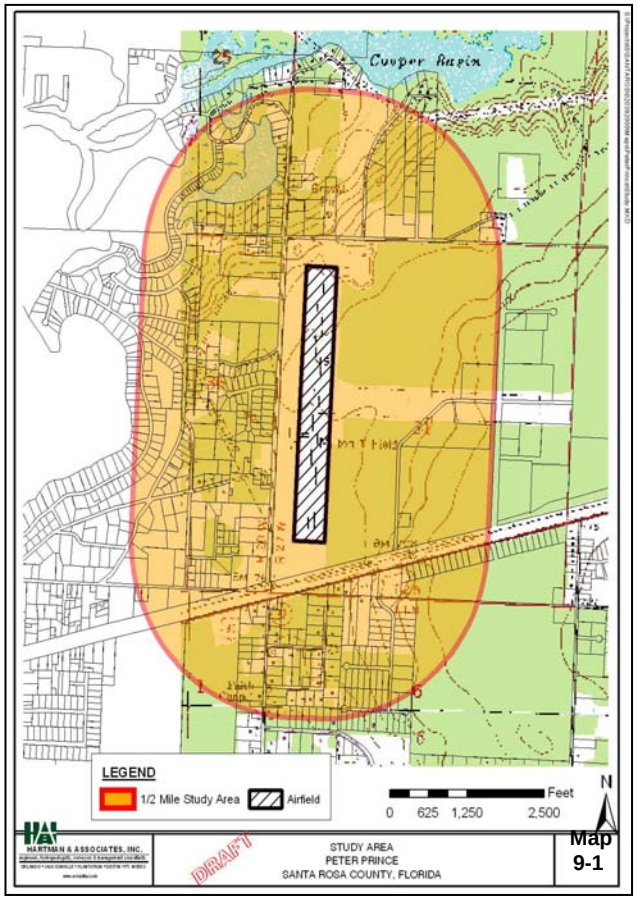
CHAPTER 9
PETER PRINCE FIELD JLUS



Executive Summary

Primary Airfield Use	General aviation airfield used by fixed-wing (prop, turboprop, or small jets) and helicopters; airport owned and operated by Santa Rosa County.
Airfield Facilities	Lighted 3700' hard surface runway, two taxiways, hangars, fueling facilities, FOB building.
Time of Use	Day or night hours, year-round
Other Uses	Charter flights, aircraft rental, flight training, aircraft maintenance.
Planned Uses	Continue as General Aviation Airport

Study Area Population	**Current**	**Potential**
	781	3,887

Study Area Issues and General Recommendations

Residential development predominantly covers areas to the south, west, and north of the airfield. Property east of the airfield is also owned by the County. Commercial development occurs directly south of the runway. Few remaining undeveloped large parcels remain, making land acquisition in strategic areas a less viable option. Three or four large agriculture zoned parcels occur in the north, northwest, and southwest portions of the study area.

Recommendation: Limit residential development to one unit per five acres on large parcels zoned agriculture at study area perimeter. Require improved sound insulation for residential construction within the Noise Zone or overflight areas.

Chapter Contents

Note: with exception to Map 9-1 above, maps referenced in this chapter are placed in Appendix 9A, located in the back of this chapter.

SECTION 1
INTRODUCTION AND STUDY BACKGROUND

1.1 Study Purpose

Santa Rosa County is experiencing rapid population growth as well as increasing urbanization. The population for Santa Rosa County increased by 36,135 from 81,608 to 117,743 between the 1990 census and the 2000 census. This represented a 44.3 percent change in ten years ranking Santa Rosa County tenth in the state in terms of population change.

In recent years development pressures have increased as future residents recognize the outstanding natural resources and pleasant environment that Santa Rosa County offers coupled with a lower cost of living. New residents spur demand for housing, as well as commercial retail and services to support their daily and social needs. Additional public services such as roads, airports, police and fire protection will be required to serve them.

Peter Prince Field, Santa Rosa County's general aviation airfield, provides current and future opportunities for employment, offers a form of transportation demanded by existing and new residents, and industrial lands promote and generate revenues for Santa Rosa County. Lands near Peter Prince Field are also desirable for residential home sites. US Highway 90 provides convenient access to the City of Milton and Pensacola. People living or working near an airfield can expect to receive airport-related impacts such as noise, smoke, or dust generated from ground and air operations. Those living near an airfield can also be exposed to aircraft accident potential.

Conflicts between residential life styles and efficient operation of an airfield can undermine the interests of both, negatively affecting quality of life for residents and reducing airfield viability for aviators.

The primary purpose of a land use study for Peter Prince Field is to identify and implement appropriate growth management techniques that reduce potential for conflicts between land uses and airfield operations.

Also, general aviation activities at Peter Prince Field utilize airspace in Santa Rosa County also used for student aviator pilot training conducted by Naval Air Station (NAS) Whiting Field, which is located three miles to the north. Naval Outlying Landing Fields (NOLFs), several of which are located throughout Santa Rosa County, support NAS Whiting Field's training mission. Planning activities involving or affecting air operations are coordinated with Navy Commanding Officers and Navy community planners at NAS Whiting Field to further advance flight safety and reduce potential conflicts between civilian and military flight activity. Despite functioning as a general aviation airfield, Peter Prince Field is included in the Santa Rosa Joint Land Use Study to support coordination among aviation plans for civilian and military airfields.

The Santa Rosa County Joint Land Use Study (JLUS) follows a two-step process. Once a land use study has identified compatible land uses and growth management guidelines, a second step will form specific development regulations and land management implementation programs. This report

addresses the first step -- a joint land use study. All together, a JLUS has been prepared for seven US Navy (USN) airfields (North and South combined) and the County Airport, Peter Prince Field. These eight separate and distinct studies comprise the Santa Rosa County JLUS. The seven USN installations evaluated in the JLUS are NAS Whiting Field (North and South) and six of its fourteen NOLFs; Holley, Santa Rosa, Choctaw, Harold, Spencer, and Pace. This chapter addresses only Peter Prince Field and adjacent lands within its established study area.

1.2 Peter Prince Field Location

Peter Prince Field is located in central Santa Rosa County two miles east of the City of Milton. The airport is just north of US Highway 90, one mile west of its intersection with State Road 87. The general proximity of Peter Prince Field to NAS Whiting Field and the other JLUS airfields appears in Map 1-1 of Chapter 1. Map 9-1 also illustrates the airports general location.

Two roads and a railroad track border the airfield A CSX railroad runs along the airport's south property line. West and north airfield perimeters are contained by Airport Road North and Old Stagecoach Road, respectively. Adjacent to its east boundary is the Santa Rosa County Industrial Park, where portions are also owned by the County.

1.3 Peter Prince Study Area

The study area boundaries for Peter Prince Field JLUS (hereafter Peter Prince Study Area) are illustrated on Map 9-1, which is located at the top of the first page in this chapter. The Peter Prince Study Area covers 1,107 acres while the airport contains 302 acres, or approximately 27% of the total study area. All property within the Peter Prince Study Area is situated in unincorporated Santa Rosa County and not within any municipal boundaries.

The Peter Prince Study Area includes all areas designated as a Clear Zone and areas located within Noise Level Contours. To take into consideration lands outside the Clear Zone and Noise Zone, study boundaries were expanded to encompass areas generally within one-half mile from Peter Prince Field's perimeter. The study area crosses over US Highway 90 and includes lands south of this roadway.

The Peter Prince Field JLUS presented in this chapter emphasizes evaluation of lands outside the airfield perimeter and within the study area delineation, as shown in Map 9-1 and other maps within Appendix 9A. The study area consists of three components – the Clear Zone, Noise Zone, and non-airport properties. Each component is a separate entity and overlaps with portions of the others. Acreage for the Peter Prince Study Area is shown in Table 9-1 according to these study area components. Note that acreage for the total study area will not equal a summation of its components. This anomaly occurs because some areas in the Noise Zone overlap with the Clear Zone, creating a double counting of acreage if sub-categories are added together.

Table 9-1
Study Area Components

Study Area Component	Acres
Total Study Area (Map 9-1)	*1,107*
Outside Airfield	*805*
Noise Level Zone (current)	16
Noise Level Zone (proposed)	40
Clear Zone	6
Airfield	*302*

A. **Clear Zone.** Aviation history has demonstrated that property along primary flight paths and immediately beyond the end of a runway experience higher potential exposure to aircraft accidents than areas further out from an airfield. The Clear Zone is an area that possesses a high potential for accidents and is typically located just past the end of a runway. Clear Zones are located at each end of the runway serving Peter Prince Field.

Functioning as a general aviation airport, Peter Prince Field is used by a mix of aircraft types including fixed-wing prop and turbo prop airplanes and helicopters. Small jet aircraft also use the airfield.

The end of a runway selected for a landing or take-off will depend on the direction of the wind. Pilots navigating fixed-wing aircraft or helicopters select a runway that offers the most compatible alignment for landing or taking-off facing the wind. As wind changes, approach and departure direction will also change. Figure 9-1 demonstrates local airport traffic patterns used to approach the runway.

Maps placed in Appendix 9A as well as the aerial image provided in Appendix 9B (Figure 9-2) delineate boundaries of the Clear Zone in relationship to Peter Prince Field and adjacent property.

B. **Accident Potential Zones (APZ).** Peter Prince Airport is owned and operated by Santa Rosa County. APZ have not been delineated for Peter Prince Airport as they have been for military installations in Santa Rosa County.

C. **Noise Level Zone.** Noise exposure can create conflicts with public welfare and quality of life for those living or working near airfields. For the Peter Prince Field JLUS, noise level contours extending from the airfield are incrementally measured from the highest typical decibel (dB) generated within the airfield to locations where the decibel drops to 65 dB. Within the Peter Prince Study Area, lands inside the 65 dB contour are referred to as the Noise Zone. Maps placed in Appendix 9A delineate noise contours associated with Peter Prince Field. The outer-most noise contour represents the boundary for the Noise Zone.

Aircraft will land and take-off against the direction of the wind to create optimal conditions for safe take-off and landing. Noise Zones, then, occur in patterns similar to flight patterns at the airfield. As shown in Map 9-3, noise contours tend to coincide with flight patterns and ground taxi routes at the airfield.

1.4 Peter Prince Airport Master Plan Update

In August 2002 the master plan for Peter Prince Airport was updated by Santa Rosa County. The update of the Master Plan involved coordination and input from the Florida Department of Transportation, Federal Aviation Administration, and NAS Whiting Field. Most information related to flight activity and airport facilities, including noise level contours and clear zone boundaries, originates from the Peter Prince Airport Master Plan Update. The general purpose of the Master Plan is to identify general facility requirements based on aviation activity and demands forecasted over twenty years.

The Master Plan anticipates and plans for an increase in air traffic through year 2020. To accommodate forecasted aviation activity and aircraft types, the Master Plan identifies infrastructure requirements to enable the airport to develop in a coherent and logical manner. Peter Prince Airport will continue to function as a general aviation airfield with a single runway at its current length of 3,700 feet.

SECTION 2
AIRFIELD OPERATIONS AND GROWTH OBJECTIVES

This section inventories and analyzes current air and ground operations performed at Peter Prince Field. Any current conflicts with airport operations, whether air or ground, are also identified and described.

2.1 Airfield Use and Mission – Current and Future

Peter Prince Field is owned and operated by Santa Rosa County and provides several general aviation services to the surrounding community. Site management services at the airfield are conducted by Santa Rosa Aviation under a service agreement with Santa Rosa County. Santa Rosa Aviation serves as the fixed base operator (FBO) for Peter Prince Field. The FBO employs full and part-time staff to conduct services that include aviation fueling, tie-down space leasing, flight instruction, aircraft rental, aircraft maintenance, and pilot supplies.

Fire and rescue personnel are not stationed at the airfield. Such emergency services are provided by the East Milton Volunteer Fire Department.

2.2 Facilities and Aircraft

Peter Prince Field offers one north-south runway, paved at a length of 3,700 feet and a width of 75 feet. Based on its design and construction, the runway can serve most small general aviation aircraft weighing less that 12,500 pounds and having a wing span less than 79 feet. Night landing and takeoffs can occur as the runway is equipped with lighting, which must be activated by the pilot prior to departing or landing. Lighting remains off in the evening when flight operations are not taking place. A control tower is not in place at Peter Prince Field.

Two full-length taxiways run parallel to each other on opposite sides of the runway. Other facilities include a building for the fixed base operator, Santa Rosa Aviation, and 13 aircraft hangars. Fuel facilities are operated and maintained by Santa Rosa Aviation. Hangars and the FBO building are located on the west side of the airfield.

Fixed-wing aircraft regularly use Peter Prince Field. The Santa Rosa County Sheriff also maintains a helicopter at the airport.

2.3 Flight Patterns

The local traffic pattern used at Peter Prince Field is illustrated in Figure 9-2. Aircraft entering the traffic pattern at the airfield fly a pattern elevation of 900 feet above mean sea level (MSL). Departures from Runway 18 (i.e., takeoff towards the south) are instructed to climb straight ahead until south of Highway 90 prior to turning on-course. Departures from Runway 36 (i.e., heading north) turn west once one-quarter mile from the runway end.

2.4 Current Air Operation Conflicts

Operations at Peter Prince Field occur during day and evening hours. Local flight patterns will continue to use airspace over residential areas. Flight patterns and air traffic must be cautious of air traffic from nearby NAS Whiting Field and NOLF Santa Rosa. Alteration of flight patterns is difficult because of limited runway options and considerations for air traffic from other nearby airfields.

SECTION 3
COMMUNITY PROFILE AND DEVELOPMENT CHARACTERISTICS

The general area surrounding Peter Prince Field is predominantly residential subdivisions offering lot sizes ranging from one-third acre to one acre. Property to the east of the airfield is occupied by the Santa Rosa County Industrial Park, which is also owned by Santa Rosa County. All existing commercial development within the study area is located along US Highway 90. Light manufacturing occurs within the industrial park. A church is located on property in the southern portion of the study area. Based on a preview of the Santa Rosa County Property Appraisers Office, 14 businesses exist within the study area as of July 2003. These businesses include warehousing, a night club, light manufacturing, service shop and two offices. The total square footage of the combined building space for theses business is approximately 159,000 sq. ft. However, 137,000 square feet of this total is contained within three warehousing facilities.

Few large vacant or agricultural parcels occur within the study area. Four such parcels exceed 40 acres, one of which (at the northeast corner of the study area) is already owned by Santa Rosa County. The other three are located at the southeast, southwest, and northern perimeter of the study area. Land within the study area is already substantially developed. Given the few large undeveloped tracts remaining, protection of the airport through land acquisition would not create substantial benefit. While 25% of the land in the study area is classified as vacant, most vacant parcels are scattered throughout the study area among numerous parcels one to five acres in size.

Map 9-2 illustrates existing land uses occurring within the Peter Prince Study Area while Map 9-3 shows land subdivision. Table 9-2 provides a summary of existing land uses within the Peter Prince Study Area. Future use designations and zoning categories assigned to properties within the Peter Prince Study Area are depicted in Maps 9-6 and 9-7, respectively.

Table 9-2
Existing Land Use Profile by Acreage
Peter Prince Area

Existing Land Use	Study Area[1]		Clear Zone	Noise Zone[1]
	Acres	Percent	Acres	Acres
Single Family Residential	274	34%	1	16
Vacant	197	25%	1	8
Agriculture	95	12%	a	1
Right-of-Way	91	11%	3	14
Publicly Owned Property	70	9%	0	1
Industrial	42	5%	1	0
Water	22	3%	0	0
Office	6	1%	a	a
Institutional	2	b	0	0
Commercial/Office	2	b	0	0
Multi-Family Residential	2	b	0	0
Recreation/Open Space	2	b	0	0
Utilities	1	b	0	0
Total (non-military)	805	100%	6	40

Source: Santa Rosa County, 2003.
[1] Land uses and acreages appearing in the table are for non-county owned lands within the Peter Prince Study Area.
[2] May include single family, townhouses, mobile homes or condominiums.
[a] Less than one percent
[b] Less than one acre.
Note: Due to rounding, totals may not match with summation of sub-categories.

3.1 Study Area Profile

Within the Peter Prince Study Area, the airfield amounts to 302 acres, or approximately 27% of the entire study area. Land outside the airfield cover 805 acres of the 1,107 acres comprising the Peter Prince Study Area. Nearly 35% of non-county owned lands are used for home sites. Single family residential subdivisions cover the west and south areas of the study area where zoning is typically R-1 or R-1M residential, which both allow for a density of up to four units per acre. Nearly all of these residential areas are subdivided. Light manufacturing and warehouse uses and industrial zoning dominate land on the east side of the study area, while to the north agriculture and single family uses define character and current zoning. No schools occur within the study area.

Few large ownership tracts appear within the Peter Prince Field Study Area. As apparent in Map 9-3, only four or five agriculture or vacant parcels exceed twenty acres. The majority of the study area is subdivided in small residential lots less than one-acre in size.

General land use coverage for the Peter Prince Study Area, as identified by the Northwest Florida Water Management District, is illustrated on Map 9-4. This map identifies the indigenous vegetative communities found in the study area. Many areas in the map that appear as a vegetative community

have been developed since the maps preparation. Northern portions of the study area lie within the 100 year floodplain, as delineated in Map 9-5.

3.2 Current Housing and Population

In 2003, residential development amounts to 226 single family homes, 105 mobile homes, and only 2 multi-family units for a total of 333 dwelling units located within the Peter Prince Study Area. Homes are spread throughout the study area, surrounding Peter Prince Field on the northern, western and southern areas. Current population inside the study area is estimated at 781 persons, based on 2.63 persons per household and an occupancy rate of 89% as recorded by the US Census 2000 for Santa Rosa County. In regards to the type of housing construction, about 68% of the dwellings are single family conventional construction and 32% are mobile homes. Table 9-3 and 9-4 summarizes the number of housing units and residents by study area component and dwelling type.

Population and housing estimates were determined by comparing land use records from the Santa Rosa County Property Appraiser's Office with statistical and demographic data from the 2000 U.S. Census. The average number of persons per household for Santa Rosa County was applied to the number of estimated occupied housing units. Occupancy rates for Santa Rosa County were applied to the total number of residential units in the Peter Prince Study Area to obtain total occupied housing unit figures. Housing units shown below are the total number of housing units, not the occupied housing units.

Table 9-3
Existing Housing Unit Profile
Peter Prince Study Area

Residential Type	Housing Units		
	Study Area	Clear Zone[1]	Noise Zone[2]
Single Family	226	1	14
Mobile Home	105	1	11
Multiple Family	2	0	0
Total	333	2	25

[1] Numbers shown represent parcels or lots with all or a portion of its boundaries in the clear zone. In some situations where the study area or study component boundary splits a lot, the home is counted as occurring within the boundary.
[2] Acreage shown is for proposed Noise Zone.

Table 9-4
Existing Population Profile
Peter Prince Study Area

Residential Type	Study Area[1]	Population Clear Zone	Noise Zone[1]
Single Family	530	3	33
Mobile Home	246	3	26
Multiple Family	5	0	0
Total	781	6	59

[1]Acreage shown is for proposed Noise Zone.

3.3 Clear Zone Profile

Within the Peter Prince Study Area, the Clear Zone covers only 13 acres, of which 6 acres fall outside the airfield. Two single family residential parcels were identified within the Clear Zone. The structure may occur outside the Clear Zone boundary. Tables 9-3 through 9-4 provide a summary of the existing land use profile, housing, and population within the Clear Zone. Santa Rosa County has obtained aviation easements, or navigation easements, for properties in or adjacent to clear zones. These easements grant authorization to Santa Rosa County to use airspace above the subject property, to remove trees or buildings if necessary, or to place lights on potential hazards or trees within the easement.

3.4 Noise Zone Profile

An update of the Peter Prince Airport Master Plan in August 2002 included an environmental overview that delineates existing and proposed noise contours. For analytical purposes, proposed noise contours were used for the Peter Prince Joint Land Use Study. Proposed noise contours cover a slightly broader area than the current noise contours. Map legends for illustrations contained Appendix 9A identify the boundaries of the proposed noise contours, which are referred to in this chapter as the Noise Zone.

3.5 Summary of Existing Airfield and Land Use Conflicts

Residential development has substantially encroached into the airport vicinity in the north, west and south areas of the Peter Prince Study Area. Properties west of Airport Road North are also exposed to noise and impacts from airport ground activities on the west side of the field. On the east side of the field, industrial lands protect the airfield from residential encroachment.

SECTION 4
FUTURE DEVELOPMENT POTENTIAL AND ASSESSMENT OF FUTURE LAND USE CONFLICTS

People living or working near an airfield can expect impacts such as noise, smoke, or dust generated from ground and air operations. Quality of life for those living or working near an airfield can be negatively affected when these impacts reach levels creating a nuisance. A potential risk to public safety also exists from the possibility of aircraft crashing at or near an airfield. The extent and frequency of negative impacts affecting people living near airfields will vary based on the type of aircraft, airfield operating hours, airfield ground activities, frequency of flight and ground support or maintenance activities, proximity to the airfield, and the individual tolerance level for affected persons. Future residents choosing to live within the Peter Prince Study Area will be impacted by flight and ground activities at Peter Prince Field.

Population growth and certain types of non-residential development, such as commercial retail and office uses, are considered to create future potential conflicts between airfield operations and the civilian population's expectations for the enjoyment and use of privately-owned property, particularly a residential home environment. The purpose of this section is to identify potential population and non-residential development that could occur within the Peter Prince Study Area as well as inside Noise Zone and Clear Zone boundaries, the areas where airfield impacts are known to create the greatest potential land use conflicts.

4.1 Housing and Population Methodology

For purposes of this study, build-out potential represents development of all land according to the maximum densities allowed by a property's assigned zoning category, as determined by the Santa Rosa County Land Development Code. Article 11 of the County's Land Development Code establishes specific development densities for property located within the Clear Zone or Noise Zone. Lands inside the Clear Zone are severely restricted from development and limited to certain agriculture or open space activities. Population and housing projections take into account effects that Article 11, Airport Environs, has on the development potential for properties situated within an APZ or Noise Zone.

Other factors that were considered to estimate housing and population include environmental characteristics and infrastructure needs. Based on land coverage information mapped by the NWFWMD, a substantial portion of the land surrounding Peter Prince Field is not affected by environmental conditions that may limit development potential. While floodplains exist at the north end of the study area, lands do not appear to be substantially affected by environmental issues. Soils in the Peter Prince Study Area are sand or loamy sand, pursuant to the US Soil Conservation Service's most recent soil survey for Santa Rosa County.

Housing and population figures estimated for year 2005 through 2020 are based on an annual growth rate of 3.4%, which is identical to the growth rate applied in the Santa Rosa County Comprehensive Plan to project population through 2020.

For the estimation of population and residential development for build-out, development potential for larger parcels was reduced by 10% to acknowledge right-of-way and drainage needs to accommodate new development. Population and housing estimates could be higher or lower based on requirements for infrastructure to support new development. For commercial and industrial lands, the potential building square footage was estimated by assuming that building floor area would cover 20% of a parcel for commercial zoned property and 15% for industrial zoned property. The assumptions also only consider a one-story building.

Development potential for land within the study area was determined by applying the maximum density allowed by the zoning category assigned to the property. For the Peter Prince Study Area, zoning was used to evaluate development potential rather than using the future land use designation. While Map 9-6 provides information regarding future land use designation assigned to property, Map 9-7 illustrates zoning for the Peter Prince Study Area. Regulatory policy and code may reduce development potential within the Clear Zone or Noise Zone.

4.2 Study Area Development Potential

Currently, an estimated 781 residents currently live among 333 homes or apartments located within the Peter Prince Study Area. Based on undeveloped lands that could potentially accommodate new development, population in the Peter Prince Study Area has a potential to reach close to or over 3,887 and housing development could exceed 1,657 units. While existing commercial and industrial building floor area amounts to approximately 159,000 square feet, the study area can expect to experience more than 921,686 square feet based on land assigned either a commercial and industrial zoning category. Some commercial and industrial uses are compatible with airfield operation. Some commercial services and professional services, such as medical offices, may not be compatible. Tables 9-5 and 9-6, respectively, list the number residents and homes that could potentially occur within the Peter Prince Study Area in the future.

Table 9-5 provides a summary of the potential future population within the Peter Prince Study Area while Table 9-6 summarizes potential dwelling units

4.3 Clear Zone Development Potential

Properties within the north Clear Zone and outside the airfield are assigned agriculture future land use designations and zoning categories. For the south Clear Zone, about half the non-airport lands fall on US Highway 90. Three acres within the north clear zone are zoned Agriculture and 1 acre is zoned for commercial within the south clear zone. Article 11 of the County's Land Development Code, referred to as the Airport Environs Ordinance, prohibits residential construction in the Clear Zone. Permitted uses within the Clear Zone are basically limited to agriculture activities such as crops and pasture lands. No new residential or commercial structures are estimated to occur within the Clear Zone because of adopted County regulations.

Table 9-5
Potential Future Population
Peter Prince Study Area

Residential Unit	Year 2005	2010	2015	2020	Build-Out Potential
Single Family[1]	829	961	1093	1225	
Multiple Family	2	2	3	3	
Total	831	964	1096	1228	3,887

[1] Includes mobile homes.

Table 9-6
Potential Future Housing Units
Peter Prince Study Area

Residential Units	Year 2005	2010	2015	2020	Build-Out Potential Residential (units)
Single Family Units[1]	349	405	461	516	
Multiple Family U\nits	1	1	1	1	
Total Residential Units	350	406	462	517	1,657

[1] Includes mobile homes.

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SECTION 5
STUDY RECOMMENDATIONS

5.1 North Airport Agriculture Lands

A. **Findings.** Few large tracts of undeveloped lands remain available. Residential development has primarily occurred in subdivisions with typical lot sizes of one acre or less. Agriculture land at the north end of the study area appears to lie within the 100 year floodplain and also occur in overflight areas for approaching or departing aircraft to the north. Current agriculture zoning and land use for northern properties would allow one unit per acre.

B. **Recommendation.** Based on the location of the airfield and the 100 year flood plain presence, properties zoned Agriculture on the north side of the airfield should be limited to a maximum density of one unit per five acres. Map 9-7 illustrates those areas currently zoned Agriculture that are affected by this recommendation.

5.2 Sound Insulation for New Construction.

A. **Findings.** Proximity of residential development north, south and west of the airfield appears to place neighborhoods under overflight areas. The County should require residential construction within the study area to incorporate improved sound insulation within construction.

B. **Recommendation.** Review residential construction standards applicable to new construction and update standards to require better sound insulation for residential and for certain types of residential or office construction.

5.3 FAA Grants

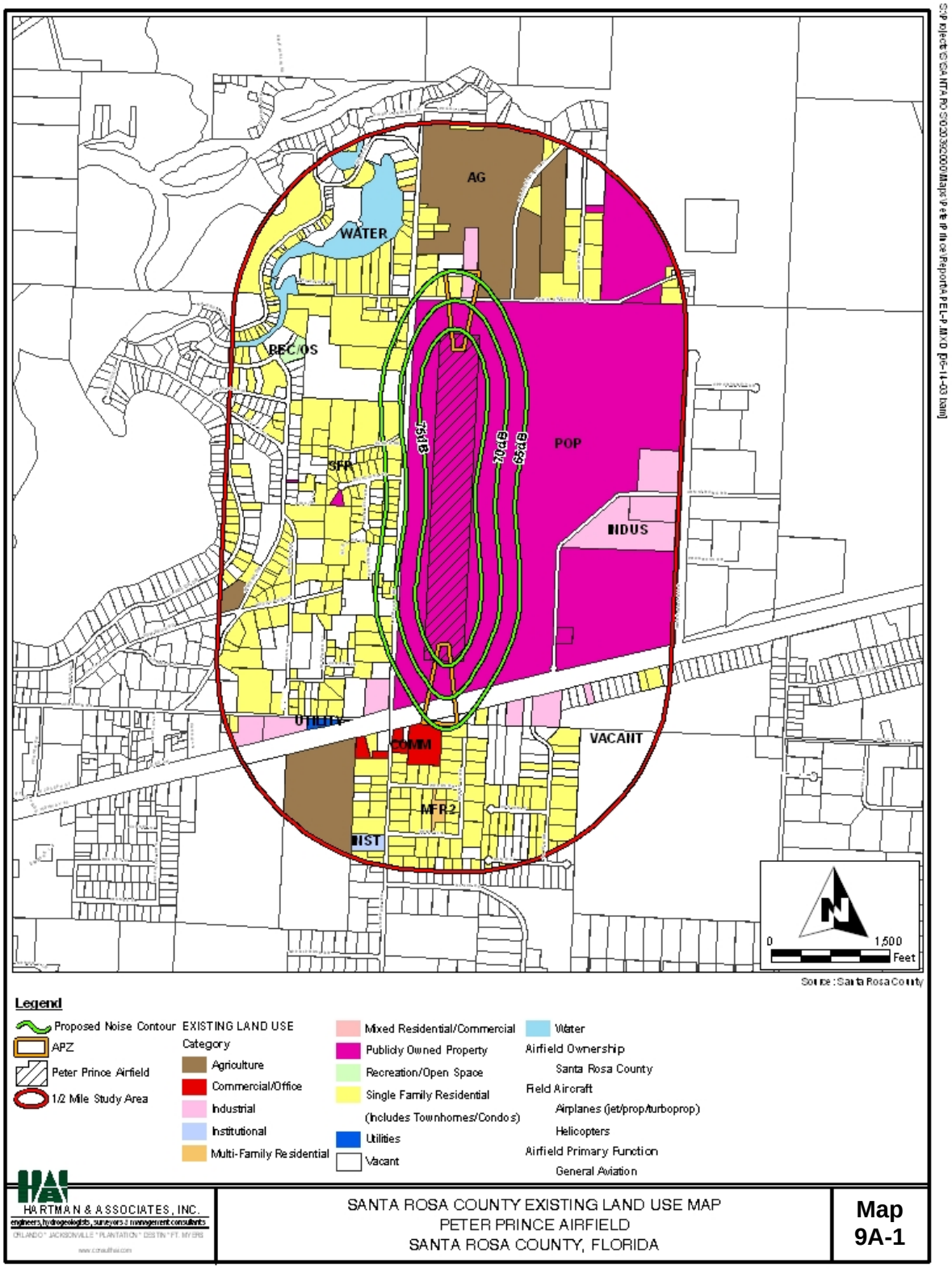
A. **Findings.** The FAA has disseminated grant funds to communities to improve sound insulation of existing residential structures, reducing noise impacts from nearby airfields. Santa Rosa County should coordinate with the FAA to determine potential eligibility for existing residential development near Peter Prince Field.

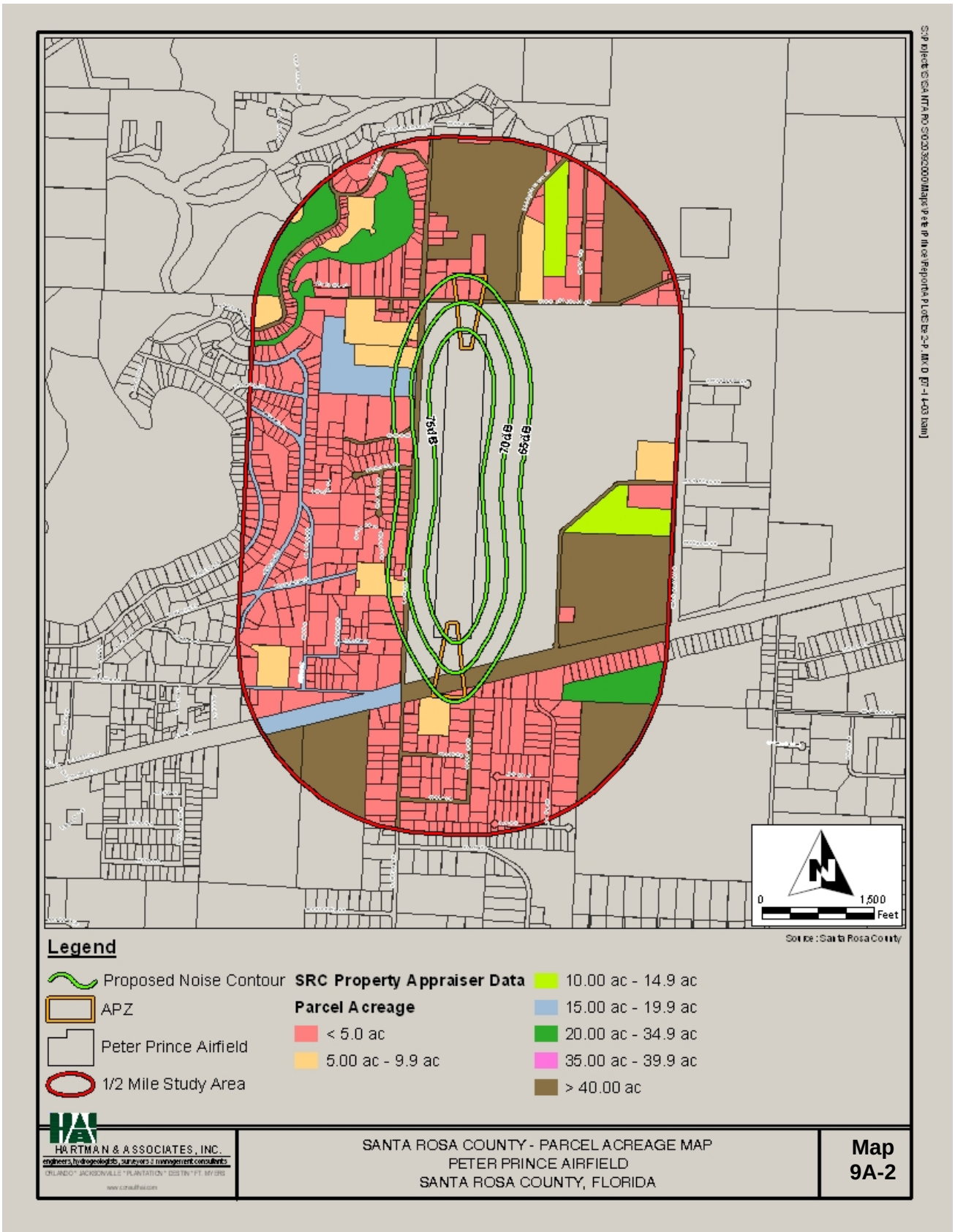
B. **Recommendations**. Coordinate with the Federal Aviation Administration regarding availability of and eligibility for grant funds for home sound insulation improvements to existing residential structures.

5.4 General Recommendations

Chapter 1 may include additional recommendations affecting the use of land or construction methods applicable to areas near all or a number of airfields evaluated as part of the Santa Rosa County Joint Land Use Study.

APPENDIX 9A
PETER PRINCE FIELD JLUS MAPS

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70dB
65dB
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1,500
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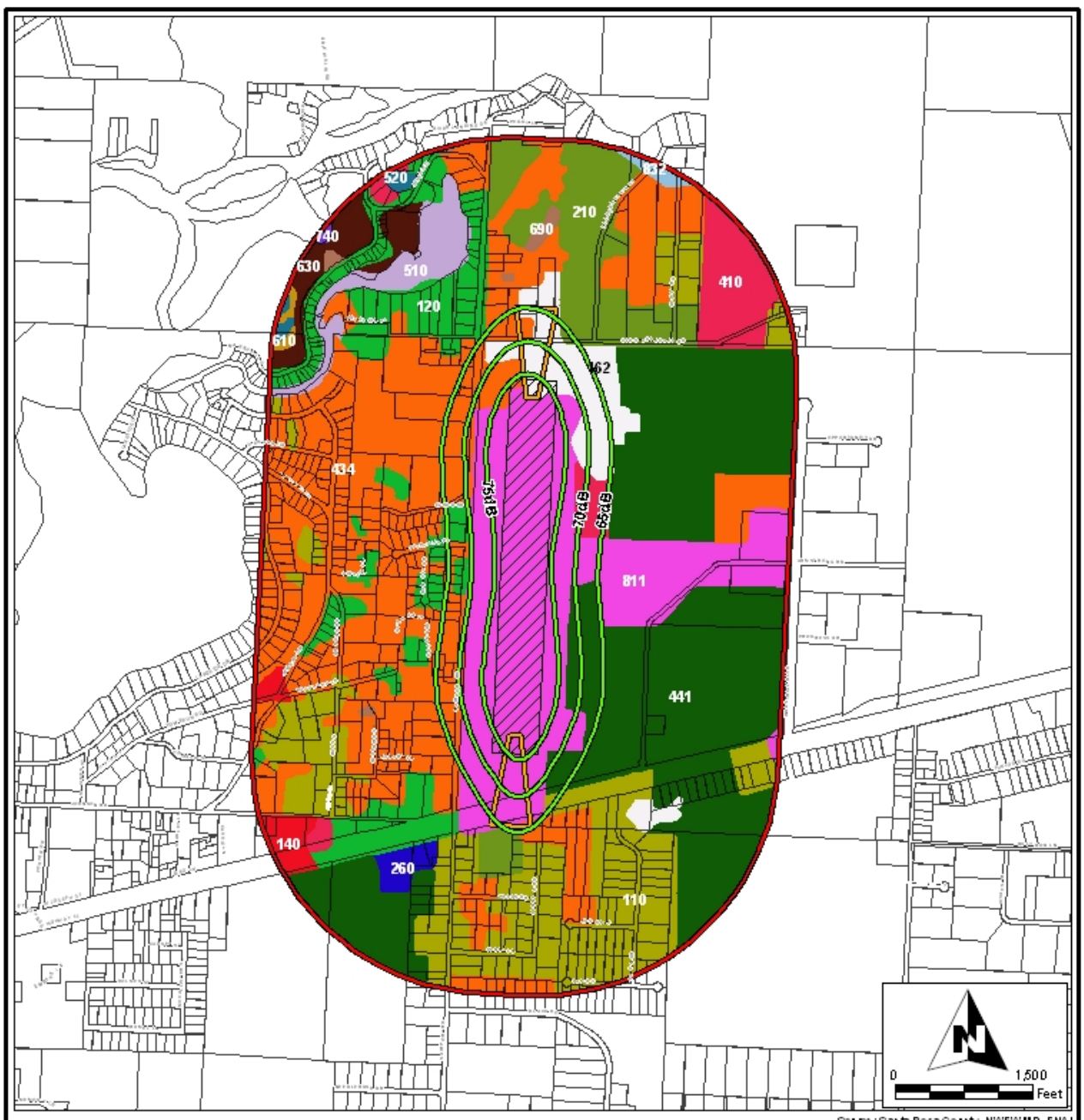
Source : Santa Rosa County
Legend
Proposed Noise Contour
APZ
Peter Prince Airfield
1/2 Mile Study Area
SRC Property Appraiser Data
Parcel Acreage
< 5.0 ac
5.00 ac - 9.9 ac
10.00 ac - 14.9 ac
15.00 ac - 19.9 ac
20.00 ac - 34.9 ac
35.00 ac - 39.9 ac
> 40.00 ac
HARTMAN & ASSOCIATES, INC.
engineers, hydrogeologists, surveyors & management consultants
SANTA ROSA COUNTY - PARCEL ACREAGE MAP
PETER PRINCE AIRFIELD
SANTA ROSA COUNTY, FLORIDA
Map
9A-2



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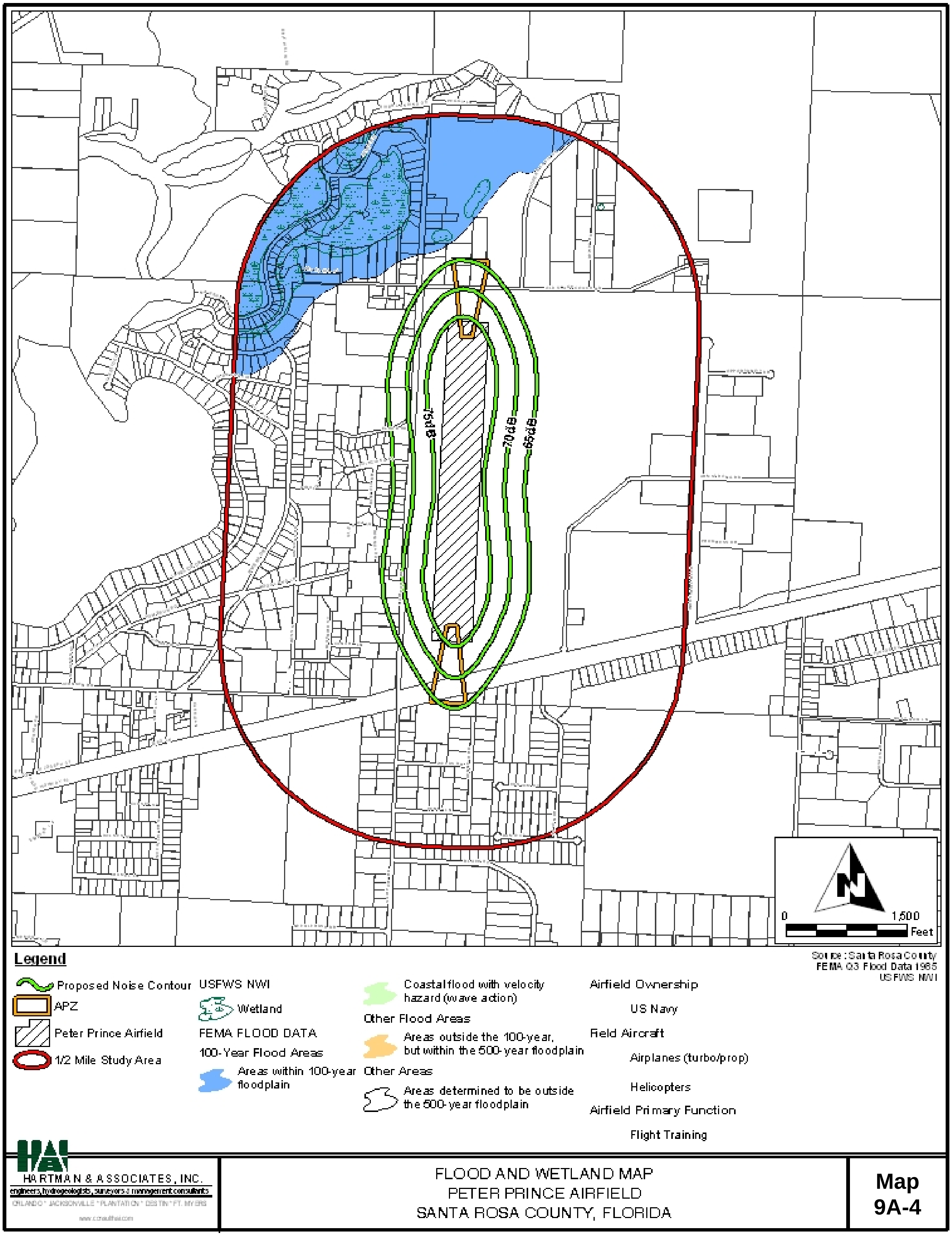
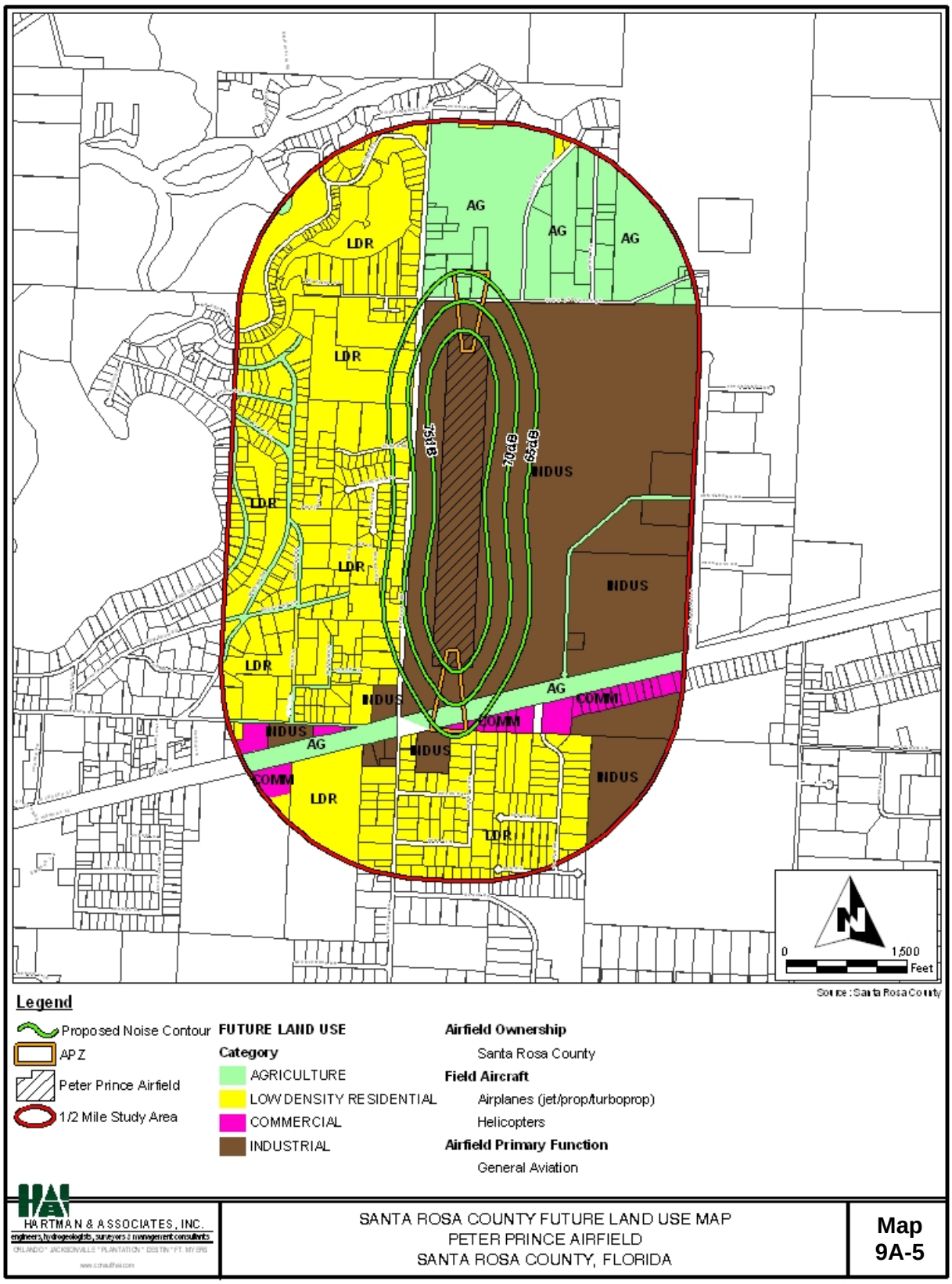
engineers, hydrogeologists, surveyors & management consultants
ORLANDO * JACKSONVILLE * PLANTATION * DESTIN * FT. MYERS

NWFWMD EXISTING LAND USE AND ENDANGERED SPECIES MAP
PETER PRINCE AIRFIELD
SANTA ROSA COUNTY, FLORIDA

Map 9A-3


75dB
70dB
65dB
0
1,500
Feet
Source: Santa Rosa County
FEMA Q3 Flood Data 1985
USFWS NWI
Legend
Proposed Noise Contour
APZ
Peter Prince Airfield
1/2 Mile Study Area
USFWS NWI
Wetland
FEMA FLOOD DATA
100-Year Flood Areas
Areas within 100-year floodplain
Coastal flood with velocity hazard (wave action)
Other Flood Areas
Areas outside the 100-year, but within the 500-year floodplain
Other Areas
Areas determined to be outside the 500-year floodplain
Airfield Ownership
US Navy
Field Aircraft
Airplanes (turbo/prop)
Helicopters
Airfield Primary Function
Flight Training
HARTMAN & ASSOCIATES, INC.
engineers, hydrogeologists, surveyors & management consultants
FLOOD AND WETLAND MAP
PETER PRINCE AIRFIELD
SANTA ROSA COUNTY, FLORIDA
Map
9A-4


AG
LDR
IDUS
COMM
75dB
70dB
65dB
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1,500
Feet
Source : Santa Rosa County
Legend
Proposed Noise Contour
APZ
Peter Prince Airfield
1/2 Mile Study Area
FUTURE LAND USE
Category
AGRICULTURE
LOW DENSITY RESIDENTIAL
COMMERCIAL
INDUSTRIAL
Airfield Ownership
Santa Rosa County
Field Aircraft
Airplanes (jet/prop/turboprop)
Helicopters
Airfield Primary Function
General Aviation
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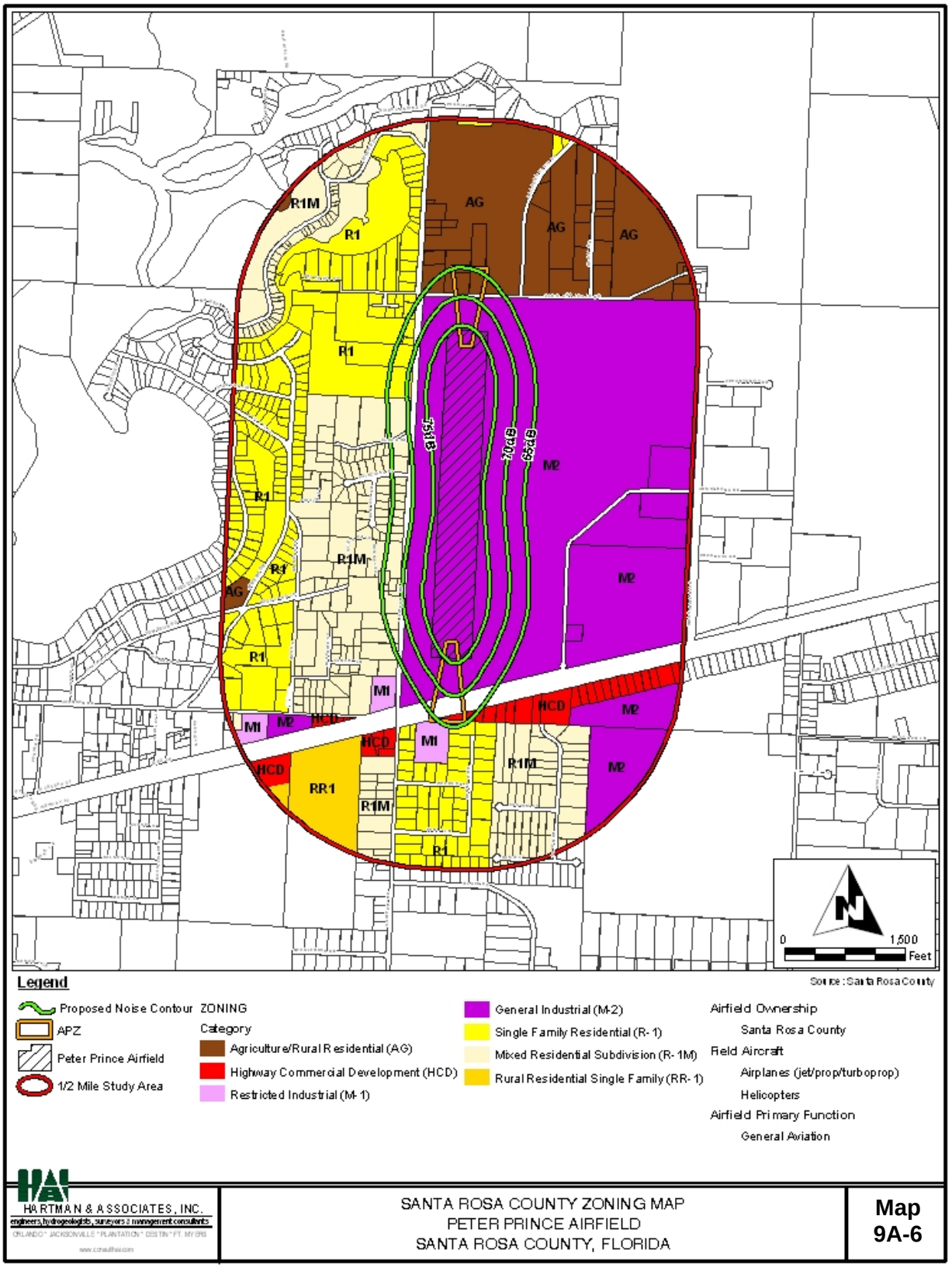
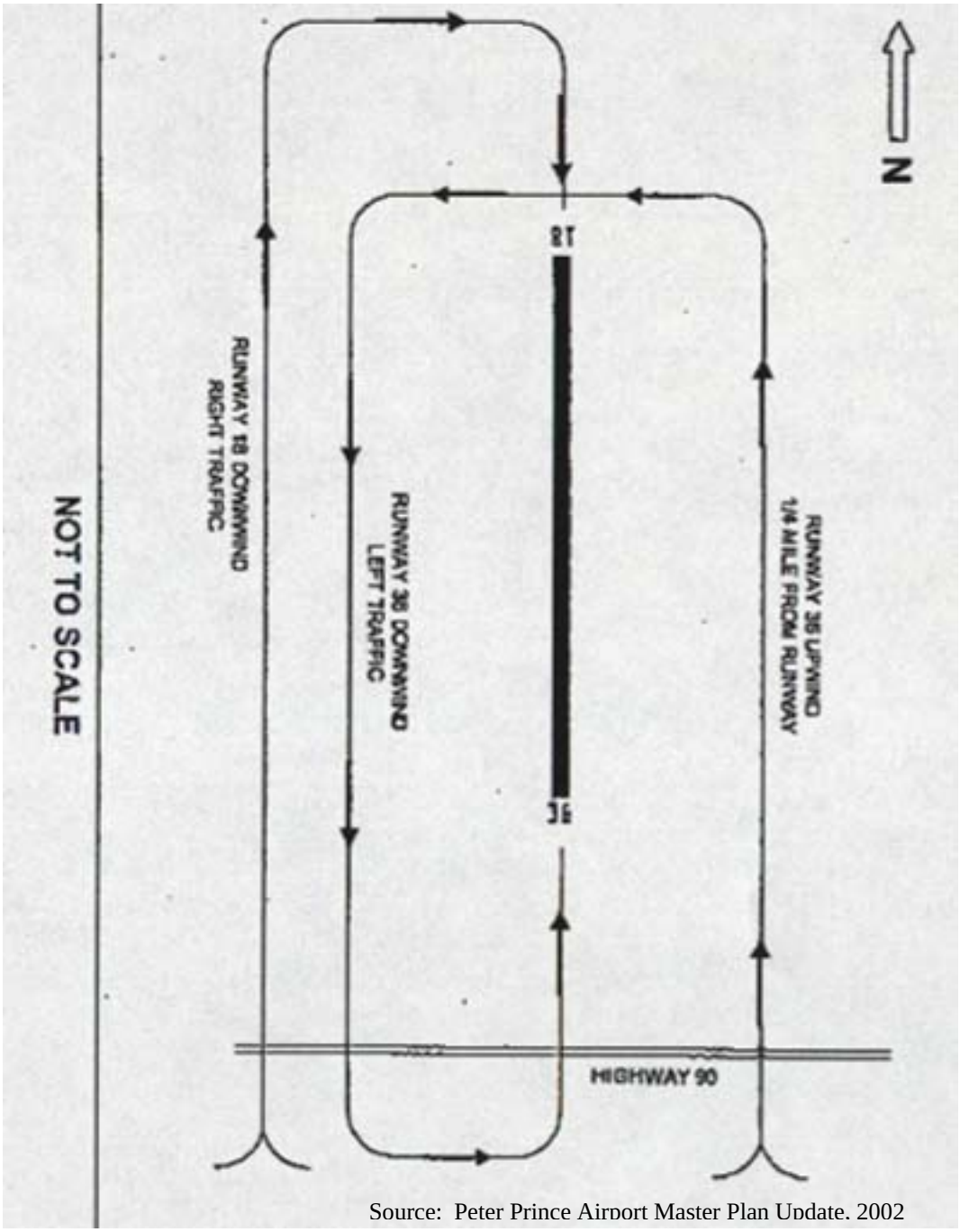
engineers, hydrogeologists, surveyors & management consultants
SANTA ROSA COUNTY FUTURE LAND USE MAP
PETER PRINCE AIRFIELD
SANTA ROSA COUNTY, FLORIDA
Map
9A-5

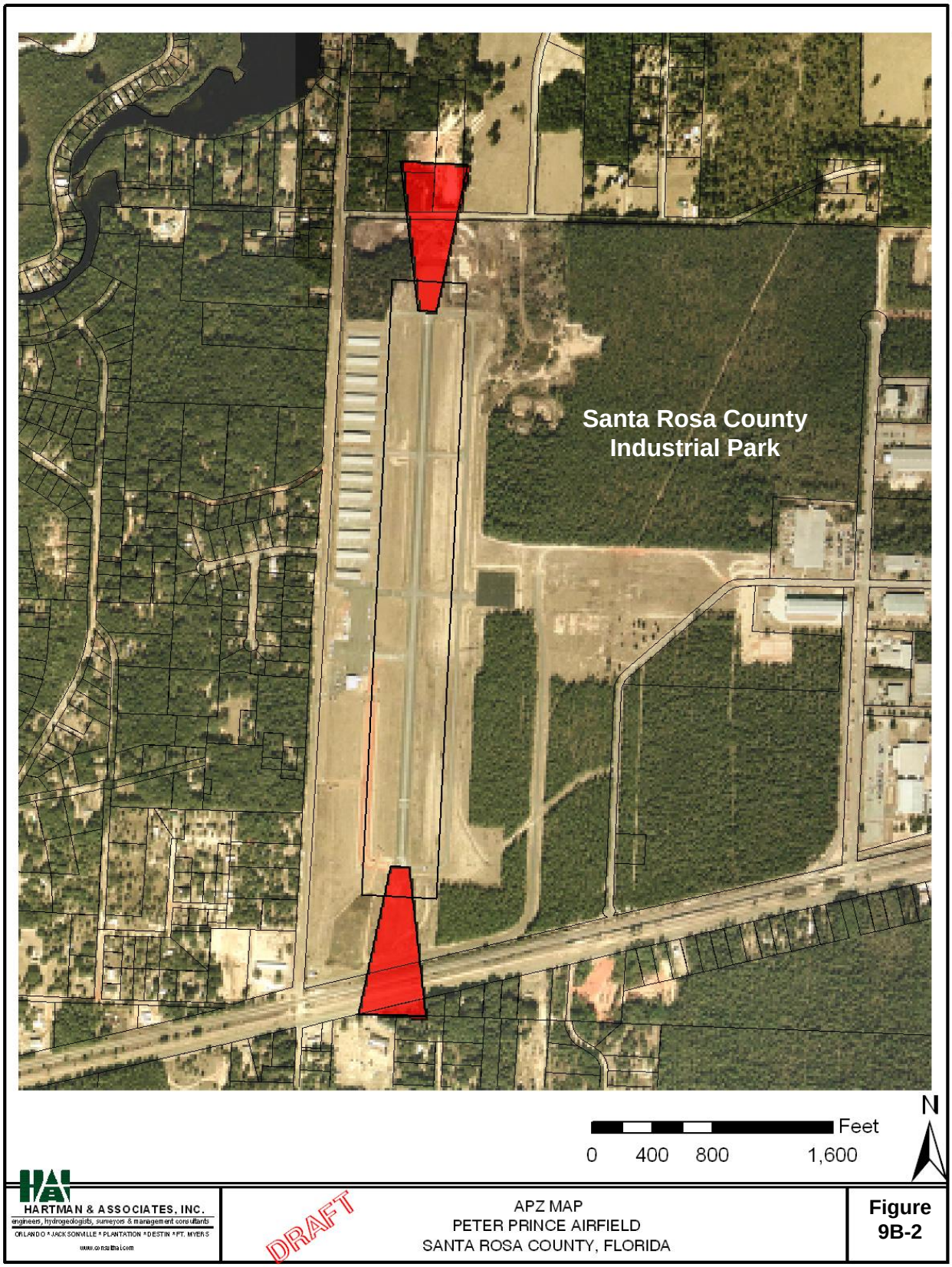

R1M
AG
R1
AG
AG
R1
75dB
70dB
65dB
M2
R1
R1M
R1
AG
M2
R1
MI
MI
M2
HCD
HCD
MI
HCD
M2
R1M
M2
RR1
R1M
R1
0
1,500
Feet
Source: Santa Rosa County
Legend
Proposed Noise Contour
APZ
Peter Prince Airfield
1/2 Mile Study Area
ZONING
Category
Agriculture/Rural Residential (AG)
Highway Commercial Development (HCD)
Restricted Industrial (M-1)
General Industrial (M-2)
Single Family Residential (R-1)
Mixed Residential Subdivision (R-1M)
Rural Residential Single Family (RR-1)
Airfield Ownership
Santa Rosa County
Field Aircraft
Airplanes (jet/prop/turboprop)
Helicopters
Airfield Primary Function
General Aviation
HARTMAN & ASSOCIATES, INC.
engineers, hydrogeologists, surveyors & management consultants
SANTA ROSA COUNTY ZONING MAP
PETER PRINCE AIRFIELD
SANTA ROSA COUNTY, FLORIDA
Map
9A-6

APPENDIX 9B
AERIAL IMAGES AND FIGURES



Source: Peter Prince Airport Master Plan Update, 2002

AIRPORT TRAFFIC PATTERNS PETER PRINCE FIELD	Figure 9B-1


S:\Projects\SANTAROS\02039200\Maps\PeterPrince\APZ.MXD
Santa Rosa County
Industrial Park
N
Feet
0 400 800 1,600
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engineers, hydrogeologists, surveyors & management consultants
ORLANDO * JACKSONVILLE * PLANTATION * DESTIN * FT. MYERS
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DRAFT
APZ MAP
PETER PRINCE AIRFIELD
SANTA ROSA COUNTY, FLORIDA
Figure
9B-2