



**Community Improvement Board
Regular Meeting Agenda**

October 28, 2025
5:30 PM
6738 Dixon Street
Milton, FL 32570

- 1. Call Meeting to Order**
- 2. Review and Approval of Agenda**
- 3. Approval of Minutes**
 - Item # 2025-3623
 - Approval of Minutes from the August 26, 2025, meeting
- 4. Agenda Items**
 - Item # 2025-3624
 - CRA Riverwalk Masterplan follow-up
 - Item # 2025-3625
 - CRA Riverwalk Masterplan Continuation
- 5. Public Input**
- 6. Old Business**
- 7. New Business**
 - Item # 2025-3626
 - Designated Qualified Opportunity Zones Investment & Growth Plan
- 8. Adjournment**

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting is asked to advise the City at least 48 hours before the meeting by contacting City Hall, 6738 Dixon Street, Milton, or by calling 983-5410.

"If any person decides to appeal any decision made by the board, agency, or commission, with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." FS 286.0105



Agenda Item # 2025-3623 | Approval of Minutes from the August 26, 2025, meeting

Fiscal Impact Analysis

FISCAL IMPACT SUMMARY

FISCAL DATA

Item is approved under the current budget: No

CIB Meeting Minutes via TEAMS

Transcript

August 26, 2025, 10:24PM

KN **Krystle Nowlin** 7:22
Hey, Steven, are you able to hear me?

SP **Stephen Prestesater** 8:11
Guys don't mind audio wasn't going off the time. I can start it.
You might start never.

KN **Krystle Nowlin** 8:16
I can hear you now.

SP **Stephen Prestesater** 8:18
Thank you.
All right.
Welcome everyone to the Community Improvement Board meeting. A lot to cover today and glad that we have almost everyone here today. So sure, we'll have good discussion as we have with each of our meetings.
So first.
Our review today is the agenda you have any other items to add that would be the time to do so. Now if not, I would entertain a motion to approve the agenda as it's presented.
My motion to approve the agenda as presented, I second and a second.
Any other discussion on that?
Not all in favor signify. Aye, aye. Likewise opposed. That passes. And then with the Minutes we had a haven't had a chance to review.
Please take a few minutes to do so.
Thank you, Steven, for your very detailed minutes.
It always refreshes my memory here.
Everything we talked about.
It's making me miss. I corrected those things. OK. I do have another one.

I just noticed OK Section 3.

Where the sentence it starts the seven.

Yep, I'm Mr. Payne again.

Oh yeah, there's a missus Becker in with you.

Outrageous. So just throw me an *** and I'll.

Probably typing in seven page minutes. Yeah, went fast.

I want to let everyone know that this new process records and transcribes.

So I may not have to type this time.

Does it put paragraph breaks in? I don't know about the find out.

It may be very helpful.

It depends on if we talk in paragraph form or if run on. It seems like a large form because we might have some fun with this and see how long I can drag it out.

Yeah, yeah.

I don't do the talk.

Text my country slang don't work.

So any other corrections instead of the any that have been noted? I I'm only on page five there, OK.

All right, I'll give you some time.

Oh my goodness.

Well, I said.

I won't go back and tell you all that.

I apologize, but I won't because this is what we used to get funding.

Yeah, we suggest you put some brakes in there.

They got the Mrs. Payne right later on.

That's it.

I mean, if I can get 50 under people she just used last name instead of trying to worry about.

You know the the IT is last names I know instead of Mr. or Mrs. just used last name.

So they're trying to keep it simplify a little more simple that way.

You want one less mistake to make, and you still know who it is.

Then you want to go back and correct it.

This one took seven hours and 90.

That's why it took so long, because nothing would work.

So I did not go.

You do have all the detail in here.

I'll give you that.

Did you run this through AI to or did you go through it?

Told you 7 hours.

Have you tried doing that?

Not yet.

Not yet.

I haven't ran through yet.

I've done some.

I've run some documents to try to and I don't do it regularly.

Yeah, but but I would think that it might help you to.

Write on 100% but might help you to pull some things together.

Yeah, I really.

My goal is just to pull what was said.

They usually don't.

Very so much about pausing the brakes.

Just get an accurate picture.

But I absolutely we've used AI for a few things and helps on some of our puzzles, and it could definitely be useful in minutes.

But if this new teams works, then yeah, maybe the direction.

Our company went Ames and it's been.

Mixed reviews. Microsoft Teams. Mm-hmm. So that for a while.

What's up?

Occasionally one rage quit over Microsoft Outlook, but that's about it.

Were you still reviewing?

Yeah, I'm thinking of the old ramp, so I apologize.

That's our everybody's ready.

And with those two corrections, unless others are noted, I would entertain a motion for approval.

Motion to approve.

Second, I second it second.

Any other discussion?

Not all in favor signify by.

Passes. Thank you. So for the agenda items, there were two main areas we're going to talk about. I think it's helpful. The way Steven sets it up, where we have a quick overview of what we talked about last time.

The base you had. Any ideas?

Or maybe someone from the public.

You know, approached you and said, hey, I've got something else I'd like you to bring up so.

Even if you'd like to just quickly cover those two items that we discussed the last time, now I have one additional thing I wanted to bring up about one of them here.

So first item number 13 was Broad Street and this item was brought back to the board for additional review.

The big breakaway that we saw or the take away, if you will, is.

Broad Street still has its limiting factors due to the floodway.

And so discussion that was had was believed that mixed-use residential was still an ideal use if and on usable space that was discussed. We talked about the the boardwalk extension, still didn't come up. And with that having access use of an easement possibly across parcels, so that.

Way it wasn't full acquisition of land, but it would still allow us to be able to extend the boardwalk up.

We talked about a Greenbelt use.

Picnic and family areas and connectivity from what I took from that the biggest take away was connectivity. We need to look at that connection from Broad Street to downtown and then it would be that pedestrian walkway that bridge crossing Collins Mill Creek.

So if.

Is there anything else that we can think of for the use of broad St.

Didn't you? Sorry, mention something that you were gonna tell us last time, but didn't. About the Broad Street project or something.

It's possible.

So was it in pertaining to CDBG? Possibly, possibly.

So CDBG the application would give you a quick update in regards to the application which was approved from prior years when we submitted for CBG final review.

Of environmental impact of studies are being completed.

Now CDBG applicant has been completed by a consultant that we use on a regular basis.

She has notified us that is.

Our almost completion or almost prepared for completion on their environmental study, which means the project itself can be slated for.

Development construction here.

Soon we could probably see that within timeframe of fiscal year 26.

So maybe by the end of the year we could start to look to be able to prepare a bid package.

Secure, bond and prepare to move forward with that CDBG for the street is the reconstruction redevelopment of its infrastructure. So stormwater management is key item that will be completed on the western end.

I don't know if you've seen it in recent months, but there have been some sinkholes that have kind of come up and that was due to collapse of a culvert.

On the West End, those culverts are owned by the county.

And the CDBG project is in conjunction, working with the county for this 'cause. This is a County Road, but the upgrades will be stormwater management.

So this upgrading the culverts, we will look to increase capacity for water mains sewer and then also natural gas lines and then we will then have to also then repave the road.

How much of the city outside of that grant is the city going to have to?

Add to that versus pretty much all the grant.

From what I gather, the city's contribution is nothing.

It's the CDBG grant. OK, \$50,000 is the project.

That's what we're all trying. \$757 was awarded for the project. That's Quinn and.

So it's brought in Quinn.

So we will be upgrading those mains. Why it's important too is because we talked in months past about the Marina.

Well, the Marina would have these upgrades as well, so we'd be running force mains, 8 inch water line.

Down to the Marina to support with fire suppression, we'd increase capacity for sewer.

We'll run natural gas to increase our customer base 'cause that would then force the developer for the RFP for use.

So if the restaurant does go in there, we'll start getting the customer base come back.

But that once the Environmental's completed and that's what's held, suffer a long time.

I don't know the duration exactly.

I know it's well over the year though.

But it's about to complete, so we'll study's final.

Did we get an RFP for that, Marina, the RFP for the Marina closes on September 4th.

I had a phone call today with another developer interested.

I did notify them, though that it closes within two weeks, so it would be a real short turn around for them for a packet. But right now we have multiple developers that are interested pack.

Like I said, we'll close on the 4th and at that point in time we'll review the packet.

Say we have ordin 5 interest less than five.

Yeah, OK. More than three.

We've had more than three engagements, say 4.

There have been four, but we go towards that way.

We've had a decent amount of interest, I can say for a fact we have several.

Qualified and committed.

Packages that will come in.

So we we should have. There's one time we only got 1 and it was like.

I think I think the climate for Milton has changed.

Quite, I don't want to say drastically, but I would say it has changed in the last since COVID and definitely in the last couple of months. Well since well the administration, the previous administration forced a lot of people.

To come here, and I think in the last year.

I just think Milton is is just going to be.

The place to try to get to as fast as you can before everybody else does.

I would say we feel the same way. My colleague and I have that conversation regularly and how to be prepare ourselves.

What could be some explosive growth, but the RP will close on the 4th?

You know you're more than welcome to attend.

That is a public event.

Please come.

What we will do is we'll open them and we'll identify.

If they were accepted right, they have to meet certain qualifications and then we'll identify what their package amount is at.

So what they're proposing?

What's the on the 4th?

Yeah, 4th and I'll send an e-mail out to remind everyone the time as well.

But and this is gonna include the the not. I wanna say excess land but the land will

cost no.

So this includes the four parcels at the Marina.

Two are residential, two are commercial.

And so they are currently deciding on what they want to do.

With that, we will find out what that looks like come before the additional parcels, though on Broad Street.

Which ones were included in that packet were not included this time, so they were left separate.

So that way we can assign with your help. Through this review, we can decide what we want to look at that for the future growth. But right now from what I gather, connectivity is a key issue.

It's something we want to focus on.

And that's absolutely something we will take before.

This here right?

We will continue to hold those conversations internally as well as we look at grant opportunities to help fund some of these opportunities.

So one other thing on the current CWG, which, citing about getting that infrastructure done, but with the storm water piping management, one of the things we talked about before too is that road is going to be repaved and at some point hopefully have a complete sidewalk connect system.

Like you're saying, but it's the area between.

The road in the sidewalk and the movement of that water, are we keeping it grassed.

Are we rocking it?

You know, some parts of it are grass.

Some of it has actually been assaulted.

Which really accelerates the water flow.

So normally with either rock or catchment basins or grass, you're trying to slow it down and capture some of that runoff before it gets into the system and then gets into the river.

Yeah. So I would encourage that as much as possible.

So we don't end up with asphalted ditches.

Yes, I will make sure I bring that up.

I know discussions will be had here very soon once we receive word completion of the environmental and once we move into that next phase we'll have that discussion till we have that as a item that we sure is in the packet. OK. So good, yeah.

Great. All right, so broad St.

At this point in time.

If there is nothing else to add to it, I think we'll move on to the next section, which was the blackboard quarter and Blackboard quarter is.

I thought was a great conversation we had there because it is an exciting piece to Milton. As you can see, if we go back to the image here on the screen.

This was the item that.

Garnished most praise for the Blackwater Quarter, and it was the activation in use of that space what is called Riverwalk Rd.

And you know the items that we discussed you know, was to keep the vision of a brick use seating area from the current master plan. That's what we have here.

And then continuing that brick road from this section up north.

Could even continue on past what would be deemed the hotel and up to Monroe St. there and have that connect. There was even discussions of how could we then have incorporate a pedestrian use bridge, a multi modal bridge across the river to link even to the other.

Brick Road that was on the East End that's held by the county.

So continuing that connectivity was a big focus, activation of restaurants or food court supported by food trucks that was brought up by a citizen who's active Council member. But he mentioned food courts being an option. I think though this CIB though this board had talked about if we.

Were to truly activate this area that there could be additional restaurants that would want to set up that would choose to develop in this area if we were to go this route and that was a big topic of discussion.

We also talked about the outdoor patio lighting patio seating and that space to really draw in that attention.

This of course, would require us to review what's currently taking place on River Walk Rd. and how we would make those changes.

But the goal ultimately for what we gathered was to incorporate more walkability, connectivity and use of that space for multi-purpose, whether it be outdoor dining. Seating. So how many of those buildings have?

You know.

The discussion was actually had yesterday, with the Fire Chief to identify what is the true use of some of those spaces. The fire chief's response was.

A change of occupancy use or a certificate of occupancy is not been requested on

many of those spaces and his fear was having to go and actually find out what they're truly using.

Oh wow. I stayed in.

I stayed in one of those a very short time and it I realized it was a fire hazard because there's no windows.

Some of EM, we have no idea if they're either one that looks at the river, yeah.

I could see that if you go by you've got an apartment above the.

Used lot at the end corner unit. We know that one.

You've got the behind docks, liquors. You've got an apartment there. But I don't think he's using it.

We believe he's that wasn't part that was an apartment that was created back in the. Early 90s.

Somehow his certificate of occupancy was transferred over to the corner unit there at Willie and Airline.

That's where he's now has his apartment complex as well.

I saw it for rent.

Yeah, there's a full rent sign in the window there.

We don't know though.

Truly, the other units.

And then there's one. And then there's another apartment that has the two from the back.

It looks like they're symmetrical, with the staircase going up.

And one of them is a.

One of his reported.

So there's probably 3 or 4 residences back there.

Conversation was had. That's that's definitely something that we are going to need to look at to engage in those conversations. I don't have an answer as to why we don't know this yet or why the certificate occupancy hasn't been issued, but some changes have been made on proper.

And parcels that most likely never received approval. And so there will have to be a conversation and we will have to go to each business owner and pick it up.

Do we have a mixed zoning down there?

That's yeah, that RC.

It's was downtown commercial mixed to use DCM.

So yes, it does provide for those mixed uses residential uses above the ground floor.

So it's not it.

Not necessarily. Issue that they are maybe residents back there and you just usually want to make sure that they're expired codes, fire issues and they're not to fire code. Because chief's got to be able to get back.

Lines or whatever. He's got to be able to fight a fire back there.

I can tell you it's our conversation.

Yeah, I tell you the one there was also one started over the where the the sweet Greek was.

There's a partial that was the plan.

That was the plan, and they've worked out an agreement, Fire Chief property. When I've worked out an agreement to where that can be used, they've.

I don't know where they're at with that though.

I know that the staircase hasn't been installed yet on the exterior so.

We're just waiting to see what happens, but staircase on the outside, it used to be, yes.

Well it they need to install a new one as well.

I think it's gonna be.

Conversation with the third chief.

Is going to be more and more relevant as.

Newton starts to grow commercially.

You know, we're going to go up if we're going to go out. I mean, he's he's got to fight fires and he's only going to.

He's he's he's got a.

He's kind of the the stopgap on.

A lot of things and so.

Got to balance that with.

He's got the tools to do what he needs to do in order for the city to be able to.

Growing up for discussion, he and he's got certain limits that he has to meet as far as distance requirements before we have to start putting in new fire stations or we have to start adding employees.

So we are aware of those.

We've got a level of service standards within our comprehensive plan that govern some of his actions and and certainly affect ISO ratings as well.

So so we're we're.

The game was just, you know, you know what's coming and you got to plan for

tackling it.

So we don't get caught like with no sewer steward tax, you know, and it's like, what do you mean, you know?

So yeah, no way I can tell you that these conversations have been had.

They've been had very recently as well and we have started to make it known that.

We most likely need to start having a weekly conversation with some of the department heads to have that future planning.

Because fire safety is absolutely one of just sort of add to it that part of the discussion that we've had beautifully is.

How do you activate those places?

Because we're talking about empty buildings and buildings that may have been sitting for a while, but for them to be.

Economically, something that people can do.

How do we help that happen?

I mean, a lot of these buildings are older, historic people love the character of the city.

So how do you marry all of that so they can make those functioning parts of their business if they want to live there?

Like people used to, they had their store downstairs and they lived upstairs.

How do you do that? And for a river walk or a bathroom or other things we've been talking about having eyes downtown makes a big difference.

Having people that live there all the time is there.

The eyes for the city too.

I mean, so there's a balance on all of this and.

The balance on the economic development side of it is how much is all of this going to cost.

Can we afford to do it?

And if not, is there a way to help them do it?

I mean, we don't want a bunch of empty spaces, right?

Is there grant money available?

Well, see, that's what that was my question.

So yes, there are some opportunities.

Working with the public entity, the public entity can apply for the funding and then agencies can apply very similar to how we manage a CIB, right?

Or, I'm sorry, a business approval grant VIP. So business improvement, Grant you can

apply.

Business apply.

It's reviewed. If you meet standards, then it's brought before the Council for their approval.

We can do the same thing.

City can apply, the governance can apply for Department of Commerce for revitalization.

There are a few grants that are out there.

But I can tell you a lot of this very highly competitive though.

So what we have to have first is a master plan that supports that vision.

Yeah, and support from the community to then drive that right. And if that aligns.

Then we have an opportunity to apply and so that is definitely something we will look at as we move forward with this. But we need to get through the review of the master plan, the update of the master plan. Hopefully if kimlee horn and we receive that a.

Then we can start beginning that process to apply for those grants and that opportunity. We'll also still look at CRA.

That's something you can bring before CRA.

What I need to probably give you a quick update on though, is that you know CRA funds.

We will have to.

Go back to the drawing board.

It's quite possible that CDBG was not awarded to the city of Milton.

So that \$2.2 million request we have for sidewalks is quite possible.

The city may not have received that award.

When do we find out about that?

Technically we did, but we haven't gotten the official letter yet.

So which is why you're saying we didn't get it, but not officially? Not saying we didn't get it. Yes, OK.

Well, thank you.

So if that's the case, though, and the CRA still wants sidewalks, then we're gonna have to prioritize that. So that whole conversation we had back in December about reprioritizing sidewalks, the streets.

May be getting.

That again here soon, and 'cause we weren't just it wasn't just sidewalks.

It was also the lighting.

Lighting. Thank you very.

On an agreement with FPL, they're gonna provide us the product. We just have to provide the conduit they would give us lights for free.

So we've found a way to work and it was the same style or metal style.

What's that?

You can't do it before it comes the most money.

Yeah, that's true.

Well, the night poles are pretty frigging expensive too, yeah.

Can we?

Can we handle? I'm sorry.

Go ahead.

Can we handle the conduit internally or do we have to?

We'll have to buy and we can manage it internally, yes. But what's important, though, is that Vernon's right. Money's the biggest factor of all.

Can we do it?

And we can, if we take the right steps and get there, we will have to reprioritize. Just 'cause, we lost CDBG, maybe this year doesn't mean we're not gonna apply for funding next year.

We'll keep down this road, but it's always important that we're prepared just in case.

Mm-hmm. And this is a great opportunity if we want the revitalization of uh, our downtown district to take place and we want to support possibly agencies to be able to apply for that funding, then we will need to continue to apply for those grant opportunities and then help.

With the facilitation of that and this, what we're doing now is it is.

It's taking a while, but these are the steps we have to take to start.

So I think we're getting there, but additional items we talked about for the black water quarter to just continuous moving forward is also the possible lane closure, one lane closure of willing St.

So that was brought up.

I did mention that this is a very hot button topic, but I don't wanna suspend too much time on it here because I think what is truly needed is a full public forum to identify.

Publish charrettes where we talk about this in the length and allow.

More people to come in to provide their input, we need to hear from our local

business owners, property owners in downtown. When you know, hear from stakeholders. When you hear from the public, we're going to hold multiple public hear.

Ings, we are looking at possible October for this.

So this conversation will come up and I recommend all of you attend and I would love to have you there.

And so that way we can hear what everyone's talking about.

You know when.

In October.

Not a timeline yet, but if you tell me a date that works best for you.

I'll make sure that you can be there because you are one. I would really like to be there.

Yes, you are gonna be in Arizona from the 6th through the OR 5th through the 10th.

So those days, how about not having it?

I'm also gonna be gone that week, so that works.

Well, OK, yeah, good.

That's good to hear.

We will make sure that you are there 'cause as members of the CIB, your stakeholders in this Community as also owner of one of our most prominent.

Businesses on Willing St. it's very important your voice is heard.

So are we.

Thought when you mentioned one lane still being open, though, it's not just shutting it off altogether, right?

No. So we will have to present is the request from Council and there was a discussion of closure of Wheeling St.

So what if and in that is multiple options?

We will present those options and we will take in feedback and more not suggesting one or the other, we just wanna hear from everyone.

That's what we're going to be looking at.

Cib has discussed, though the possible one lane closure and then with that the use of bump outs or Poland's on willing St. and lighter sidewalks, wider sidewalks. We talked about benches and seeing trees.

That's what we're talking about, a one way.

Parking. That's exactly.

That's what I was saying here.

That's what I have written down on your sheet of paper. You'll see these items are in here, so that way it's noted and that's what we talked about at CIB at this.

Sharat though, however, will open up the floor for ideas. That's what we want to hear.

The other other part of it, and well actually did you get through everything that was on this?

Yes. The other part that we tie into not to get into the details of one line or foreclosure, but is the mid block crossing.

There's a lot of communities use that.

And of course, there's the.

Brick staircase going down to the Riverwalk itself and the river, but that is used as a way also to help not only focus on pedestrians and pedestrian safety, but slowing down cars.

In many communities, if it's not a state highway, I have something in their communities where when pedestrians are in the crosswalk, you have to stop.

Yeah. And that's a focus on safety.

That could be a focus right there at that crosswalk.

You know where it's easier and safer and off of Hwy. 90. We start slowing down traffic so people feel safe moving around and also having, oh, I'm sorry, go ahead. I was gonna say one way. Now I still look both ways when I'm across the one way 'cause.

I don't trust people and I've seen.

But then you only have to look one way.

Technical.

Just a thought out and go freeze.

They do have the crosswalks and where everyone has to stop and have the lights flashing to help slow down traffic.

So you might could think of something like they have out there and go freeze at the beach will help that area.

Orange Beach, as that as well.

They have a light up. Yeah. And the flash. When I've seen cops give people tickets like be standing there and just walk out and like.

Tap on the window and point.

Because they tried to go through while the lights were flashing. If we're gonna have crosswalk there.

Hello I on the surface I'd say it's probably a good idea.

I think we need to examine all the crosswalks.

Consistency. Because for instance, a Berry hill in a Blackwater trail.

There's stop signs for the pedestrians and not for the vehicles, but not for the vehicles, which seems on the surface to be the opposite, that you would need to stop in a vehicle. But some people say stop there.

You know they stop.

Which is then you don't want to do that, because that's not what you're that's not. If you read the signs.

That's not what you're supposed to do.

But then the other person on the other side thinks, well, I'm supposed to stop too.

But you're, you know, so then it becomes a wag.

My heart, you know? And then somebody's gonna get hit. I understand.

Yeah. So there's the safe streets for all grant opportunity we've been awarded.

I brought it up to our grants team that we need to review, so discussion was added a prior meeting where we talked about off of Broad Street, the connectivity 2.

The Blackwater trail.

And so, since that conversation.

I have now talked to having that added to our safe streets for all grand opportunity.

So that way moving forward, these will be things we're bringing up. So every street connectivity for sidewalk will have illuminated sidewalk lights or.

Folk or a business that does the traffic pattern that expertise.

Have we talked to anybody like that?

So there are numerous public transportation, so that many of the design consultants also have.

Experts in traffic patterns or traffic calming.

So we need a grant to move forward because those consultation they'll charge us for everything.

So usually that's pretty hefty per hour. I think that that would be a good cause that 'cause you know, I don't know traffic patterns or what, you know, in a town our size and specifically our needs and all that stuff that that it would be good to have.

Somebody who really has the numbers behind it.

Yeah.

Emily Warren, who we.

If awarded Cpta grant Kimley Horn has would be received. The contract most likely

would still go for her approval, but they are the ones applying on behalf of the city, and so if they were to be awarded, we would look to also request Council to approve the Kim.

Horn move forward.

Kimberly Horn is a large agency within the state of Florida that absolutely has teams. Devoted to traffic planning, to urban planning to civil engineering.

To architecture to a landscape design architecture as well.

So they have a whole in House team capable of supporting.

And so when designing the master plan, they'll look at all those aspects to this master plan.

One is other things.

Just look at this picture.

That's why I was asking earlier about if there were any apartments up there, because then it always raises the question for parking.

Yeah. So you don't want to remove the available parking for the residents that are staying there close by and now making them track, you know, good 203 hundred feet to be able to stay in their apartment.

There's just not enough room.

If we do.

Dad, do something like that. That focuses people on the river.

Yeah, you have to think of parking in a different way, taking advantage, maybe even partnering with churches or other organizations. And then in downtown, you have to walk.

I mean, they have to have a drop off point, but if we keep the parking down there, we're not going to have that.

I know. I'm just saying we need to be.

If we're gonna be going this route, then we need to be.

Talking to the businesses that have, you know, we don't just wanna screw everybody over by paving that and saying here's what we're doing and then leaving people that have apartments. I have something toward the end down there.

Yeah, I can say that.

Upon completion of this year, we I will most likely be walking door to door to every single business to asking all these questions to identify I had some input from somebody. I was at a city or a chamber meeting.

After hours talking to somebody who said, you know, we're talking about the

courthouse. Yeah. And one idea that came by was maybe taking the wings off and creating apartments or condos there and have the center part. I don't know how this would work exactly. But for functioning things.

That we have business, I mean it would be business opportunity instead of just you know maybe the art thing wasn't a good idea but not profitable, sure.

Yeah. No, that's a new council.

Absolutely. I'll make sure it's noted in here.

There's also things where people take buildings like that and they fully furnish like small kitchens and basically give people the opportunity to do startup like businesses that provide food or beverages just and everything else is put fronted by somebody else. And then you rent that space until you.

Can get on your feet and then hopefully.

Start a more.

Fully fledged, fully fleshed out restaurant somewhere in the local area.

There's a lot of communities that have that.

Columbus, GA has one. You know old building where.

Shared space, but small businesses, family, restaurants.

There's one in Pensacola, too.

The old was it hospital?

That's really cool in there. And they did that.

So what did they? What did they do?

I'm sorry, the old Sacred Heart.

Yeah, there's several businesses down there.

Yeah. Couple restaurants nationwide, yeah.

Wow, it's all in the same building.

Maybe that's something we could do with all the whole Wheeling St. area and or the courthouse or, you know, 'cause. I had A at one time they had a community theater in it.

They have a Gelato coffee shop.

They have a sandwich shop.

They have a pizza shop and they have a brewery restaurant and then a lot of other small businesses, Donna offices, but a lot of retail.

Nice. And they have the bathrooms that all the businesses share. They don't have to have. Mm-hmm.

It would just be the.

Like that I started using the outside space as outside dining, so there's been a couple places I've been.

One of them.

The coolest one I went to was in Colorado.

They had taken an old abandoned factory, cleaned it up and you parked in the factory parking and walked in. Well, as soon as you went through the doors, it was basically like a street front where this was the walkable St.

In all the buildings faced in so you had like ice cream shops and restaurants and different things. And then the 2nd floor they had different retail stores.

So, like the things that were heavy and needed dollies and didn't need elevators were on the 1st floor, but then second floor.

They had all kinds of craft.

Yeah, that would work with the courthouse 'cause, that center part could be the the brick area. And then the other sides would be built to.

Specs for businesses small, small startups.

There any other thing is?

It didn't matter with inclement weather like it didn't matter if it was raining, hot, cold, whatever it was.

Temperature control on the inside.

Yeah. So.

And I've seen more than that was the largest one.

There's probably 100 and something businesses in about two and a half, two to 3000 people in that building. It was insane, but I've been to some other ones in different towns that are similar.

That's sounds like a great idea.

All great.

All great uses for sure.

I think that'd be excellent to see in town.

So you know we we do have an update.

I did see Brad Baker today told me he's looking at October, so they're finally putting a date to it.

Go for the courthouse.

What for the review of proposals. OK, RFP's. OK, courthouse.

Oh, is it? Open RFP's open for that.

They're gonna open them up. Yeah, so they've already.

They've already received RFP's. They haven't received them yet.

I think the issue the reason why it had not opened and this is he didn't say but this is would make sense.

The reason why I didn't open the RFP is because he didn't have enough interest yet to open the RFP.

So if he's now putting a date of October, that tells me that he must finally have some interest.

So good.

I have one last question on the Blackwater Quarter.

Yeah. When we were talking about connectivity for the bridge to the east side, yes, there is a sidewalk along the bridge, right sidewalk.

That's correct.

Yeah, that you can bike across, walk across.

And I mean, I just drove from East Milton and there's sidewalk all the way.

But the problem with that.

Was that and upon what I know, choices made with the design of the bridge is if the four lane.

Was narrow lanes.

It could fit in between the two historic buildings that are there, so you could have a four lane Rd. and you wouldn't lose anything.

You wouldn't have to move it.

You lose a sidewalk, but you would have to put the sidewalk somewhere else.

Well, it could come along the side and then just go down, I guess.

Down to that or they'll ask.

And that's what payment brought up last time. That would be one option.

But then dot is gonna be looking at also an activity through the whole quarter, which is why there's a Berry hill one, which is, Mr. Compton's, what he was talking about last time.

So I can do either one I like both of them to be honest right here.

Look at the image right here.

There, there's a proposal of a pedestrian walkway and multimodal bridge that transports from Berryhill.

Connecting down and it crosses over here to the landing. That'd be ugly on the river.

But yeah, I think the depends on how you make the existing bridge.

If if it's another 10-15 years for dot, does anything with 90 by their own, their own

statement was or not? I think 1015 years not that long ago.

I've looked at not, not that I've taken measurements, but it seems to me that the existing bridge could if we.

They took the pedestrian out.

We put another pedestrian bridge in.

They could make the existing bridge three lanes.

Then that would certainly alleviate some traffic.

I think there's.

I think there's enough room with the existing bridge way, way. It's designed within you. I mean they they do bridge extensions on the sides all the time.

I've seen it.

You know, you've seen it on 90 going across the field and the UWF.

And they'll so, but it's pretty much maxed out between the buildings. I think if you took out that pedestrian walk.

You could.

You could put three legs in.

I don't know.

Maybe they've looked at it that way and decided, but they may not have because.

The you know the the new pedestrian bridge has never been presented to them, so it might be something that they let bulb goes off and they say, well, maybe we can get another. Yeah, 10 years. And you put it in putting that pedestrian bridge where it comes in.

To closer that number two point.

Is making it ADA handicapped accessible and you would have to have so it takes such a large footprint to do a spiral spiral.

You you cannot.

You I don't think you'd have to do a spiral, though. I think you could come down.

You got enough?

As long as you have enough.

You have.

You can only have so much run.

You only have 35 feet.

You got 35 feet and then you have to have a landing or a flat.

I think it's five feet and then you have. Then you can have another 35 foot slope and then you have to have another 5 foot.

So you you come across the river and again I haven't got a transit out.
I'd take measurements, but I don't know if you necessarily have to do a spiral.
But you could come down in a series of of stair stepping.
But you end up eating a lot, a lot of real estate.
Oh, you would, but in the black one, pointer is what we were just looking at. That
visual of of how do you create as much public space down there as possible? If you
have to use half of it to get down off of a bridge? I don't but.
That's what I'm saying.
I don't.
I don't necessarily think the same.
The elevation.
You're trying to get a Max an apex above the river, and then you're trying to get to
an A point and AB point and make all that work.
And like you want to minimize the impact at the Blackwater on this side you because
you don't want to take up land.
I was.
I don't think you're going to have.
To.
Because the elevation you're going to enter that bridge is not going to be that much
different than the elevation at 90 in willing Street where you enter that pedestrian
sidewalk about lower.
It's about 12 feet from ground level up, and if you went to the I know why people
always like the Berry Hill one 'cause. If you come just to willing St. There's an 8 to 10
foot rise, yes.
Literally, as you come across, you wouldn't even have to drop it down like it would
hit that intersection, and it would be if you let me just point it out. If you if you got
this whole area as depicted in the previous concept and all this is develop.
There's no traffic. If you came to willing street at some point back here and this is
your your.
Your landing of the bridge and you came from and you could fly over that area.
Yeah. Mm-hmm.
Yeah. Then right. If you don't have.
So that's that's, that's part of it.
But the reason I like all the ideas that all of you throw out is and Steven captures
them.

It's why we would hire a design expert because they're gonna take your ideas and they're gonna tell us. Is it functional?

How does it move?

And they'll tell us, they'll be very truthful with us.

That's a good idea. That's a bad idea.

And we're just throwing out conceptually what we feel is the best thing.

And I think that's healthy.

That's what we should be doing. But in their apartments right there. And you're gonna run out of a parking space.

On the square where I get moved later on. Yeah. One apartment right there. And there's one there.

OK. And there might be one in.

He's got one right there and there's I think there's another one above docks, which is right there.

Yeah, we believe there's only three. So you need 3 parking spots. Three. And I know there's there's three.

Be right on the backside of this building because two used the hairdresser 1.

Yes, ma'am.

And there may be something like debit pointed out the OM parking.

You know, whatever happens with the recommendation to the Council and the public meetings that occur about, is it a one line? Do you have more parking?

That parking could also help to address some of those needs behind, but.

The most that we have to do, I think with parking is in the downtown.

How does everyone work together to use parking spaces that are there?

So for instance, if it's A and the church at the Imogen, they're wonderful.

They share their parking, but how?

How do we do more of that if it needs to be used for a church service on Wednesday or Sunday and the city and the community use it on other days, would we need to pay or have some sort of agreement?

But the spaces.

We may have more spaces.

Available then.

Or it might be like, you know, reserved parking between certain hours. You know, after work and and how do we work together?

You know, as a community to make that happen, or if you have the apartment

buildings, you can number the the number of parking place that connects to that building for it to be reserved for that apartment.

Yeah, that makes sense.

Some communities do that, yeah.

All right, good.

So anything else on the black water quarter?

Very good discussion.

Let's move to the continuation and that would be our two new areas. We're going to discuss if you want to lead us into those.

Yes, absolutely.

So the new items for tonight's discussion are going to be #16 #17 we have the muse. Um.

16 and 17 16 and 17 not on machines.

Yeah. So here you go. If you take a look at this right here, am I looking at 16 and 17?

Oh, number 16.

There's 16 right here.

It was right with you.

It's looking on here.

Let's see a 10A14 and a lineage truck changed a lot of things there.

Sorry 16.

You can see it's really important. 16 is in just one site, 16 is multiple.

And 17's over here. So let's start with 16 now. This is called the Muse.

Let's go ahead and go through quick griefiness to what?

The muse are.

So the block between Elmira and Santa Rosa streets on the South side of Caroline Street, between Willing and Elmira Streets on the north side of Caroline Street, has the potential for a significant infill redevelopment referred to as.

As the Muse, the concept depicts the creation of an internal mid block pedestrian space around which new buildings are organized, integrating existing buildings of architectural quality. The internal spaces and corridors of the Muse support smaller spaces for cafes, seating areas re tipped fiasques, etc.

Mixed-use proposed for the block.

Include ground level retail with upper live slash wheel residential and office space.

The Muse and Tim, could you give us a brief example of areas that have something similar to what the Muse would be that maybe people would be familiar with that

give anything?

Thinking so, well, go ahead.

I've got.

I got something in mind, but can you pull up Google Maps aerial view so we can see what's there currently?

That's the Bistro. The Brunel. Sorry.

Yeah, everything to this, everything so everything.

Yeah. Where the Bistro is all the way up to 90 on that side of of my exchange hotel and. And then, yeah, up to up to 90 there, including exchange hotel.

And then go Catty corner across that roadway and.

Encompass everything on the West side of willing, that whole block there.

Where boomerangs is comic book store and backside of all that.

Yeah, all the buildings that burn down during the fire, OK. And then the the incorporation of the church down into here, the church on Elmhur.

St. and that goes all the way back to burial.

It's also or it goes back to Marigoldan's house, yeah.

Yes.

One you know, one area that immediately comes to mind.

Just kind of off top of my head would be some of the redevelopment that you're seeing in in Pensacola.

You see a lot of that going on like Garden St. comes to mind.

Have y'all seen some of the redevelopment of some of those areas in there along Garden St. to the West of Palafox is what I'm kind of want to kind of have a mind there within some of that. Some of those areas, some of those cafes being redeveloped.

In there, I don't know exactly what what areas were talking, what the names of the businesses are not down there too often, but I do see quite a bit of development going on down there in that particular corridor and some of the other developments also going on within.

Downtown Pensacola would probably be appropriate as well, especially down historic district area.

Kind of like what we have here. So yeah. And one of those is a old think, it's an old. Bank building that they're converting.

The bottom floor to retail. They're taking a parking lot and redeveloping it.

They're putting in more sidewalks, so a lot of the things that.

We're we're talking about.

I did tell Steven I saw after we had the discussion about the hotel in the Blackwater Quarter and it happened to be a small one.

There's a small one that's being developed in downtown Pensacola.

It's just a few stories. All so bed and breakfast, isn't it? It's right behind.

So it's right behind the Union house.

Over off of was it spring or?

Fair.

OK.

Yeah, got there.

It's a smaller scale, really tight space, sort of like our our space on the riverfront that we were talking about.

Yeah, that's the hotel going in back there too.

Yeah. How many rooms do they have?

I don't know the number just yet.

I can reach out to the CRA.

I know they put the proposal online, so should have that honestly right page.

But it's not a very large hotel, small space.

Well, yeah. But I mean, if you can get.

40 or 50 rooms and per floor. We're doing 3 floors is right.

Am I?

Am I correct we can only go to these floors where a three story, OK.

Well, OK. Now if you build it on Broad Street, you're going to have to account for.

The first floor is gonna have to be up 1214 feet.

It's high enough out of the flood zone.

Right there, up against the street.

We were looking at flood map last time.

I haven't looked at it, but I was thinking that 'cause been on Willie St. anything on Willow and at the end of Willings St. you know, they were talking about.

The opposite end of Welling St.

The lot, and it was had an elevation flood elevation of well 14 feet well, the main floor could all just be like check-in and and then so it's all didn't pile anyways so the water could just so those big sliding glass doors.

Just open them up and run with your.

Put your but your highest elevation of that building is restricted to what we'd only

have two floors of room.

Really. You're you're limited if you're. If your flood elevation.

So in like a little town of Hogansville, GA, they have a bed and breakfast right downtown, and it's got a little.

Matter of fact, we're going to look.

You could do like we're going to do Christmas there. The whole family's going to rent A room. 5 bed is five rooms.

We all go and it has the Christmas and the decorations, and they're gonna be, you know, have the breakfast where they bring you your food and everything.

Like really a neat place? Very affordable. Just a thought process.

That's something that we could do downtown to bring in, you know, so you know, bed and breakfast type of thing.

There's a bridge right there.

And Pensacola has one of those at Seville Square.

It's a little smaller bed and breakfast.

It bleeds a lot.

It does really good, yeah.

It does really good.

Is it this one?

Coach.

So there were working in their project I have.

Finalization of their sidewalks, streets using brick space.

We'll find it.

It may actually be the just the plain Garden street that was dropped that was right below that.

A.

Action.

Wyatt. Wyatt.

Such a pretty plan right there. So we'll find the project. I can get that back to at a later time, but they are putting in hotel.

It's boutique hotel.

It's absolutely doing its job, but what I thought I'd do with this is like we had in previous ones.

So everybody sees the area and it's to go 1 by 1 and just capture. Any ideas that you have at this time, you'll have some time.

Prior to the next meeting too, if you want to talk to folks in our review.
But I'll start with you. Since you're in the project area with your business, what are you looking for?
Input just input on I.
Any ideas related to this? All the museum, which would include any open spaces?
Anything about that area that would be in a master plan?
Think I need a little time to think about it, but because there's I have to visualize exactly where would that include.
Like the property building so behind the back of my building. And then what about that grassy area there?
That's all.
I'm there right?
Everything that's gone.
So that's a pretty good chunk of, you know, real estate.
We were talking about kind of like the idea of hotel, yeah.
You know, that's probably something that would be really a cool, unique thing and bring in people from outside of town and pay taxes here.
It's high, it's high.
It's right next to a parking lot. Yeah, yeah.
Yeah, and there's parking.
Yeah, the road across the street.
So, right, that's a good idea.
I like that for that spot.
Hello.
Gosh.
Well, I guess my first question is, is who owns all that land?
Is it all owned by different people translated by different people?
Yeah, attorney, right.
I think it's important to note just 'cause. It says these two sections in our plan doesn't mean it can't have more Amen. If you look at this right here, existence, right, the muse. The concept is a mixed-use. Residential, commercial and everyone blending together.
But I mean.
And right here is, you know, that's the post office.
And that currently is the post office, right?

And it's doing a phenomenal job. One would argue that that absolutely is in line with what the Muse is looking for.

And I think another restaurant would be good too. Yeah, absolutely.

So you know, it doesn't have to stop here and it becomes, well, we did have a 5000 square foot building.

I think it was called the Whittle building.

Yeah, Hwy. 90, that our county commissioners.

That's so much foreshadow.

It's a beautiful mall.

It's now.

It's a beautiful slab of concrete for all to utilize for nothing. It seems like, well, I actually, they're using it for.

Have tables out there.

We we installed tables out there. We have some beautiful trees.

It's definitely getting used.

Yeah, you know, downtown Pensacola, there's a wedding venue that they made in between the the Nice historical homes. You know what I'm talking about, I thought.

What you're talking?

Idea. You know what's that?

Yeah, you're talking about.

Right, right.

Street on Wright St.

OK, not the one right here were the big cemetery is and you walk through all the houses.

Yeah, I've been a wedding.

This one too.

But you're right.

I mean, why not an event venue, an open space? And then you have all that downtown that people will be at before the wedding. Food. Mm-hmm. Restaurants.

I would put down the main brag though, because it would be just taking up good space for everyday, just like when I'm a gene used to just have weddings, that was.

Not enough use for other things.

Right.

You know, that could be you could do an event venue in part of the courthouse.

You know, just a lot of judges, chambers with her really big buildings with, I mean big

rooms.

That could be event space.

Multiple. Yeah. I've never seen anything for those events.

We don't anything like that downtown.

I remember for jury duty.

I do remember the paper, the sweet Greek in their new building.

They have an office for rent.

It's \$400.00 a day. Yeah. And it's about as big as this and.

Yeah, I was like, man, that's pretty steep.

And they're like, yeah, we're already booked up like, four or five.

Yeah, that's, I mean.

Well, who?

I mean, a lot of people like to have a nice big wedding on the river, yeah.

Alright, well, that's thanks for bringing bringing through all my ideas. Thank you guys.

I did bring this up really quickly so I didn't interrupt, but if you can see, I mean Pensacola there. There needs to be a tree in the middle of that cat eye.

Granite.

But they're they're in their beautification in their CRA.

They're incorporating a lot of the big brick wall walkways.

And we have the brick walkways in our downtown district already.

And if you see this right here, this is pink.

It's not 'cause, it's just for fun.

That's that's brick.

Yeah, this was all brick through the muse.

Um of that, I think just small businesses. And I mean if it's an empty lot something that you could do multi use with apartments on top park and I think we need more housing.

Space.

On the highway 94, we lost those buildings to fire.

They had a they were multi story. So and if we do the hotels going back to the wedding venue, you're going to have those spaces being rented for those things.

So that's good revenue.

You almost need to build them in conjunction. You know? Mm-hmm. Just to throw out some numbers and cost.

Last, I was on the board of adjustments meeting yesterday we had.
Jack's. I don't know what the Jack's hamburgers. Jack's family restaurant.
And they're they're coming into Milton and I don't have a 90 next to Roadhouse. And
correct me if I'm wrong, but their development was three and a quarter million
dollars.
I think he's what he said they were spending.
That's what he said.
Three and a quarter million and that was for, I don't know how many square feet it is,
but it's.
Parking lot redial. Then I think it's. Yeah, it's not a real big. Not a real big.
Parking lot and drive through and land and one building. And that was three and a
quarter million dollars.
So just throwing that out there is to give you an idea of how much things are costing.
Well, I can tell you I'm trying to build a shop portion. In addition at my work.
It's gonna be 12 by 30, and it's gonna end up costing 10, right at \$10,000.
And I'm still not even gonna be able to complete it.
I'm gonna have to wait for grant funding for the next year to be even be able to
complete it.
I'll get a roof on it and I'll get siding on it and I'll get it enclosed.
But things are definitely more expensive, but but that, but everything's relative too. If
it's more expensive to build and then then you know everything else is more
expensive and you know, it seems it seems like 3 1/2, three and a quarter \$1,000,000
is a.
Lot of money but.
It is, but it's not.
It's pocket change.
Yeah, you know, \$1,000,000 doesn't get you your phone anymore.
You know, look at the houses being built.
It's hard on entrepreneurs and people that are trying to start businesses. That's
where the smaller startup or even adaptively reusing the courthouse.
You can help.
Entrepreneurs can get started, and if you have shared spaces, they're not having to
pay for everything.
That's how some of the food courts work.
Where you have an individual space but all the seating, the refrigeration units are all

shared.

The wait staff, they're all shared.

So if you can have 12/15/20 small businesses and they're not having to put all the upfront cost and once they grow, then they can afford something a little bit bigger.

Well they can have a proof of concept and then they can go present it to a

Person that is financially wealthy or get a loan, like what? Investors.

Yeah, like, look, what I have like, I just need some seed money kind of thing and.

From like my daughter does. You know the market on Thursday nights here. And you know, she could take a step above like the next step would be like a small, small place like that.

So yeah, I mean, it really helps people that have the vision and they're willing to work hard, but they're not.

They can't afford a billion dollars.

You know Ford, 200,000 dollars.

But they they, you know, like your daughters are great an acre.

I mean, she's she can do it. She is.

But it's just how do you get that next step you want to open up her own bakery?

It'd cost her half \$1,000,000 in a building a piece of land would be too high.

So the rent needs to be affordable if you're gonna do this small business thing because and that's how a shared use facility would be more affordable.

Yeah. So to me, some of these bigger what we have in downtown Milton, some of the spaces that aren't currently being used that are larger could maybe work with a concept like that.

But anyway, OK.

So this is 90, right?

Yeah. So then?

Willing, this is the imaging, right?

Yes. Yeah. OK.

So this is currently a parking lot. Yep, right.

Making sure I got. Does this exist?

Yeah, that's along LR.

So yeah, there are some.

There's a lot of historical.

I know like this street is, and there's that's there's a house and a church, a home in almost or something.

Yeah, it's not that configuration, right? OK.

Just make sure.

And then there's technically in this green building design. Really. You see, this is more parks space, but that's technically the avenging parking lot, right?

Yeah, this area here. It's a Burke road.

That's two individual separate parcels. Not all right. So it's not obviously to scale.

They may have shifted a few things.

This is where the turtle parking lot's at.

That's what I thought.

OK.

Yeah, but you know, if you took the instead of looking at it.

In a literal sense, and took it as a figurative concept.

You know, like how does this flow seem to work?

One thing I think is really important to note.

It you can see it everywhere on this image, look at the trees.

Oh, yeah, yeah. Trees are everywhere, right? That's great.

They're aligning these walking paths, these pedestrian or even the street areas here too.

Yeah, that's huge.

I mean, you don't.

Do you want it on two different sides of the 90? Does that make sense?

That's gonna slow trap.

I mean, you have to really slow.

It down like 4 lanes.

This doesn't look like 4 legs.

Yeah, the goal is if and when Hwy. 90 does come through, we do not want a freeway through the city.

So we're gonna want to slow traffic flow, slow traffic flow moving through, but you can see though, I mean this is brick walk spaces.

Yes, there's four exits to high 10.

What you're saying height dense connectivity?

You know, if you look at this, what do you see immediately by looking at this?

Where's everyone parking, right?

That concern wasn't necessarily worried about in this because people are gonna work together to support. You can see large parking sections down back over here right

off Pine Street. But in here, it's finding ways to work together where maybe we don't need to worry about parking because people.

Are walking everywhere.

Yeah, that's a big thing you see in the Meuse. Is that tight connectivity.

So it would be, how do we generate?

How do we get buildings that not only face Welling Street, but also face this way to start generating some walkability?

How do you get people to be entrepreneurs?

How do you get this comic store right here to start being a functional, providing building member of society?

You know, it begins with the letter that asked me to dress.

And so I was talking about that earlier.

I think we've got about.

We have 80 of them completely drafted right now.

We had identified the property owner's information where sent it to.

And the material we're gonna put in and each one's tailored, of course, to each individual.

And so those are getting to go out here soon and hopefully looking at the next two weeks will begin to send.

So this is no joke, but City might wanna consider getting with a nursery and investing in some small trees today.

Like 1 gallon trees? Yeah, because in 10 years, those 10/1 gallon trees are gonna be something.

10 gallon and 15 gallons.

Be a heck of a lot easier now.

Invest in one gallon trees.

Just look at all those green dots.

That's a lot of trees. I can tell you those trees about that size 11 years ago were about 600 bucks a pop.

Yeah. So that was just for a 6 inch Live Oak that was in a 300 gallon pot and that's what you'd want to put in downtown live oaks and yeah, things that are gonna be good on water good with.

City and then be slow growing but also be very resistant to wind.

And they have a dense canopy, so they provide shade, but also sound abatement which people forget the trees provide.

So you also gotta consider just throwing this out there.

Your lines your power lines when you plant those trees, because they're gonna come down and start chopping up stuff if they get up and underground in downtown.

I agree with you.

That's absolutely FPL on that.

There you go.

That's a good thing to bring up. Yeah, you don't want.

Yeah, you want all that stuff that makes a huge difference in how something looks.

Uh-huh. So in the Muse, your request for design, yes. Is that your utilities are? Mm-hmm. No, I'm gonna cancel that and change it to a more broader space of that entire 316-1212. Yeah, 16 two. Wow. All of them all. All the above. Yeah. I was about to say. Once there were 17.

Yes mate. 1:13 1/13/17.

And by the way, underground was cheaper than overhead.

Just yeah, it there's a bit of an assessment.

Currently going through that right now and like they put a very hefty bill to underground, but in the long term, yeah, look at how look at all the places you go and you know right away it's just like looks so new and fresh and stuff like, you know. Fair over.

You know some place like that.

OK 'cause it also depends on the people that are cutting the trees.

There's a lot of skill that goes that is involved in cutting and trimming a tracer, yes.

And if you just have a hack job, I mean, no pun intended.

Sorry, just cutting on those trees. They can kill a tree very easily.

Also, pruning the wrong type of wrong sideways down the road doesn't do a good job.

Yeah, it doesn't do it.

They're spraying, which is worse.

Symbols, but yes, I mean it.

Underground is cheaper than overhead, so that will be I got a great idea.

Let's just put EM in the spray field.

We send em all that thing put about 1000.

We're talking about grass right now.

Proposal has a sod farm 1001 gas oak trees put on a tree farm.

Part of it can be Tree Farm. Anything else? Kayden. I think I need more time to think

about and sure.

And process and do want to ask one question somewhere further down here there's an old like industrial area and I it's like a right here.

A lot of shot Em.

Yeah. And it's like a big open lot and it's never been used for.

Is that what it was?

Yeah, get it. Rental. That would be a good place for a three story hotel. Yeah, so.

Last meeting, we discussed the opportunity to increase possibly the scope of downtown to incorporate from well and also we're right at Berry Hill to Stuart St.

Because incorporating into Stuart St. Grants you access to.

This parcel right here? Mm-hmm. Which if you go to, he went there last time.

Yeah, we were looking.

You like that piece for a hotel?

It's big.

Yeah. So is it over 5 acres 5.37 acres and would the shopping center be willing to take a temporary be torn down and rebuilt in a different configuration we have?

A you know another building across like a hotel and basically.

We change the configuration.

That's a developer.

Developer have to make that offer to them and say look if you could also exit out onto Berry Hill as well as 90 and so you would cut down the bottleneck of only being able to get in and out of there. Not a bad idea if if the.

If the owners are or long term want to be in a grocery business or whatever their situation is, or just do us a hate strep malfun.

Ction.

Three or four different building in front of the hotel that could be different types of businesses. You can make a strip mall look good, yes.

Yeah. I just come from Central Florida and I think that's the only thing people know how to build.

Yeah, that's ugly strip mall.

All right.

Thank you, kayden.

How about Howard?

I was just a couple of weeks ago out of I've only been down there 2-3 times. The last 20 some odd years.

But I happen to go down to 30 a for the day and I ended up at.
This development that had a bunch of had a bunch of eateries all in one.
It's right right on 38 if somebody said the name they I can't think of what it is.
But it was all big, huge canopies it had.
It was a nice structure.
It was almost an industrial look to it on 38 on seaside like the Airstreams are no.
I'm not sure where you're what you were saying.
30 A you know where they have the Moto can market or whatever that is in that
whole section right there. They have the air streams that have food in them and and
they've been like they've been there. But it it seems like these were permanent.
Structures that were incorporated into a large construction. There it is, right. There's
the earthquake right there.
No, that's not it. But it's similar to that. It was another development on the on the
Gulf side that.
If you go further.
East.
I think.
There was a large.
Condo project across the street, but I can't remember.
But it was.
I thought it was interesting.
Had a large 31 courtyard area.
Are you talking about where it had the courtyard and it's got all the flowers and a
shopping center?
I was.
I was that one down there too.
The amphitheater that EU shaped retail section. That's Rosemary Beach, isn't that?
Right, that's outside.
Yeah, near Ellis beach.
Yeah, that's further is further to the West, was it inland beach?
It's right in there somewhere.
Yeah, it's right in here somewhere and I don't know.
I'll find it if y'all want to.
I saw it and I thought, you know, this would be an interesting.
I need concept for downtown Milton. Both of you are like I was just there and I can't

remember.

I was just in great.

I just don't go down there enough to concept for it.

Use of the Muse, too. Mm-hmm. Mm-hmm.

All right.

Well, you keep on looking.

I'm gonna let you. So how was that one? If you put an idol hound Idle Hound proper it where?

So you have a. These are all buildings with businesses and restaurants underneath and then it's.

Been living on top so 2 words are the Idaho home proper.

Those are all restaurants and retail underneath and then.

Condos on top. That's it.

That's it.

There is. Is that it?

I'd have to look at it from the Street View because I don't.

I wouldn't.

I wouldn't flying over, so I don't know.

I know where that is.

That's that's the restaurant and the Mexican restaurant. One there.

Yep, that's mixed-use with residential on top.

I didn't know the residential is on top there. When I didn't either.

Yeah, well, let's support the the the point is that it just blends in.

Yeah, and but that does give us an idea of what we.

Been talking about 'cause, it kinda blends in with.

Residential on top.

But these are all concepts that we'd use in conjunction with the museum. What we would look at more at this point.

So all right. Well, Howard and Howard's still thinking about it.

Cindy, why don't you go ahead and mature ideas? Well, I mean.

Everybody's pretty much saying the same thing, so I'm I'm pretty on board with everybody's ideas. I think we should go either or with what we decided on residential, on top hotels, right.

I mean, there's so many options. I also think it would be cool though if there's a building there already that's usable to keep it the way it is, I agree.

And then where?

There's a lot then.

Maybe build something that kind of ties it together like.

New but still.

They didn't bring it to.

A colonial design.

It's like it's approved designs of faces of buildings and like how you're supposed to build stuff so that it fits with the down patio. Nobody had designed for that already, yeah.

There you go.

Yep. How do you get some of our business owners like the comic book store?

Let's just use for the example to get 'cause. That's obviously not a.

Fits in with, doesn't fit in with. You know the look, the letters, but yeah, you know, my heads up what?

It's it's communication, it's partnerships.

It's getting them to see the vision. If they don't want the vision, though, there's not much we can do.

Comic Book Guy is a prime example.

Comic book Guy continues to go down the path.

He's on and chooses to do nothing with the property and unfortunately it will fall into decay and most likely.

Because even paying his property taxes.

From what I gathered recently, he has, but there have been some years where no, but he's currently have to do on that.

But he's cancelled all of his services, sewer and water shut off.

So is, believe me, now shut off. Wouldn't that be slum and blight?

It is now becoming slum and blight.

Yes, I understand.

It is then.

Can't you go after?

Because they don't own the building, right? No, he does.

He does OK.

There's another own the building, which believes have been transferred to him.

I mean, well, we have Tim here.

He can speak better to code enforcement, but I can't say, though, is that we have

discussed with Fire Chief on a fire safety from a fire Marshall standpoint of fire code.

We don't have the capacity or team to support that initiative.

We can't send anyone in to do that to say hey.

Hey, this does not meet fire code. This is unsafe.

So at this point in time, Fire Chief can't go in from a code enforcement.

Yeah, I mean we, you know, we're still a complaint driven department at this time and and we don't have a normal practice of going in to buildings or anything like that and looking for those types of situations.

Real pretty similar situation.

What Fire Chief has indicated, you know, he doesn't do yearly.

Annual inspections within buildings or anything along those lines.

But is that? Isn't that a bad thing?

Like shouldn't they be inspecting buildings?

Like is that.

Possibly but, but I will say that Fire Chief is the only only one who does that sort of work.

So if we if we were doing annual inspections, we would almost certainly have to add staff and.

And that would be specifically dedicated to that purpose.

I mean, I've seen him walk down.

I mean, just saying over and Woodbine, my salon, they just walk in.

Make sure you are in code or not.

You get them hefty little ticket if you don't.

I mean, I just think that we're allowing.

It's like a HOA kind of thing. We're allowing people to make the area look.

Rough when we're trying to make beauty out of it.

And we need to have some way. Right now the direction we're going in is we're trying to play nice in the sandbox, right?

I am quite confident in knowing our current Council. I would say as well as I do, that there may come a time where there may be a stronger request.

Yeah, especially if the sentiment from our Council is the continued growth and redevelopment of Melton. And I think that we.

Find ourselves in that point. I know that Tim is looking to hire in a second Co enforcement officer.

Uh, and I do know that our Fire Chief retires and.

New Years, so with the new Fire Chief may come also maybe a new vision that could help, but it would also definitely require additional staff requirements.

Yeah. So and it's good to start, like you said, with the letter of that you're sending out to everyone, it shows that, hey, we wanna work with you.

Yeah, it might stimulate some action which might.

Yeah. So that's a very good first step.

So what's been his communication with you guys?

Yeah, yeah, there's, yeah.

He's just normally yells at children to try to touch comics.

That's the only thing he has not spoken with us once.

See what comes out of the letter.

Yeah. Before we move on, how do we add?

Up to.

87 what is that?

Is that Caroline?

I always get a mixed up Stewart Street to include. How do we add that to our redevelopment plan?

That's that. Would the CIB like to see the extension that part of this or is it that a totally different animal to digest?

No, they sound like another animal.

Broader scope.

The reason I say that is we have.

There's a couple commercial abandoned lots that I mean, I've been here for seven-year, almost eight years now.

Good golly, 8 years and nothing's ever been done except the grass skates mode.

There was the Berry Hill School and had a great plan out in dirt lot you know. So like, if we're gonna start trying to pull stuff in, if we grow those areas.

And start looking at a broader range of incorporating growth.

Maybe we can generate some more income and some more revenue and it wouldn't.

We're we're doing the master plan.

Wouldn't be all that hard to be another meeting, you know, to be able to add that in and say, hey, we would like to look at this.

Like what about these as possibilities?

Yeah. Yeah. Separate from this. Is it. Flint it with us just where the kind of meeting tonight. But it would be an additional meeting. We'd have to add on to it.

Say, hey, look, these are other things we wanna add to this.

So it would be like.

What do we what do we have 17 on here? So it might be 1819 and 20, you know?

And all this will bring revenue to help.

It'll be something that doesn't belong in the center of town, but like, like a wedding venue, maybe, or an outskirts of town.

Yeah, we could.

Airbnb's or whatever.

Well, actually there is a place on 87.

That.

Is a house that they rent and they have a wedding venue out on the water where you have a wedding back there in the back of the house.

And Hwy. Fill in the city.

But they have one there which could expand and make it even a broader.

Expand very large expansion off that space. So is this.

What is the? What is the title of this?

Plan.

OK.

So this is the riverfront master plan.

So it's I I completely agree with you, except that this is the riverfront master plan.

And maybe that's Stewart Street business redevelopment master plan. But it also connects to the river.

But it can.

Actually it's all connected because we're all the same.

It's all the city, but we're gonna have. And if we're gonna include Stewart Street, then let's call it.

Something besides the riverfront master plan.

Let's call it CRA master plan.

Would you want to do it?

I I just think if you're going to, if you're going to have the plan, let's don't have it. The Riverfront master plan. Let's have it.

Be one plan, let's yeah.

Page two or something?

Yeah, that's a good point.

Yeah. The only reason I say that is just because.

Those it all plays together, you know, because that's not a far walk, especially with all these people that have electric scooters and E bikes.

You know what used to be a mile and people wouldn't walk.

People hop on Dang Ebike cruise 5 miles like that.

So just a thought before we go back to like connectivity and sidewalks and that, that, that new hurdle, yeah, we'll consider that as phase two master plan.

There you go.

Sorry Mr. compel, I have the name of the.

I'm sorry, I have the name of the the big chill 30 a. Was that one of the restaurants in that complex?

There it is.

Yeah, I don't know what the address is.

And that whole that whole complex. Yeah, all up in there.

Oh, it's just like a building with all to the left.

We got all that.

Go back to that aerial view if you don't mind.

Yeah, all this was up was restaurants and and all.

Yeah, this it was.

It was pretty good size, so you can go down and meet the papers. Yeah. Yeah. There you go. There you go.

There you go. Yeah. Yeah, yeah, yeah. Perfect.

And they had a little pavillion.

Stage. I'm not some Pavillion stage yet. Thank you.

Yeah. And so then they had a bunch of different eateries so that you could come hang out, watch the music, but then also you weren't subjected to just one course of food.

You had. No. I could have something like that.

Maybe a little bit bigger.

That would be good.

Down for the amphitheater? Yeah. Yeah. You know, tying the courthouse, having that, and then the amplifier there being the stage. Mm-hmm.

Oh yeah. Good. Thanks for that treat. Thank you.

No, that's all right.

I can. I'll go shake him.

What I had for?

The Mewes were pedestrian signalized crossings at the crossings at major streets were really important, especially Hwy. 90.

It is part of slowing down traffic and making sure that downtown emphasizes people. Movement, along with car movement, so safety.

Definitely St. trees, who include long term care and maintenance of them, which would be water and an urban downtown setting.

They have to have water and you really can't afford to have people having to water them by hand.

Can you use reclaimed water as in?

He used reclaimed water for doing that. Sure, you know.

Instead of pushing it all out into a spray field, if you use some of that nitrogen or slightly nitrogen rich water to water lawns in the city area, it reduces the size of the sprayfield you have to run additional water lines and purple lines, but you can do.

All the medians in the green areas and any field, it just has to be marked, you know, warning reclaimed non potable water which.

Technically. Well, I'm not gonna get into that, but that's it. Could be used. And then you're. You don't have to have as large a spray field.

Good point.

On the infill development that everybody's talked about, I agree with that.

I would emphasize encouraging entrepreneurs by allowing small spaces, smaller buildings, smaller spaces, maybe in a larger building like the one that Howard just.

Pointed out where you have the shared central area but.

Then of course, some of the county buildings come in line with the courthouse building. They're providing that opportunity.

I do think it's important from the Elmira St. parking lot.

That's a major parking facility for the north side of downtown that there needs to be a sidewalk from the Elmira St. parking lot to willing St. not just along Hwy. 90.

So when we're talking about partnering and everybody working together, working with the church to get a parking sidewalk from the parking lot.

Through their property.

In between Boomerangs and the church.

To Willings street.

So how do you make that work?

But we're trying to get people to be able to move easily from the parking lot willing St. in the riverfront.

Yeah, I heard him with you.

So you're talking about going?

Going across Elmira.

By that was it 5194 house and then going up the side of boomerangs. Is that what

you're well, I don't know how descillet it out, but just letting the design people.

Work in any. Of course you have to work with private property owners.

Yeah. Well, Mary Golden owns that strip right there.

And she does not want to sell it.

Well, not next to her property. I'm talking about go right in front of those cars.

Not that, no.

I'm talking about that strip that's in between the comic book store and my building.

Yeah, yeah, that's what we need.

You're talking about, right?

No, I'm talking to other. Oh, I see.

Oh. Oh, the courage. OK, OK.

That's doable.

Is there enough room?

Is there enough room between your building?

So a lot like it should be and I don't want to.

I don't want to get into the details of where or how because I we won't be able to figure that out, but it's just the concept of parking lot Welling St. Yep.

Well, it's really her mother's house. Yeah, so OK.

And then the last thing is what I brought up about working with the churches.

There is one church in the Meuse area.

And that's the Methodist Church that has quite a bit of parking.

So is there a way to work with them either?

A payment through the CRA or use of space.

Use of space, sure.

On non church days and it looks like they have like two different parking lots.

So you could even say do the the back lot is for parking, but the front one is church use only.

What about an annual lease on the unimproved lot across Berry Hill on the opposite corner?

That's my hair.

No, I'm sorry.

The other, the opposite corner, that one there.

What about like an put in a hotel?

But until then.

What if you are talking about? You were more interested in more permanent type parking.

We are temporary, OK for the for the time being. I'm just was thinking about spaces that we already have.

There's a lot of parking right here.

And how?

How can we maybe make it something positive for the owner?

You love what we have, right?

So who's is this?

The attorney.

Oh, that's she used to be part of this.

Yeah, I mean, it would be worthwhile.

While approaching her and seeing if she would willing to, you know, either divide that and, you know, sell it or redevelop it.

That corner lot there could be turned into houses or businesses or something.

So that was that was one thing. And then I wanted to the pedestrian crossing.

I wanted to pass this out because it's the AARP. You had mentioned traffic calming and this has.

The information in it about why it's important. If you look at the middle of the first page, when vehicles traveling at 20 mph, Clyde with pedestrians fewer than 10% of those struck are killed at 40 mph, which is what most people drive through.

Downtown at more than 80% of the pedestrians are killed or seriously injured.

I mean, that's just the science behind it that is factual over the last.

10 years.

The last time I think it was all it was, 72,000 pedestrians have been killed in the United States and you compare that to other things that we talked about a lot, even something horrible like 911, which was dreadful.

But think of the number of people that we lose.

And this is much more aimed at people that don't drive the elderly young people.

I can't drive yet.

These are people that we want downtown, right?

So traffic hot, I hear a lot from people about Canal Street.

Henry St. Hwy. 90, all of our major streets. They want to see people slow down.

Oh my gosh.

Yeah, yeah.

I mean, I have seen people go, you know, 60-70 miles an hour.

Right in front. Yeah. On Henry St.

Right. There's Henry St. It's gonna.

Crossover the tracks.

Oh yeah, I've been asked.

Doing 35 like I was sitting still and I was in a marked.

Vehicle. We'll put it that way.

And I got my. I live right there. So I I hear it every day.

I.

I mean, it's just ridiculous amount of in this master planning process.

It's how do we encourage the the calming effects?

Of the things we've talked about, trees, benches, narrow streets, pedestrian crosswalks on non state highways that allow us to have a little more control as a city where you have to stop for pedestrians in the crosswalk. That helps to, you know, slow people down.

So how do we incorporate that in with this design expert?

Let them come back to us with their ideas.

As long as it's not frickin speed bumps.

Man, I don't like speed bumps either.

Yeah, I'm glad we won't just leave them.

No, but we'll do it.

So that's mine.

Thank you for all your input on that.

Let's move to the number 17 #17.

Introduce that 1 #17. We'll go to listen here.

West Florida Railroad museum.

The parcel, owned by Santa Rosa County, east of Henry St. and across from the West Florida Rail Museum, is proposed to be developed in association with the museum to expand.

It's programming and enhance it as a destination. The green space in this area could serve as picnic out or gathering space to enhance the function of the Railroad museum. And so at the time of this design, if you kind of look back, this was kind of

towards like.

The southernly end, right?

Like after that, there weren't more attractions at that time of this development, right?

And so this was a little traction almost.

Kind of.

Located to be in between both 15 and obviously the Mews in the downtown district, but it was to kind of draw and you can see that connection to Canal Street into downtown.

But you know, let's really quickly let's talk about the Royal Museum.

Is anyone here recently been by their museum in seeing how what's going on?

Yes, I I actually admire that.

My grandsons love it. Over in that area and I've been wanting to bring this up and I don't know if I'm gonna make sense when I say this.

Just a thought.

Why don't we make revenue out of that area and have it As for like birthday parties and stuff like that for children?

Because they love the railroad and I know the school goes and does the field trips there. And the kids love it.

They do the they rent that train car out.

Actually, yeah, it's used for birthday parties.

I had my birthday there once.

But do we bring the revenue from there?

Do we?

Do we advertise it 'cause? I didn't know nothing about it.

Yeah, there there probably could be more advertising, I'm sure.

Yes, you know they could say ask, you know, have a little big billboard on their property saying, yeah, because I didn't know that. And I've been wondering.

I'm like kids would love to have birthday and I'm sure we could be more effective if we did that because I think you'll probably have more birthday parties.

I'm just saying no good point.

It'd be cool if there was some kind of restaurant there too, you know, because.

It would be like, you know, the a railroad themed restaurant.

Of some kind.

Well, like OK, for instance, during Christmas time, I drove all the way to North Carolina to go up one side of the mountain to down about 5 minutes.

Hand a little bail out for the Christmas book.
Help me out y'all.
What's the name of it?
It's not.
The Polar Express. Is it The Polar Express?
Yeah. Why don't they?
You can make money.
We've got that there also.
Yeah, you can actually end the hot chocolate there. A little hot chocolate area.
Christmas. Santa Claus.
Public press.
Oh, but we could never.
More often, especially if they do have the right, do this master plan.
Do you imagine what you could get out of people coming here for that?
I mean, I'm just throwing them out there.
I just think we should do the Hallmark movie right there.
Yes. Yeah.
I mean, I'm just saying we could actually make more out of it than what we have those little stands.
Yes, just like the market.
Only it'll be all Christmas decorated.
Yes, with Christmas dance with hot chocolate and.
Singing and yeah, I mean, I'm just, I have you someone up there tell the story about and then.
Matter of fact, if I'm not mistaken, they handed out little.
Paperback storybooks of The Polar Express, and it was very we had fun. We dressed up in our pajamas and did it with the grandkids, but we don't advertise that enough.
And I think it could be even better because honestly, it is more dead than alive.
So I will go ahead and call the elephant in the room real quickly.
You can take a look at the parcel.
It's highlighted in here and you can take a look at it at the property owner.
Not the city.
Yeah, yeah. And I am on the board of the Santa Rosa Historic Society.
So just wanted to make that known.
So also just to be very transparent so I can tell you different from when this plan was

developed, the West Florida Railroad Museum has managed the depot and done so very well for a long, long time.

So it's a great, you know, they've added all these. You know, there's the caboose, there's the riding car.

There's the model train building with a great replica of Milton and Pensacola, and there's the dining car where you can rent it for parties and reunions and whatever, whatever you're there's a tourism office, there's a visitor center there.

So there's all kinds of things there, but.

The Historical Society is saving three houses.

You know, one of them was in partnership with the city.

In First Baptist Church, the Ecart brick house was now in that logical just moved there.

So there's the Finkelstein House, which has a brand new roof on it.

And then there's the Henderson house right there.

So there is a village called the L&N Railroad village that's being created to be more to draw like you said, Cindy.

Where everything's connected.

There's more things happening, some additional museums.

But what we hope would occur with this is, and yet some of y'all brought this up previously is how do we connect this to the rest of downtown and to Jernigan's landing?

Oh, it wouldn't if we were able to.

Yeah. So how do we do more with that?

But there is a connection there in the red going along the railroad tracks.

But I'm not gonna tell the city how best to do that.

But I would love it to be part of what happens with this updating is, is it Baldwin St. Is it using the?

City right away.

That's not being used right now that we connect to the railroad right away. That the city that is mowed on a regular basis, how can we best connect that street is what you're pointing out right there Baldwin St.

And then there's a road right away that goes through there.

And right along the railroad tracks, there's a mode access all the way to municipal drive. As you hit here through the right of way, you then have access to city property.

Now there is a right away space that is mowed.

We have that cleared regularly.

Yep, that's that city property there.

Yeah. So that could be a substantially larger parking lot with a walking path.

It's a left right here.

It's a left lane, that's all.

Award walk.

Yeah, that's about it.

That'd be a boardwalk. Yeah, that gets that little sliver of it.

So anyway, I just wanted to share Cindy that some of your ideas are really, really good, but that is different from the previous plan because we didn't have all those buildings, just some of the pictures that they do up there.

I'm serious.

This cost money to do this and it's 5 minutes.

And really, you could sit there and do it, but it's just so neat for the kids to, you know, just.

Let's do it.

But it will connect to everything that we're doing down there because you're going to have all the shops and making people's going to come and stay in the hotel to just do this right.

Yeah. Miss Cindy, that is a that's going to be.

I'm sorry, go ahead.

You say something.

Oh, I was just going to tell Miss Cindy. It sounds like she could talk to Mr. Compton and might end up being able to help out on the railroad museum.

Yeah, it sounds like a volunteer.

There you go. See everybody dressed.

Yeah, I mean.

I don't know.

To.

Talk about your connectivity with.

The every museum, I don't.

Along the railroad, doing some kind.

Well, that's going to be a challenge.

That's that's. I'm just saying the part that it's already there.

Yeah, yeah, yeah. It's already there.

It's already there and then what?

Stephen was showing there's a city right away that's currently not open.

That we could make use of could possibly make use of.

I'm not saying that it's, you know, I've just been back there before because that's where.

You show us that piece of property. Again please.

That's that's it, right?

That's it right there, OK.

And then you can see the mode part along the railroad tracks.

Oh, right. So all you have to do is connect to the mode part.

It's already you can walk on it.

It's not wet. It's easy.

I have not been on that. That's what you're talking about.

You got that little tiny piece that you need to get up to Baldwin St.

Oh well, that's so. And like Kayan was saying, if it requires even possibly a boardwalk or it's do we?

Do we just run it? Just run.

I know there's a.

Yeah, there's a yeah. Wetlands in there.

Right, but whose parcel is this?

The CSX.

No, that's private.

Why does that name sound? How they gonna develop?

That's not gonna that's not developable. That's that's that's.

But anyway, that was just one.

Yeah. One absolutely one concept that will help the train depot function better and the and the and the village, which is somewhat we hope to be like the Pensacola.

Historic village in downtown Pensacola, where they'd saved houses.

They do tours.

You know we, you know, it's in the building phase, but first of all, you got to save, restore and get the buildings back.

Adaptively reused Fillmore St. is another street that needs some help.

Where's Fillmore St.

Oh, right in front of me.

I'm sorry it goes to the riding car where the kids ride trains.

And then it has the Henderson House right next to it.

It has some sidewalk needs.

So how do we better connect things that are currently that little riding car area for kids is heavily used.

But right now, there's no good connectivity.

So dumb idea.

What you do is you extend the riding car all the way.

Way down to the city parking lot.

So the kids and adults could ride on a little train all the way around, all the way around. And if they wanted to get picked up, it could just be kinda the thing.

Hey, every 15 minutes a ride can pick you up and take you to the railroad museum.

That is a good idea, 'cause. I have seen that. And it is really popular. And you could also do it through the woods.

It could be easily.

What I deem easily air quotes, it would be difficult to do in terms of permitting and stuff, but you can make an elevated rail for a small pedestrian train to easily go through a wetland because it wouldn't.

It wouldn't be permeable and it wouldn't be impactful to water flow. So you would just need, but you can do something so that it can meander through and go pick people up.

You know that's \$1,000,000 tree.

It becomes a resource.

How do we do it?

That doesn't mean that it can't be done, but it would also attract. Yeah, a lot.

I think even if you had part of that rail, you know the Kitty, you know it's in the back right now.

So if it would come up front around the building, Yep, that would draw attention.

You know, I mean, anyone with a kid that's, you know.

People go.

Do they come down to the River Museum after or before they go somewhere else in Milton?

Or they make.

Yeah, I had a destination.

What we're seeing a lot more of is people are going to the Butterfly House and going to the depot, so they're going to the museum. They're walking right down the

street, the city put in sidewalks. So you can safely move to the Butterfly House.

So when this plan was done, the Butterfly House didn't exist there.

Yeah. What other?

And we didn't have all these.

Other things that we're talking about now that you've got an idea of.

It's coming.

This come together.

In South Florida, they have what you call a Lego area where there's Legos made out of flowers or whatever. In the outside, where you can actually enjoy the view as walking through.

It's not much.

It's actually small about this size.

Where you can actually do things like that. I know it probably be cost, but if we bring in enough revenue at some point we could go to that route and it's actually a beauty that you can actually enjoy seeing.

I have pictures. Matter of fact I did.

Down in South Florida, it's not very big, but it's like a Lego park outside.

Very different made of they did fly like flowers, animal figures, but it's Legos. May not Legos, right?

Just a thought. Yeah, right person.

Did that answer your question, Howard, about that their definitely coming to the museum and a lot of people do other things too in Milton.

So do you need to connect them in?

A.

I guess.

Do you need to connect them in a loose way with the rest of what's going on?

See this area becoming more of an anchor like the journey and there is an anchor, right, the courthouse, Imogene. And the previous plan was an anchor. You know, so because you could almost spend a whole, you know, kid, you know, family come down, you come to River Muse.

Between that and the Butterfly House, you can spend spend quite a bit of time, a bit of time, right?

That's the Lego.

Oh yeah, that's cool. It's different.

Oh yeah, different things that.

Yeah, that's a lot of leg. I've noticed about the Butterfly House and the train museum. Really. Is the lack of signage that's readable from people driving by. I mean, there's a little yard sign that's like a garage sale sign.

And yeah, so if we can do something to improve the signage, the signage, you know, maybe make it a nice.

And then have a a matching same style of.

Into the sign or the Railroad museum as well.

So they kind of look like they're together, just like the whole town, because you have some kind of consistency, like, that's part of the quest of our firm, too, is what is the best way to better sign and get word out about all the things that we're talking.

About.

Absolutely.

The marketing department on that.

So what else do we do?

We don't have one of those.

Bethany, good ideas. We have some time to think about it. 'cause. We're gonna read sort of review both of these and you'll have some more time.

I'll think about the ideas, especially related to the train depot that you all brought up, but anything else that's on your mind right now related to this area.

I think it's a great idea. I think I was down there when they were moving it.

I think it's great.

We all did like, you know, I don't think you all get enough praise for what you did moving that thing down there. How long?

How long before we start on the break?

Do you know?

Where we'll have to get quotes from different brick contractors that can both take the old brick we saved and get it ready to put back on.

And then we're gonna have to get some other brick.

Because we don't have enough to do.

You know, some of the bricks are broken, so it'll be a mixture of new old brick and original brick.

You put the new brick on the backside towards the train, right?

And then the Finkelstein, you working on that, what's the next project got Windows, the back all it's been completely enclosed, has a brand new roof, all the structure has been built back up that had problems.

So it's a good strong building, but we have to move.
Move to the next phases, which is sort of the interior.
Still some work on some of the windows that's going to be unique.
It'll be a museum that's going to be unique. Museum. Yeah, I mean that that thing.
I don't know the full history of that family, but I think what I do know, I think it's pretty.
I think it's fantastic that we've got that here.
Yeah, it's a important part of Milton history.
And really, history and history.
Merrell, I mean and that's what I'm saying.
I don't think people realize that magnitude.
And I wouldn't.
I wouldn't dare to try to narrate what you know, significance.
Couldn't do it justice.
All right.
Well, no other input on that.
Thank you all.
Anything else?
Any other business we need to cover?
No, not in business.
Did give you updates a little bit on CBG, so once I have the official.
No, I will let you. No, no.
And yeah, I will continue to work to find, you know, opportunities to support. But with that, you know, as we are still working through everything we have in front of us right now and they were in front of master plan revitalization, I want you to also kinda come.
Back in mind.
And think about prioritization of streets within the CRA. 4 sidewalks because we held off on ACRA approved sidewalk because we were waiting to see if CDBG would fund it.
It has not.
And once I have that finalization, the CRA will move forward on that project as it is currently approved, OK, but we need to then look at the other streets. So for that prioritization.
So just in the back of your mind be thinking about that, you know.

And we will.

Get back to that.

We will need to get back to it.

I'll be honest sooner than later.

And this project for the riverfront will still take us roughly four more meetings to review. So just be aware that I will call upon that for your can you not send us the e-mail on the follow up of for the meetings coming up on the 4th and yes.

Send you the information for the 4th for meetings that I would love for you guys to be a part of, OK?

So that'll be the submission of the packets through the RFP now.

Just note that there is no comment.

There's no public comment, but you will get to hear what's going on.

OK, it's important.

Mm-hmm. K. All right. With no other business then I'll call this. Meeting adjourned.

And thank you all for coming.

□ **Stephen Prestesater** stopped transcription



Agenda Item # 2025-3623

Approval of Minutes from the August 26, 2025, meeting

MEETING DATE

October 28, 2025

PREPARED BY

Stephen Prestesater, Director
of Economic Development

BACKGROUND

SUMMARY

RECOMMENDATION

ATTACHMENTS

None



Agenda Item # 2025-3624 | CRA Riverwalk Masterplan follow-up
Fiscal Impact Analysis

FISCAL IMPACT SUMMARY

FISCAL DATA

Item is approved under the current budget: No



Agenda Item # 2025-3624

CRA Riverwalk Masterplan follow-up

MEETING DATE

October 28, 2025

PREPARED BY

Stephen Prestesater, Director
of Economic Development

BACKGROUND

Discuss Riverwalk Masterplan - #16: The Mews, and #17: West Florida Railroad Museum

SUMMARY

RECOMMENDATION

N/A

ATTACHMENTS

None



Agenda Item # 2025-3625 | CRA Riverwalk Masterplan Continuation
Fiscal Impact Analysis

FISCAL IMPACT SUMMARY

FISCAL DATA

Item is approved under the current budget: No



Agenda Item # 2025-3625

CRA Riverwalk Masterplan Continuation

MEETING DATE

October 28, 2025

PREPARED BY

Stephen Prestesater, Director
of Economic Development

BACKGROUND

Discuss Riverwalk Masterplan - #6: Riverfront Village Marina, #1: Arts & Culture Center, #15: Riverfront Village, #9: Preservation Park, and #4: Welcome Center

SUMMARY

RECOMMENDATION

N/A

ATTACHMENTS

None



Agenda Item # 2025-3626

Designated Qualified Opportunity Zones Investment & Growth Plan

MEETING DATE	PREPARED BY
October 28, 2025	Stephen Prestesater, Director of Economic Development

BACKGROUND

The City of Milton stands at a defining moment in its history. As one of Florida’s federally designated Qualified Opportunity Zones (QOZs), Milton has been given a powerful tool to attract private investment and channel it into projects that will shape our city’s future for generations.

This designation means more than a tax incentive; it represents a strategic opportunity to unlock economic potential in one of Northwest Florida’s most promising communities. With its historic downtown, riverfront location, and proximity to major regional assets like I-10, Pensacola, and NAS Whiting Field, Milton is uniquely positioned to capture new growth.

By leveraging the Qualified Opportunity Fund (QOF) model, investors can realize substantial tax benefits while partnering with us to:

- Revitalize our downtown and riverfront through mixed-use and cultural projects.
- Expand commercial and industrial capacity to attract advanced manufacturing, logistics, and defense industries.
- Develop workforce and affordable housing to support the county’s rapid population growth.
- Foster entrepreneurship and innovation through small business investment and job creation.

For Milton, the impact is clear: stronger businesses, more jobs, expanded housing options, and a more vibrant community. For investors, the result is a profitable long-term partnership with a city committed

to pro-growth policies and a high quality of life.

Our mission is to ensure that Milton’s growth honors its history while creating a sustainable future. With the Opportunity Zone designation, we now have the framework to make that vision a reality. Together, we can transform potential into progress and establish Milton as a model of economic resilience and prosperity in Florida.

SUMMARY

Milton’s designation as a Qualified Opportunity Zone is more than an incentive; it’s a catalyst for growth. By investing here, you gain powerful tax benefits while fueling projects that will revitalize downtown, expand housing, attract industry, and create jobs. Together, we can transform Milton’s potential into lasting prosperity and make our city a model for smart, sustainable development.

RECOMMENDATION

Informational - No action required

ATTACHMENTS

None



Agenda Item # 2025-3626 | Designated Qualified Opportunity Zones
Investment & Growth Plan

Fiscal Impact Analysis

FISCAL IMPACT SUMMARY

N/A

FISCAL DATA

Item is approved under the current budget: No



Designated Qualified Opportunity Zone

INVESTMENT & GROWTH PLAN

Positioning Milton as a regional hub
for economic growth and innovation

www.miltonfl.org

Office of Economic Development
6738 Dixon Street, Milton, FL 32570
850-983-5400



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Executive Summary

From the Office of Economic Development for the City of Milton



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Stephen Prestesater
Economic Development Director
City of Milton, Florida

City of Milton Qualified Opportunity Zone Investment & Growth Plan

VISION

Position Milton as a regional hub for economic growth and innovation by leveraging its Qualified Opportunity Zone (QOZ) designation to attract long-term private investment, create jobs, and strengthen the city's historic charm and waterfront appeal.

OBJECTIVES

Attract Investors by promoting Milton's designation as a federally recognized QOZ

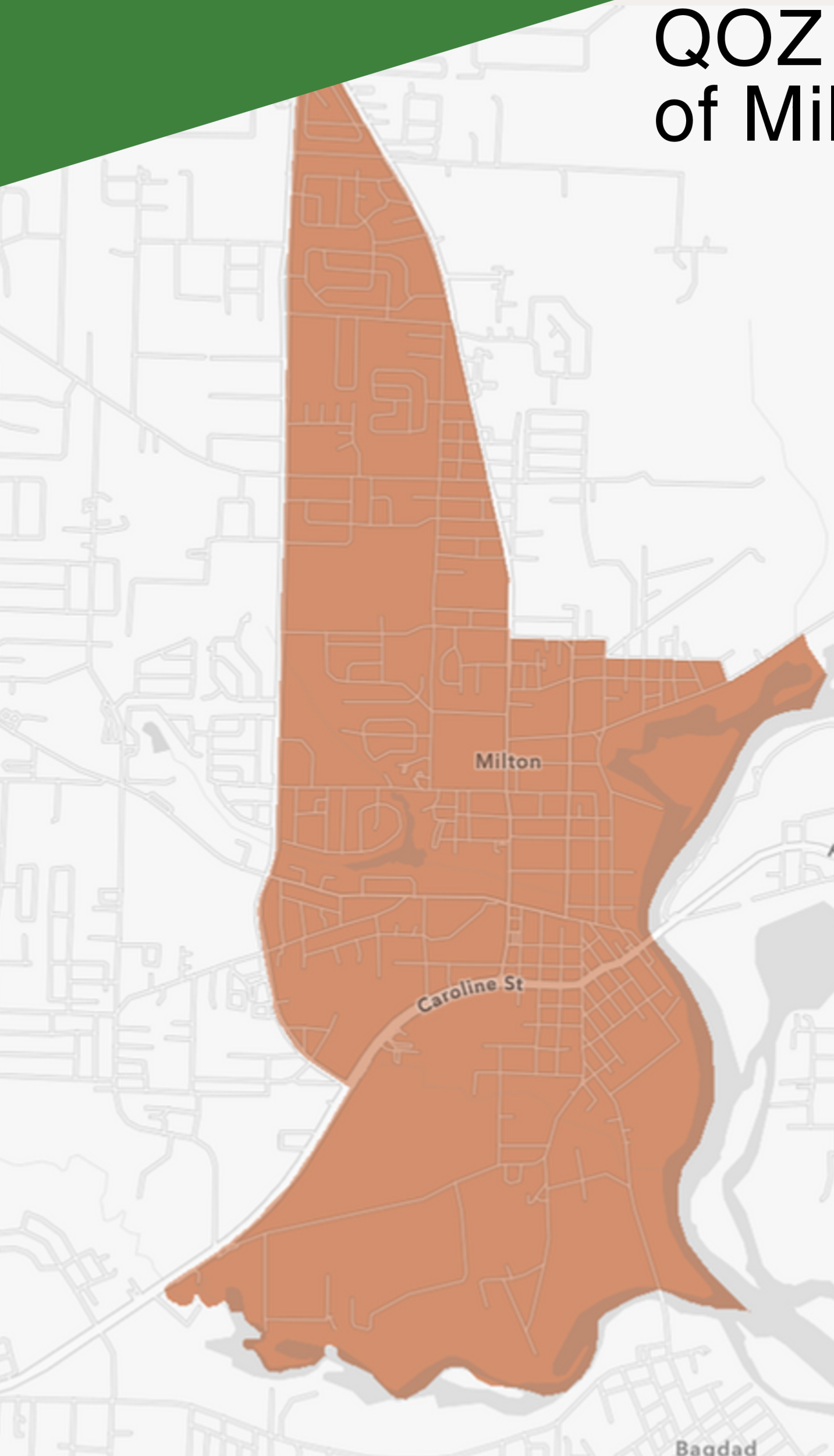
Stimulate Local Business Growth through targeted sectors such as technology, broadband, tourism, recreation, and riverfront redevelopment

Expand Housing & Infrastructure by supporting mixed-use and workforce housing developments

Create Jobs & Opportunities for Milton residents through new businesses, startups, and expansions

Leverage Partnerships with developers, investors, financial institutions, and state/ local agencies

QOZ Map of Milton, FL



Milton, Florida — Specifics

- Milton, in Santa Rosa County, Florida, has 1 designated Opportunity Zone.
OpportunityZones.com
- That single OZ-tract in Milton has a population of about 6,200 people, which is roughly 62% of the city's total population ($\approx 10,000$).
OpportunityZones.com
- The median household income in that OZ is approximately US\$39,000.
OpportunityZones.com
- The poverty rate in that tract is about 21%.
OpportunityZones.com
- Median home value in the zone is around US\$95,000.
OpportunityZones.com
- High school education attainment is fairly high ($\approx 89\%$ have at least a high school diploma).
OpportunityZones.com
- Median age in the zone is approximately 35 years.
OpportunityZones.com





How QOF Investment Works for Milton

1 - Capital Gains Source

Investors nationwide realize gains (from stock, real estate, business sales)

2 - Investment in QOF

Within 180 days, they invest those gains into a Qualified Opportunity Fund

3 - QOF Investment in Milton

The fund directs at least 90% of its assets into projects/ businesses inside Milton's QOZ

4 - Investor Tax Benefits

Investors defer or reduce their capital gains taxes while supporting Milton's economic growth

Priority Investment Areas for Milton

A - DOWNTON & RIVERFRONT DEVELOPMENT

- Adaptive reuse of historic buildings for retail, restaurants, and professional services.
- Expansion of riverfront attractions (food truck courts, green belts, brick walking paths, playgrounds, boardwalk extension, festivals, Bands on the Blackwater support spaces).
- Mixed-use developments combining residential + retail.
- Angled parking, wider sidewalks, trees, and street lighting.

B - COMMERCIAL EXPANSION

- Development-ready parcels: Shovel Ready.
- Support infrastructure and growth for broadband, technology, & tourism.

C - HOUSING & COMMUNITY PROJECTS

- Affordable and workforce housing to meet demand for regional growth.
- Mixed-use housing with walkability to downtown & commercial corridor businesses.

D - INNOVATION & ENTREPRENEURSHIP

- Incubators for startups in food & beverage, recreation, and digital services.
- Incentives for small businesses relocating or expanding in Milton (expansion of the Business Improvement Program, CRA Grants).

Investor Engagement Strategy

A - MARKETING MILTON'S QOZ

- Develop a Qualified Opportunity Zone Prospectus highlighting available sites, demographics, and incentives.
- Launch a dedicated webpage (updated EDO site) showcasing investment opportunities, maps, case studies, and real-time foot traffic data.
- Host Milton Opportunity Zone Investor Summits to connect investors with city leaders and project developers.

B - PARTNERSHIPS

- Work with FloridaCommerce, SpaceFlorida, Santa Rosa County, and the Santa Rosa County Chamber of Commerce.
- Collaborate with financial institutions to establish locally focused QOF's.
- Engage local developers to package "shovel-ready" projects for investor review.

C - INCENTIVE ALIGNMENT

- Combine QOZ benefits with existing city and county incentives (tax abatements, expedited permitting, and concierge service through local government red tape).



Implementation Plan

PHASE 1 - FOUNDATION (0-6 MONTHS)

- Develop and publish the Milton Opportunity Zone Prospectus.
- Identify top 3-5 catalytic projects (downtown redevelopment, commercial corridors, and workforce housing).

PHASE 2 - INVESTOR OUTREACH (6-18 MONTHS)

- Host targeted investment meetings with developers.
- Launch campaign targeting capital gain investors in Florida and across the US.
- Develop partnerships with regional QOF's already active in Florida.

PHASE 3 - PROJECT ACTIVATION (18-36 MONTHS)

- Break ground on first QOF-backed development.
- Monitor compliance with state QOZ requirements.
- Publicly celebrate "Milton Success Stories" to attract additional rounds of capital.





Long-Term Growth Goals

FOR MILTON

- Establish Milton as a model small-city QOZ success story for Florida.
- Increase Milton's tax base through new developments while preserving historic character and charm.
- Create sustainable jobs and expand housing supply to support population growth.
- Strengthen Milton's brand as a destination for investment, culture, and quality of life.



“Where Good Living Flows”



Final Thoughts and Takeaways

Milton's designation as a Qualified Opportunity Zone is more than an incentive; it's a catalyst for growth. By investing here, you gain powerful tax benefits while fueling projects that will revitalize downtown, expand housing, attract industry, and create jobs.

Together, we can transform Milton's potential into lasting prosperity and make our city a model for smart, sustainable development.

Stephen Prestesater
Economic Development Director
City of Milton, Florida



Agenda Item # 2025-3626

Designated Qualified Opportunity Zones Investment & Growth Plan

MEETING DATE	PREPARED BY
October 28, 2025	Stephen Prestesater, Director of Economic Development

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RECOMMENDATION

Informational - No action required

ATTACHMENTS

None