

ORIGINAL MASTERPLAN CONCLUSIONS:

- To create a world-class beach destination environment.
- To create a bay to gulf (beach to bay) pedestrian connection.
- To improve level of safety for pedestrians.
- To improve level of mobility for area through the inclusion of a vehicular network.
- To minimize impacts to existing parking lot areas.
- To create a sense of destination for area.
- To slow traffic for destination and safety purposes.
- To provide a direct beach access roadway.
- To provide an intuitive vehicular circulation pattern to the beach.

POST MASTERPLAN CONCLUSIONS:

- To fully preserve or mitigate as required any parking impacts to the Sand Shaker property.
- To try to keep major roadway improvements within existing roadway corridors.
- To explore removing pedestrians completely from the roadway systems.
- Fully examine the use of roundabouts and potentially reduce the need for them.
- To improve parking circulation to prevent traffic back-up from enter parking areas.

EXISTING PARKING COUNTS:

Quitewater Beach Parking Area:

Mom's Beach - Pavilion Area:	60
Boardwalk West Lot:	98
Boardwalk Central Lot:	289
Boardwalk East Lot:	133

VIC Parking Area:

VIC/Sandshaker Lot:	121
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Casino Beach Parking Area:

Casino Beach West Lot:	155
Casino Beach Main Lot:	1,117

Total Core Area Parking Spaces:	1,973
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- ⑦ PUBLIC SAFETY BUILDING
- ⑧ EXISTING PIER
- ⑨ BEACHFRONT PARK & PROMENADE



Opportunities/Constraints

- Pedestrian circulation completely separate from vehicular/parking systems and connects two important points on the bay and beach sides of the core area.
- Iconic nature of the pedestrian bridge can be an identity marker for the entire core area.
- Perceived hassle to climb an elevated structure may yield limited usership and not minimize jaywalking across new roadway network.
- Run length required to achieve vertical clearance will create a massive structure.
- Provisions will be required to prevent at-grade pedestrians from crossing the vehicular roadways and encourage to use the bridge.
- Vertical circulation (elevator/helix) still necessary to access proposed transit hub area.
- Opportunity to create a transit hub space.
- Still required to cross a vehicular roadway to access the Sand Shaker.
- Direct vehicular connection to the beach is included.

Proposed Parking Counts
 • 1,444 spaces = 26% difference from existing

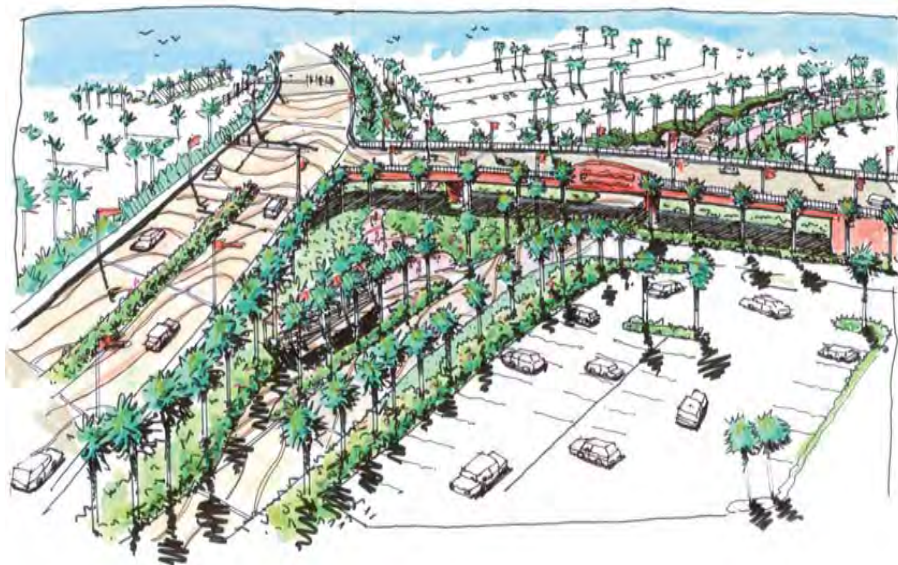
Legend

- | | |
|---|---|
| 01 Escambia County Ferry Landing | 13 Upgraded Retail Area Landscape |
| 02 Alvins Island | 14 Parking Lot Loop Road |
| 03 Circle K | 15 Reconfigured Parking Lot Layout |
| 04 Flounders Restaurant | 16 Elevated Pedestrian Bridge |
| 05 Santa Rosa Island Authority Building | 17 Pedestrian Transition Structure and Overlook |
| 06 Pensacola Beach Boulevard | 18 Dense Landscape Separation Edge |
| 07 Sand Shaker Lounge | 19 Transit Stop Location |
| 08 Fort Pickens Road | 20 Beachfront Park and Promenade |
| 09 Beach Ball Water Tower | 21 Bayside Waterfront Deck Walk |
| 10 Existing Amphitheater | 22 Designated Pedestrian Crossing |
| 11 Public Safety Building | 23 Parking Lot Connection Walk |
| 12 Existing Pier | 24 Special Paved Intersection |

6 - CONCEPT A : AT-GRADE ROADWAY WITH ELEVATED PEDESTRIAN CROSSING

SANTA ROSA ISLAND MASTER PLAN COORDINATION





Opportunities/Constraints

- Clear and easy at-grade pedestrian link between the beach and bay areas. Creation of a unique landscape connection to encourage flow back and forth that can happen without major vehicular lane crossings.
- Complete pedestrian separation from vehicular roadways except for a few designated parking lot crossings.
- Major civil construction required to achieve proposed bridges and ramps, however simpler than the Couplet roadway connection in Concept A.
- Clear readability of where new visitors should be going to reach the beach.
- Opportunity to create a transit hub space.
- Dispersed vehicular parking and higher degree of connections between parking.
- Still required to cross a vehicular roadway to access the Sand Shaker.
- Direct vehicular connection to the beach is included.

Proposed Parking Counts
 • 1,594 spaces = 19% from existing

Legend

- | | |
|---|---|
| 01 Escambia County Ferry Landing | 13 Upgraded Retail Area Landscape |
| 02 Alvins Island | 14 Parking Lot Loop Road |
| 03 Circle K | 15 Reconfigured Parking Lot Layout |
| 04 Flounders Restaurant | 16 At-grade Beach to Bay Pedestrian Parkway |
| 05 Santa Rosa Island Authority Building | 17 Elevated Roadway Segment |
| 06 Pensacola Beach Boulevard | 18 Parking Lot Link Road |
| 07 Sand Shaker Lounge | 19 Transit Stop Location |
| 08 Fort Pickens Road | 20 Beachfront Park and Promenade |
| 09 Beach Ball Water Tower | 21 Bayside Waterfront Deck Walk |
| 10 Existing Amphitheater | 22 Beach Entry Road and Drop-off |
| 11 Public Safety Building | 23 Designated Beach Parking and Event Space |
| 12 Existing Pier | 24 Special Paved Intersection |

8 - CONCEPT B : ELEVATED ROADWAY WITH AT-GRADE PEDESTRIAN CONCOURSE AND BEACH ACCESS ROAD

SANTA ROSA ISLAND MASTER PLAN COORDINATION





Concept A - At-grade Roadway with Elevated Pedestrian Crossing

Cost Analysis

INFRASTRUCTURE

Roadway and Parking	3,475,000
Stormwater Management	375,000
Utilities	580,000
Bridge Structure	5,498,350

Subtotal Infrastructure 9,928,350

URBAN DESIGN

Hardscaping	2,770,000
Landscaping	2,803,500
Lighting	340,000
Site Furnishings/Miscellaneous	775,000

Subtotal Landscape 6,688,500

Subtotal 16,616,850
10% Contingency 1,661,685

TOTAL CONCEPT A 18,278,535



Concept B - Elevated Roadway with At-grade Pedestrian Concourse and Beach Access Road

Cost Analysis

INFRASTRUCTURE

Roadway and Parking	3,975,500
Stormwater Management	375,000
Utilities	2,400,000
Bridge Structure	9,785,000

Subtotal Infrastructure 16,535,500

URBAN DESIGN

Hardscaping	2,770,000
Landscaping	2,803,500
Lighting	340,000
Site Furnishings/Miscellaneous	775,000

Subtotal Landscape 6,688,500

Subtotal 23,224,000
10% Contingency 2,322,400

TOTAL CONCEPT B 25,546,400