PROPOSED AMENDMENT TO
SANTA ROSA COUNTY COMPREHENSIVE PLAN
PROVIDING A RESPONSE TO
THE DEPARTMENT OF COMMUNITY AFFAIRS
COMMENTS FOR SANTA ROSA COUNTY AMENDMENT
DCA NO. 11-1ESR

Prepared for the
September 22, 2011 meeting of the Board of County Commissioners

RECOMMENDATION:

That the Board of County Commissioners:

1. Review the response to the Department of Community Affairs, the Department of Transportation and Department of Education Comments concerning Santa Rosa County Amendment (No. 11-1ESR); and,

2. Adopt the map to the Santa Rosa County Comprehensive Plan as provided herein.

BACKGROUND:

The Local Planning Board recommended approval of the FLUM amendment at their meeting on May 12, 2011. The Santa Rosa County Board of County Commissioners voted to transmit the amendments at their meeting on May 26, 2011. The Department of Transportation and the Department of Education provided comments concerning the amendment following review by the applicable agencies. Responses to those comments are provided herein.

Response to the Department of Transportation and the Department of Education Comments for Santa Rosa County Amendment DCA No. 11-1ESR

Future Land Use Map Amendment

Objection: ***Lack of School Concurrency Planning***
The Florida Department of Education (FDOE) has identified concerns with the analysis provided in support of FLUM amendment 2011-R-003 as stated in the attached letter dated July 12, 2011.

According to data and analysis provided, the school district should have sufficient capacity in the affected elementary and middle schools to accommodate the increased density that would be permitted by the amendment. The analysis also shows the proposed amendment has potential to create a small capacity deficit of 92 at the high school level (about four classrooms).

Recommendation: The county, applicant and school district should work together to identify a planning solution to correct the deficiency. There are a number of options to address the deficit, including adding capacity at the affected schools, reducing the number of residential dwelling units permitted (by including a site-specific policy to cap the number of units allowed on the parcels), adjusting school attendance boundaries, etc.

Response: The data and analysis for the proposed future land use is for Mixed Residential / Commercial. The comprehensive plan states that 70% residential and 30% commercial is required for the proposed 136.32 acres. The breakdown is 95.42 acres of residential and 40.89 acres of commercial.

The worst case maximum density scenario for Mixed Residential / Commercial FLU is 30 dwelling units (DU) per acre (30 DU x 95.42 acres = 2862.60 DU). Mr. Joey Harrell, Assistant Superintendent for Administrative Services completed the initial analysis based on this worst case scenario. However, this density can not be achieved because Santa Rosa County does not have a zoning district that will support that density. The highest achievable density is 18 dwelling units per acre under the R3 (High Density Residential District). The attached revised analysis completed by the Santa Rosa School District reflects the 1,718 units which is theoretically the worst case scenario from the R3, High Density Residential Zoning district.

Objection: ***Lack of Transportation Facilities Planning***
The Florida Department of Transportation (FDOT) has identified concerns with the transportation analysis provided in support of FLUM amendment 2011-R-003 as stated in the attached letter dated July 28, 2011.

It is recognized that if the subject parcel included in the amendment package were to be developed to the maximum allowable potential, SR 8 (I-I 0), a strategic intermodal system facility, would have insufficient capacity without any programmed or planned improvements through the 2025 planning period.

Response:

The Florida - Alabama TPO adopted its project priorities for fiscal years 2013-2017 on July 13, 2011. Table 3 references FY 2013-2017 Strategic Intermodal System (SIS) project priorities. Priority ranking # 2 is I-10 from the Escambia Bay Bridge to Avalon Boulevard. It is funded for right of way (ROW) within the Long Range Transportation Plan for fiscal years 2021-2025. Priority ranking # 3 is Interstate 10 from the Escambia Bay Bridge to Avalon Boulevard. It is funded for construction (CON) within the Long Range Transportation Plan for fiscal years 2021-2025. The improvement on this facility is to 6 lane.

I-10 from Davis Hwy to Escambia Bay, design and ROW, are in the Florida Department of Transportation SIS First Five Year Plan in 2015 and 2016.

I-10 from Davis Hwy to Escambia Bay, construction, is in the Florida Department of Transportation SIS Second Five Year Plan in 2020.

I-10 from Escambia Bay to Avalon Boulevard is in the Florida Department of Transportation SIS 2035 Cost Feasible Plan, meaning it is forecasted to be financially feasible in the timeframe between 2022 and 2035.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

District Three Planning Department
1074 Highway 90
P.O. Box 607, Chipley, FL 32428
Phone: (850) 638-0250 Fax: (850) 415-9149

ANANTH PRASAD, P.E.
SECRETARY

June 28, 2011

Mr. Shawn Ward
Santa Rosa County
8051 Old Bagdad Hwy., Suite 201
Milton, FL 34583

RE: Santa Rosa County 11-1ESR

Dear Mr. Ward:
The Department appreciates the opportunity to review the above mentioned comprehensive plan amendment and offers the following comments:

It is recognized that if the subject parcel included in the amendment package were to be developed to the maximum allowable potential, SR 8 (I-10), a strategic intermodal system facility, would have insufficient capacity without any programmed or planned improvements through the 2025 planning period.

The Department looks forward to future coordination efforts with Santa Rosa County as we work together to achieve the best possible transportation system for the residents of Santa Rosa County as well as all Floridians.

If you have any questions regarding review comments, please feel free to give me a call at (850) 415-9530.

Sincerely,

Virgie Bowen

Virgie Bowen, AICP
District Three Planning Department

Copies: Kathleen Neill - MS 28
Jimmy Smith – D3
Anna Richmond – DCA

FLORIDA DEPARTMENT OF EDUCATION

STATE BOARD OF EDUCATION

KATHLEEN SHANAHAN, Chair
ROBERTO MARTÍNEZ, *Vice Chair*

Members
GARY CHARTRAND
DR. AKSHAY DESAI
MARK KAPLAN
JOHN R. PADGET

John L. Winn
Commissioner of Education

Just Read, Florida!

July 12, 2011

Mr. Shawn Ward, Planner II
Community Planning, Zoning and Development Division
Santa Rosa County
6051 Old Bagdad Highway, Suite 201
Milton, Florida 34583

Dear Mr. Ward:

Re: Santa Rosa County 11-1ESR

Thank you for the opportunity to review the proposed plan amendment package related to case 2011-R-003 and correcting scrivener's errors in the recently adopted EAR-based amendments. The Department of Education received the package on June 16, 2011.

I have no comment on the amendments proposed to correct scrivener's errors; I have comments regarding the potential impacts of case 2011-R-003 on public school facilities.

The county's support document reported that the Santa Rosa County School District staff's analysis concluded that the affected schools have sufficient capacity to serve the proposed increase in residential density. However, I did not find the school district's analysis included in the package. Therefore, I contacted Mr. Joey Harrell to obtain the analysis (copy enclosed). According to data and analysis provided, the school district should have sufficient capacity in the affected elementary and middle schools to accommodate the increased density that would be permitted by the amendment. The analysis also shows the proposed amendment has potential to create a small capacity deficit of 92 at the high school level (about four classrooms). Thus, the county, applicant and school district should work together to identify a planning solution to correct the deficiency. There are a number of options to address the deficit, including adding capacity at the affected schools, reducing

THOMAS H. INSERRA
DIRECTOR, OFFICE OF EDUCATIONAL FACILITIES

325 W. GAINES STREET • SUITE 1014 • TALLAHASSEE, FLORIDA 32399-0400 • (850) 245-0494 • FAX (850) 245-9304
www.fldoe.org

the number of residential dwelling units permitted (by including a site-specific policy to cap the number of units allowed on the parcels), adjusting school attendance boundaries, etc. The school district is in the best position to identify the solution that is most appropriate given local conditions.

Again, thank you for the opportunity to review the proposed amendment package. Please let me know if I can be of assistance to the county and school district as you respond to the comments.

Sincerely,

Tracy D. Suber
Educational Consultant-Growth Management Liaison

TDS/

Enclosure

cc: Mr. Joey Harrell, Santa Rosa County Schools
Ms. Ana Richmond and Mr. Dan Evans, DCA

Santa Rosa County School District
Administrative Services

Student Impact of Land Use Change @ Bell Lane & Sterling

Estimated Single Family Dwelling Units: **1787**

Public School Students per Single Family Dwelling Unit		Estimated Units	Student Increase	2014-15 Avail Capacity	2014-15 Student Impact of Land Use Change
Elementary School Students	0.213	1718	365.934	672.0	306.1
Middle School Students	0.132		226.776	414.3	187.5
High School Students	0.148		254.264	336.9	82.6
Total School Students	0.493		**846.974**		

Schools Capable of Serving Area								
Schools	(A) **Perm. Student Stations Per FISH**	(B) **New Const per 5 Year Plan**	(C) **2014-15 Capacity** (A) + (B)	(D) **Utilization Factor per FISH**	(E) **2014-15 Capacity** (C) X (D)	(F) **2014-15 Projected COFTE** From 5 Yr Plan	**2014-15 Available Capacity** (E) - (F)	**Capacity Needed for Land Change**
ELEMENTARY SCHOOLS								
Bennett C. Russell Elementary	892	160	1052	100%	1052	943	109	
Pea Ridge Elementary	1012	22	1034	100%	1034	784	250	
S.S. Dixon Primary	716	0	716	100%	716	664	52	
S.S. Dixon Intermediate	923	88	1011	100%	1011	750	261	
Totals	3543	270	3813		3813	3141	672	365.934
MIDDLE SCHOOLS								
Avalon Middle	1029	0	1029	90%	926.1	796	130.1	
R. Hobbs Middle	1001	0	1001	90%	900.9	765	135.9	
M.L. King Middle	797	30	827	90%	744.3	652	92.3	
T.L. Sims Middle	1040	0	1040	90%	936	880	56	
Totals	3867	30	3897		3507.3	3093	414.3	226.776
HIGH SCHOOLS								
Pace High	2252	0	2252	95%	2139.4	1909	230.4	
Milton High	1950	0	1950	95%	1852.5	1746	106.5	
Totals	4202	0	4202		3991.9	3655	336.9	254.264
Total Available 2014-15 Capacity at Area Schools							**1423.2**	

2011-R-003

Property Owner:	Bell Lane Limited Family Partnership
Agent:	Edwin Henry
Existing FLUM:	Agriculture Single Family Residential
Requested FLUM:	Mixed Residential Commercial
Existing Zoning:	AG - Agriculture & R2 – Medium Density Residential
Requested Zoning:	No Change

STAFF ANALYSIS

Part I. General Information:

Applicant: Bell Lane Family Limited Partnership

Agent: Edwin Henry

Project Location: Intersection of Bell Lane and Sterling Way, Pace

Parcel Number: See Attachment A

Parcel Size: Total acreage requested = 136.32 (+/-) acres

Purpose: Residential and Commercial

Requested Action(s): Large scale amendment of the Comprehensive Plan Future Land Use Map changing the future land use designation from Agriculture and Single Family Residential to Mixed Residential Commercial.

Existing Zoning Description: AG (Agriculture District) allows detached single family residential structures and mobile homes. Also allows accessory structures, facilities and uses customarily found on farms and used expressly for activities conducted in connection with farming operations, commercial and non-commercial agriculture, poultry, horse and livestock raising, provided all buildings for such accessory uses meet setback requirements for primary buildings. Maximum allowable density = 1 dwelling unit (du) per acre.

Proposed Zoning Description: No Change

Existing FLUM: Agriculture (102.2 (+/-) acres)
Single Family Residential (34.30 (+/- acres)

Proposed FLUM: Mixed Residential Commercial

Current Use of Land: The majority of the property is wooded and vacant. On the west side of Bell Lane, the construction of Woodlands Manor, a residential subdivision has started. 1 single family residential located on the east side of Bell Lane is included in the proposed.

Surrounding Future Land Use: The subject property is bordered north and west by single family residential future land use. Residential future land use is located on the west side of Bell Lane north of the subject property. South and southwest of Sterling Way is industrial future land use. Commercial future land use is located on the northeast corner of Sterling Way and Mulat Road.

Rezoning History: In 2007, 195 acres on the west side of Bell Lane was amended from R1 to R2. In 2008, the future land use for 524 acres northeast of the site was amended to single family residential and 590 acres southwest of the site was amended to industrial. Between 2003 and 2009, approximately 75 acres south of the site was amended to industrial

Part II. Data and Analysis

Traffic: Staff has reviewed the traffic analysis and offers the following comments:

1. I agree with the road segments identified in the traffic analysis as projected to have insufficient capacity in the 2014 and/or 2025 planning periods:

a. I-10 from Escambia County Line to Avalon Boulevard – 2014 and 2025
b. US 90 from Woodbine Road to East Spencer Field Road – 2014 and 2025
c. US 90 from East Spencer Field Road to SR 87N – 2025
d. US 90 from SR 87N to Ward Basin Road – 2014 and 2025
e. US 90 from Ward Basin Road to Airport Road – 2025

Access management and intelligent transportation systems improvements are programmed or planned, but it is not known if they will be sufficient to provide the additional needed capacity. Capacity improvements such as widening are not programmed or planned within the 2025 time frame.

2. Insufficient capacity was also identified on the following roads, but transportation improvements are underway or programmed to resolve the deficiencies.

a. Avalon Boulevard from I-10 to US 90 – widening under construction
b. Woodbine Road from US 90 to Guernsey Road – widening currently programmed in the county 15-year schedule of capital improvements to be funded by transportation impact fee and proportionate fair-share revenues
c. Bell Lane from Sterling Way to US 90 – widening currently programmed in the county 15-year schedule of capital improvements to be funded by proportionate fair-share

It should be noted that transportation impact fee and proportionate fair-share revenues depend on growth. So, although the schedule of capital improvements shows time frames, the time frames are dependent on the timing of the developments, which is uncertain. Under the current ordinances, if growth occurs, it is projected to be high enough in the Pace area to pay for the needed transportation improvements on Bell Lane and Woodbine Road.

Potable Water:

Staff's review of rezonings 2011-R-003 and 2011-R-005 found that different baseline numbers were used for the capacity and demand analysis for potable water. The following information, taken from the Pace Water System annual report to the County and from their 2006 Master Plan, indicates that there is adequate potable water capacity to serve the proposed use.

Permitted Capacity	2020 Demand	2020 Available Capacity	Project Demand	Project % of Available Capacity
13.91 mgd	7.422 mgd	6.488 mgd	.797 mgd	12%

Sanitary Sewer:

Staff's review of rezonings 2011-R-003 and 2011-R-005 found that different baseline numbers were used for the capacity and demand analysis for sanitary sewer. The following information is taken from the Pace Water System annual report to the County and from their 2006 Master Plan.

Treatment Design Capacity	Authorized Capacity*	2010 Demand	Available Capacity	Project Demand	Project % of Available Capacity
5 mgd	1.9 mgd	1.156	.744 mgd	.717 mgd	96%

*Actual authorized capacity for the system is limited by the existing disposal system.

While the 2006 Master Plan includes projected for 2020, the pace of development has not occurred as anticipated; therefore, those projections cannot be used for this analysis. Pace Water System is in the process of updating their Master Plan and can be expected to include in that plan the improvements necessary to accommodate anticipated development within their service area, including the proposed amendment.

Solid Waste: The applicant indicates a private hauler will be used to transport solid waste from the site. Currently the landfill has approximately 52% of the permitted airspace remaining. Based on estimated population projections, the remaining life of this airspace is approximately 30 years.

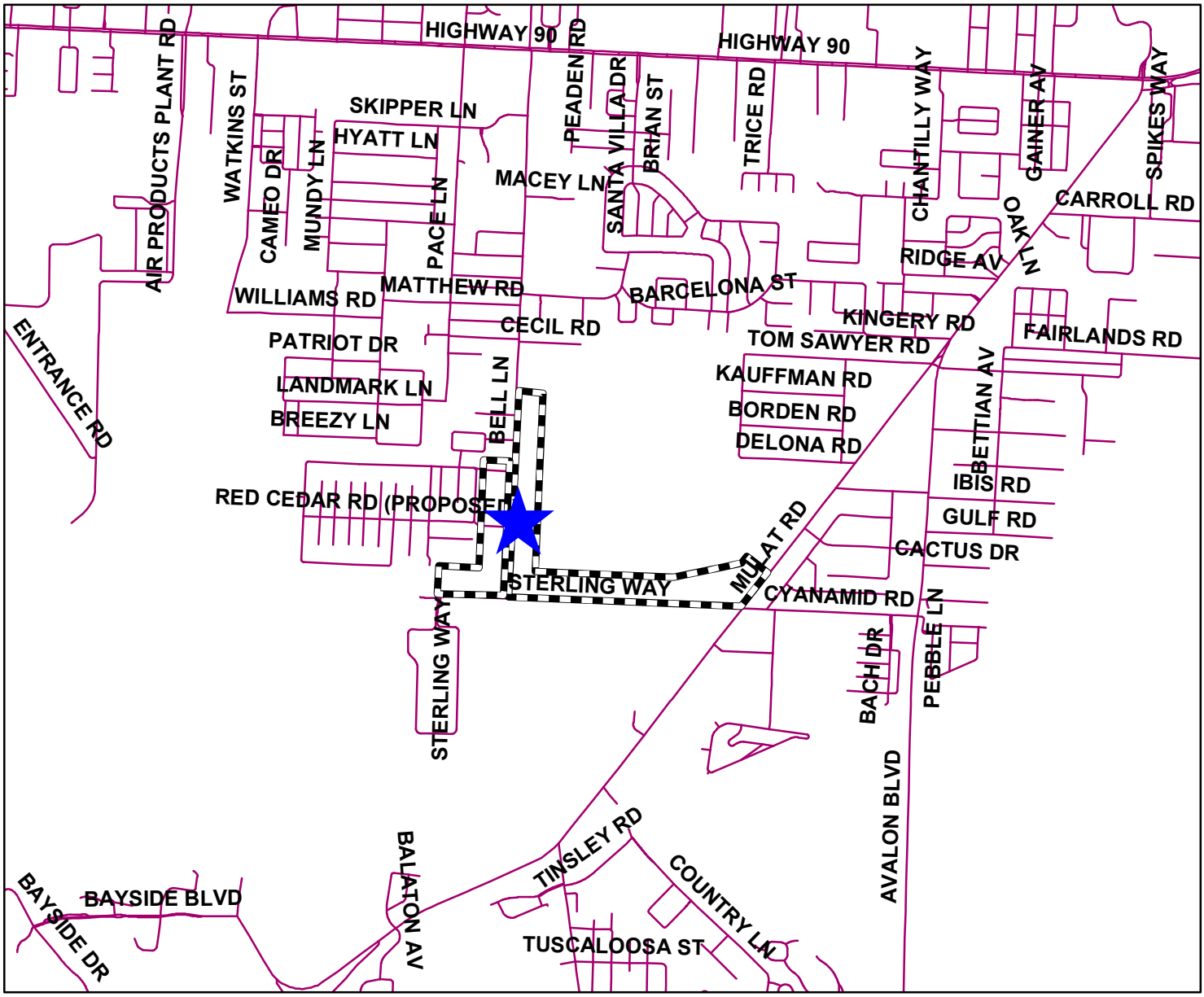
Drainage: Staff has reviewed the drainage information and concurs with the applicant's conclusion that drainage will be addressed during site plan review.

Parks, Recreation and Open Space: Staff has reviewed the parks, recreation and open space information and concurs with the applicant's conclusion that this amendment could create a need for approximately 15 acres of neighborhood parks. The applicant has not indicated how that need will be met

Schools: The School District of Santa Rosa County (per Joey Harrell, Assistant Superintendent for Administrative Services) indicated the school district has adequate capacity for any increased student load created by the development.

Consistency with the Adopted Comprehensive Plan: Staff has reviewed this information and concurs with the applicant's conclusion that the proposed development is consistent with the comprehensive plan.

Location Map

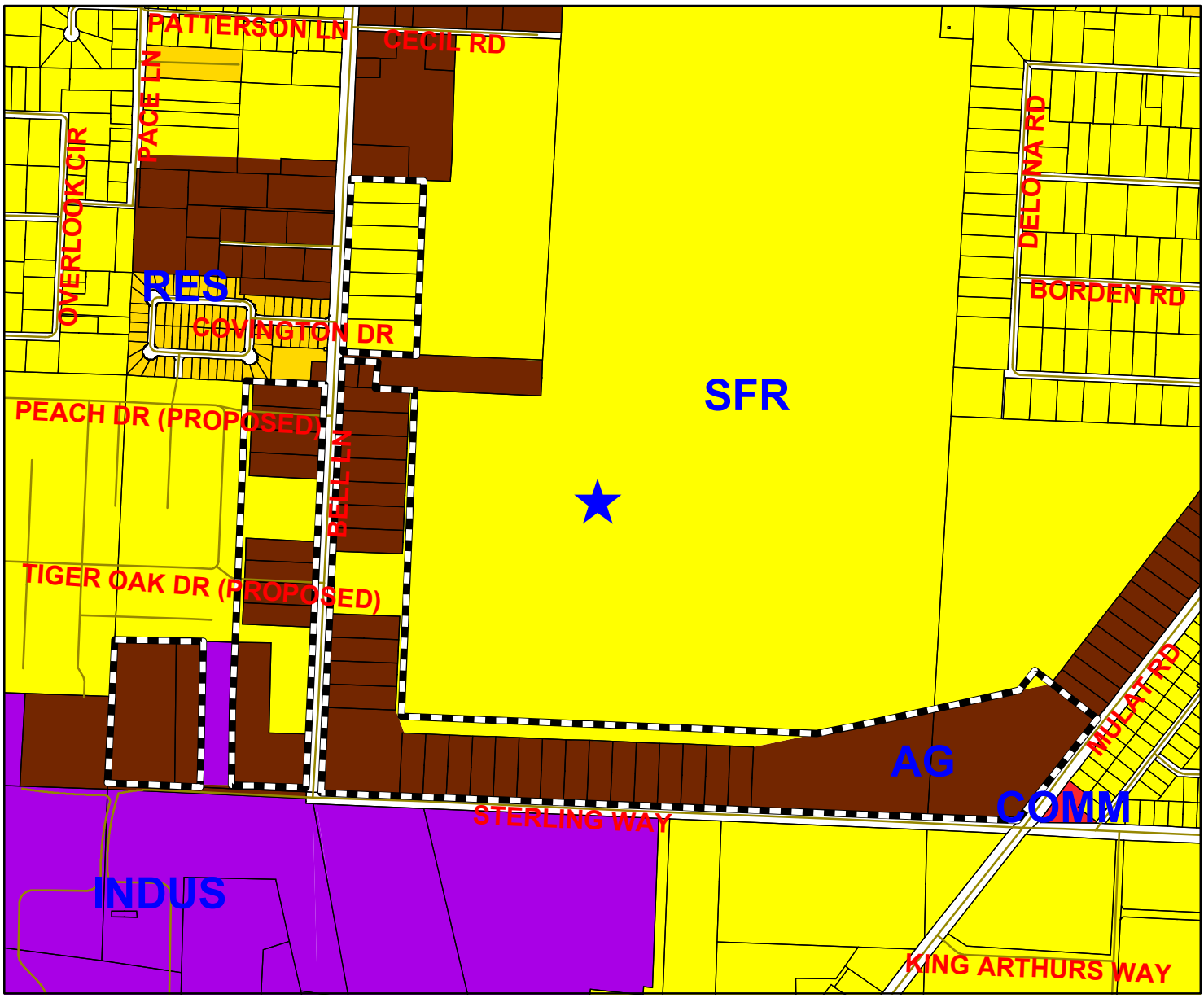


1 inch = 3,000 feet

N
W E
S

TextDisclaimer:
The GIS maps and data distributed by the Santa Rosa County BOCC departments are derived from a variety of public and private sector sources considered to be dependable, but the accuracy, completeness, and currency thereof are not guaranteed. The Santa Rosa County Commission makes no warranties, expressed or implied, as to the accuracy, completeness, currency, reliability, or suitability for any particular purpose of information or data contained in or generated from the County Geographic Database. Additionally, the Santa Rosa Commission or any agent, servant, or employee thereof assume no liability associated with the use of this data, and assume no responsibility to maintain it in any matter or form.

Future Land Use (2011-R-003)



1 inch = 1,000 feet

N
W E
S

Legend

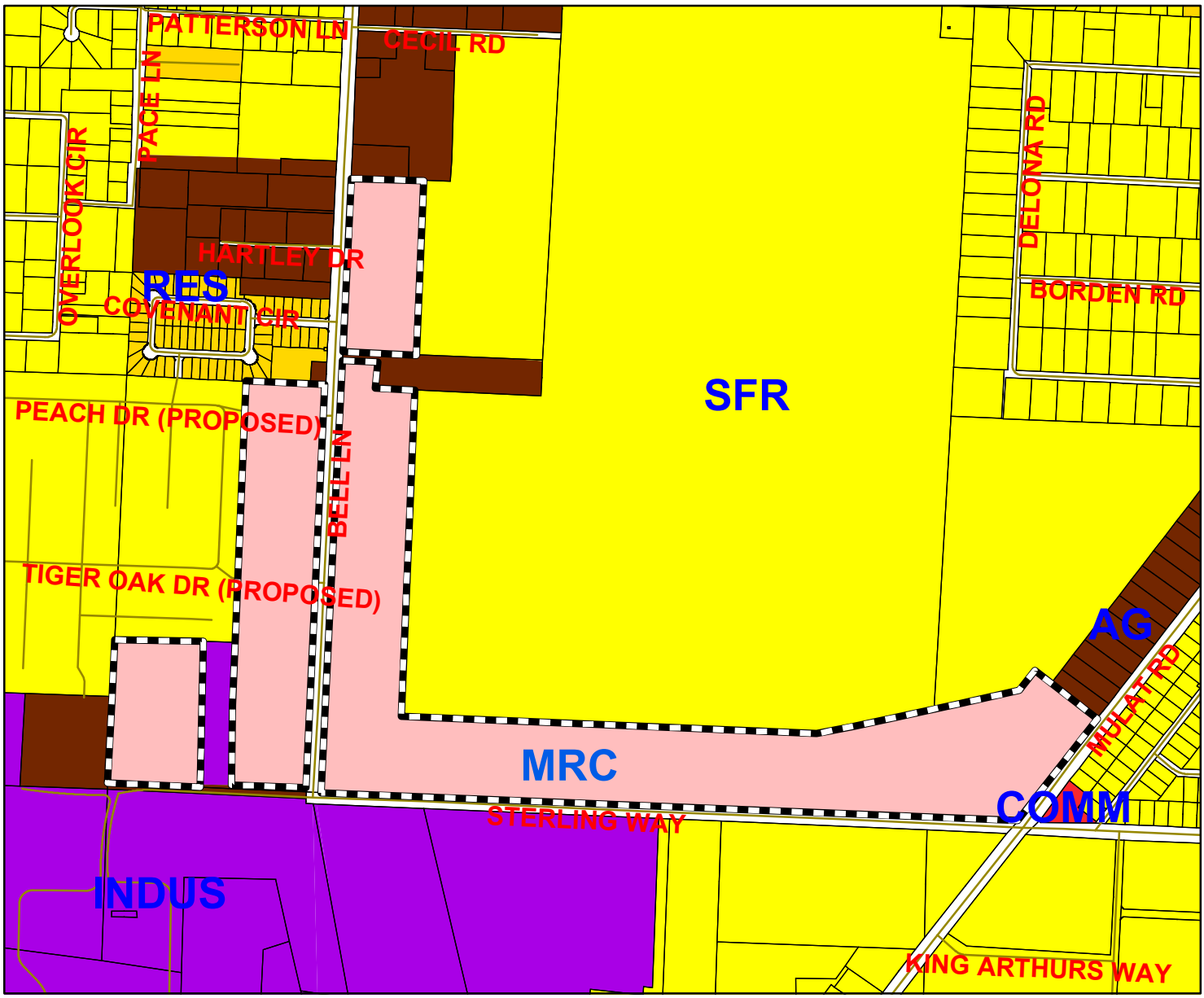
- 2011-R-003 LSA
- Streets
- Parcels

FLUM

- AGRICULTURE (AG)
- SINGLE FAMILY RESIDENTIAL (SFR)
- MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL (RES)
- COMMERCIAL (COMM)
- CONSERVATION/RECREATION (CON/REC)
- GP SINGLE FAMILY RESIDENTIAL (GPSFR)
- GP RURAL RESIDENTIAL (GPRR)
- BAGDAD HISTORIC DISTRICT (HIS)
- INDUSTRIAL (INDUS)
- MARINA (MARINA)
- MILITARY (MIL)
- MIXED RESIDENTIAL COMMERCIAL (MRC)
- NAVARRE BEACH COMMERCIAL (NBCOMM)
- NAVARRE BEACH LOW DENSITY RESIDENTIAL (NBLDR)
- NAVARRE BEACH MEDIUM DENSITY RESIDENTIAL (NBMDR)
- NAVARRE BEACH MEDIUM/HIGH DENSITY RESIDENTIAL (NBMHDR)
- NAVARRE BEACH HIGH DENSITY RESIDENTIAL (NBHDR)
- NAVARRE BEACH MIXED RESIDENTIAL/COMMERCIAL (NBMRC)
- NAVARRE BEACH UTILITIES (NBU)
- CITY
- RAIL
- WATER

TextDisclaimer:
The GIS maps and data distributed by the Santa Rosa County BOCC departments are derived from a variety of public and private sector sources considered to be dependable, but the accuracy, completeness, and currency thereof are not guaranteed. The Santa Rosa County Commission makes no warranties, expressed or implied, as to the accuracy, completeness, currency, reliability, or suitability for any particular purpose of information or data contained in or generated from the County Geographic Database. Additionally, the Santa Rosa Commission or any agent, servant, or employee thereof assume no liability associated with the use of this data, and assume no responsibility to maintain it in any matter or form.

Proposed Future Land Use (2011-R-003)



1 inch = 1,000 feet

N
W E
S

Legend

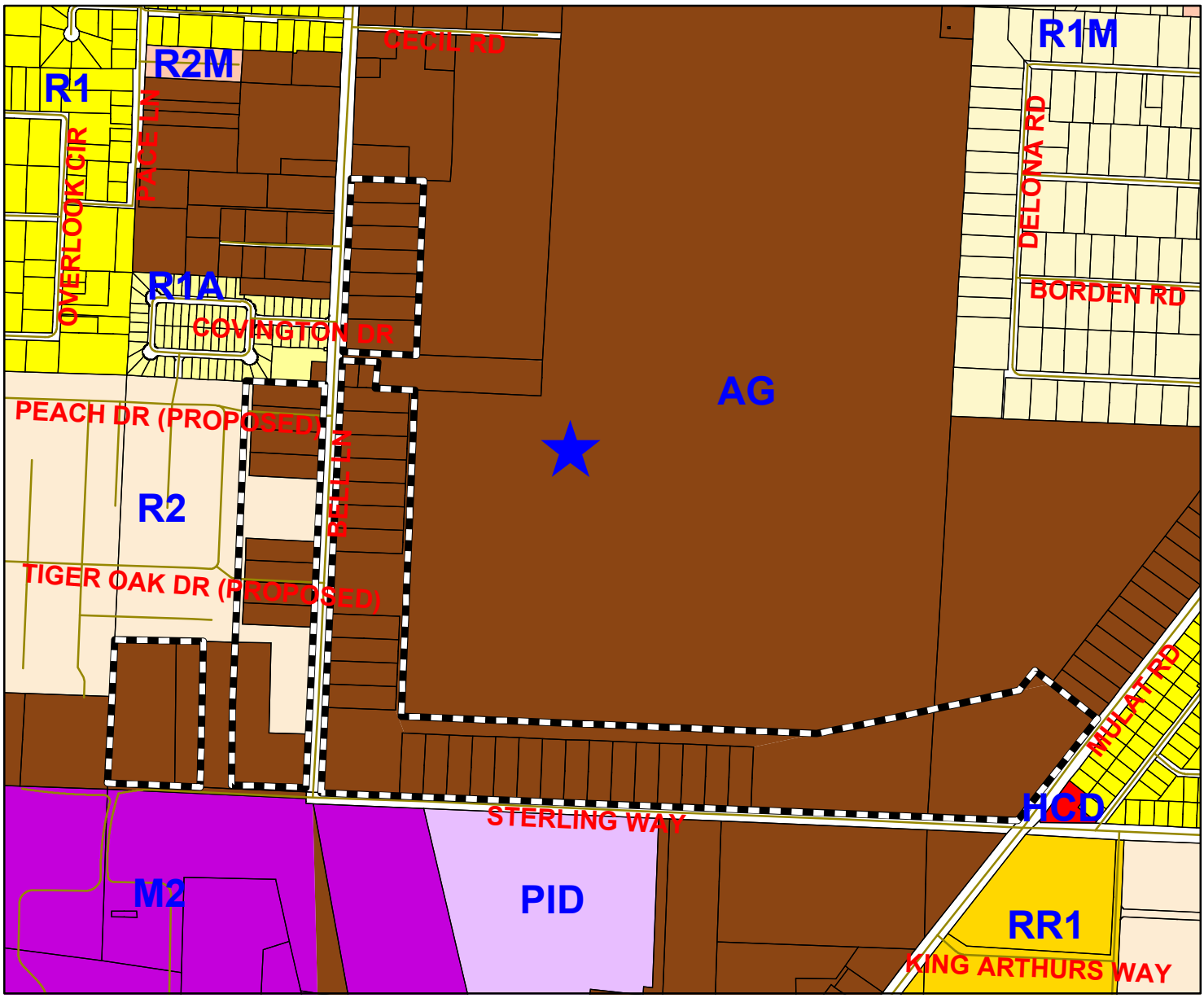
- 2011-R-003 LSA
- Streets
- Parcels

FLUM

- AGRICULTURE (AG)
- SINGLE FAMILY RESIDENTIAL (SFR)
- MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL (RES)
- COMMERCIAL (COMM)
- CONSERVATION/RECREATION (CON/REC)
- GP SINGLE FAMILY RESIDENTIAL (GPSFR)
- GP RURAL RESIDENTIAL (GPRR)
- BAGDAD HISTORIC DISTRICT (HIS)
- INDUSTRIAL (INDUS)
- MARINA (MARINA)
- MILITARY (MIL)
- MIXED RESIDENTIAL COMMERCIAL (MRC)
- NAVARRE BEACH COMMERCIAL (NBCOMM)
- NAVARRE BEACH LOW DENSITY RESIDENTIAL (NBLDR)
- NAVARRE BEACH MEDIUM DENSITY RESIDENTIAL (NBMDR)
- NAVARRE BEACH MEDIUM/HIGH DENSITY RESIDENTIAL (NBMHDR)
- NAVARRE BEACH HIGH DENSITY RESIDENTIAL (NBHDR)
- NAVARRE BEACH MIXED RESIDENTIAL/COMMERCIAL (NBMRC)
- NAVARRE BEACH UTILITIES (NBU)
- CITY
- RAIL
- WATER

TextDisclaimer:
The GIS maps and data distributed by the Santa Rosa County BOCC departments are derived from a variety of public and private sector sources considered to be dependable, but the accuracy, completeness, and currency thereof are not guaranteed. The Santa Rosa County Commission makes no warranties, expressed or implied, as to the accuracy, completeness, currency, reliability, or suitability for any particular purpose of information or data contained in or generated from the County Geographic Database. Additionally, the Santa Rosa Commission or any agent, servant, or employee thereof assume no liability associated with the use of this data, and assume no responsibility to maintain it in any matter or form.

Current Zoning (2011-R-003)



1 inch = 1,000 feet

N
W E
S

Legend

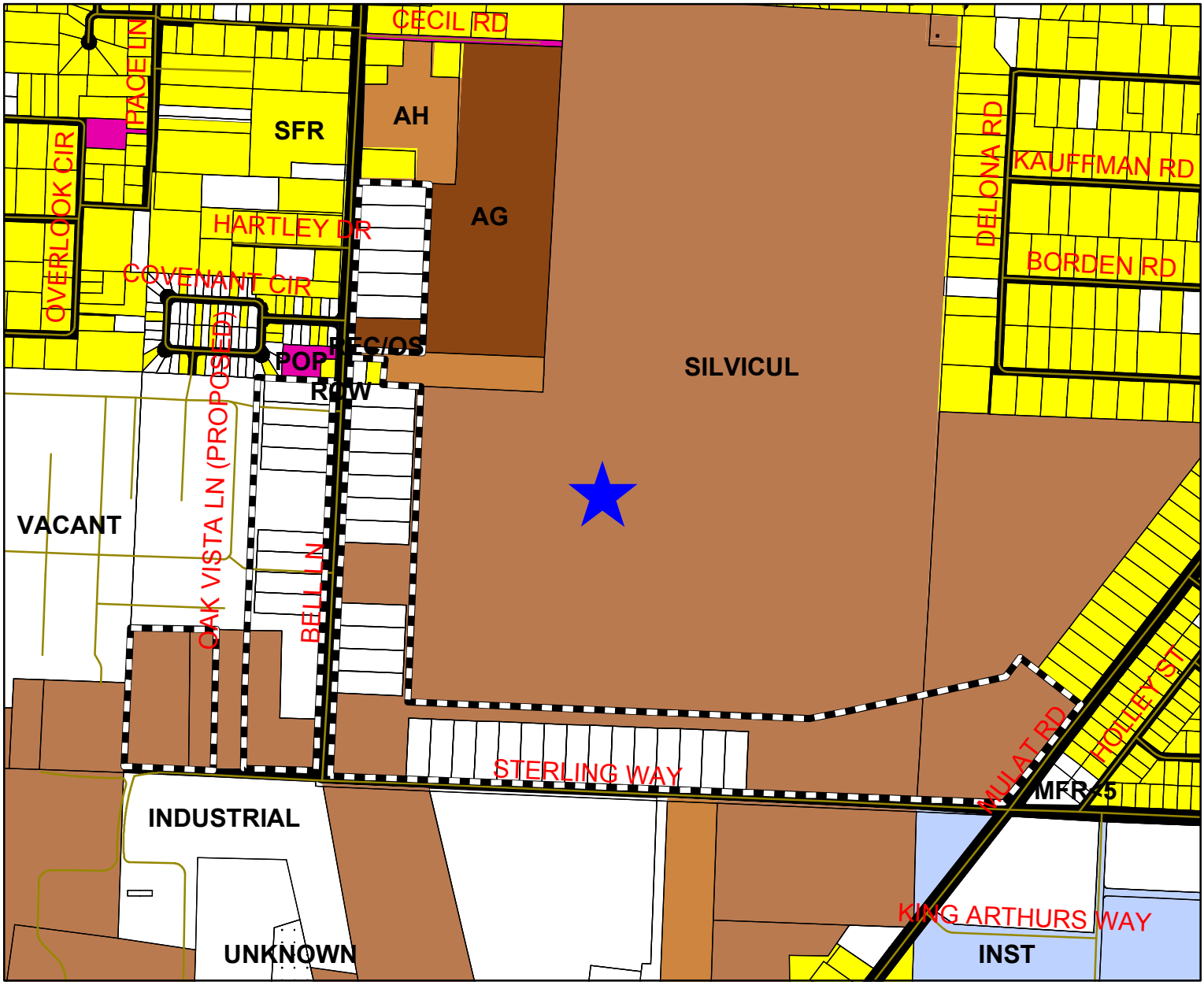
- 2011-R-003 LSA
- Streets
- Parcels

Zoning District

- Agriculture/Rural Residential (AG)
- AG within an Accident Potential Zone (AG-APZ)
- Agriculture (AG2)
- AG2 within an Accident Potential Zone (AG2-APZ)
- Marina (C-1M)
- Marina and Yacht Club (C-2M)
- Historical/Commercial (HC-1)
- Highway Commercial Development (HCD)
- HCD within an Accident Potential Zone (HCD-APZ)
- HCD within the Heart of Navarre (HCD-HON)
- HCD with the Navarre Town Center (HCD-NTC)
- Historical/Single Family (HR-1)
- Historical/Multiple Family (HR-2)
- Restricted Industrial (M-1)
- M1 within an Accident Potential Zone (M1-APZ)
- M1 within the Heart of Navarre (M1-HON)
- General Industrial (M-2)
- M2 within an Accident Potential Zone (M2-APZ)
- Planned Industrial Development (PID)
- Neighborhood Commercial (NC)
- NC-APZ
- NC within the Heart of Navarre (NC-HON)
- Passive Park (P-1)
- P1 within the Heart of Navarre (P1-HON)
- Active Park (P-2)
- P2 within an Accident Potential Zone (P2-APZ)
- P2 within the Heart of Navarre (P2-HON)
- Planned Business District (PBD)
- Planned Unit Development (PUD)
- Single Family Residential (R-1)
- R1 within an Accident Potential Zone (R1-APZ)
- R1within the Heart of Navarre (R1-HON)
- Single Family Residential (R-1A)
- Mixed Residential Subdivision (R-1M)
- R1M within an Accident Potential Zone (R1M-APZ)
- R1M within the Heart of Navarre (R1M-HON)
- Medium Density Residential (R-2)
- R2 within an Accident Potential Zone (R2-APZ)
- R2 within the Heart of Navarre (R2-HON)
- Medium Density Mixed Residential (R-2M)
- R2M within an Accident Potential Zone (R2M-APZ)
- R2M within the Navarre Town Center (R2M-NTC)
- Medium High Density Residential (R-3)
- Rural Residential Single Family (RR-1)
- RR1 within an Accident Potential Zone (RR1-APZ)
- Navarre Town Center 1 (TC1)
- Navarre Town Center 2 (TC2)
- Navarre Beach - Commercial
- Hotel - Navarre Beach
- Navarre Beach - High Density
- Navarre Beach -Medium Density
- Navarre Beach - Planned Mixed Use Development
- Navarre Beach - Conservation/Recreation
- Navarre Beach - Single Family
- Navarre Beach - Medium High Density
- Navarre Beach - Utilities
- State
- State within an Accident Potential Zone (STATE-APZ)
- RAIL
- Right of Ways
- Military
- Water
- Municipal Boundaries

TextDisclaimer:
The GIS maps and data distributed by the Santa Rosa County BOCC departments are derived from a variety of public and private sector sources considered to be dependable, but the accuracy, completeness, and currency thereof are not guaranteed. The Santa Rosa County Commission makes no warranties, expressed or implied, as to the accuracy, completeness, currency, reliability, or suitability for any particular purpose of information or data contained in or generated from the County Geographic Database. Additionally, the Santa Rosa Commission or any agent, servant, or employee thereof assume no liability associated with the use of this data, and assume no responsibility to maintain it in any matter or form.

Existing Land Use Map (2011-R-003)



1 inch = 1,000 feet

N
W E
S

Legend

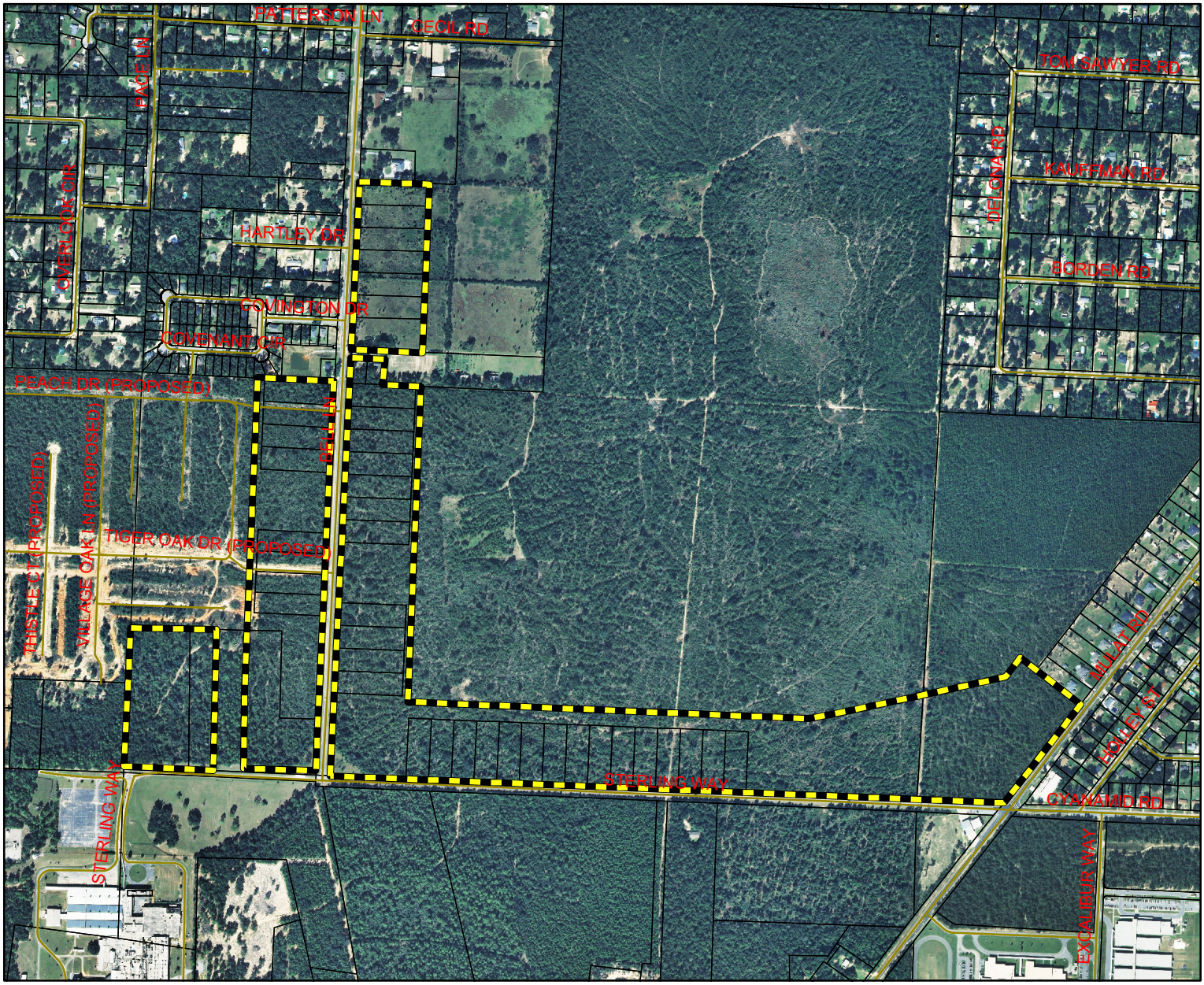
- 2011-R-003 LSA
- Water Bodies
- Streets
- Parcels

ELUM CATEGORY

- Agriculture
- Agriculture Homestead
- Condo/Townhomes
- City
- Commercial
- Institutional
- Military
- Mixed Residential/Commercial
- Office
- Public Owned Property
- Recreation/Commercial
- Recreation/Open Space
- Right of Way
- Single Family Residential
- Silviculture
- Unknown
- Vacant
- Water

TextDisclaimer:
The GIS maps and data distributed by the Santa Rosa County BOCC departments are derived from a variety of public and private sector sources considered to be dependable, but the accuracy, completeness, and currency thereof are not guaranteed. The Santa Rosa County Commission makes no warranties, expressed or implied, as to the accuracy, completeness, currency, reliability, or suitability for any particular purpose of information or data contained in or generated from the County Geographic Database. Additionally, the Santa Rosa Commission or any agent, servant, or employee thereof assume no liability associated with the use of this data, and assume no responsibility to maintain it in any matter or form.

Aerial View (2011-R-003)



1 inch = 1,000 feet

N
W E
S

TextDisclaimer:
The GIS maps and data distributed by the Santa Rosa County BOCC departments are derived from a variety of public and private sector sources considered to be dependable, but the accuracy, completeness, and currency thereof are not guaranteed. The Santa Rosa County Commission makes no warranties, expressed or implied, as to the accuracy, completeness, currency, reliability, or suitability for any particular purpose of information or data contained in or generated from the County Geographic Database. Additionally, the Santa Rosa Commission or any agent, servant, or employee thereof assume no liability associated with the use of this data, and assume no responsibility to maintain it in any matter or form.