impulse Area</u> All Other Subzones	39	25





~~INSERT TABLE 2-1 MIOD Land Use Compatibility Matrix~~

~~City does not want to include this table~~

~~_____~~

~~_____~~

~~_____~~

~~_____~~

~~_____~~

~~_____~~

~~_____~~

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~~_____~~

-
- A. **New Construction.** New construction should be designed with the minimum Sound Transmission Class (STC) rating of the structure's components provided in compliance with Table 10-1 and to achieve an interior noise level no greater than 45 dBA Ldn.
- B. **Modification of Existing Structures.** Modification of an existing structure that requires a building permit should be designed to meet the Table 10-1 guidelines if the following conditions are determined to exist:
- (1) Any remodeling or renovation activities that involve more than 60% of a structure's occupied space; and/or
 - (2) Any remodeling or renovation activities that have a construction value of greater than 60% of the structure's current market value;
- C. **Standard Noise Attenuation Standards.** Structures subject to the requirements of this Section should meet the requirements of Table 10-1 and achieve an interior noise level not to exceed 45 dBA Ldn.
- (1) **Alternative Design Techniques.** As an alternative to compliance with Table 10-1, structures should be permitted to be designed and constructed using alternative techniques and materials designed to achieve an interior noise level no greater than 45 dBA Ldn. Exterior structures, terrain and permanent plantings should be permitted to be included as part of the alternative design for purposes of noise attenuation. The alternative design should be certified by an acoustic engineer or other expert with appropriate expertise as determined by the City of Freeport's Planning and Zoning Department.
 - (2) **Plans Required.** Building construction plans that depict conformance with these standards should be submitted to the City of Freeport for review and approval. Such plans should be signed and sealed by an engineer licensed in Florida with a proficiency in residential sound mitigation or noise control (Engineer of Record). The Engineer of Record should note on the building plans: "The building design is capable of achieving the required noise level reduction."
 - (3) **Certification of Conformance with Sound Attenuation Guidelines.** Prior to the issuance of a Certificate of Occupancy by the City of Freeport, the Engineer of Record should certify that the construction meets the sound attenuation standards in this Section.

Section 11. Light and Glare Controls

The purpose of this Section is to establish regulations for outdoor lighting in order to restrict light spillage and glare onto areas within the Eglin Reservation.

A. Applicability / General Provisions

The regulations within this Section shall apply to:

- (1) All public and private outdoor lighting installed in the MIOD after the effective date of this regulation.
- (2) Where a conflict exists between any of the regulations or limitations in this Section, and any other regulations applicable to the same area, the more stringent limitation or requirement shall govern and prevail.

B. Exemptions

The following outdoor lighting is exempt from this Section:

- (1) Any existing luminaires which were lawfully in place according to all applicable Ordinances at the time, but which do not now comply with all applicable regulations as of the effective date of this regulation.
- (2) Outdoor lighting that produces its luminance directly through the combustion of fossil fuels.
- (3) Outdoor lighting used during law enforcement, fire, and emergency medical activities and for meteorological data gathering purposes undertaken with approval from the City of Freeport.
- (4) Temporary outdoor lighting affixed during emergency or night-time repairs of roads and utilities.
- (5) Lighting required by law to be installed on motor vehicles.
- (6) Lighting required in compliance with Federal Aviation Administration (FAA) requirements.
- (7) Outdoor lighting installed on Federal and State facilities; however, voluntary compliance is encouraged.
- (8) Holiday lighting for a period of two consecutive months commencing on November 15.
- (9) Temporary Exemptions: Any individual may submit an application to the City of Freeport Planning and Zoning Department for non-exempt lighting on a temporary basis and obtain a temporary electrical permit.

The permit may grant temporary lighting for a period not to exceed thirty (30) days, with at least thirty (30) days passing before another temporary electrical permit may be issued. The application for temporary lighting must contain the following information in addition to information required to obtain a temporary electrical permit:

- (a) Proposed use and location of the outdoor lighting requested.
- (b) Type of lamp(s) to be used, including manufacturer's part number and initial lumens.
- (c) Type of light fixture used, including manufacturer's model number and specification (cut) sheets indicating photometric distribution data stated in International Standards Organization (ISO) foot-candle diagrams.
- (d) Starting and ending dates for temporary lighting use.
- (e) Contact information including name of applicant, affiliation (if applicable), address, telephone number and email address.
- (f) Such other information the City of Freeport may require.

C. Prohibited Lights and Sources of Glare

The following outdoor lighting and sources of glare are prohibited anywhere in the MIOD:

- (1) Any luminaire in a new development that is pointed or focused which causes light to be directed toward the Eglin Reservation. Such luminaire must be redirected or its light output controlled to eliminate such conditions.
- (2) When projected above a horizontal plane, beacons, laser source lights, strobe lights, or any similar high intensity light used for promotional or entertainment purposes.
- (3) Laser light shows.
- (4) Search lights.
- (5) Public outdoor display of fireworks or pyrotechnics.
- (6) Other outdoor lighting or glare that can cause distraction, flash blindness, vision impairment, or visual interference while piloting or navigating an aircraft or using night vision devices, including, but not limited to:

- (a) Series, lines, rows, or patterns of lights, whether supported by cables or other physical means, or laid upon a ground or building, that may resemble navigational or flight safety aids, landing pads, or lighting common to general or military aviation.
- (b) Lighting designed for the creation of sky glow to attract attention, in excess of the lighting used to provide safety, security, and utility.
- (c) Outdoor floodlighting by wide-angle projection above the horizontal plane.
- (d) Lighting fixtures and architectural detailing that use luminous tube lighting (neon, argon, or krypton) on a building exterior or roof.
- (e) Internally illuminated awnings.
- (f) External illumination for signs.

D. General Lighting Standards

- (1) The use of low-pressure sodium (LPS) lighting for outdoor, unroofed areas shall be required for all development.
- (2) Within the MIOD Impulse Area Subzone, all outdoor lighting shall be fully screened from the Eglin Reservation, including lights from vehicles on streets, driveways and parking areas in adjacent development. Methods of screening may include, but are not limited to, fencing, structures and landscaping.
- (3)

E. Residential Lighting Standards

- (1) Trespass lighting within residential areas may not exceed one and one half (1½) foot-candles at the property line, with the exception of intermittent lighting, which can be up to two (2) foot-candles.
- (2) All lighting within residential areas must comply with any standards in Subsection F, Non-Residential Lighting Standards, ~~—~~ that are more restrictive, if applicable.

F. Non-Residential Lighting Standards - General

- (1) All outdoor lighting installed on any non-residential property and which includes or exceeds two (2) foot-candles shall be full cutoff fixtures (no light output emitted above 90 degrees at any lateral angle around the fixture). See "Examples of Acceptable / Unacceptable Lighting Fixtures" designations on Exhibit 2-3. The manufacturer's specifications, that

demonstrate full cutoff status of all outdoor lighting, is required to be approved by the City of Freeport Planning and Zoning Department prior to the issuance of a construction permit.

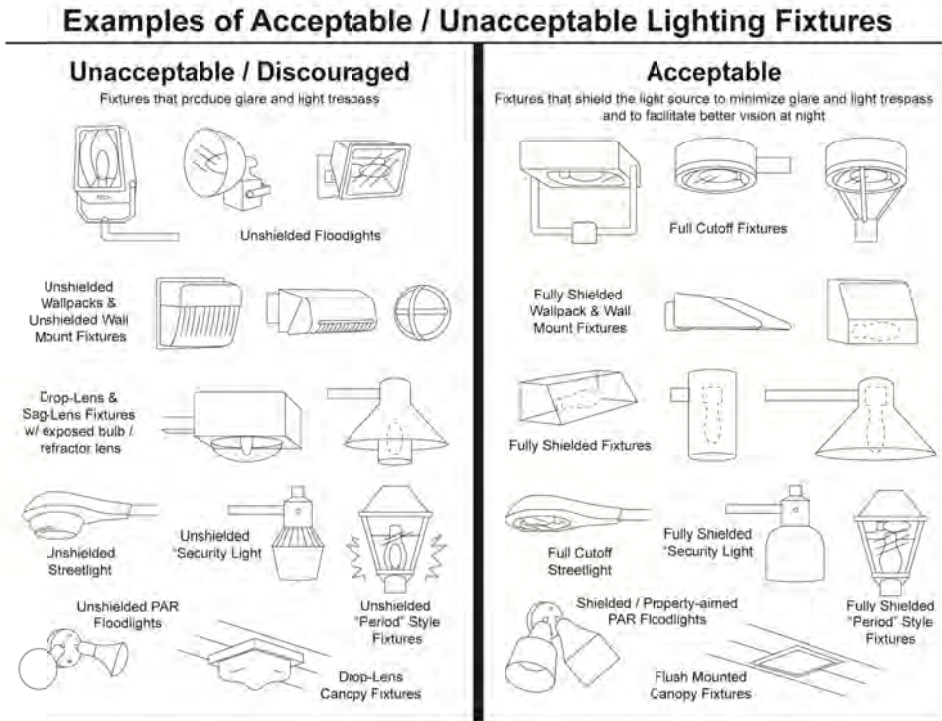
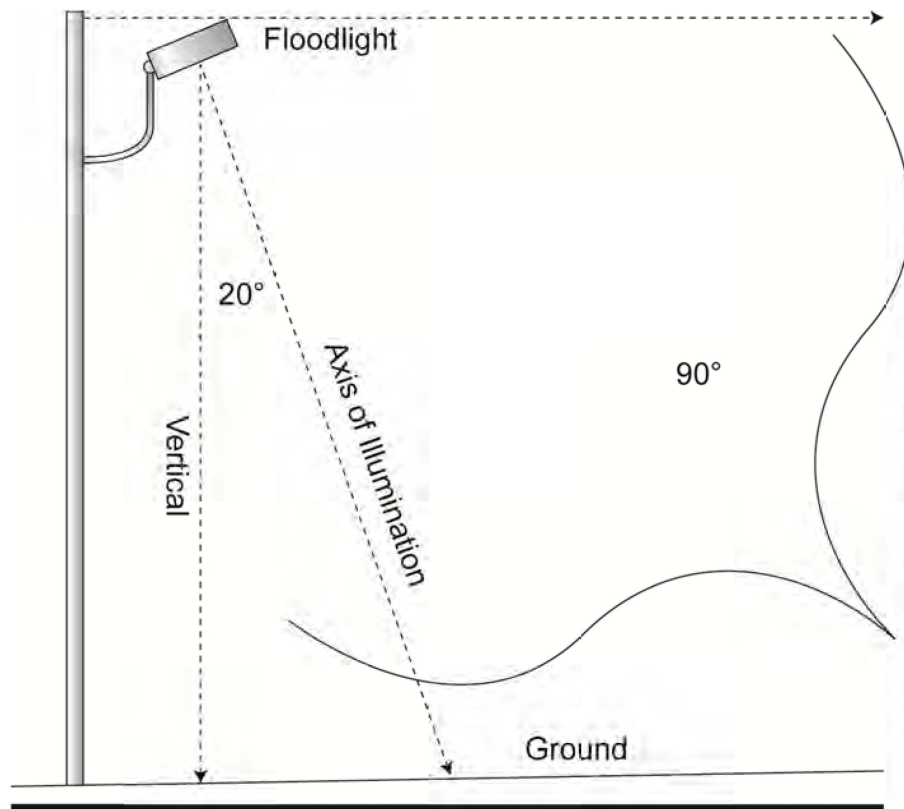


Exhibit 2-3, Acceptable Fixtures

- (2) For lighting horizontal elements such as roadways, sidewalks, entrances and parking areas, fixtures must meet "full cutoff" criteria (no light output emitted above 90 degrees at any lateral angle around the fixture).
- (3) Intermittent lighting must be of the "motion sensor" type that stays on for a period of time not to exceed five (5) minutes and has a sensitivity setting that allows the luminaire to be activated only when motion is detected on the site.
- (4) All trespass lighting shall not exceed two and one-half (2½) foot-candles measured at the property line, except that residential trespass lighting is regulated in Subsection E, ~~above~~.
- (5) Floodlight fixtures must be aimed so as to prevent direct radiation of light into the open sky at any angle above the horizontal plane, as shown in Exhibit 2-4 and verified using a tool such as shown in Exhibit 2-5



Horizontal plane is parallel to the ground and perpendicular to the vertical line

A floodlight may not be positioned as to direct illumination at or above a 90° angle of the horizontal plane.

Exhibit 2-4

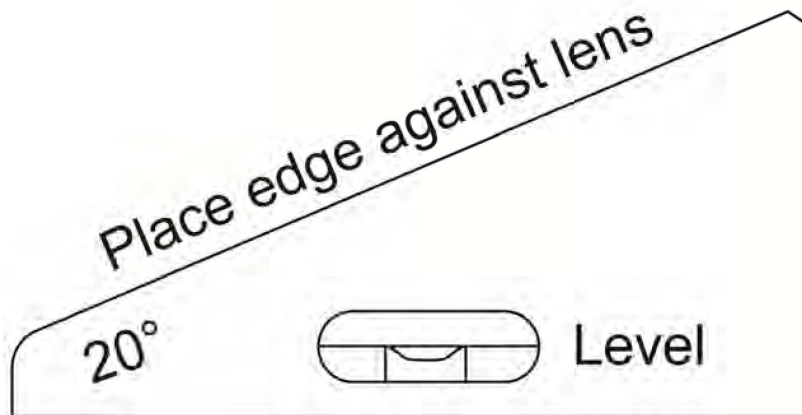


Exhibit 2-5

- (6) With the exception of lighting which is required for security and safety such as parking lot illumination, businesses must turn off outdoor lights emitting illumination levels exceeding 2 foot-candles (fc) after 11:00 p.m.
- (7) Lighting installed to illuminate construction sites in order to secure or protect equipment at night shall meet the requirements of Subsection F(1), ~~above~~.

G. Gasoline Stations, Outdoor Sales, Automobile Canopy Standards

- 1. Outdoor sales areas must utilize luminaires that are fully shielded. No wall mounted lighting will be allowed.
- 2. Gasoline station canopies and vehicle canopies for other non-residential uses must utilize canopy lights that are fully recessed into the canopy or are fully shielded by the canopy.
- 3. The following average maintained illumination levels for gasoline stations must not be exceeded:

Service Station Component	Lighting Level
Approach	2.0 fc
Driveway	2.0 fc
Pump Island	10.0 fc
Building Façade	3.0 fc
Service Areas	3.0 fc
Landscape Highlights	2.0 fc

Note: fc = foot-candle

H. Parking Lot / Parking Structure Standards

- 1. Parking lot lights and poles shall not exceed twenty-four (24) feet above adjacent finished grade.
- 2. All outdoor parking lot lighting shall be fully-shielded and illuminated with low pressure sodium light fixtures.
- 3. In order to allow minimize reflectivity and allow for a variety of surface material options:

- i. Surface parking lots shall be designed, coated or constructed so that illumination levels are no more than what is reflected from asphalt at an average of twenty (20) foot-candles.
 - ii. Top decks of parking structures shall be designed, coated or constructed so that illumination levels are no more than what is reflected from asphalt at an average of fifteen (15) foot-candles.
4. One hour after closing, businesses must turn off at least fifty percent (50%) of lighting luminaires in surface parking lots and on top decks of parking structures; however, those luminaires turned off may be set to function utilizing a motion detector system or dimmer.

I. Outdoor Sign Lighting Standards

1. All signs located within five miles of Eglin Air Force Base shall be positioned in such a manner and contain "dark sky" approved shielding devices so as to significantly reduce spillover light affecting the military installation and operations. In no instance shall signs be positioned to face parallel to the adjacent boundaries of Eglin Air Force Base or its runways.
2. On-premise signs may remain illuminated during regular business hours, but may not be illuminated later than one-half ($\frac{1}{2}$) hour after the business is no longer open to the public, nor prior to the daily opening of the business to the public.
3. Single-tenant on-premise signs shall be illuminated at a level no greater than seven (7) foot-candles measured at five (5) feet from the light source. Multi-tenant on-premise signs shall be illuminated at a level no greater than twelve (12) foot-candles measured at five (5) feet from the light sources.
4. Exterior means of illumination utilized for on-premise signs shall be positioned in a "top down" manner as depicted in Exhibit 2-4. Bottom-mounted fixtures shall not be used for on-premise signs.
5. Conventional non-digital off-premise signs shall employ an illumination system utilizing no more than two (2) luminaires to illuminate each sign message area (face). Each luminaire shall employ a refractor and hood that focuses the light onto the sign face and each luminaire may not exceed 400 watts.
6. All on-premise and off-premise digital signs shall be illuminated at a level no greater than 0.3 foot-candles over ambient light levels for the location and time and shall employ light cutoff devices, such as louvers, to minimize light escaping above the horizontal plane.

7. Nothing in this Ordinance shall be interpreted to authorize signs that are prohibited in certain areas or throughout the City of Freeport.

J. Street Lighting Standards

1. This subsection regulates the illumination levels for street lights that are installed on any street and must follow the American National Standard Practice for Roadway Lighting under the IESNA.

2. Street light illumination must follow the guidelines in Item 4 of this subsection, unless a licensed professional engineer, trained and experienced in the science of illumination engineering, deems other illumination levels based on IESNA standards more appropriate for existing conditions and staff concurs with this assessment.

3. All standard streetlights must utilize full cutoff type luminaires that are installed level to the ground in two intersecting perpendicular planes (see Exhibit 2-6), and should be horizontally level in all directions.

4. New ornamental street lights must be classified as either IES "Full Cutoff" or IES "Cutoff" as determined by a valid photometric report. This report must be generated for the specified model by a qualified testing lab (testing to IES standards) and must include a full vertical evaluation through 180 degrees, otherwise that fixture will be unacceptable.

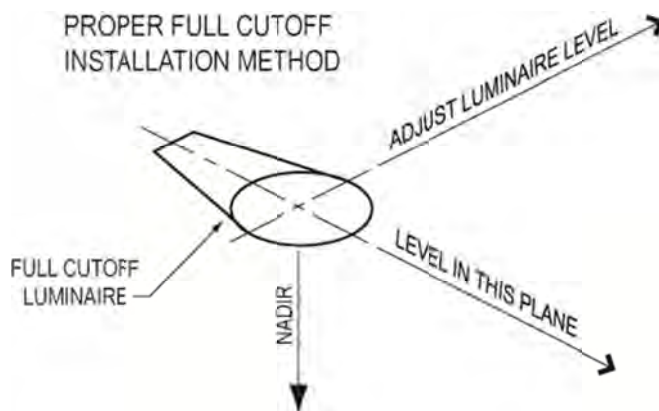


Exhibit 2-6

K. LEED Standards

Leadership in Energy and Environmental Design (LEED) certified lighting that meets the minimum standards of this section may be substituted for the standards in this Section, if approved by the City of Freeport Planning and Zoning Director during the permitting process.

L. Tower and Structure Lighting Standards

Any tower and structure lighting shall conform with current Federal Communications Commission (FCC) or Federal Aviation Administration (FAA) regulations.

M. Automated Teller Machine Lighting Standards

Unmanned automated teller machines (ATM) shall utilize fully shielded or full cutoff luminaires.

N. Outdoor Lighting Plan Required

All development shall submit an outdoor lighting plan at the time of a site plan, subdivision or building permit application to determine compliance with the requirements of this Section. The outdoor lighting plan shall be prepared by a professional engineer or other highly qualified lighting specialist acceptable to the City of Freeport.

O. Maintenance of Nonconforming Luminaires

1. All luminaires lawfully in place prior to the effective date(s) of this regulation shall have legal nonconforming status.
2. Minor repair and maintenance of legal nonconforming luminaires up to 50% of the replacement value is allowed, however any alteration in excess of 50% of the replacement value shall terminate the nonconforming status of that fixture / use and at that time, all standards of this regulation must be met.

~~Section 12. Disclosures~~

~~A. Real Estate Transaction Notification~~

~~No person shall sell, lease, nor offer for sale or lease any property within the MIOD unless the prospective buyer or lessee has been notified through one or more of the following:~~

~~(1) Disclosure with Sale or Lease Contract~~

~~(a) Sale of Residential Property.~~ Any contract for the sale of residential property that is located in whole or part within the MIOD should include, as an attachment to the contract of sale, a Military Installation Proximity Disclosure Notice, in a form approved by the City of Freeport. The Military Installation Proximity Disclosure Notice shall be dated and signed by the purchaser(s) and the seller(s). If the seller is represented by a real estate agent, the agent shall witness the signature(s) of the seller(s). The seller is responsible for providing a copy of the signed disclosure notice to the City of Freeport. A disclosure notice form will be made available by the City of Freeport Planning and Zoning Department.

~~(b) Lease of Residential Property.~~ Any contract for the lease of a residential dwelling for more than seven months should be subject to the notification requirements set forth in Subsection(1)(a), above.

~~B. Realty Sales Offices and Marketing~~

~~(1) Sales Office Disclosure Requirements~~

~~(a) Mapping and Pamphlets.~~ Sales offices that market or sell, including pre-construction sales, new residential homes or mobile homes located in the MIOD, must display a map illustrating the Eglin AFB / Eglin Reservation property boundary, MIOD boundary and MIOD Subzones. This map display requirement also applies to temporary realty sales offices. Pamphlets that include the same information shall also be available for the public and placed in prominent public view.

~~(b) Mapping and Pamphlet Display Requirements.~~ The display map shall present the image at a minimum size of 24" by 36" and must be prominently displayed in a public area of the realty sales office. The pamphlet shall include an illustration of the map at a minimum image size of 8.5" by 11" and must be legible in both color and black and white. The display map and pamphlet must include a statement that additional information about the MIOD and potential impacts from

~~Eglin Air Force Base is available both online and at the City of Freeport Planning and Zoning Department. The City of Freeport Planning and Zoning Department current telephone number and email contact for inquiries shall also be included. The location of the residential development shall be prominently identified on the map and pamphlet.~~

- ~~(2) **Temporary Permits.** All permits for temporary and permanent realty sales offices in the City of Freeport shall include a requirement for compliance with this Section.~~
- ~~(3) **Site Plan Permits.** Approved site plans for all commercial and office uses within the City of Freeport shall include a statement that any realty sales office use shall comply with the Sales Office Disclosure Requirements of this Section.~~
- ~~(4) **Marketing Brochures.** Any real estate office or business within the City of Freeport that produces a marketing brochure for residential home sales or rental units located on property wholly or partially within the MIOD shall include in the brochure the following statement:~~

~~*"Some or all of the property within this residential development lies within the Eglin AFB Military Influence Overlay District (MIOD). Information regarding the overlay district, as well as potential impacts to properties, can be obtained from the City of Freeport Planning and Zoning Department."*~~

~~**C. Subdivision Plat, Site Plan and Covenant Notification Requirements**~~

~~All plats and site plans for properties within the MIOD shall incorporate disclosure requirements on the plat and site plan, as well as within Covenants and Restrictions (CRs) recorded for each subdivision, as set forth in the Subdivision Regulations, or their equivalent, of this jurisdiction.~~

~~**Section 13. Section 12. Variances – Additional Requirements within the MIOD**~~

Any variance application to modify any provision in this Article shall include a written statement from the Commander of Eglin Air Force Base that the variance request either will or will not interfere with any existing or planned future mission.

~~**Section 14. Section 13. Bird/ Wildlife Aircraft Strike Hazards**~~

Bird and/or wildlife habitation, forage, nesting, and movement patterns within an airport's approach and/or departure airspace, aircraft movement areas, loading ramps, or aircraft parking areas may cause conditions not only hazardous to pilot safety but also for surrounding developed areas. Human-made improvements, including but not limited to, retention ponds, roosting habitats on buildings, landscaping, agricultural or

aquaculture activities, wetlands, solid waste collection sites, and golf courses, are bird/wildlife attractants. As such, these improvements should be carefully sited, designed and managed to minimize their attractiveness for birds/wildlife. The City of Freeport will, to the extent practical, work with the Eglin AFB 46 Test Wing, to implement the Eglin AFB Bird and Wildlife Aircraft Strike Hazard (BASH) to minimize aviation related wildlife threats within the MTR 2 Subzone.

Tri-County Small Area Studies (SAS)

DRAFT FREEPORT SUBDIVISION CODE MODIFICATIONS

The following text provides language recommended to be inserted into Chapter 2 of the City of Freeport Subdivision Code. The draft language includes information that would implement pertinent provisions of the Military Influence Overlay District (MIOD). Table A identifies the location where each section would be inserted.

INSERT A – PRELIMINARY PLAT PRE-APPLICATION CONFERENCE REQUIRED

A pre-application conference with the City of Freeport Planning Department is required for all preliminary plat applications for properties that are wholly or partially within a Military Influence Overlay District (MIOD), as defined in Chapter 2. The City of Freeport Planning Department shall notify the 96 Civil Engineer Group by fax and/or email of the ~~meeting summary identifying date and time that the pre-application conference (will to the extent pre-scheduled) or has taken place,~~ the location of the potential project and a summary of the applicants' intentions.

INSERT B – MINOR SUBDIVISIONS IN MILITARY INFLUENCE OVERLAY DISTRICT

Any proposed minor subdivisions in a Military Influence Overlay District (MIOD) shall be submitted to the Freeport Planning Department and reviewed for consistency with all applicable Land Development Code and Comprehensive Plan regulations prior to the subdivision of land.

INSERT C – SITE PLAN SUBMITTAL REQUIREMENTS – NOTIFICATION STATEMENT

Site Plan Applications within a Military Influence Overlay District. If a site plan, either part or whole, is located within a Military Influence Overlay District (MIOD), the boundaries of the MIOD shall be delineated on the site plan. If the entire site plan lies inside the MIOD, the site plan shall incorporate a statement that declares all property within its legal description as located within the MIOD. Any site plan, or portion thereof, that lies within a MIOD shall include notification language that is substantially similar to that appearing in the following statement, as may apply to the property:

“Notice: This property is located within an area that is near the Eglin Air Force Base Military Reservation, and may be impacted by noise, odors, flight safety hazards, and other potential compatibility issues related to Military Reservation operations. This property is subject to the development regulations included in the Military Influence Overlay District (MIOD) adopted by the City of Freeport, and may be subject to additional restrictions set forth in other ordinances of the City of Freeport and in covenants recorded in the official records of the Clerk of Walton County.”

INSERT D – PRELIMINARY PLAT SUBMITTAL REQUIREMENTS – NOTIFICATION STATEMENT

Plat Applications within a Military Influence Overlay District. If the plat, either part or whole, is within a Military Influence Overlay District (MIOD), the boundaries of the MIOD shall be delineated on the plat. If the entire plat lies inside the MIOD the plat shall incorporate a statement that declares all property

Tri-County Small Area Studies (SAS)

DRAFT FREEPORT SUBDIVISION CODE MODIFICATIONS

within its legal description as within the MIOD. Any plat or portion thereof that lies within a MIOD shall include notification language that is substantially similar as that appearing in the following statement, as may apply to the property:

“Notice: This property is located within an area that is near the Eglin Air Force Base Military Reservation, and may be impacted by noise, odors, flight safety hazards, and other potential compatibility issues related to Military Reservation operations. This property is subject to the development regulations included in the Military Influence Overlay District (MIOD) adopted by the City of Freeport, and may be subject to additional restrictions set forth in other ordinances of the City of Freeport and in covenants recorded in the official records of the Clerk of Walton County.”

INSERT E – PRELIMINARY PLAT SUBMITTAL REQUIREMENTS – COVENANTS AND RESTRICTIONS

All subdivisions located wholly or partially within a Military Influence Overlay District (MIOD) shall submit a covenants and restrictions document that requires a property owner of a property located within a MIOD to disclose to any prospective buyer or tenant the property’s proximity to the Eglin Air Force Base Military Reservation. The covenants and restrictions document shall be recorded concurrent with the approved final plat. Sample language for inclusion in such covenants and restrictions will be provided to the applicant by the City of Freeport.

INSERT F – SITE PLAN REVIEW BY EGLIN AIR FORCE BASE

All site plan applications in a Military Influence Overlay District (MIOD) shall be transmitted by the City of Freeport to the 96 Eglin Civil Engineer Group for review and comment immediately after the application is received. The City of Freeport shall not approve, nor recommend for approval, any site plan in a MIOD for a period of 30 calendar days from the date of application unless written comments are received from the ~~Eglin AFB~~[Eglin AFB Base Commands](#) and Civil Engineer Group before expiration of the 30 day period. If the City does not receive any comments from ~~Eglin AFB~~[Eglin AFB Base Commands](#) within the timeframe identified above, it shall be assumed that the site plan does not create any outstanding issues relative to mission readiness or compatibility.

INSERT G – PRELIMINARY PLAT REVIEW BY EGLIN AIR FORCE BASE

All preliminary plat applications in a Military Influence Overlay District (MIOD) shall be transmitted by the City of Freeport to the 96 Civil Engineer Group for review and comment immediately after the application is received. The City of Freeport shall not approve, nor recommend for approval, any preliminary plat in a MIOD for a period of 30 days from the date of application unless written comments are received from the Eglin 96 Civil Engineer Group before expiration of the 30 day period. (Jurisdiction to augment its submittal requirements to allow for one submittal to be transmitted to the ~~Eglin AFB~~[Eglin AFB Base Commands](#) Point of Contact). If the City does not receive any comments from ~~Eglin AFB~~[Eglin AFB Base Commands](#) within the timeframe identified above, it shall be assumed that the site plan does not create any outstanding issues relative to mission readiness or compatibility.

Tri-County Small Area Studies (SAS)

**DRAFT
FREEPORT SUBDIVISION CODE MODIFICATIONS**

Table A

Section Locations⁽¹⁾ for Freeport Subdivision Code Inserts

Military Influence Overlay District (MIOD)

	Insert A Preliminary Plat Pre- Application Conference Required	Insert B Minor Subdivision in Military Influence Overlay District	Insert C Site Plan Submittal Requirements – Notification Statement	Insert D Preliminary Plat Submittal Requirements - Notification Statement	Insert E Preliminary Plat Submittal Requirements – Covenants and Restrictions	Insert F Site Plan Review by Eglin Air Force Base	Insert G Preliminary Plat Review by Eglin Air Force Base
Jurisdiction							
City of Freeport	2.01.05 (A)	2.01.06 (A) (2) (e)	2.01.06 (A) (2) (f)	2.01.06(A) (2) (g)	2.01.06(A) (2) (h)	2.01.06 (A) (3) (c)	2.01.06 (A) (3) (d)

Notes:

⁽¹⁾ Recommendations regarding the appropriate section to include new subdivision are preliminary.



Prepared By:



HAAS CENTER

INNOVATIVE RESEARCH • INTELLIGENT SOLUTIONS

6100 East 12th Street • Fort Collins, CO

Contact's Name: CONSOLIDATED COMMENT TRACKER

Agency/Organization Name: PUBLIC COMMENTS

#	Name	Concerns/Comments	SAS Document Location	Response	Action Taken
Comment Number	Your name (Last name and initial of person commenting)	<p>Your comment. Be as specific as possible. If information presented within the text, table or figure is incorrect, please provide correct information or a source to contact for the information.</p> <p>If you have more comments than lines provided below, just click Table Insert Rows Above (or Rows Below) on the menu in Microsoft Word.</p>	<p>Provide information on the location of your comment in the document.</p> <ul style="list-style-type: none"> ▪ Chapter number ▪ Page number ▪ Table or Figure number ▪ Paragraph on page 	Please leave this column blank.	Please leave this column blank.
1	H. H. Caldwell	<p>This contract for this study was poorly written because it did not require the contractor to provide the presentation materials to the public before the public meetings. This had the effect of reducing the questions by the public at the public meetings.</p> <p>Generally the public meetings were not advertised early enough to make it convenient for the public to attend. There is no instance of the material being available to the public prior the meeting in enough time to research the issues.</p> <p>The final public meeting was not advertised properly to the public. I provided my email address as part of the review in April and was notified more than two weeks prior to the public meeting. While I appreciate the advance notice it is against Florida statue as seen at the State Attorney General's website on Government in the Sunshine.</p> <p>When I complained to Mr Ken Little about this lack of public notification he informed me that he</p>	General Comments	County to Respond – Suggested in writing.	County to Respond – Suggested in writing.

#	Name	Concerns/Comments	SAS Document Location	Response	Action Taken
		<p>did not have the funds to advertise this meeting. It did not appear on the Small Area Study (SAS) website until too late for many people to make changes to their plans in order to attend. He further told me that he did not provide public notification because the public would then want to see the materials to be presented. Thus, he informed me that he was going to wait until Matrix (the contractor) had submitted the briefing before he notified the public. Note that no public notification was published and the only notification was on the SAS website. Had the BCC not voted to reject the proposed changes the night before there would have been no public notification of the final meeting.</p> <p>In speaking with Okaloosa County Commissioner Wayne Harris about this matter he assured me that Mr Little did, in fact, have funds to advertise as evidenced by the paid advertisement of the MCAG meeting held August 21.</p> <p>The fact that the Okaloosa County Board of County Commissioners (BCC) voted to reject proposed changes to the Land Development Code the day before the final public meeting did not relieve Mr. Little and, by extension, the BCC, of the requirements to notify the public.</p> <p>The public notice of the BCC meeting to address this issue did not appear until after 5:00 pm on the Friday prior to meeting the following Tuesday.</p> <p>In the case of the SAS the public was forced to</p>			

#	Name	Concerns/Comments	SAS Document Location	Response	Action Taken
		<p>continuously check a web site to be notified of public meetings. This is wrong. The reason that public notices are published in the newspaper of record for the County is so that the public does not have to check an unknown number of websites for local government information.</p> <p>In any future contracts of this nature I request that specific timelines be included for the dissemination of the presentations at least two weeks prior to the public meeting.</p> <p>I request a copy of the final study.</p> <p>I request that a copy of this study be archived on the BCC website.</p>			
2	E. Kampert	<p>1. The word "which" needs to be removed from the first sentence that appears under the Tab 1 discussion. Read it with and without the word "which" and you'll see what I mean.</p> <p>2. I have suggested some revisions to the third sentence under the Tab 1 discussion that should help a reader understand the desired outcome within the MIPA III. I have suggested that it be revised as follows: "The MIPA III area is a critical component to sustaining the Eglin's military mission and thus it is <u>an important area within which land uses must</u> to achieve compatibility.</p> <p>3. The fourth sentence of this same section, beginning with "Okaloosa County, in collaboration with..." should end at the word</p>	Okaloosa County Overview	Changes made.	<p>1. Low Level Military Training Routes (MTRs), Cruise Missile Corridors, approach and departure corridors, Accident Potential Zones, Clear Zones, and noise contours associated with Eglin military activities which occur throughout the northern portion of Okaloosa County.</p> <p>2. The MIPA III area is a critical component to sustaining the Eglin's military mission and thus it is <u>an important area within which land uses must</u> to achieve compatibility.</p> <p>3. Okaloosa County, in collaboration with Eglin AFB, achieves a balance between economic development opportunities within the County and sustaining the military mission through both county policies and regulations and military instructions and policies. are described as areas that are critical to ensuring compatible development.</p> <p>4. Thus, in accordance with the agreed upon direction, a structure height of no more than 150 feet was considered appropriate. Since Okaloosa County's current regulations state that "In zoning districts where tall</p>

#	Name	Concerns/Comments	SAS Document Location	Response	Action Taken
		<p>“policies”. The phrase “are described as areas...compatible development” should be stricken.</p> <p>4. On page 2, the last sentence of the sixth bullet statement starting with “Since Okaloosa County’s...” then going on and including a long quote is a fragment. I think you meant to end this sentence by saying something to the effect of no further restrictions are recommended, or something like that. You’ll see what I mean on the attached document.</p>			<p><i>structures and/or temporary or permanent obstacles are permitted, structures and/or temporary or permanent obstacles in excess of one hundred (100) feet will be required to obtain determination of “No Hazard to Aviation” from the Federal Aviation Administration, be submitted to the Aviation Advisory Committee and the Planning Commission for recommendation, and the applicant must obtain final approval from the Board of County Commissioners” (see section 2.20.08 Tall Structures of the LDC).</i></p>
3	E. Kampert	It will be important to document how the comments have been addressed in the final report. For example, if we continue to recommend low pressure sodium, we need to acknowledge the comment and explain why the study continues the recommendation.	General Comments	See justification for the following changes	Justification provided below for all comments received.
4	Gulf Power, CHELCO, K. Folsom	1. Requirement for Low Pressure Sodium (LPS) Lighting in all areas – Historically, Gulf Power Company and CHELCO have not installed LPS lighting anywhere in our service areas due to its poor lighting performance as well as maintenance issues. It should also be noted that this is the predominant position of most electric utilities in the United States. We oppose this requirement entirely.	Santa Rosa County EMAZ Article 11; Walton County MIOD	Changes made – see justification	<p>LPS lighting is a requirement that currently exists within the Santa Rosa County Article 11 Airport Environs. Therefore, this will not be changed.</p> <p>The following modifications for the Walton County, City of Crestview, City of DeFuniak Springs and City of Freeport MIODs:</p> <p>Walton County MIOD Revisions The purpose of this Section is to establish regulations for outdoor lighting in order to restrict light spillage and glare onto areas within the Eglin Reservation. In the instance of conflicting regulations, refer to LDC Chapter 5.09.00. The more restrictive regulation shall control.</p> <p>D. General Lighting Standards For requirements concerning street lighting on public roadways, see Subsection I.</p>

#	Name	Concerns/Comments	SAS Document Location	Response	Action Taken
					<p>(1) The use of low-pressure sodium (LPS) lighting for outdoor, unroofed areas shall be required for all <u>new</u> development.</p> <p><u>The following do not pertain to street lighting operated by or maintained by an electric utility.</u></p> <p>E. Non-Residential Lighting Standards – General</p> <p><u>For requirements concerning street lighting on public roadways, see Subsection I.</u></p> <p>...</p> <p><u>The following do not pertain to street lighting operated by or maintained by an electric utility.</u></p> <p>I. Street Lighting Standards</p> <p>(1) This subsection regulates the illumination levels for street lights that are installed on any <u>public</u> street and must follow the American National Standard Practice for Roadway Lighting under the IESNA.</p> <p>The differences in the City MIODs do not include the reference to the lighting ordinance like Walton County, excluding the City of Crestview as they do incorporate lighting standards into the City's LDC.</p>
5	Gulf Power, CHELCO, K. Folsom	2. Requirement for Full Cut-Off fixtures in all areas. Gulf Power and CHELCO recognize the issues surrounding the uplift caused by non cut-off fixtures, however we request that this requirement be limited to the Critical Approach zones. In the current weak economy, every penny counts for our residential and commercial customers/members. This regulation would further burden these customers/members by	Santa Rosa County EMAZ Article 11; Walton County MIOD	Changes made – see justification	<p>For the EMAZ and all MIODs the following revision under Subsection I. Street Lighting was changed to comply with the request by Gulf Power and CHELCO.</p> <p>(3) All standard streetlights <u>installed within Critical Approach 1 or 2 subzones shall must</u> utilize full cutoff type luminaires that are installed level to the ground in two intersecting perpendicular planes (see Exhibit 2-6), and should be horizontally level in all directions.</p>

#	Name	Concerns/Comments	SAS Document Location	Response	Action Taken
		requiring them to incur the monthly expense of a more expensive full cut-off fixture. These fixtures typically cost 30% to 50% more than the standard area light.			
6	Gulf Power, CHELCO, K. Folsom	<p>3. The Walton County study addresses maintenance as follows Maintenance of Nonconforming Luminaires</p> <p>(1) All luminaires lawfully in place prior to the effective date(s) of this regulation shall have legal nonconforming status.</p> <p>(2) Minor repair and maintenance of legal nonconforming luminaires up to 50% of the replacement value is allowed, however any alteration in excess of 50% of the replacement value shall terminate the nonconforming status of that fixture / use and at that time, all standards of this regulation must be met.</p> <p>Gulf Power and CHELCO request deletion of subparagraph (2). Much of the repair work performed on our lighting results in replacement of an entire fixture head rather than replacement of one or more of the component parts within an existing fixture head. The man-hours associated with the latter approach render it less cost-effective. As a practical matter, subparagraph (2) would result in the termination of nonconforming status for many luminaires after</p>	Walton County MIOD	Changes made – see justification	<p>The change below was made throughout the MIODs: Crestview, Walton County, DeFuniak Springs, and Freeport.</p> <p>N. Maintenance of Nonconforming Luminaires</p> <p>(1) All luminaires lawfully in place prior to the effective date(s) of this regulation shall have legal nonconforming status.</p> <p>(2) Minor repair and maintenance of legal nonconforming luminaires up to 50% of the replacement value is allowed, however any alteration in excess of 50% of the replacement value shall terminate the nonconforming status of that fixture / use and at that time, all standards of this regulation must be met. <u>This requirement does not apply to any street light fixtures associated with a public roadway.</u></p>

#	Name	Concerns/Comments	SAS Document Location	Response	Action Taken
		a single repair, which, in turn, would necessitate replacement of the existing luminaires with the more expensive full cut-off fixture. As discussed in point 2 above, this would further burden our customers/members.			
7	Gulf Power, CHELCO, K. Folsom	4. Walton County currently has a Lighting Ordinance in place. The standards in the current ordinance are in direct contradiction to many of the standards in the MIOD Regulations. One example is light trespass. The MIOD limits the light trespass to 1 ½ foot-candles at a residential property line. Walton County's ordinance allows 10 foot-candles. If the utility is forced to comply with the reduced light trespass levels, an additional financial burden will be placed on the customer/member as lights have to conform with the MIOD Regulations.	Walton County MIOD	No change made – see justification	This statement is under residential lighting standards and would not apply to street lighting. This has been further clarified as additional information in Section (11) (D).
8	Gulf Power, CHELCO, K. Folsom	5. The proposed ordinances refer numerous times to IES full cut off fixture ratings. It is our understanding that IES has adopted a new fixture rating called the BUG rating which rates fixtures according to Backlight, Uplight, and Glare. This is only a comment, but maybe these ordinances should reflect this change.	Walton County MIOD	No change made – see justification	The BUG is the new rating system for outdoor lighting fixtures. However, there is a bit more calculation involved with the BUG rating of fixtures. Given timeframe and to be certain the lighting standards comply and promote compatibility, the MIODs will remain with IES rating system at this time.
9	Gulf Power, CHELCO, K. Folsom	6. Both ordinances have requirements for non-residential lighting to be controlled such that the light is turned off when the business is closed. Utility lighting is controlled with dusk-to-dawn controls, and the billing associated with these lights is based on this dusk-to-dawn operation. Gulf Power Company and CHELCO request an exemption from this requirement.	Walton County MIOD	Changes made – see justification	There are statements within all the MIODs that clarify this requirement and is exempt from regulation. E. Non-Residential Lighting Standards – General For requirements concerning street lighting on public roadways, see Subsection I. ... The following do not pertain to street lighting operated by or maintained by

#	Name	Concerns/Comments	SAS Document Location	Response	Action Taken																
					an electric utility.																
10	Gulf Power, CHELCO, K. Folsom	<p>Gulf Power, CHELCO and PowerSouth are a vital part of ensuring continued success and future growth of the economy and the military. These are businesses that manufacture, transmit and distribute electricity to residential, commercial and industrial customers across northwest Florida. These businesses are highly regulated by federal, state and regional agencies, and the purpose of this oversight is to assure that both these business and the customers they serve are treated fairly and equitably. The rules, regulations and agreements from these various regulatory bodies have a daily impact on these businesses and require their full attention to ensure compliance. To ensure the continued reliable electric service to the military and the communities we serve, it will be necessary to replace or modify existing structures and install new structures on lines and corridors which fall into some of the height restricted zones defined in this study. It is imperative that the electric utilities maintain the ability to make these changes to the electric system for the good of the communities we serve.</p> <p>In order to ensure this study recommendation is consistent with that need, we request that the following verbiage be added as a footnote to Section 9, Table 2-2, with revised changes to the table as shown below:</p> <table border="1"> <thead> <tr> <th>MIOD Subzone</th> <th>Maximum Height</th> </tr> </thead> <tbody> <tr> <td>Impulse Area</td> <td>75 Feet</td> </tr> </tbody> </table>	MIOD Subzone	Maximum Height	Impulse Area	75 Feet	Walton County MIOD	Changes made – see justification	<p>Table 2-2. Applicable Height Limits by Subzone</p> <table border="1"> <thead> <tr> <th>MIOD Subzone</th> <th>Maximum Height</th> </tr> </thead> <tbody> <tr> <td>Impulse Area</td> <td>50 Feet or 4 stories</td> </tr> <tr> <td>Critical Approach 1</td> <td>50 Feet or 4 stories</td> </tr> <tr> <td>Critical Approach 2</td> <td>50 Feet</td> </tr> <tr> <td>MTR 1</td> <td>75 Feet</td> </tr> <tr> <td>MTR 2</td> <td>100 Feet</td> </tr> </tbody> </table>	MIOD Subzone	Maximum Height	Impulse Area	50 Feet or 4 stories	Critical Approach 1	50 Feet or 4 stories	Critical Approach 2	50 Feet	MTR 1	75 Feet	MTR 2	100 Feet
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#	Name	Concerns/Comments	SAS Document Location	Response	Action Taken
		<p>Critical Approach 1 75 Feet Critical Approach 2 75 Feet MTR 1 100 Feet MTR 2 150 Feet</p> <p>“It is understood that Electric Utilities comply with Applicable Law and Good Utility Practices when constructing, repairing and maintaining their facilities. To the extent of any conflict between the foregoing height limitations and Applicable Law or Good Utility Practices, Applicable Law and Good Utility Practices shall control as they relate to structures owned or operated by Electric Utilities.”</p>			
11	Gulf Power, CHELCO, K. Folsom	<p>We further request that the following defined terms be added to Section 6, Definitions:</p> <p>“Electric Utilities” –Any municipal electric utility, investor-owned utility, or electric cooperative which owns, maintains or operates an electric generation, transmission or distribution system within the state.</p> <p>“Applicable Law”—Federal statutes, state statutes, and rules, standards or orders adopted or promulgated by the Federal Energy Regulatory Commission, the Florida Public Service Commission, the North American Electric Reliability Corporation or the SERC Reliability Coordination.</p> <p>“Good Utility Practices” - Any of the practices, methods and acts engaged in or approved by a significant portion of the electric utility industry during the relevant time period, or any of the</p>	Walton County MIOD	Changes made – see justification	<p>The only definition added to the MIODs was the “Electric Utility”. Others not needed at this time.</p> <p><u>Electric Utilities –Any municipal electric utility, investor-owned utility, or electric cooperative which owns, maintains or operates an electric generation, transmission or distribution system within the state.</u></p>

#	Name	Concerns/Comments	SAS Document Location	Response	Action Taken
		practices, methods and acts which, in the exercise of reasonable judgment in light of the facts known at the time the decision was made, could have been expected to accomplish the desired result at a reasonable cost consistent with good business practices, reliability, safety and expedition.			
12	R. Watts and S. Spies	<p>There is concern that including the MIPA III as an overlay is being viewed by many in the affected area as a reincarnation of the zones which they believed to have been removed by the study. When it was explained to him that the only real affect the MIPA III now has is that it is the area within which lighting standards are being recommended (it also requires Eglin’s review of land use amendments, re-zonings, etc, but that applies everywhere) he expressed relief, but also urged that the overlay map should be annotated to reference that it is for lighting. He reiterated that many people are afraid that the MIPA III is actually an even bigger version of the earlier zones.</p> <p>If annotating the MIPA III to state that it is for lighting standards, I think this is a small price for keeping the situation from escalating again. Please make the change.</p>	Okaloosa County Overview	Changes made – see justification	To address the adverse impact of light and glare on night training operations, it is recommended that <u>the</u> LDC be amended to add an ordinance that requires <u>new development install</u> downward lighting fixtures within the North County area, specifically within the Military Influence Planning Area III (MIPA III). <u>In addition to the downward lighting, it is also recommended that a note be inserted onto the Future Land Use Map to indicate the downward lighting standards only apply to areas within the MIPA III area.</u>
13	B. Cato	<p>Policy 2.1.B.3: Please remove the references to TEAM Santa Rosa.</p> <p>Policy 3.3.B.1.1.b: What are “regional impact-related activities” as the term is used here? Is it just Florida’s “development of regional impact” projects?</p>	Santa Rosa Comp Policy Plans	Changes Made.	Policy 2.1.B.1.3 • Pursuant to FLUE Policy 3.3.B.6, the County, in coordination with TEAM Santa Rosa, shall continue education and awareness efforts through various media including establishing links to similar internet websites and annual visits to Washington DC. and websites. The County shall also develop a firm, but flexible economic development strategy that promotes the defense-related industry to attract mutually supportive businesses and jobs.

#	Name	Concerns/Comments	SAS Document Location	Response	Action Taken
		<p>Policy 3.3.G.1: What is the Northwest Florida Steering Committee?</p> <p>Policy 4.1.M.1: I still think this policy could be a problem for us since we have major roadways running through or near the installations.</p>			<p><u>a. The designated military representative shall be invited to participate in all regional planning and development-related processes and meetings, including the review of planning and development approvals within established MAZs. -and-PAZs.</u></p> <p><u>Policy 3.3.G.1 • Santa Rosa County, in coordination with Walton County and the Tri-County region and consistent with IC Policy 11.1.B.1, shall participate in the Northwest Florida Region of the Continuing Florida Aviation System Planning Process (CASPP), Northwest Florida Steering Committee which publicly manages and advises on airport monitors aviation operations to determine appropriate development requirements to ensure coordination between aviation demand and land use decisions and controlled airspace to ensure coordination of various aviation activities relative to in the region.</u></p> <p><u>Policy 4.1.M.1 • The County shall encourage and guide new major transportation infrastructure and infrastructure improvements away from PAZs and MAZs to protect the public health and safety and enable compatible future growth. Reserved. Other development within those areas is compatible and may require these improvements (i.e. the aviation industrial park that Santa Rosa County is planning adjacent to Whiting, and with the full support of the Navy.)</u></p>
14	Public -	Walton County Height Limitations in MIOD	Walton County	Changes	Table 2-2. Applicable Height Limits by Subzone

#	Name	Concerns/Comments	SAS Document Location	Response	Action Taken												
	(Celeste's Notes)	Impulse Area 35' Change to 50' or 4 stories Critical Appr 1 30' Change to 50' or 4 stories Critical Appr 2 50' MTR 1 75' MTR 2 150' Change to 100'	MIOD	Made.	<table border="1"> <thead> <tr> <th>MIOD Subzone</th> <th>Maximum Height</th> </tr> </thead> <tbody> <tr> <td>Impulse Area</td> <td>35-50 Feet or 4 stories</td> </tr> <tr> <td>Critical Approach 1</td> <td>30-50 Feet or 4 stories</td> </tr> <tr> <td>Critical Approach 2</td> <td>50 Feet</td> </tr> <tr> <td>MTR 1</td> <td>75 Feet</td> </tr> <tr> <td>MTR 2</td> <td>150-100 Feet</td> </tr> </tbody> </table>	MIOD Subzone	Maximum Height	Impulse Area	35-50 Feet or 4 stories	Critical Approach 1	30-50 Feet or 4 stories	Critical Approach 2	50 Feet	MTR 1	75 Feet	MTR 2	150-100 Feet
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15	Public - (Celeste's Notes)	Maximum Residential Density 1 dwelling unit per 5 acres (Existing & FLUM residential & evaluate on case by case basis)	Walton County MIOD Proposed Draft Actions Chart	Changes made – see justification	Existing development is grandfathered in throughout this planning process. It is recommended that changes to FLUM shall consider compatible land use guidelines including the recommendation 1 du/5 ac.												
16	Public - (Celeste's Notes)	Add statement "Whichever is more restrictive"	Walton County MIOD Proposed Draft Actions Chart	Change made.	Section 11. Light and Glare Controls The purpose of this Section is to establish regulations for outdoor lighting in order to restrict light spillage and glare onto areas within the Eglin Reservation. <u>In the instance of conflicting regulations, refer to LDC Chapter 5.09.00. The more restrictive regulation shall control.</u>												
17	Public - (Celeste's Notes)	Height Existing 50' county-wide	Walton County MIOD Proposed Draft Actions Chart	Changes made – see justification	Table 2-2. Applicable Height Limits by Subzone <table border="1"> <thead> <tr> <th>MIOD Subzone</th> <th>Maximum Height</th> </tr> </thead> <tbody> <tr> <td>Impulse Area</td> <td>35-50 Feet or 4 stories</td> </tr> <tr> <td>Critical Approach 1</td> <td>30-50 Feet or 4 stories</td> </tr> <tr> <td>Critical Approach 2</td> <td>50 Feet</td> </tr> <tr> <td>MTR 1</td> <td>75 Feet</td> </tr> <tr> <td>MTR 2</td> <td>150-100 Feet</td> </tr> </tbody> </table>	MIOD Subzone	Maximum Height	Impulse Area	35-50 Feet or 4 stories	Critical Approach 1	30-50 Feet or 4 stories	Critical Approach 2	50 Feet	MTR 1	75 Feet	MTR 2	150-100 Feet
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18	Public - (Celeste's Notes)	LDC 5.07.09 Tall Structures 100' "No Hazard to Aviation" Need determination	Walton County MIOD Proposed Draft Actions Chart	Changes made – see justification	Included regulations in the MIODs that would require tall structures including utility poles to comply with FCC regulations and FAA Part 77 and should a structure exceed the 100' height limitation, then it is necessary to provide evidence that the FAA has rendered the structure as no hazard to aviation.												

#	Name	Concerns/Comments	SAS Document Location	Response	Action Taken										
19	Public - (Celeste's Notes)	Wireless Community Facility – 20' above highest roof line / top 25' from point of attachment	Walton County MIOD Proposed Draft Actions Chart	Changes made – see justification	Included regulations in the MIODs that would require wireless communications facilities to comply with FCC regulations and FAA Part 77 and should a structure exceed the height limitation, then it is necessary to provide evidence that the FAA has rendered the structure as no hazard to aviation.										
20	Public - (Celeste's Notes)	Comm Towers 40'	Freeport MIOD Proposed Draft Actions Chart	Changes made – see justification	Included regulations in the MIODs that would require wireless communications facilities to comply with FCC regulations and FAA Part 77 and should a structure exceed the height limitation, then it is necessary to provide evidence that the FAA has rendered the structure as no hazard to aviation.										
21	Walton – G. Scoville (Rick's Notes)	35' for both zones 2.5 du/5 ac for both zones	Walton County MIOD?	Changes made – see justification	The Walton County MIOD has been changed to 50' regarding height limitations per the Walton County Board of County Commissioners.										
22	E. Davis, call w/ Celeste (Rick's Notes)	6 du's / ac in both subzones?	Crestview MIOD/ Compatibility Matrix	Change made in Subzones Impulse Area and Critical Appr 1	<table border="1"> <tr> <td>1100a</td> <td>Single units; detached</td> <td><= 4 6 du/ac</td> <td>PA1</td> <td>PA</td> </tr> <tr> <td>1100b and 1100c</td> <td>Single units; semi-detached and attached row (incl duplex)</td> <td><= 6 du/ac</td> <td>PA1</td> <td>PA</td> </tr> </table>	1100a	Single units; detached	<= 4 6 du/ac	PA1	PA	1100b and 1100c	Single units; semi-detached and attached row (incl duplex)	<= 6 du/ac	PA1	PA
					1100a	Single units; detached	<= 4 6 du/ac	PA1	PA						
1100b and 1100c	Single units; semi-detached and attached row (incl duplex)	<= 6 du/ac	PA1	PA											



Date: August 19, 2011

To: Mr. Jeff Fanto
Growth Project Coordinator

From: Celeste Werner
Project Manager

Re: Task 9E: Ambassador Program Deliverable
Tri-County Small Area Studies

The Ambassador Program, as a component of the SAS Public Participation Strategy, identifies several key individuals from each of the three counties who have a stake in the planning process and represent the wide range of interests in the Tri-County area. The intent is to leverage their connections with existing community and social organizations, serving as a conduit to reach a larger audience through project update presentations and the ability to obtain continuous feedback.

To facilitate this effort, Matrix has prepared the following materials to be used by each Ambassador when presenting on behalf of the SAS Project:

- **Ambassador Informational Brochure:** This is an 11" x 17 "page (organized as a 4-page, 8.5"x 11.0" folded, color handout. An electronic copy (pdf) is attached that provides an overview of the project. Fifty (50) hard copies are being transmitted to you via the US Postal Service under separate cover.
- **Ambassador Interest Card:** This was prepared to stimulate interest from individuals who are willing to serve as Ambassadors, providing key milestone project updates to their respective organizations and confirm participation in the Ambassador Program. Cards were previously distributed at the Kick off Meetings with the Advisory Committee and Executive Committee. Extra copies were provided to you previously for additional distribution. An electronic copy (pdf) is attached.
- **Ambassador PowerPoint Presentation:** This slide show was prepared to provide the Ambassadors with a visual tool to educate and inform their respective organizations about the SAS project and to foster wider distribution of project information throughout the planning process. An electronic copy (pdf) is attached. The PPT presentation is included in the package of brochures being transmitted to you under separate cover.

This electronic transmittal of the Ambassador Program package concludes Subtask 9E: Ambassador Program of the Tri County SAS Scope of Work. As appropriate, slides from future project milestone presentations can be added to the original Ambassador Powerpoint Presentation. If you have any further questions or require additional information, please do not hesitate to contact me.



Tri-County Small Area Studies

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What is the Goal of the Small Area Studies?

One of the key recommendations identified in the Eglin Air Force Base (AFB) Joint Land Use Study (JLUS) is the preparation of the Tri-County Small Area Studies (SAS) within areas outside of the Eglin boundary that experience military overflight and/or operational impacts. Collectively, these areas were identified as the Military Airport Zone / Military Influence Planning Area III (MAZ / MIPA III). The SAS project study area encompasses the MIPA III designated areas of Okaloosa and Walton counties, and the MAZ of Santa Rosa County and other areas identified in the Eglin AFB JLUS, as shown below.

The goal of the SAS is to ensure that compatible land uses and balanced growth occur within these areas. The planning process will address current and potential compatibility issues through the assessment of historic, current, and future growth patterns; existing land use regulations, policies, and permitting; economic factors associated with growth; and operational functions within the selected study area. The study will result in the identification of land uses and specific tools prepared for each affected jurisdiction that are supported by property owners, local jurisdictions, agencies, and the military.

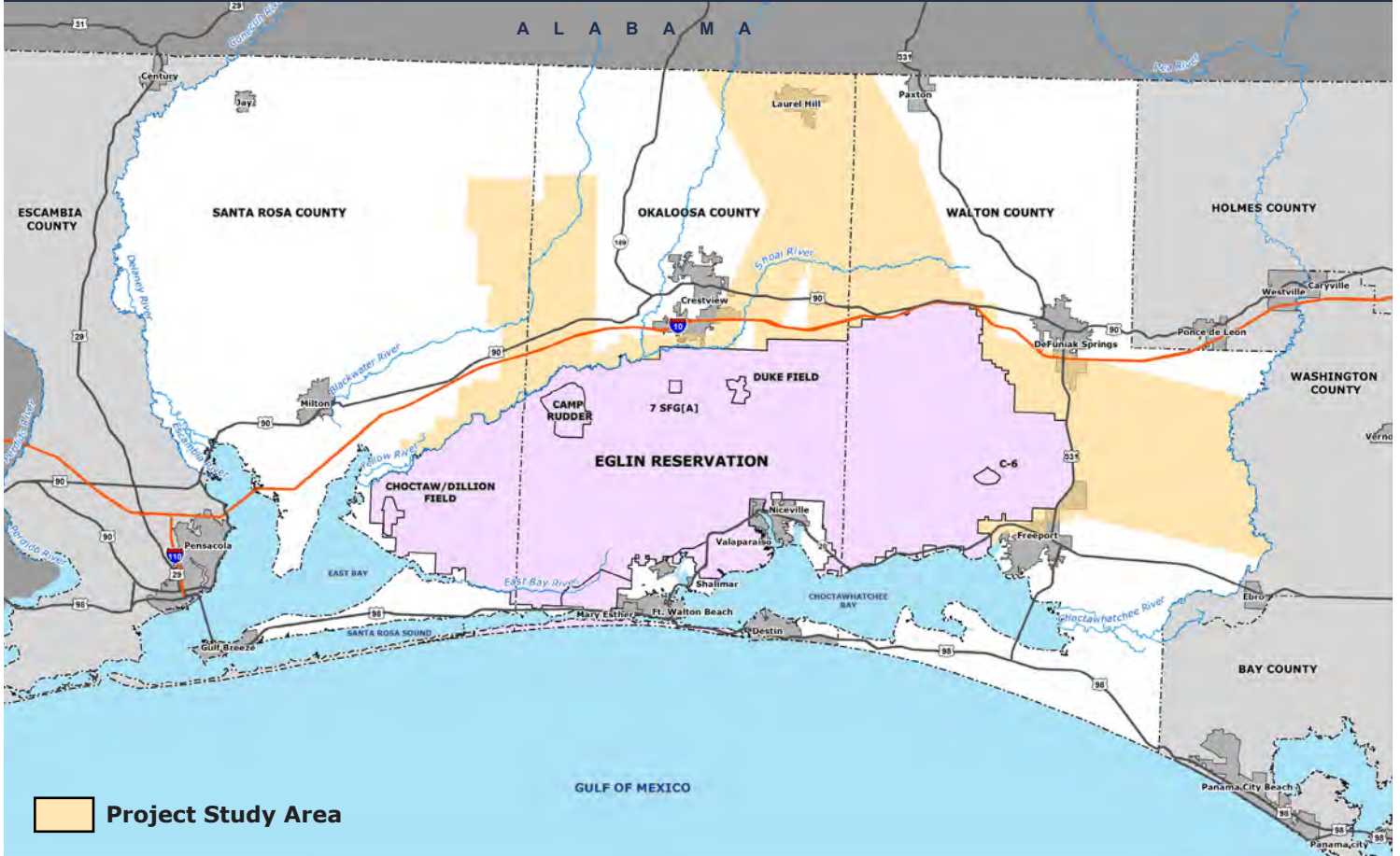
www.smallareastudies.com

Get all the latest information regarding the studies, send comments and sign up for e-mail updates.

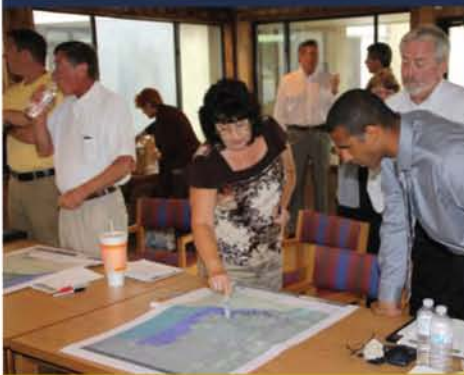


Follow the Tri-County Small Area Studies on Facebook and Twitter.

Small Area Studies (SAS) Project Study Area



SAS PLANNING PROCESS



Phase 1



Phase 2



Your Involvement is Important!

You can provide your input and find answers to your questions in the following ways:

Go to the website:

www.smallareastudies.com

Get all the latest information regarding the studies, send comments and sign up for e-mail updates.



Follow the Tri-County Small Area Studies on Facebook and Twitter.

Attend a meeting:

Public Meetings will be held at key points through the Winter of 2012. Please check the website for times and locations.

Would you like someone to talk to you or your group about this project?

Volunteer speakers (Ambassadors) are available for civic, neighborhood and other community organizations. Please contact Jeff Fanto at 850-609-3014 to arrange for an Ambassador. If you would like to be an Ambassador for this project, please complete the form that is available on the Project website:

www.smallareastudies.com

Initial Data Collection and Analysis

The SAS project implements some of the key recommendations in the Eglin AFB JLUS, and data collected for that study forms the foundation of the SAS. However, because the JLUS data is now a couple of years old, the SAS project will start by updating data sets to reflect the latest information available. This effort will focus on updating existing maps that will be used in evaluating and analyzing future development scenarios. Current information will be critical for identifying trends, development patterns and constraints that will influence future growth.

As part of this phase, the areas included in this study will be refined. Instead of looking at broad lines from a regional perspective, maps will be prepared that will identify the study area based on current parcel boundaries, making it very clear what areas are being addressed.

Finally, a comprehensive set of guidelines will be prepared that will identify the criteria for the evaluation of compatible land uses within the study area. These guidelines will form the basis of the analysis for future conditions and the assessment of development alternatives.

Assess Future Buildout Potential

What land use pattern would result if compatibility was not addressed in future development? Phase 2 explores the development scenarios that could occur in the Study Area based on existing land use, zoning and comprehensive plan designations without compatibility measures. This future development potential will be assessed based on existing growth patterns, expected development potential in the area (based on socioeconomic factors), and the ability to serve potential development areas. The ability to serve will include a review of the available and planned infrastructure, ranging from utility systems to schools.

Based on the information collected and plans and policies in place today, potential development scenarios will be modeled. The results of this modeling will be used to understand the extent and distribution of compatibility issues.

Phase



Identify Land Uses Incompatible with the Eglin Mission

Building on the analysis and evaluation established in Phases 1 and 2, the Small Area Studies will evaluate existing land uses in the SAS study area. This exercise is essential in the planning process to isolate existing and potential land use conflicts around Eglin AFB. In addition to land uses, a review of existing comprehensive plan policies and zoning will be critical components.

Once a thorough review of the existing land use and policies is complete, conflicts between the Eglin Mission and the Tri-County area can then be analyzed. Furthermore, this activity assists the planning team in identifying and understanding where conflicts between the Eglin Mission and future land use plans may occur.

Phase

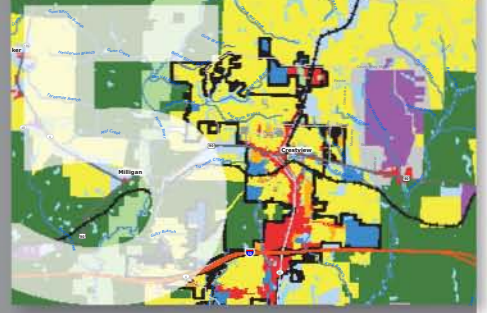


Analyze Alternative Land Use Scenarios and Tools

Alternative land use concepts will be developed where compatibility issues are identified. These concepts will be based on the results from the other phases in this process, as well as the application of potential policy and regulatory tools. Land use concepts will be unique to each subarea and its jurisdictional regulatory powers. Additionally, the concepts may consist of one approach, or a combination of scenarios, employing key tools (i.e. incentives, ordinances, clustering, transfer of development rights, etc.).

After the analysis of the various planning / regulatory tools, two land use concepts will be developed for each subarea. These concepts will then be presented to the communities for their review and comment to enable support for the land use recommendations and their specific implementation tools.

Phase



Develop Recommended Implementation Tools

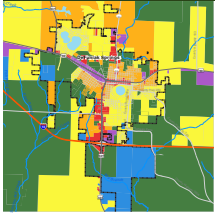
With the issues identified and alternatives assessed, the final phase provides the tools (policies, programs and regulations) needed to make compatibility a reality. Some existing tools may only need adjustments to achieve the results desired, while in other cases, new tools will be developed. The overall objectives are to create a set of tools that are easily understood, simple to implement, and provide a consistent approach to compatibility planning across the Study Area.

The toolbox will include approaches to address all of the compatibility issues identified in earlier phases. These solutions could entail legislative amendments, changes to regulations (such as zoning modifications and light and glare ordinances) and alterations to building codes to address noise attenuation standards. These tools will be designed based on information and feedback obtained in previous phases from the planning team and the community.

The goal is to provide solutions that enhance compatibility while allowing appropriate community growth and economic diversity in the Tri-County area.

SAS POTENTIAL IMPLEMENTATION TOOLS

Comprehensive / General / Master Plans



These are long range plans that outline goals and policies to guide the physical development in a county or city.

Comprehensive plans are designed to serve as the jurisdiction's blueprint for future decisions concerning physical development, including land use, infrastructure, public services, and resource conservation. Most comprehensive plans consist of written text discussing the community's goals, objectives, policies, and programs for the distribution of land use. They also contain one or more diagrams illustrating the general location of existing and future land uses, roadways, public facilities and parks and open space.

Building Codes / Construction Standards



Building codes and construction standards are ordinances and regulations controlling the design, construction

processes, materials, alteration, and occupancy of any structure to safeguard human safety and welfare. They include both technical and functional standards and generally address structural safety, fire safety, health requirements, and accessibility. Noise attenuation, as an example, is typically addressed in this category.

Zoning Ordinances / Subdivision Regulations



Zoning is the division of a jurisdiction into districts (zones) within which permissible uses are prescribed. Restrictions on building height, bulk, layout, and other requirements are also defined. The primary purpose of zoning is to protect the public health, safety, and welfare by separating incompatible land uses and establishing design requirements. Effective zoning can also provide opportunities for the implementation of regulations supporting land use compatibility near military installations. For instance, zoning can address:

- Nuisances such as noise, vibration and air emissions;
- Land use type and intensities;
- Light and glare;
- Frequency spectrum and impedance;
- Height/vertical obstructions;
- Development incentives; and
- Development processes and procedures.

Transfer of Development Rights (TDR)

Also known as "Transfer of Development Credits," a Transfer of Development Rights (TDR) program is utilized to relocate potential development from areas where proposed land use or environmental impacts are considered undesirable. The "donor" site to another "receiver" site is chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts.

Real Estate Disclosure

Prior to the transfer of real property to a new owner, real estate disclosure requires sellers and their agents to reveal certain specified facts related to the condition of the property. These facts could include noise or other proximity impacts associated with property near a military installation or operations area. The purpose of real estate disclosure is to protect the seller, buyer, and sales agent from potential litigation resulting from specified existing and/or anticipated conditions (i.e., hazard areas, existing easements). Disclosures provide a practical and cost effective land use compatibility tool as buyers are informed of the possible affects (noise, light, etc.) of military operations prior to purchase.

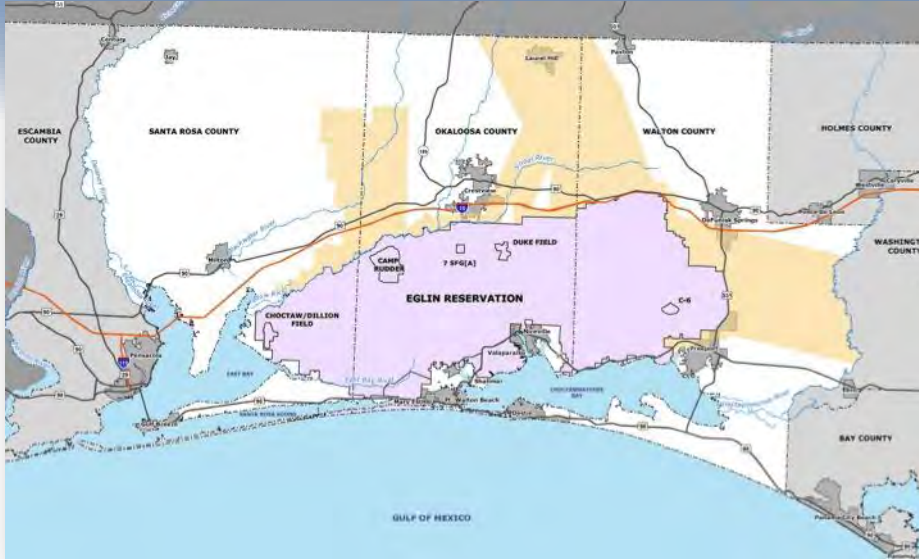


Tri-County Small Area Studies

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What is the Tri-County SAS?



- **Implements one of the key recommendations of the Eglin AFB Joint Land Use Study (JLUS).**

- **Focuses on areas outside of Eglin AFB that experience military overflight and other operational impacts.**
- **Utilizes the MAZ and MIPA III designated areas from the JLUS.**
 - Low level approach and / or Cruise Missile Corridor Area
 - 0.5 – 1.0 Mile Buffer



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SAS Goals

- Ensure that compatible land uses and balanced growth occur within the Military Airport Zone (MAZ) and Military Influence Planning Area (MIPA) III.
- Address current and potential compatibility issues through growth patterns, regulations, policies and permitting; economic factors and military operational functions.
- Identify land uses and specific tools to promote community and military compatibility.



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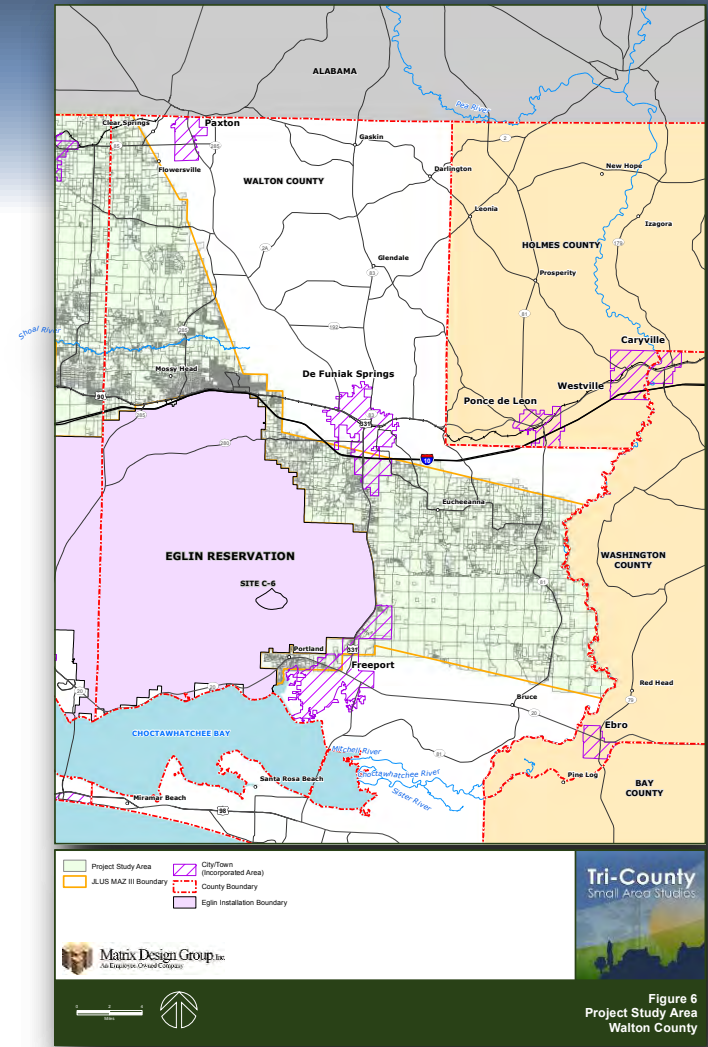
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SAS Study Area Boundary (only MAZ/MIPA III areas)

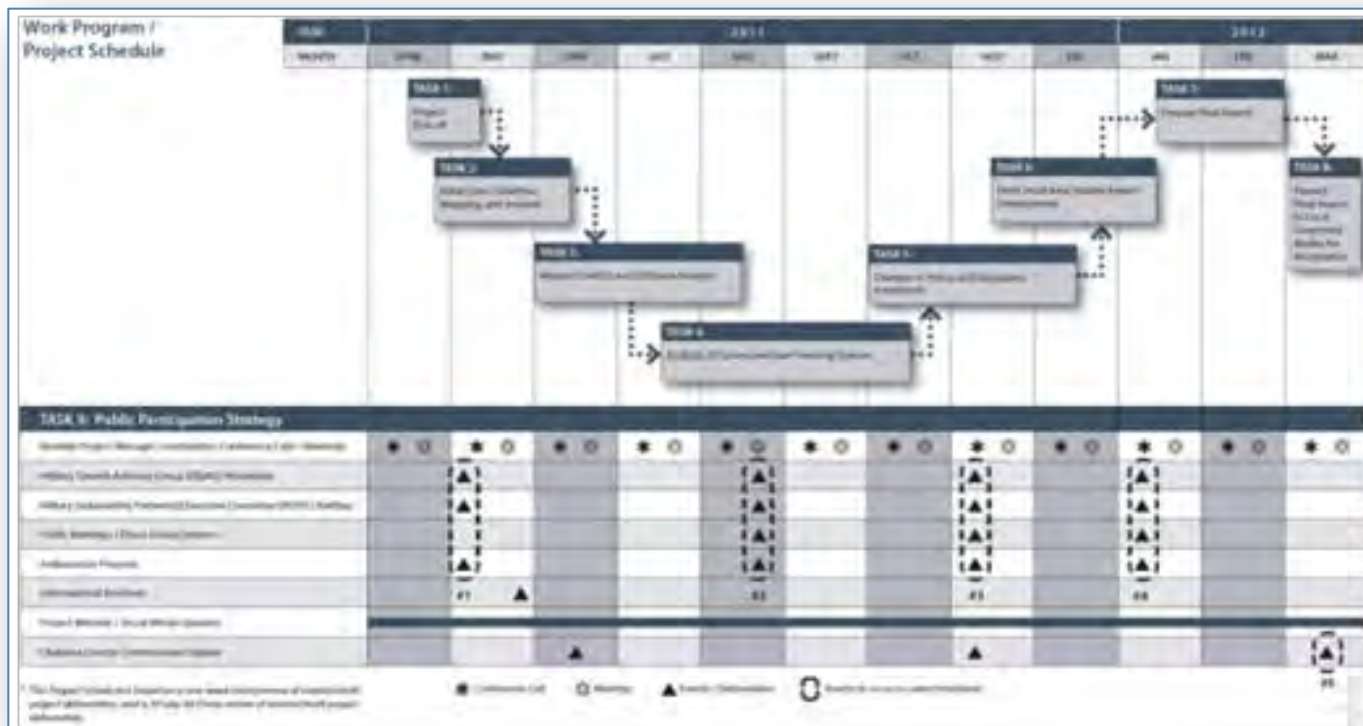
The Study Area is the light green area on the map:

- Santa Rosa County – MAZ
- Okaloosa County - MIPA III
- Walton County - MIPA III



Project Schedule

- 12 months - April 2011 / March 2012
- Technical Phases of Work
- Public Participation Opportunities



SAS Planning Process (Phase 1)

- **Initial Data Collection and Analysis**
- **Update existing data sets**
 - Existing Land Use
 - Existing Zoning
 - Existing Future Land Use (Comprehensive Plan)
 - Infrastructure Plans
 - Community Facilities
 - Economic Development
- **Prepare draft Land Use Compatibility Guidelines**



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SAS Planning Process (Phase 2)

Project Future Buildout Potential

- **Future Development Potential**
 - Existing Growth Patterns
 - Existing Plans (Land Use, Infrastructure, Economic)
- **Model Potential Development Scenarios**
 - Population and Employment Projections
 - Land Use Configuration
 - Land Use Types
 - Identify Implementation Tools



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SAS Planning Process (Phase 3)

Identify Land Use Incompatible with the Eglin Mission

- Identify existing and potential land use conflicts
- Review existing comprehensive plan policies and zoning
- Confirm military/community conflict locations



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SAS Planning Process (Phase 4)

Analyze Alternative Land Use Scenarios and Tools

- A total of 2 concepts for each area
- Unique to each area and jurisdictional regulatory powers
- May consist of one approach and multiple tools
- Will be presented to the communities for review and refinement



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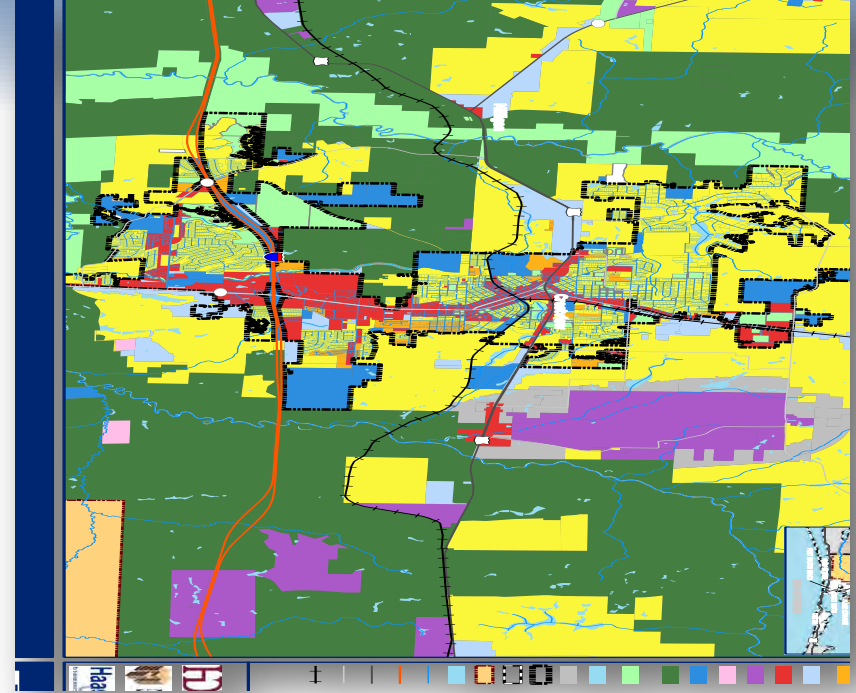
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SAS Planning Process (Phase 5)

Develop Recommended Implementation Tools

- Understandable, Implementable and Consistent
- Existing Tools-minor/major adjustments
- New Tools-address gaps in policies/regulations
- Potential Tools-Legislation, regulations, building codes



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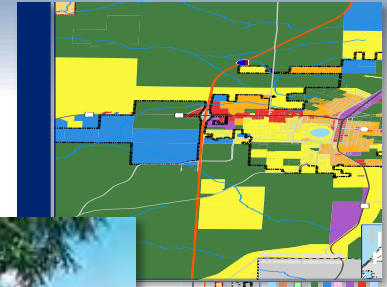
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Potential Compatibility Tools

- 1. Comprehensive/General/Master Plans**
-Revise and augment existing policies and maps
- 2. Building Codes/Construction Standards**
- Revise and augment for noise, height, glare, frequency
- 3. Zoning Ordinance/Subdivision Regulations** - Revise and augment existing text and maps
- 4. Transfer of Development Rights (TDR)** - consider framework for sending and receiving properties
- 5. Real Estate Disclosure** - Create and augment language to inform buyers of possible military operations effects



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Your Involvement is Important!

Upcoming Public Meetings - Please attend!

- **Walton County / DeFuniak Springs / Freeport Public Forum**
 - **Monday, September 19th/6-8 pm**
 - Woodlawn Community Center, 5520 US Hwy 331 South, DeFuniak Springs
- **Santa Rosa County Public Forum**
 - **Tuesday, September 20th/6-8 pm**
 - Board of County Commissioners Mtg. Room, 6495 Caroline Street, Milton
- **Okaloosa County / Crestview / Laurel Hill**
 - **Wednesday, September 21st /6-8 pm**
 - Warriors Hall, 202 Stillwell Boulevard, Crestview



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Your Involvement is Important!

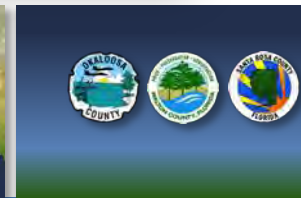
Keep Involved!

- Social Media Sites (Facebook and Twitter)
- Website (www.smallareastudies.com)



The screenshot shows the website's main page with a navigation bar (Home, Project Overview, Public Participation, Downloads, Contact Us) and a large header image. The main content area features a 'MAY MEETING MATERIALS AVAILABLE' section with a list of topics and a 'WHAT'S NEW...' section with contact information for Mr. Jeff Fanto. A 'WELCOME' section at the bottom provides a general overview of the project.

The screenshot shows the Facebook page for Tri-County Small Area Studies. It includes a cover photo, a 'Wall' section with a post from May 3, 2011, and a 'Tri-County Small Area Studies' section with a welcome message and contact information. The page also shows '31 people like this' and a 'Share' button.



What is the Ambassador Program?

- Utilizes key individuals from the three counties to assist in the 2-way flow of SAS project information
- Is organized on a volunteer basis
- Is led by Jeff Fanto, Growth Project Coordinator



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You Can Be an Ambassador

We are asking that all members serving on the Military Sustainability Partnership Executive Committee (EXCOM) and the Military Growth Advisory Group (MGAG) consider serving as Ambassadors for this project. As an Ambassador, you will help the Small Area Studies Program by helping to reach out into the community to provide information, answer questions, and bring back information that will be used as part of this program.

Thanks in advance for providing this information.

As an Ambassador, you would be willing to:

1. Reach out to local organizations and groups that you know have a take or interest in this program at various stages of the program. Communication can range from informal one-on-one discussions to formal presentations with small groups (PowerPoint presentations will be provided by Matrix for your use). Presentations may include a program overview and opportunities for program updates as the study evolves.
2. Report back to the EXCOM and Matrix on any project input you received from members of the organizations you meet with during the program.

We would like you to assist by listing any organizations below that you believe would benefit from being informed of the progress of the Tri-County Small Area Studies. Effort will be using the e-mail list to send out notifications of upcoming meetings and other project milestones throughout the 2-month planning process.

Organization Name	Number of Members (approximate)

Your Name _____ Phone Number _____ E-mail _____

When complete, please give this form to any Matrix Design Group representative before you leave today.



For More Information

Thank you for the opportunity to discuss the Small Area Studies today.

If you have additional questions, please contact:

Jeff Fanto

Growth Project Coordinator

Tel: 850.609.3014

Email: jfanto@co.okaloosa.fl.us

Website: www.smallareastudies.com

Facebook: Tri-County Small Area Studies



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Agenda

Welcome / Introductions

Okaloosa County

Project Responsibilities

Okaloosa County

SAS Planning Process

Matrix Design Group

SAS Study Area Boundary

Matrix Design Group

Deliverables

Matrix Design Group

Public Participation

Matrix Design Group

Strategy

Matrix Design Group

Deliverables

Adjourn



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Welcome / Introductions

Project Responsibilities

- Military Sustainability Partnership Executive Committee (EXCOM)
- Military Growth Advisory Group (MGAG)
- Consultant - Matrix Design Group



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Small Area Studies (SAS) Planning Process

Project Intent

- To identify the specific land use policy (i.e. comprehensive plan maps and goals, objectives and policy statements) and regulations (i.e. zoning code/map, design standards) and other tools (i.e. land ownership modifications) necessary within each jurisdiction to minimize encroachment for both military operations and community economic development purposes within MIPA III designated areas in Okaloosa, Santa Rosa and Walton Counties.



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- Wall
- Info
- Photos

About
 Santa Rosa | Okaloosa |
 Walton Counties - Florida

1
 person likes this

Tri-County Small Area Studies



Community

Wall



Tri-County Small Area Studies

Welcome to the Tri-County Small Area Studies Facebook page. As this project evolves, this page and the project website (www.smallareastudies.com) will be your source to all materials needed for this project.

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www.smallareastudies.com

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2 hours ago - Share

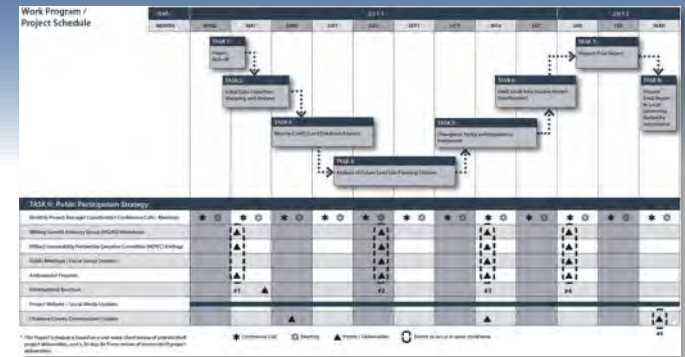
RECENT ACTIVITY

- Tri-County Small Area Studies edited their Website, Description and About.
- Tri-County Small Area Studies joined Facebook.

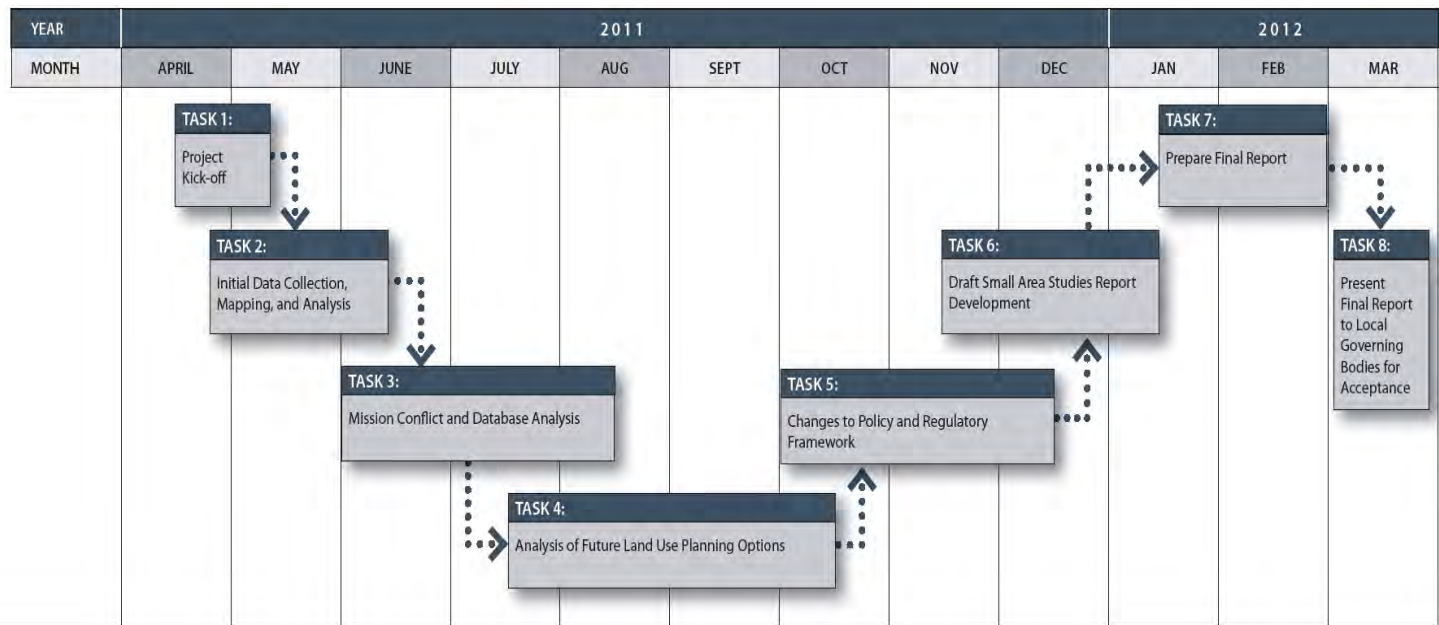


Project Schedule (Technical Tasks)

- 8 tasks
- 12 months
- Tasks 1,2,3 and part of 4 by August



Work Program /
Project Schedule



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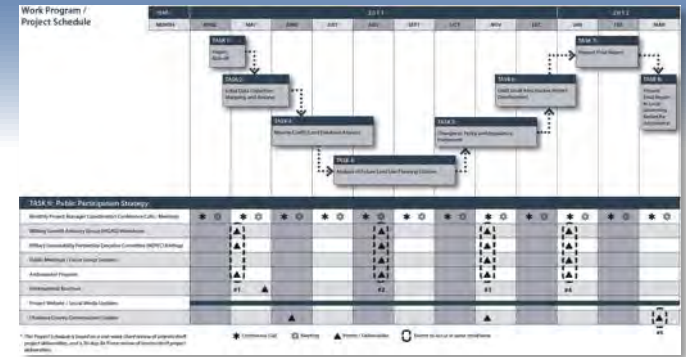
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Project Schedule (Public Participation Tasks)

- Meetings
- Ambassador Program
- Brochure
- Social Media
- Briefing Updates



TASK 9: Public Participation Strategy																				
Monthly Project Manager Coordination Conference Calls / Meetings	*	☼	*	☼	*	☼	*	☼	*	☼	*	☼	*	☼	*	☼	*	☼	*	☼
Military Growth Advisory Group (MGAG) Workshops			▲				▲				▲		▲							
Military Sustainability Partnership Executive Committee (MSPEC) Briefings			▲				▲				▲		▲							
Public Meetings / Focus Group Sessions			▲				▲				▲		▲							
Ambassador Program			▲				▲				▲		▲							
Informational Brochure			#1	▲			#2				#3		#4							
Project Website / Social Media Updates	[Solid bar across all months]																			
Okaloosa County Commissioner Update				▲							▲									▲

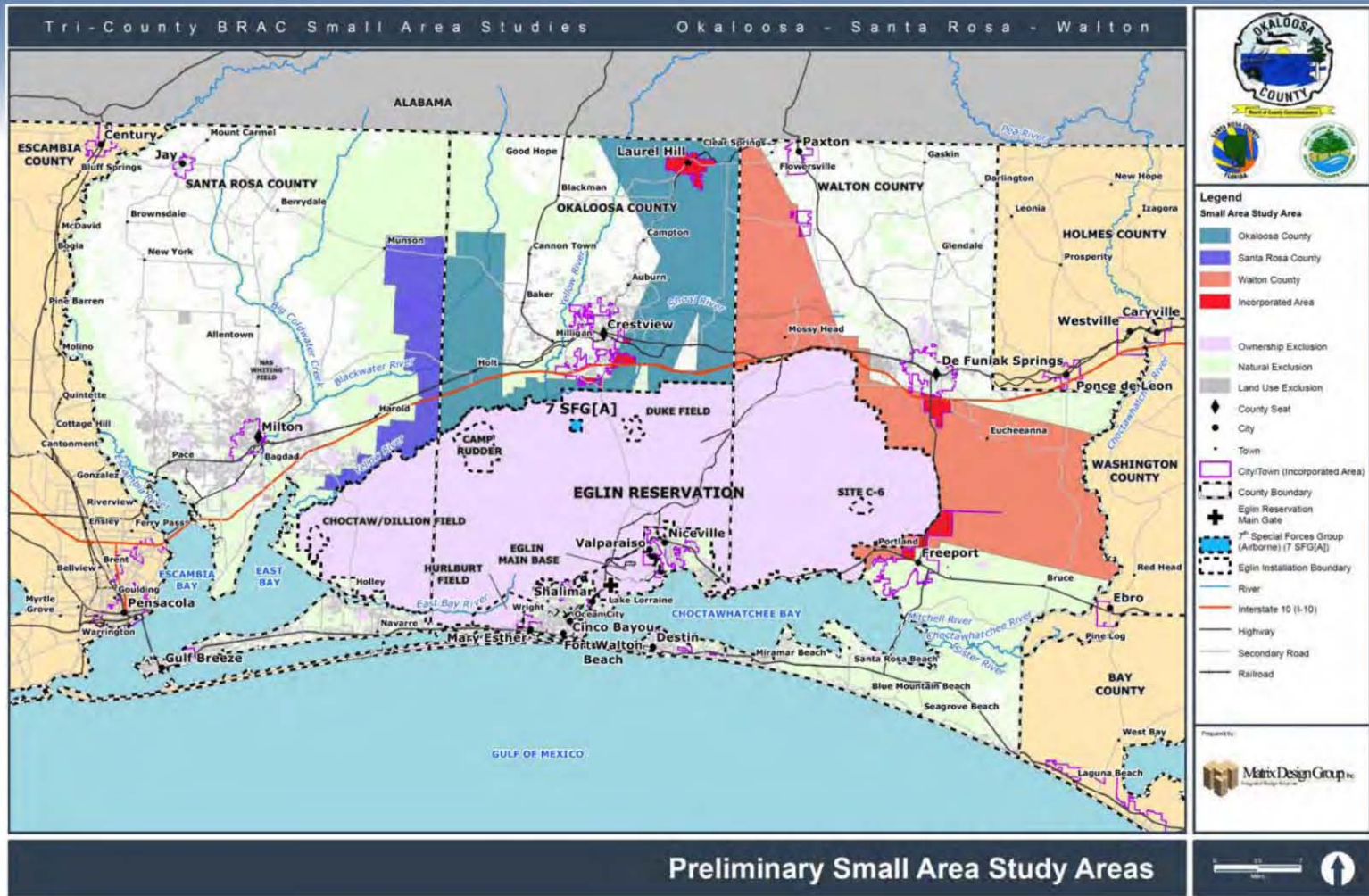
* This Project Schedule is based on a one-week client review of interim/draft project deliverables, and a 30-day Air Force review of interim/draft project deliverables.

* Conference Call ☼ Meeting ▲ Events / Deliverables ○ Events to occur in same timeframe

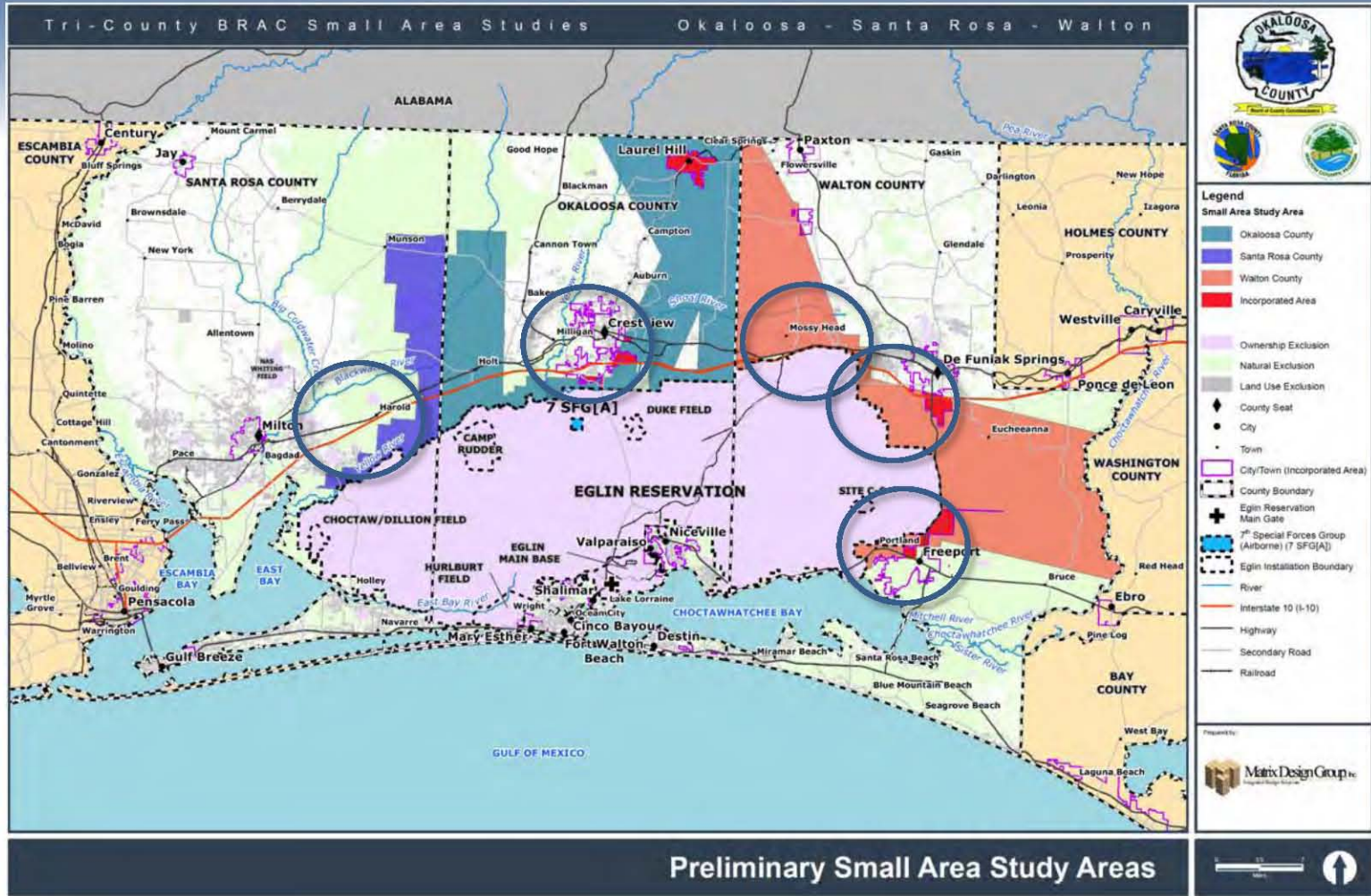
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SAS Study Area Boundary (only MIPA II areas)



Discussion of Subareas

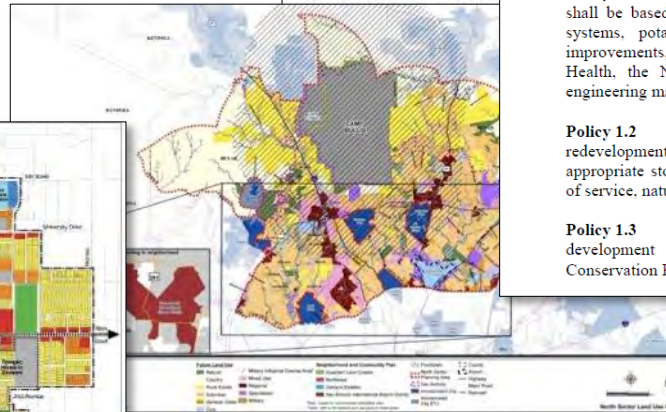


Deliverables

Policy Tools

Comprehensive Plan
Policy Updates
(New/Amendments)

Future Land Use Map
(FLUM) Changes



SANTAROSA COUNTY
COMPREHENSIVE PLAN: 2000 - 2020

Economic Development Element

Goal 2.1 • To create wealth through economic development to generate marketable goods and services.

Public Purpose: To benefit the community through economic opportunities and the expansion of the local economy.

Objective 2.1.A • The County shall work with Team Santa Rosa in order to accomplish projects and priorities that will serve to recruit and attract business employers that provide quality jobs, economic opportunities and increased income for residents of Santa Rosa County.

2 GOALS, OBJECTIVES AND POLICIES

2.1 FUTURE LAND USE

Goal: It is the goal of Okaloosa County to plan for and provide for a high quality of life, to meet the needs of population growth through public and private development and redevelopment, and through the appropriate distribution, location, and extent of land use, consistent with adequate levels of services, efficient use of facilities, and protection of natural resources and environmental lands.

Objective 1 The County shall coordinate the location of future land uses with topographic conditions, soil types and environmental constraints.

Policy 1.1 The maximum densities and intensities permitted on a given parcel of land shall be based upon the suitability of topography and soil types for septic drainfield systems, potable water wells, and ability to physically support buildings and improvements, as determined by the Okaloosa County Soils Map, the Department of Health, the Natural Resources Conservation Service, DEP, COE, and appropriate engineering manuals, in the review of proposed development projects.

Policy 1.2 The development approval process shall ensure that new development and redevelopment is consistent with natural drainage patterns, and further shall require appropriate stormwater management systems consistent with the adopted drainage level of service, natural drainage patterns, and soil conditions.

Policy 1.3 Flood plains and floodways in the County shall be identified and development shall be limited, consistent with FEMA requirements. Also see Conservation Policy 2.1 and Coastal Management Policy 2.1.2.

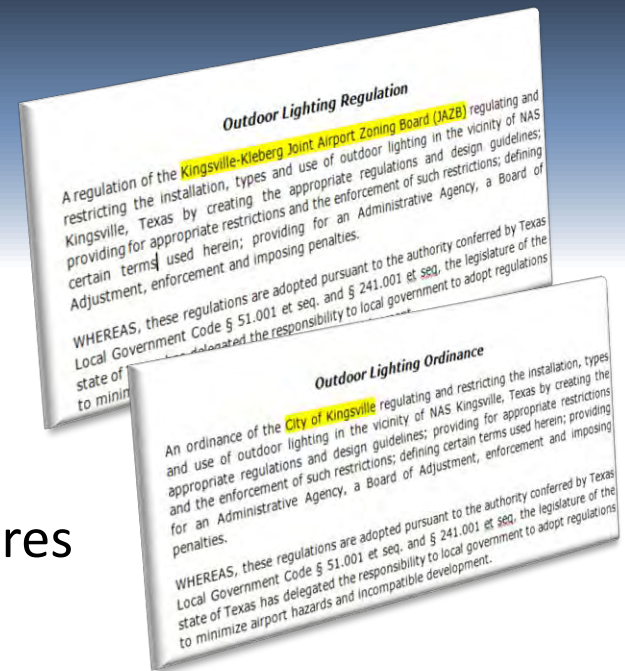
1.B.4 • The County shall continue to support agriculture industry that operates within Santa Rosa



Deliverables

Regulatory Tools

- Zoning Map / Zoning Code
 - Light and Glare Ordinance
 - Noise Attenuation Ordinance
 - Disclosure Ordinance and Procedures
 - Noise Attenuation Design and Construction Standards
 - Frequency Spectrum Ordinance
- Transfer of Development Rights (TDR)
- Cluster Zoning
- Acquisitions / Easements



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Deliverables

Economic Development Framework

- Effect of Land Use Policy/Regulatory Changes on:
 - Demographic Composition
 - Socioeconomic Attributes
 - Economic Development Clusters
 - Aviation/Aerospace and Defense
 - Financial Services
 - Information Technology
 - Life Sciences
 - Construction services
 - Agriculture and Aquaculture



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Deliverables

Memorandums

Task 2: Data Collection: Data Gaps

- Planned Capacity Analysis

Task 3: Mission Conflict: Planned Capacity Analysis (Update)

- Demographic and Economic Conditions
- Existing Policy / Regulatory Analysis

Task 4: Alternative Compatibility Approaches



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Public Participation strategy

Ambassador Program

- What is it?
- You can help!

Project Website

- Address:

Social Networking

- Twitter, Facebook, LinkedIn

The image displays two screenshots from the Tri-County Small Area Studies website. The top screenshot shows the 'Public Participation' page, which includes a 'WELCOME' message and a list of resources: 'Project Overview', 'Public Participation', and 'Downloads'. The bottom screenshot shows a registration form titled 'You Can Be an Ambassador'. The form includes fields for 'Organization Name', 'Your Name', and 'Phone Number'. Below the form, there is a note: 'When complete, please give this form to your Matrix Design Group representative before you leave today.'



Next Steps

Action Items for EXCOM

Action Items for MGAG

Next meeting – End of August



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Adjourn

Thank you for your attendance and participation.

Please contact Jeff Fanto if you have any questions or require additional information.

jfanto@co.okaloosa.fl.us/609.3014



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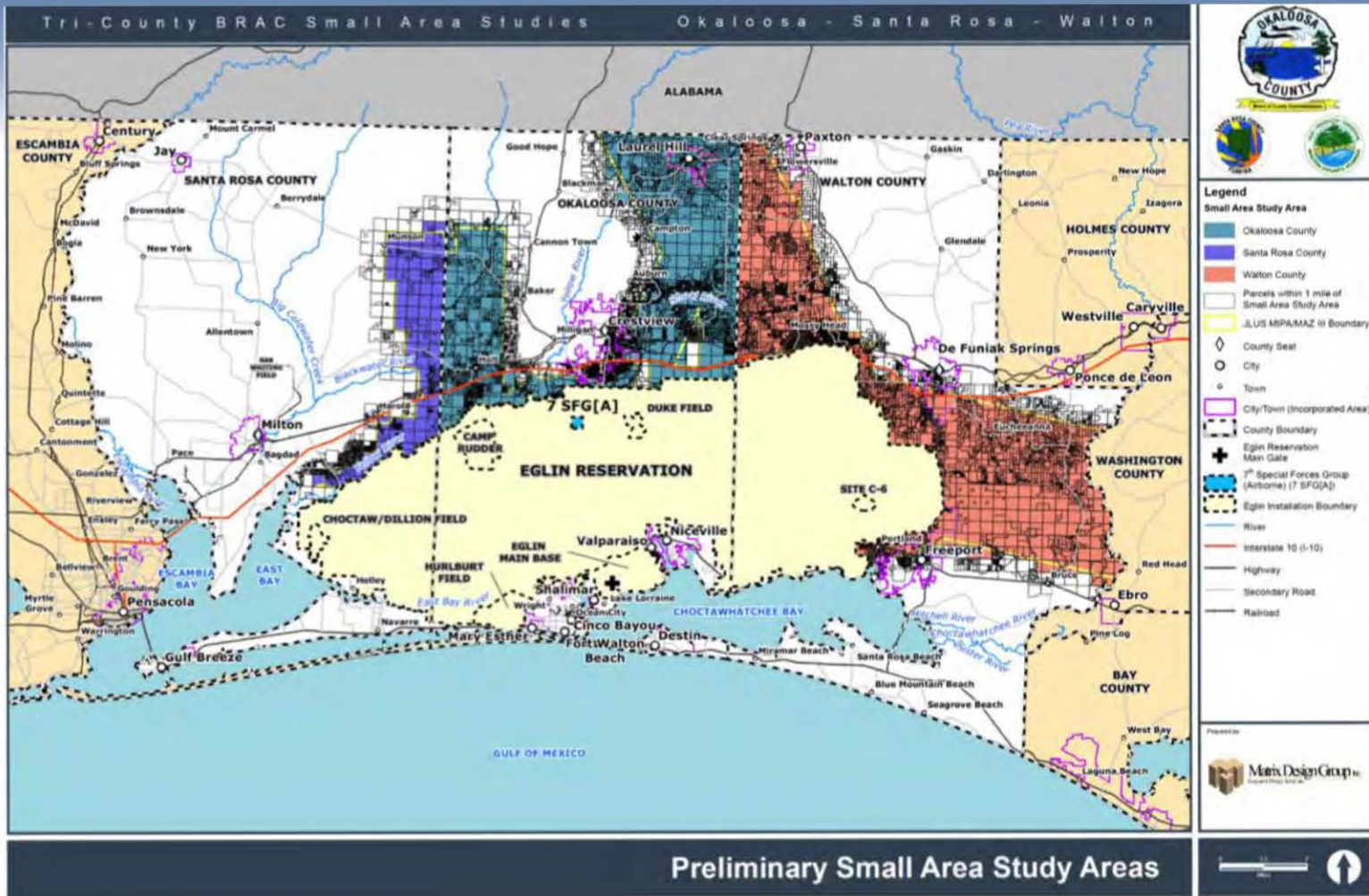
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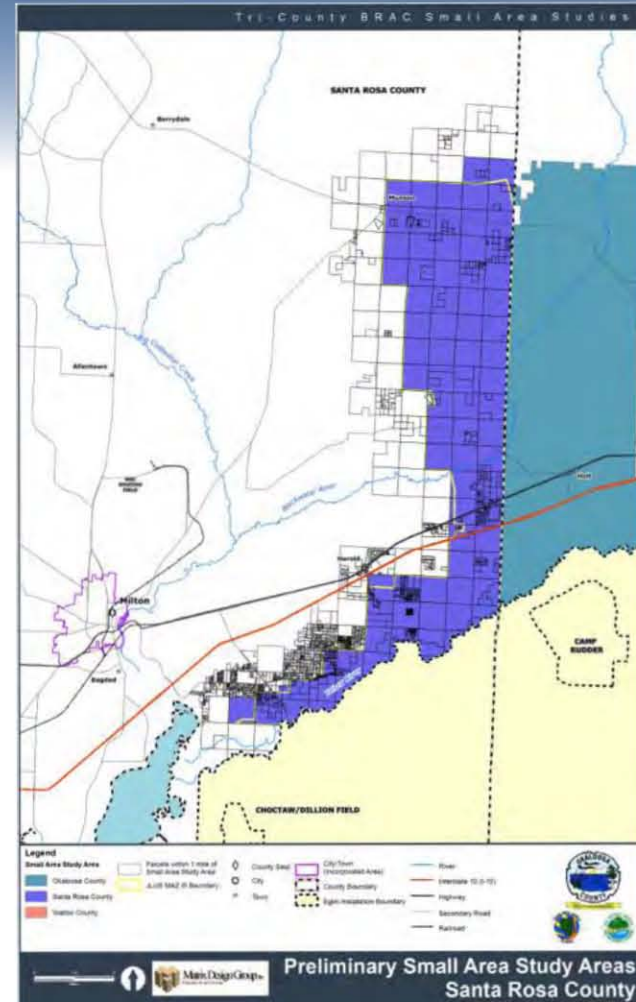
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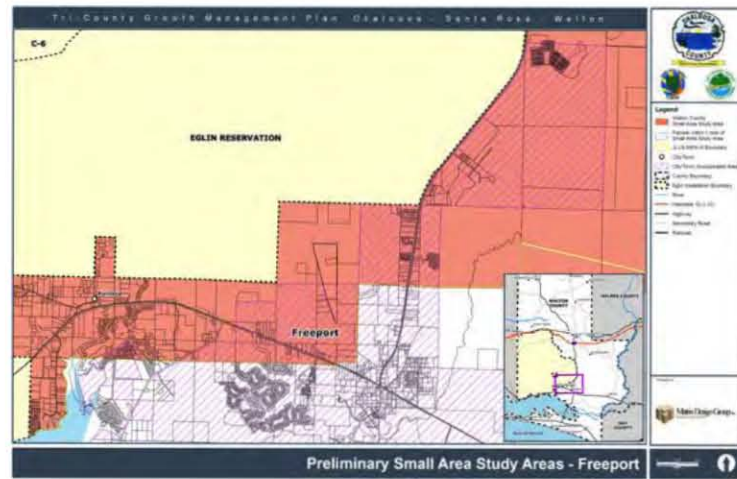
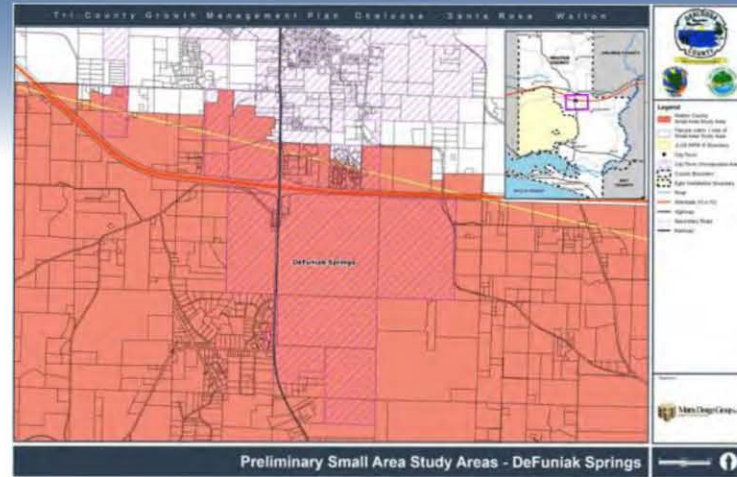
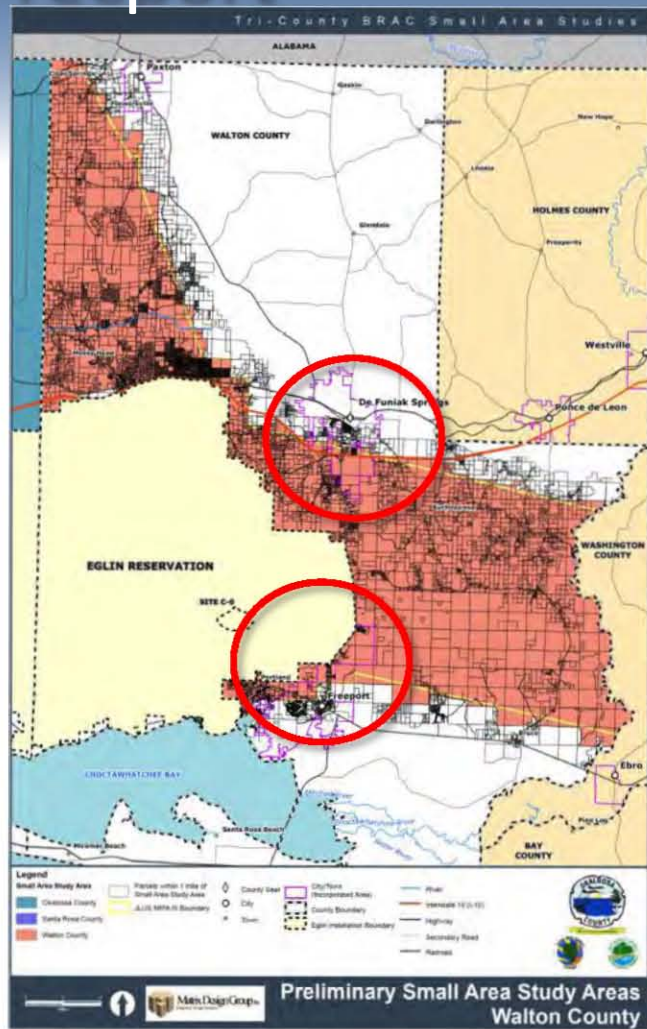
Tri-County MIPA III Study Area

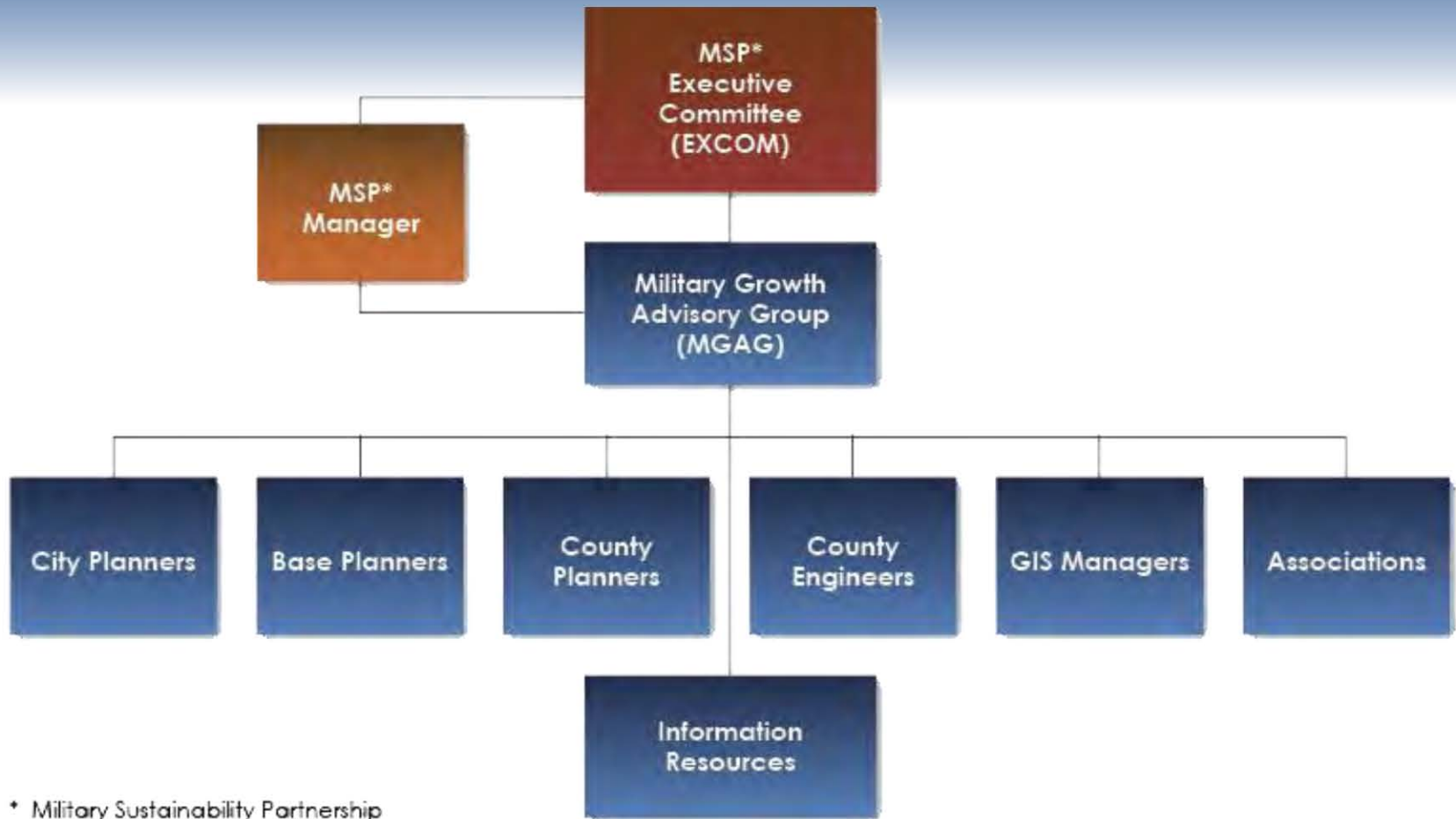


Study area – Santa Rosa County



Study Area – Walton County / DeFuniak Springs / Freeport





* Military Sustainability Partnership



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What is the Goal of the Small Area Studies?

One of the key recommendations identified in the Eglin Air Force Base (AFB) Joint Land Use Study (JLUS) is the preparation of the Tri-County Small Area Studies (SAS) within areas outside of the Eglin boundary that experience military overflight and/or operational impacts. Collectively, these areas were identified as the Military Airport Zone / Military Influence Planning Area III (MAZ / MIPA III). The SAS project study area encompasses the MIPA III designated areas of Okaloosa and Walton counties, and the MAZ of Santa Rosa County and other areas identified in the Eglin AFB JLUS, as shown below.

The goal of the SAS is to ensure that compatible land uses and balanced growth occur within these areas. The planning process will address current and potential compatibility issues through the assessment of historic, current, and future growth patterns; existing land use regulations, policies, and permitting; economic factors associated with growth; and operational functions within the selected study area. The study will result in the identification of land uses and specific tools prepared for each affected jurisdiction that are supported by property owners, local jurisdictions, agencies, and the military.

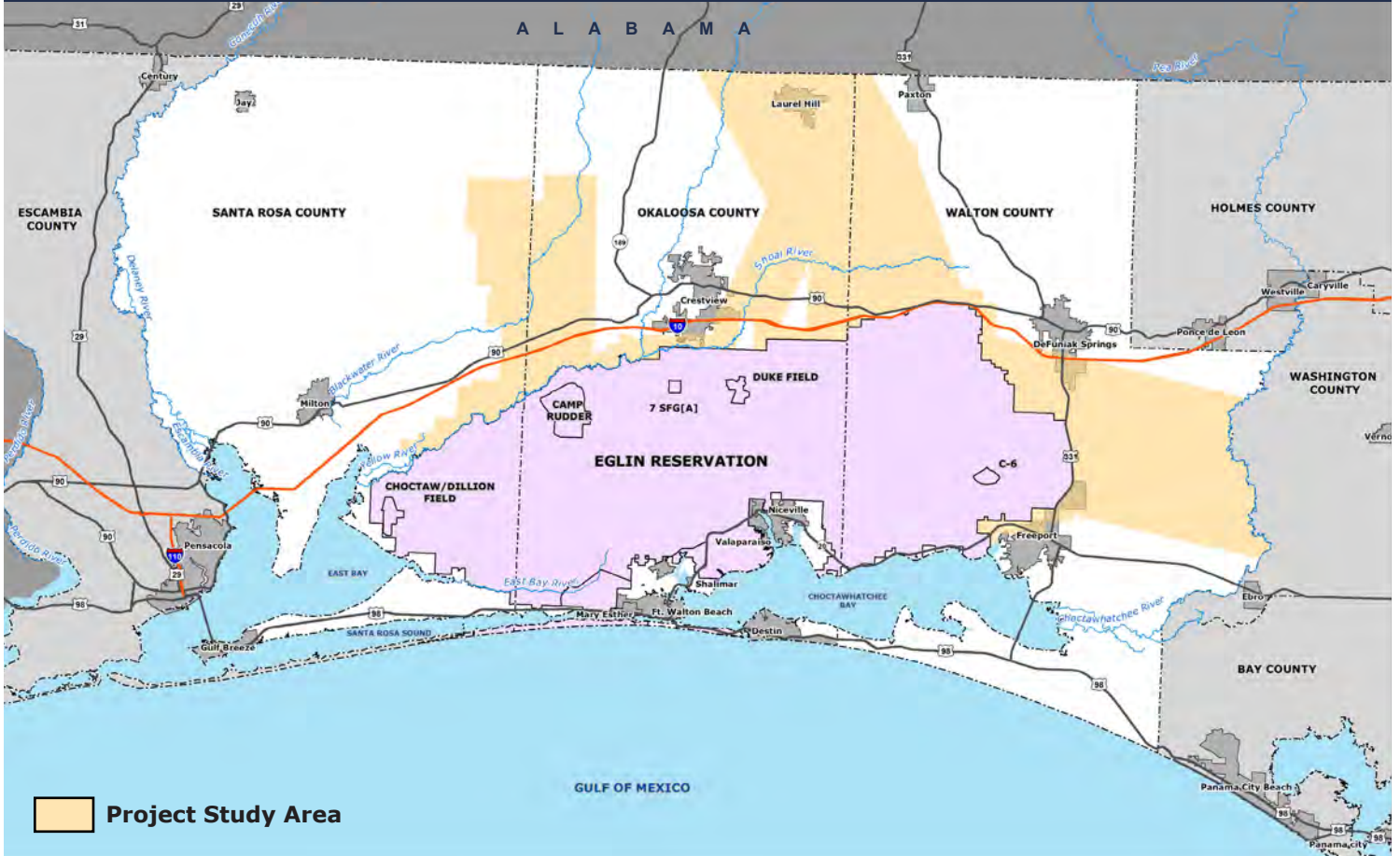
www.smallareastudies.com

Get all the latest information regarding the studies, send comments and sign up for e-mail updates.

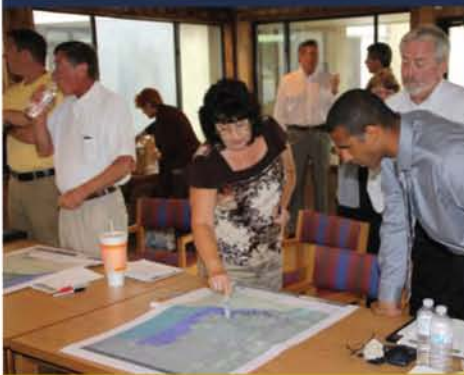


Follow the Tri-County Small Area Studies on Facebook and Twitter.

Small Area Studies (SAS) Project Study Area



SAS PLANNING PROCESS



Phase 1



Phase 2



Your Involvement is Important!

You can provide your input and find answers to your questions in the following ways:

Go to the website:

www.smallareastudies.com

Get all the latest information regarding the studies, send comments and sign up for e-mail updates.



Follow the Tri-County Small Area Studies on Facebook and Twitter.

Attend a meeting:

Public Meetings will be held at key points through the Winter of 2012. Please check the website for times and locations.

Would you like someone to talk to you or your group about this project?

Volunteer speakers (Ambassadors) are available for civic, neighborhood and other community organizations. Please contact Elliot Kampert at 850-651-7524 to arrange for an Ambassador. If you would like to be an Ambassador for this project, please complete the form that is available on the Project website:

www.smallareastudies.com

Initial Data Collection and Analysis

The SAS project implements some of the key recommendations in the Eglin AFB JLUS, and data collected for that study forms the foundation of the SAS. However, because the JLUS data is now a couple of years old, the SAS project will start by updating data sets to reflect the latest information available. This effort will focus on updating existing maps that will be used in evaluating and analyzing future development scenarios. Current information will be critical for identifying trends, development patterns and constraints that will influence future growth.

As part of this phase, the areas included in this study will be refined. Instead of looking at broad lines from a regional perspective, maps will be prepared that will identify the study area based on current parcel boundaries, making it very clear what areas are being addressed.

Finally, a comprehensive set of guidelines will be prepared that will identify the criteria for the evaluation of compatible land uses within the study area. These guidelines will form the basis of the analysis for future conditions and the assessment of development alternatives.

Assess Future Buildout Potential

What land use pattern would result if compatibility was not addressed in future development? Phase 2 explores the development scenarios that could occur in the Study Area based on existing land use, zoning and comprehensive plan designations without compatibility measures. This future development potential will be assessed based on existing growth patterns, expected development potential in the area (based on socioeconomic factors), and the ability to serve potential development areas. The ability to serve will include a review of the available and planned infrastructure, ranging from utility systems to schools.

Based on the information collected and plans and policies in place today, potential development scenarios will be modeled. The results of this modeling will be used to understand the extent and distribution of compatibility issues.

Phase



Identify Land Uses Incompatible with the Eglin Mission

Building on the analysis and evaluation established in Phases 1 and 2, the Small Area Studies will evaluate existing land uses in the SAS study area. This exercise is essential in the planning process to isolate existing and potential land use conflicts around Eglin AFB. In addition to land uses, a review of existing comprehensive plan policies and zoning will be critical components.

Once a thorough review of the existing land use and policies is complete, conflicts between the Eglin Mission and the Tri-County area can then be analyzed. Furthermore, this activity assists the planning team in identifying and understanding where conflicts between the Eglin Mission and future land use plans may occur.

Phase

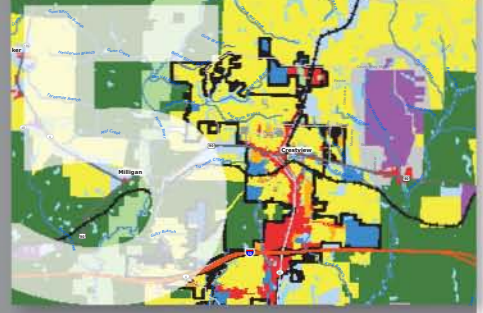


Analyze Alternative Land Use Scenarios and Tools

Alternative land use concepts will be developed where compatibility issues are identified. These concepts will be based on the results from the other phases in this process, as well as the application of potential policy and regulatory tools. Land use concepts will be unique to each subarea and its jurisdictional regulatory powers. Additionally, the concepts may consist of one approach, or a combination of scenarios, employing key tools (i.e. incentives, ordinances, clustering, transfer of development rights, etc.).

After the analysis of the various planning / regulatory tools, two land use concepts will be developed for each subarea. These concepts will then be presented to the communities for their review and comment to enable support for the land use recommendations and their specific implementation tools.

Phase



Develop Recommended Implementation Tools

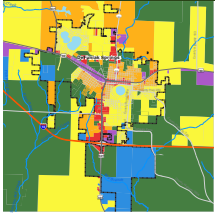
With the issues identified and alternatives assessed, the final phase provides the tools (policies, programs and regulations) needed to make compatibility a reality. Some existing tools may only need adjustments to achieve the results desired, while in other cases, new tools will be developed. The overall objectives are to create a set of tools that are easily understood, simple to implement, and provide a consistent approach to compatibility planning across the Study Area.

The toolbox will include approaches to address all of the compatibility issues identified in earlier phases. These solutions could entail legislative amendments, changes to regulations (such as zoning modifications and light and glare ordinances) and alterations to building codes to address noise attenuation standards. These tools will be designed based on information and feedback obtained in previous phases from the planning team and the community.

The goal is to provide solutions that enhance compatibility while allowing appropriate community growth and economic diversity in the Tri-County area.

SAS POTENTIAL IMPLEMENTATION TOOLS

Comprehensive / General / Master Plans



These are long range plans that outline goals and policies to guide the physical development in a county or city.

Comprehensive plans are designed to serve as the jurisdiction's blueprint for future decisions concerning physical development, including land use, infrastructure, public services, and resource conservation. Most comprehensive plans consist of written text discussing the community's goals, objectives, policies, and programs for the distribution of land use. They also contain one or more diagrams illustrating the general location of existing and future land uses, roadways, public facilities and parks and open space.

Building Codes / Construction Standards



Building codes and construction standards are ordinances and regulations controlling the design, construction

processes, materials, alteration, and occupancy of any structure to safeguard human safety and welfare. They include both technical and functional standards and generally address structural safety, fire safety, health requirements, and accessibility. Noise attenuation, as an example, is typically addressed in this category.

Zoning Ordinances / Subdivision Regulations



Zoning is the division of a jurisdiction into districts (zones) within which permissible uses are prescribed. Restrictions on building height, bulk, layout, and other requirements are also defined. The primary purpose of zoning is to protect the public health, safety, and welfare by separating incompatible land uses and establishing design requirements. Effective zoning can also provide opportunities for the implementation of regulations supporting land use compatibility near military installations. For instance, zoning can address:

- Nuisances such as noise, vibration and air emissions;
- Land use type and intensities;
- Light and glare;
- Frequency spectrum and impedance;
- Height/vertical obstructions;
- Development incentives; and
- Development processes and procedures.

Transfer of Development Rights (TDR)

Also known as "Transfer of Development Credits," a Transfer of Development Rights (TDR) program is utilized to relocate potential development from areas where proposed land use or environmental impacts are considered undesirable. The "donor" site to another "receiver" site is chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts.

Real Estate Disclosure

Prior to the transfer of real property to a new owner, real estate disclosure requires sellers and their agents to reveal certain specified facts related to the condition of the property. These facts could include noise or other proximity impacts associated with property near a military installation or operations area. The purpose of real estate disclosure is to protect the seller, buyer, and sales agent from potential litigation resulting from specified existing and/or anticipated conditions (i.e., hazard areas, existing easements). Disclosures provide a practical and cost effective land use compatibility tool as buyers are informed of the possible affects (noise, light, etc.) of military operations prior to purchase.



Prepared By:



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