MILTON PLANNING BOARD
Regular Meeting Agenda

September 20, 2022
5:00 PM
6738 Dixon Street
Milton, FL 32570

1. **Call Meeting to Order**
2. **Review and Approval of Agenda**
3. **Approval of Minutes**

   Item # 2022-724
   Approval of Minutes from August 16, 2022 meeting

4. **Citizens to Appear Before the Board**
5. **New Business**

   Item # 2022-731
   CRA Plan Udate

6. **Old Business**

   Item # 2022-732
   Neighborhood Retail Commercial Zoning District

   Item # 2022-733
   Update to the City's Unified Development Code

7. **Planning Department Update**
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

Approval of Minutes from August 16, 2022 meeting

MEETING DATE	PREPARED BY
September 20, 2022	Administration Department Melissa Short, Admin Assistant/Permit Clerk/Assistant City Clerk

MILTON PLANNING BOARD **August 16, 2022**

The Milton Planning Board met on Tuesday, August 16, 2022, at 5:00 p.m. in the Council Chambers at City Hall.

PRESENT: Jimmy Messick
Kathy Ellis
Amber Leek
Tom Powers
Laura Austin
Steve Dobbs

Tim Milstead, Planning Director
Jacob Hullett, Assistant Planner
Melissa Short, Administrative Assistant

OTHERS: Cassandra Sharp, Carol Johnstone, Councilwoman Shari Sebastiao,

The meeting was called to order at 5:00 p.m. The agenda was approved as amended through motion by Kathy Ellis, seconded by Steve Dobbs; approved 6-0. The March 22, 2022, minutes were approved through motion by Kathy Ellis, seconded by Amber Leek; approved 6-0.

ECONOMIC DEVELOPMENT UPDATE:

Tim Milstead explained the Economic Development Department received several applications with their most recent cycle of Commercial Façade Improvement Grant Program cycle grants and the next grant cycle opens October 1, 2022.

NEW BUSINESS:

Update to the City's Unified Development Code – Tim Milstead introduced the topic to the Milton Planning Board for their review. Mr. Milstead provided information on the Use Matrix Chart Section 7.3. The Planning Department is making edits, identifying deficiencies, and comparing this code to other jurisdictions. The board decided to review this and bring it back to the next meeting. Jimmy Messick appealed to the public that if anyone would like to address any changes in the Unified Development Code to reach out to any of the board members.

Mobile Vending Regulations – Tim Milstead presented the board with a proposed language change to the City's Mobile Vending Regulations. The City Council approved this language change and requested the draft ordinance to be presented to the Milton Planning Board. Tim Milstead explained the city cannot issue a license or permit according to Florida State Statute and City Council elected Mobile Vendors to sign a one-year lease on City Property. There was discussion on local mobile vendors in the city limits. There were three changes made by the board in section 36-124 move and in number (3) to number (5), in section 36-126 (b) replace within 30 days with after 30 days, and in section 36-130 (11) replace licensed site to leased city owned site. Cassandra Sharp, 3109 Waterview Dr., wanted to know if the city will oversee that mobile vendors are meeting state standards and explained that the CIB covered this regulation and there were no expectations on minimum time to lease city property for a month. Steve Dobbs made a motion to refer this proposed ordinance with changes to the City Council, seconded by Amber Leek; approved 6-0.

OLD BUSINESS:

Neighborhood Retail Commercial Zoning District Discussion – Tim Milstead provided the language change to the Neighborhood Commercial Zoning District to the board for their review and to have a further discussion about what the board would like to see as it pertains to a neighborhood commercial district. Mr. Milstead provided current regulations within the neighborhood retail commercial district standards for the boards review for any language change. The board is going to review this and bring it back to the next meeting.

PLANNING DEPARTMENT UPDATE:

Zoning of Berryhill Complex - Tim Milstead explained that he is still in contact with the developer of the Berryhill School Complex and working with the property owners, Publix will be opening soon, Planet Fitness will be opening soon, continuing to work with the developer at the new doctor's office corner of Magnolia and Dogwood, and Huddle House is on hold at this time.

There was no further business to discuss, and the meeting was adjourned at 6:00 p.m.

Agenda Item # 2022-731

CRA Plan Udate

MEETING DATE	PREPARED BY
September 20, 2022	Melissa Short, Admin Assistant/Permit Clerk/Assistant City Clerk

BACKGROUND

SUMMARY

Staff recommends review by the board.

RECOMMENDATION

Board Review

ATTACHMENTS

1. Downtown-Community-Redevelopment-Plan-2021update
2. Downtown-Community-Redevelopment-Plan-2021update

City of Milton Downtown Community Redevelopment Plan

May XX

2022

This document was prepared by the City of Milton Planning and Zoning Department in an effort to better plan for the revitalization and expansion of the City if Milton's Community Redevelopment Area. It is meant to be an amendment to the Community Redevelopment Plan established in 1982.
City of Milton Council Meeting - May 10th, 2022

Milton, Florida

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Introduction

Vision Statement

The citizens of the City of Milton envision a safe and thriving downtown that is accessible and welcoming to all to live, work and play. An attractive district that preserves and protects our architectural and historical heritage, while encouraging smart, appropriate, relevant, environmentally conscious growth. The true heart of the civic, cultural, social, economic, recreational, and entertainment activities of the City of Milton.

Mission Statement

It is the mission of the CRA to utilize all available resources of the City of Milton to eliminate slum and blight, improve safety and stimulate private investment in residential and commercial activities while promoting tourism, recreational, and entertainment activities to our diverse community.

Regional Setting and Santa Rosa County

The City of Milton, Florida is located in Santa Rosa County, an urban, suburban, and rural county in the far western portion of the Florida Panhandle (See Figure 1). Milton is the county seat for Santa Rosa County, which is a part of the two-county Pensacola Standard Metropolitan Statistical Area. The City of Milton and the nearby areas of Pace, Navarre, and Gulf Breeze can be considered suburbs of the City of Pensacola because they are located within easy driving distance of the Pensacola urbanized area, a population center containing over 425,000 persons.

Santa Rosa County contains two incorporated municipalities of which Milton has the largest population according to the 2020 Decennial Census. The other municipality of Gulf Breeze and the places of Navarre and Pace had a combined population of 71,803. Additionally, there are populous places within the county with significant populations. Navarre has the highest population of 40,817, and the incorporated area of Pace, which is located between the City of Milton and the Pensacola urbanized area, now has a population of approximately 24,684 persons. This is illustrative of the growth recently experienced in the southern portion of the county, which has little impact on the Downtown Milton Area. Santa Rosa County had a 2020 population of 188,000 and because of its lower tax structure, its miles of undeveloped acreage, and its proximity to the urban center of Pensacola is expected to expand by 43,292 persons over the next 10-year period, assuming the county follows previously determined growth rates (See Table 2). The population of Santa Rosa County is projected to reach a level of approximately 200,000 persons by the year 2025, making it one of the fastest growing counties in Northwest Florida and the nation.

Santa Rosa County has a total land area of approximately 647,430 acres, possesses a

multitude of natural resources, and has one of the lowest costs of living in the State of Florida. These factors combined, make Santa Rosa County one of the most desirable locations in the nation for a family to make a home and for industry to locate their activities. The beautiful Gulf Coast waters and beaches, the pure water rivers, and expansive bays make the area ideal for boating, camping, canoeing, fishing, and all other water sports. These attributes combined with Santa Rosa County's fine climate, which allows at least nine months a year for outside activities, are magnets that attract many families and new business to Santa Rosa County.

The City of Milton

As illustrated in Figures 1 and 2, the City of Milton is located directly adjacent to the Blackwater River, a state designated Outstanding Florida Waterbody, in approximately the center of Santa Rosa County. The City contains approximately 3,701.97 acres of which 21% is developed. Residential use compromises the largest portion of the developed land at 32.65%, while commercial accounts for the second largest amount at 12.14%. Industrial, transportation and utility land use account for 6.87%.

Outside of the Central Business District, which is the area this plan specifically addresses, large areas of predominately low-density residential development are interspersed with governmental and public land uses.

As noted in Table 2, the population of the City of Milton increased by approximately 15.5% over the 2010 to 2020 period, which is slightly less than the population growth rate experienced by the county as a whole. An examination of the demographic characteristics of the City of Milton reveals that the population of the City contains a significantly higher percentage of minority members than does the county, as wellas a slightly higher percentage of elderly persons. These normally are characteristics of a population found in any older urban area due the fact that the elderly and the impoverished are usually the least able to relocate once economic decline begins.

The City of Milton Downtown Community Redevelopment Area

The City of Milton's Downtown Community Redevelopment Area (DCRA) includes both the older retail and the residential sections of the City's Central Business District. It consists of about 299.79 acres and is bordered by the Blackwater River on the east, the City limits and the CSX Railroad on the south, the Blackwater Heritage Trail to the west, and the Madison Street on the north. North of Madison Street an additional CRA area includes the area east of Broad Street and south of Munson Highway to Blackwater River (See Figure 2). These boundaries, except for Madison Street, Broad Street and Munson Highway, are physical features that all have played a role in the development of the DCRA. They serve to isolate the DCRA from the rest of Milton with even the street gird system in the old downtown being out of alignment with the rest of Milton (See Figure 3).

The typical growth cycle, which consists of newer residential areas of a community

attracting new commercial development, while the older areas deteriorate and experience encroachment of nonresidential uses, has been occurring in Milton with limited success at redevelopment. The newer and more affluent population of Milton had located to the northern and western areas of the DCRA and has, in turn, attracted a large number of retail businesses away from the DCRA. As a result, the older DCRA has experienced, and is continuing to experience, deterioration, and the encroachment of non-compatible development.

As noted in Table 3, the population of Milton has historically contained a significantly higher percentage of minority group members (25.4) than the county as a whole. In the previous Downtown Community redevelopment Plan it was also noted that the Milton DCRA contained a significantly larger proportion of Milton's minority and elderly citizens. There are presently 656 persons living in the DCRA, accounting for 717 households (Source: City of Milton GIS Database and U.S. Census Bureau).

Past analyses of the DCRA have illustrated that the number of families and households expected to be located in the DCRA will increase in the future, as will the income characteristics of the population. These increases in the income of the residents of the DCRA, however, are not expected to be of a magnitude to equal the increase in income for all of Santa Rosa County unless redevelopment occurs. Historically the Milton DCRA has had a significantly lower median household income. Once the U.S. Census Bureau releases their City Block Data in April 2013 Table 4 will show the present median household income for the DCRA.

Past Planning Efforts

Over the past forty years, several planning efforts have been undertaken by the City of Milton that had the potential to impact the DCRA. In 1973, Milton, Florida – A Downtown Plan was published. Due to a variety of reasons, the plan was not fully implemented. In 1981, a comprehensive plan entitled The City of Milton Comprehensive Plan was completed.
Implementation of the recommendations impacting the DCRA in this plan has also not been fully accomplished.

In 1982, Russell & Axon, Inc. prepared the Downtown Community Redevelopment Plan for the City of Milton. The general land use plans presented in that plan did not correspond to the market for redevelopment, were not a total reflection of the desires of the citizens of Milton, and, as such, were not suitable for implementation. In addition, much of the background data necessary to assess the extent of slum and blight, as well as existing land use patterns, structural condition, and the market for redevelopment was not included. For these reasons, the City of Milton commissioned Gaines & Associates, Inc. to review the Downtown Community Redevelopment Plan and revise and update the plan based on statutory requirements, the desires of the citizenry, the market for redevelopment, and the most suitable methods for implementation.

In 1982, the Downtown Community Redevelopment Plan established the need for a Community Redevelopment Agency (CRA) and indicated that the formation of a CRA would focus both the financial and physical resources of the entire community to provide the most logical vehicle for achieving revitalization and redevelopment. This community redevelopment agency along with its advisory board were established and strove to implement various redevelopment programs. This redevelopment plan was prepared based on the input provided not only from the CRA and the redevelopment advisory board, but also from input provided by the City of Milton Planning Board.

In 1983, Gaines & Associates, Inc. presented their revised Community Redevelopment Plan, which is being further revised and updated in the plan presented here. The DCRA and the proposed expansion of the DCRA are being updated because of the nearing expiration of the 1983 plan as well as the need for updated data, references, and goals. While the 1983 plan strove to bring community revitalization to the DCRA, the area is still in need of a Community Redevelopment Plan because the latter failed to fully implement all the changes needed to secure the economic vitality of the area. The previous Community Redevelopment Plan failed mostly because of a lack of physically implementing the plans they suggested and instead focused on the theoretical changes that needed to occur within the area. To combat the failings of the former plan, this plan includes a master plan for the development of the Blackwater Riverwalk Park. The development of this park will help the DCRA begin development in the public sector and initiate a waterfall effect of development so needed in the area. A comprehensive and exquisite public recreation area such as is presented in the master plan has been shown to provide a much-needed base for development in many other cities with similar redevelopment issues.

Physical improvements, which have been completed within the DCRA since the completion of the 1983 Downtown Community Redevelopment Plan include additional parking spaces throughout the CBD, the beginnings of the Blackwater Riverwalk, a Veteran's War Memorial, and street resurfacing. Parking improvements have included a sixty-five space off-street parking lot and a grassed public parking lot at the southwest corner of Elmira Street and Pine Street; the actual locations of these parking facilities is noted in the existing parking space map found in Figure 7 of this plan. The first sections of the Riverwalk Park have also been completed along Blackwater River just north and south of the U.S. Highway 90 Bridge over Blackwater River. The Riverfront master plan implemented contains the plans and implementation guidelines to finish this project. Near the southern section of the established Riverwalk a veteran's war memorial has also been built as well as a festival and event area, and both are attractive features of the area and Riverwalk.

Population of Pensacola and Santa Rosa County

Area	2010	2020	Percent Change
Pensacola	51,923	54,312	**4.6%**
City of Milton	8826	10,197	**15.5%**
City of Gulf Breeze	5763	6302	**9.4%**
Navarre Area	31,378	40,817	**30.1%**
Pace/ Pea Ridge	20,039	24,684	**23.2%**
County Total	**151,372**	**188,000**	**24.2%**

Table 1

Source: U.S. Census Bureau

Population Projections

Area	2010	2020	2030 Projection	Percent Change
City of Milton	8,826	10,197	11,777	15.5%
Santa Rosa County	151,372	188,000	233,496	24.2%
Pensacola	51,923	54,312	56,810	4.6%
Florida	18,801,310	21,538,187	24,682,762	14.6%

Table 2

Source: U.S. Census Bureau.

Demographic Characteristics of Santa Rosa County, the City of Milton, and the City of Milton DCRA

Item	Santa Rosa County	City of Milton	Milton DCRA*
Total Population	188,000	10,197	467
Total Households	74,443	3,756	221
Number of Families	63,514	1,513	
Race (percent of total)			
White	86.9%	81.1%	63.1%
Black	6.5%	7.9%	24.7%
Other	6.6%	11%	12.2%
Age (percent of total)			
Under 18	21.8%	23.3%	
65 and Over	16.3%	14.5%	

Table 3

Source: U.S. Census Bureau

2019 Income Characteristics of the City of Milton and Santa Rosa County

Income Type	City of Milton 2019	Santa Rosa County 2019
Family Income		
$0 - $4,999	N/A	N/A
$5,000 - $6,999	N/A	N/A
$7,000 - $9,999 (Less than $10,000)	82	1,354
$10,000 - $14,999	20	840
$15,000 - $24,999	151	2,699
$25,000 - $34,999	173	3,088
$35,000 - $49,999	309	5,560
$50,000 - $74,999	794	9,279
$75,000 - $99,999	548	8,194
$100,000 and up	320	15,873
Total Number of Families	2,397	46,887
Average Family Income	67,080	93,272
Median Family Income	59,357	77,144
Household Income		
$0 - $4,999	N/A	N/A
$5,000 - $6,999	N/A	N/A
$7,000 - $9,999 (Less than $10,000)	202	2,723
$10,000 - $14,999	41	1,848
$15,000 - $24,999	552	5,142
$25,000 -$34,999	265	5,120
$35,000 - $49,999	443	7,888
$50,000 - $74,999	1,082	12,459
$75,000 - $99,999	703	9,978
$100,000 and up	468	18,356
Total Number of Households	3,756	63,514
Average Household Income	60,576	84,311
Median Household Income	56,633	67,949
Per Capita Income	N/A	31,691

Table 4

Source: U.S. Census Bureau
* City Block Data not yet available.

Figure 1

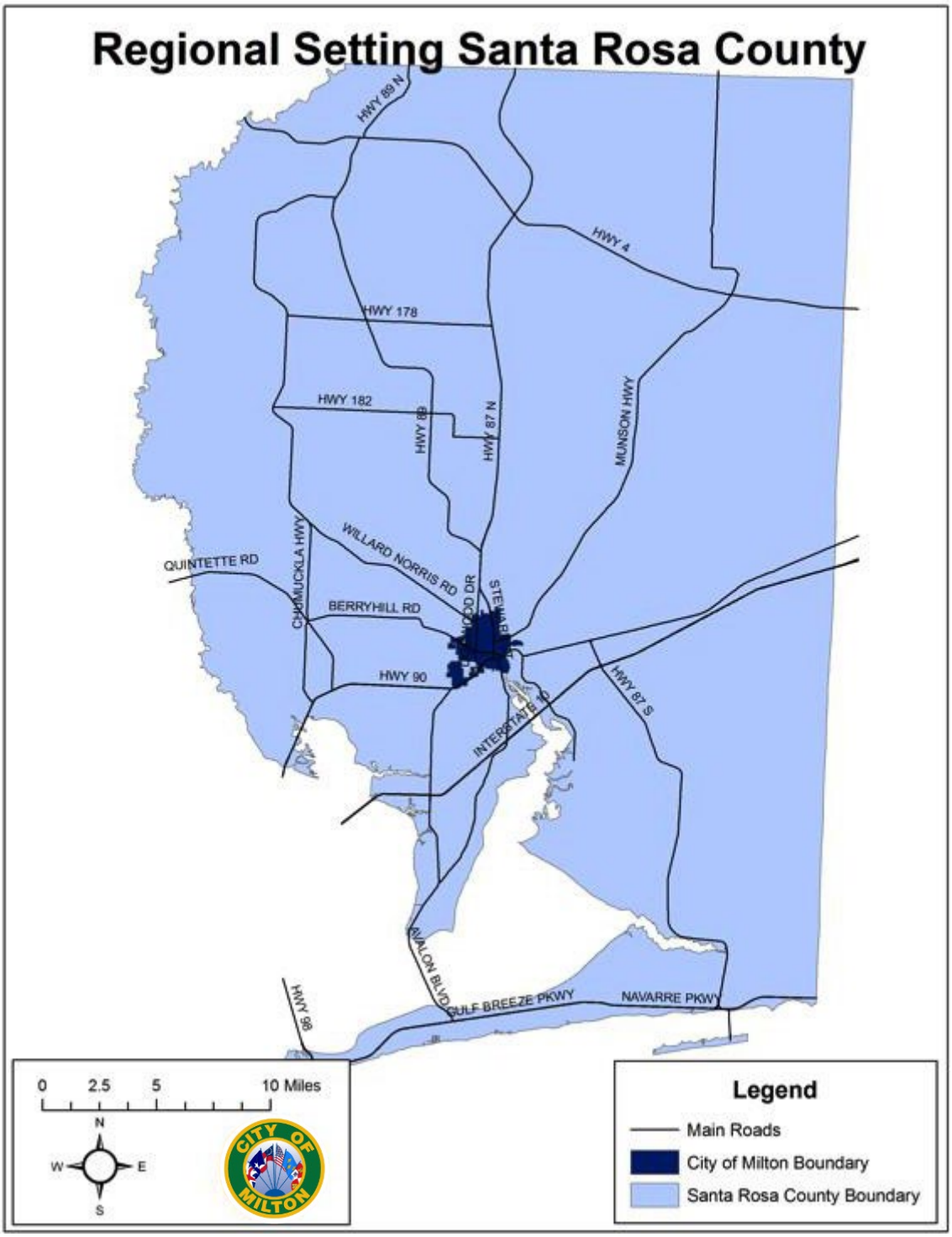
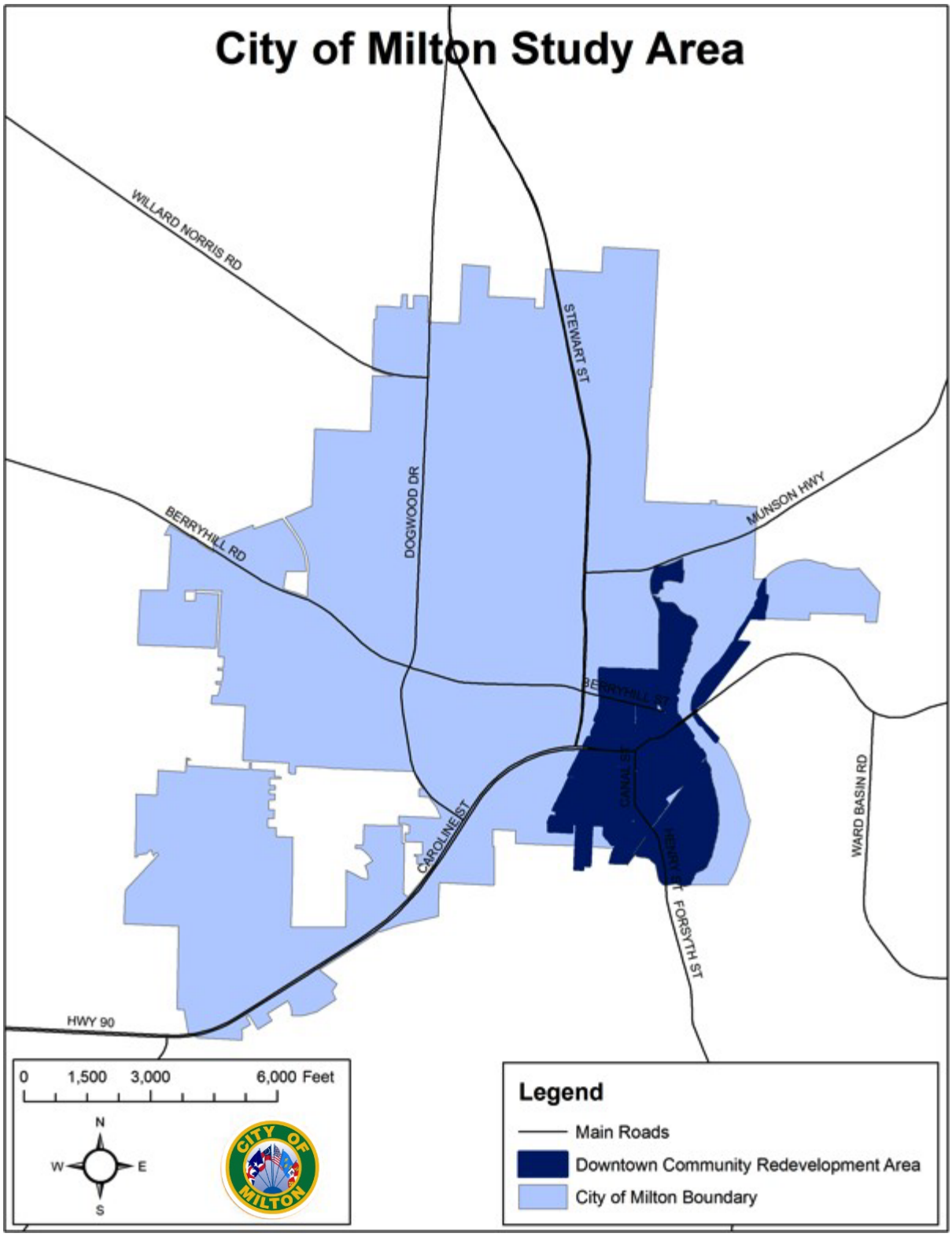

Regional Setting Santa Rosa County
HWY 89 N
HWY 4
HWY 178
HWY 182
HWY 87 N
MUNSON HWY
WILLARD NORRIS RD
QUINTETTE RD
BERRYHILL RD
HWY 90
HWY 87 S
INTERSTATE 10
AVALON BLVD
GULF BREEZE PKWY
NAVARRE PKWY
HWY 98
0 2.5 5 10 Miles
N
W
E
S
Legend
Main Roads
City of Milton Boundary
Santa Rosa County Boundary

Figure 2


City of Milton Study Area
WILLARD NORRIS RD
STEWART ST
DOGWOOD DR
BERRYHILL RD
MUNSON HWY
BERRYHILL ST
CANAL ST
CAROLINE ST
WARD BASIN RD
FORSYTH ST
HWY 90
0 1,500 3,000 6,000 Feet
N
W
E
S
CITY OF MILTON
Legend
Main Roads
Downtown Community Redevelopment Area
City of Milton Boundary

Goals and Objectives of the Plan

In order to facilitate redevelopment within the Downtown Community Redevelopment Area, it is critical that the goals to be established in this plan are consistent with the desires of the citizens of Milton. They also need to be consistent with the City of Milton's Comprehensive Plan and the included Blackwater Riverwalk Master Plan. In the previously approved comprehensive plan, the City of Milton adopted by ordinance a number of objectives, which are complimentary to the objectives of this redevelopment plan. In addition, several long-term objectives were identified in the City's Community Development Block Grant (CDBG) application, which also applies to the DCRA.

In order to ensure maximum consistency with these plans and programs, the objectives contained in these previous studies have been studied, extracted, modified, and combined with newly identified objectives to serve as the goals and objectives for the City of Milton's Downtown Community Redevelopment Plan.

These goals and objectives are as following:

Overall Goal

Reverse the continuing deterioration of the Downtown Community Redevelopment Area and initiate positive growth within the area.

Immediate Goals

Improve the appearance and attractiveness of the DCRA.

Provide a compact downtown recreational, governmental, residential, commercial office, and restaurant/specialty-shopping district, which is easily accessible to all citizens of Milton.

Make the Downtown Community Redevelopment Area a vital and healthy segment of the entire community.

Make the downtown riverfront area an image of civic pride and beauty.

Develop a Riverwalk Park that exemplifies the future of the City of Milton.

Provide connected and safe sidewalk to ensure that all pedestrian citizens can enjoy the DCRA.

Long Term Objectives

Elimination of hazardous conditions that affect the living environment by reducing the opportunity and incentive for crime, delinquency, fire and health hazards.

Elimination of blight and deteriorated structures in older and newly annexed portions of the City through housing rehabilitation programs and the provision of necessary municipal facilities, infrastructure, and services.

Development of a viable urban community in which all citizens have the opportunity to live in safe, decent, sanitary, and affordable housing located in a suitable living environment.

Continue to provide convenient and properly spaced parking facilities designed to serve downtown visitors, residents, and employees.

Provide for orderly economic development and employment opportunities for the citizens of Milton and broaden the present economic base to diversify both skilled and unskilled job opportunities.

Encourage residential development that will maintain or improve the aesthetic quality of the area.

Maintain high quality residential conditions and provide a variety of housing types to all area residents.

Residential development patterns should be convenient to work and shopping, provide for an orderly extension of public facilities, and minimize energy consumption.

Develop and maintain a drainage system which provides adequate drainage while at the same time limits flow, as far as practicable, to surface water outfalls.

Upgrade drainage system in areas where flood problems occur.

Use the City's public facilities as a tool to stimulate or deter growth.

Natural features should be a basis for determining suitability for growth.

Develop land use plans and regulations, which reflect local desires concerning growth.

Use the City's natural resources and man-made infrastructure to promote economic growth.

Encourage the maintenance of a quality environment through the proper use and

development of land.

Encourage the minimization of the impact of development on natural environmental systems to the area.
Require development to fit harmoniously into the natural environment.

Encourage growth and development in areas in which the resources are capable of supporting such growth.

Encourage a high level of water quality in Milton's surface and ground-water

resources. Protect the aesthetic value of the community in conjunction with its

physical resources.

Encourage orderly and planned growth and expansion consistent with the protection of Milton's natural resources.

Promote future commercial land uses, which provide a range of commercial establishments/services in a concentrated area that are convenient to potential users.

Commercial developments should be maintained in high quality condition and designed to minimize conflicts with other land uses.

Encourage commercial developments to protect, utilize and emphasize the historic and natural characteristics of the locality.

Provide a compatible network of street linked in accordance with proper use and scale so as to meet existing and anticipated traffic needs.

Enhance and control development along the City's major arterials.

Establish a functional collector system in residential areas, which will promote and facilitate proper development.

Ensure good accessibility from residential areas to work, shopping, and leisure activity areas.

Provide for maximum feasible segregation of traffic types, i.e., local, cross-town, and through city.

Initiate street improvement in conjunction with other related public facilities.

Encourage aesthetic design of street layout through controlled vegetation and green space.

Minimize adverse environmental and ecological damage associated with transportation facility development.

Foster cooperation with other local, county and state governments to coordinate transportation plans of all related entities.

Encourage residential development to protect, utilize, and emphasize the historic and aesthetic natural characteristics of the locality.

Encourage the revitalization of deteriorating neighborhoods to protect their historic significance and viable use to the community.

Focus Areas

Elimination of Slum & Blight – provide programs and activities to remove, restore, or replace deteriorated structures within the district.

Safety – provide programs and resources to improve the safety of people and property within the district.

Historic Preservation – provide programs and activities to recognize, preserve, protect, and enhance the architectural and historic elements within the district.

Economic Development – provide programs and activities to encourage businesses to start-up, relocate, and/or expand within the district.

Arts & Culture – provide programs and activities that offer the public experiences in the fine and performing arts and engage in cultural events within the district.
Housing – provide programs and activities to generate housing opportunities for all income levels within the district.
Infrastructure – provide investment in public infrastructure to ensure the safe, efficient, and effective operation of these critical systems to the benefit of the residents and visitors of the district.

Environment – provide programs and activities to educate, protect and enhance the most valuable resource in the district.

Transportation – provide programs and activities to deliver safe, effective, appropriate, and scaled transportations options for residents and visitors within and through the district.

Delineation of the Downtown Community Redevelopment Area

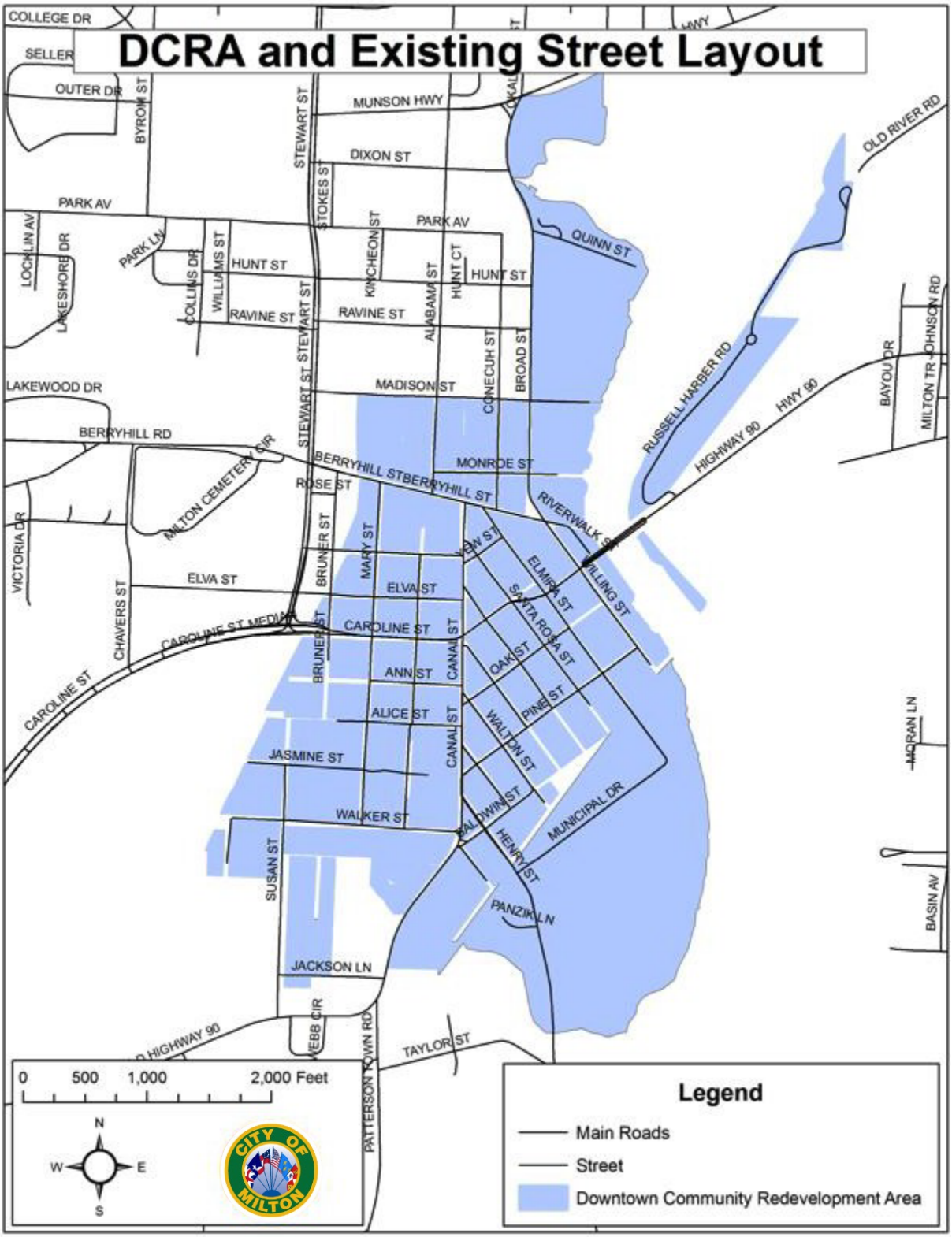
The Downtown Community Redevelopment Area of the City of Milton encompasses approximately 299.79 acres lying within the City of Milton, Santa Rosa County, Florida. The area is generally bounded by the Blackwater River on the east, the City limits on the south, the Blackwater Heritage Trail on the west, and Madison Street on the north. North of Madison Street the area also includes the section east of Broad Street north to Munson Highway, bordered by Blackwater River on the east. The legal description set forth in accordance with Chapter 163.362 (1) Florida Statues, is as follows:

> Parcel 1: Commence at the intersection of the western shoreline of the Blackwater River and the centerline of Till Bayou; thence northwesterly along the centerline of Till Bayou to the southeastern right-of-way of the CSX railroad (formerly known as L & N railroad); thence southwesterly along said right-of-way to the south line of ORDINANCE NO.807; thence westerly, on south line, to the eastern right-of-way line of Canal street; thence northerly along said right of way line to the south line of Corporation Line as noted on the Official Plat of the Town of Milton as recorded in the clerk of the Courts Office of Santa Rosa County; thence westerly to the eastern boundary line of Block 1, of COLLINS ADDITION TO THE TOWN OF MILTON, recorded in Plat Book "A" Page 13 in the official records of Santa Rosa County, thence southerly along said boundary line to the Northern right-of-way line of Jackson Lane; thence westerly along said right-of-way line to the eastern line of ORDINANCE NO. 1015, thence southerly and westerly along said ordinance to the Eastern right-of-way line of Susan Street; thence northerly along said right-of-way line to a point 287 feet south of the north line of Section 10, Township 1 North, Range 28 West; also being the south line of Corporation Line as shown on, the before mentioned, the Official Plat of the Town of Milton as recorded in the clerk of the Courts Office of Santa Rosa County; thence westerly to the eastern boundary line of the Blackwater Heritage State Trail property; thence northerly along said Trail property line to the intersection of the southerly right-of-way line of Madison Street; thence easterly along said southern right-of-way line to its intersection with the centerline of Broad Street; thence northerly along said centerline of Broad Street to its intersection with the southerly right-of-way line of Munson Highway; thence easterly along said Munson Highway right-of-way line to the eastern property line of Carpenter's Park; thence southerly along the eastern property line of Carpenter's Park to thewestern shoreline of the Blackwater River; thence continue westerly, southeasterly, then southerly along said western boundary of the Blackwater River to the point of beginning.
>
> Parcel 2: Commence at the northernmost property line of Russell Harbor Landing Park, also, described as the northernmost point that the eastern shoreline of the

Blackwater River intersects the property line of Russell Harbor Landing Park, this point also being located on the boundary line of Ordinance No. 1106; thence follow said ordinance easterly, southerly, then easterly to the easterly right-of-way line of Russell Harbor Road; thence southwesterly, westerly, and southwesterly along said right-of-way line to the north line of City ORDINANCE NO.999 thence follow said ordinance easterly; thence southwesterly to the Northern right-of-way line of U. S. Highway 90; thence southwesterly along said right-of-way to the eastern shoreline of the Blackwater River; thence northerly along said eastern shorelines of Blackwater River to the point of beginning.

The boundaries as described are illustrated in the accompanying Figure 3 entitled DCRA and Existing Street Layout.

Figure 3


DCRA and Existing Street Layout
COLLEGE DR
SELLER
OUTER DR
BYROM ST
STEWART ST
MUNSON HWY
DIXON ST
OLD RIVER RD
PARK AV
STOKES ST
KINCHEON ST
QUINN ST
LOCHLIN AV
LAKESHORE DR
PARK LN
COLLINS DR
WILLIAMS ST
HUNT ST
ALABAMA ST
HUNT CT
RAVINE ST
CONECUH ST
BROAD ST
LAKEWOOD DR
MADISON ST
BAYOU DR
MILTON TR
JOHNSON RD
RUSSELL HARBER RD
HIGHWAY 90
HWY 90
BERRYHILL RD
MILTON CEMETERY CIR
BERRYHILL ST
MONROE ST
ROSE ST
RIVERWALK
VICTORIA DR
BRUNER ST
MARY ST
ELMIRA ST
SANTA ROSA ST
ELVA ST
CHAVERS ST
CAROLINE ST MEDIAN
CAROLINE ST
CANAL ST
OAK ST
ANN ST
PINE ST
ALICE ST
WALTON ST
MORAN LN
JASMINE ST
BALDWIN ST
WALKER ST
MUNICIPAL DR
HENRY ST
SUSAN ST
PANZIK LN
BASIN AV
JACKSON LN
HIGHWAY 90
TAYLOR ST
PATTERSON TOWN RD
0 500 1,000 2,000 Feet
N
W
E
S
CITY OF MILTON
Legend
Main Roads
Street
Downtown Community Redevelopment Area

Existing Conditions

In this section of the Downtown Community Redevelopment Plan, an examination of the physical, natural, and economic characteristics of the DCRA will be performed in order to identify and analyze the area's assets and liabilities. In addition, an evaluation of the system of infrastructure improvement currently present within the DCRA will provide the City of Milton and the Community Redevelopment Agency with a benchmark by which any necessary upgrading of the system can be accomplished. Once an evaluation of the preceding elements has been combined with an accounting of the governmental regulations affecting the DCRA, it will be possible to identify the current problems to which this redevelopment plan must address itself. Accurate problem identification will then lead to the formulation of a redevelopment strategy, which will be based on both current and projected conditions, and will in turn serve to support implementation of this plan.

Land Use

The Milton Downtown Community Redevelopment Area (DCRA) consists primarily of a mixture of residential, commercial, and public land use. The non-Central Business District portion of the DCRA is predominately residential with commercial, public, and vacant land use scattered throughout. The Central Business District (CBD) of the DCRA as defined in the City of Milton, Comprehensive Plan, is bounded on the North by Berryhill Street, on the west by Canal Street, on the southwest by Walton Street, on the south by Pine Street and on the east by Blackwater River (See Figure 3).

The commercial and public land uses located in the DCRA are concentrated along U.S. Highway 90 and Willing Street. The public uses located within the DCRA include the Santa Rosa County Courthouse, School Board Administration Complex, Civil Service Board and Warehouse, various state offices, and seven churches.]

A March 2012, survey of the Milton DCRA revealed that a total of seventy-nine commercial establishments were located in the Milton DCRA. The majority of these establishments were service orientated, offering legal, real estate, and personal services, such as dry cleaning and beauty and barbershop services. This is understandable considering that the majority of these commercial establishments are complementary to the primary magnet of the DCRA, the Santa Rosa County Courthouse and other governmental establishments. The majority of the remaining commercial establishments located in the DCRA are small retail stores dealing in specialty products, and eating and drinking goods.

Structural Conditions and Land Use Regulations

Review and evaluation of the structural conditions of any area will serve to document the extent of economic decline, and therefore will serve as a benchmark by which future redevelopment efforts can be directed. An examination of the structural conditions present within the Milton DCRA clearly reveals the current level of economic depression. As is the case with almost all older urban areas, the structures begin to show age; the characteristics of the neighborhood change, and the buildings undergo change of use. This process has impacted the Milton DCRA in a very evident and negative manner.

All portions of the DCRA contain structures that are physically deteriorated and obsolete. Physical deterioration has impacted all forms of structures and Figure 4 identifies the conditions of each parcel within the DCRA.

The majority of the commercial structures located within the DCRA are in standard condition and are still structurally sound. 73.4 % of the commercial structures located in the area are in good condition, and 18.9% of the buildings are in a deteriorated condition. Even though many of them are in good condition, several commercial structures are vacant and a field review of the area has shown that there are commercial properties that no longer serve any function to the community. Although the condition of the commercial buildings located in the DCRA are generally good, the use for which the majority of these buildings were originally constructed, namely general commercial, is no longer economically viable. It is expected that the trend toward economic obsolescence of the general commercial buildings will continue at an accelerated rate in the future.

In general, a substantial portion of the DCRA has a land use pattern that is incompatible with the structures of the land. Structures designed for general commercial or residential use, that have experienced a substantial amount of deterioration, are functionally obsolete, and are vacant are obviously structures that are not being utilized for the highest and best economic use, nor for the well-being of the area and the community.

Wetlands Conditions

Areas with severe limitations for urban development due to the presence of wetlands border sections of the eastern, southern, and western portions of the DCRA (See Figure 5). Whenever possible, construction should be limited to low density development or building construction methods which are suitable for these types of soils. In addition, a portion of the DCRA is located within the floodplain of Blackwater River. For this reason, all construction must comply with a myriad of regulations.

Natural Features

The Milton DCRA has only a few distinguishing natural features, however, they are very dominant and aesthetically pleasing. The DCRA's natural features that will have a favorable impact on development are an abundance of trees, natural vegetation areas along the periphery, and the Blackwater River. The Blackwater River is the strongest natural asset which the DCRA possess and all efforts should be made to insure that any future development in this area is only of the highest quality.

The abundance of trees, especially in the residential areas, can be one asset used to attract new residents into the DCRA if suitable housing can be made available. The natural vegetation that is found along the CSX railroad tracks to the south and west, along small streams to the north and south, and along the river forms a potential "green belt" around most of the DCRA. While this natural vegetation is at present poorly maintained, it could be improved and used as a promotional tool to sell the DCRA as a desirable place to live, work, and shop. Any site in the DCRA is at most no more than 4 – 5 blocks from the potential green belt (See Figure 6).

The Blackwater River is the predominant natural feature in the DCRA. The river is designated as an Outstanding Florida Waterbody by the state Department of Environmental Protection. Because of its modest size, the river does not dwarf downtown but, rather, is an aesthetic enhancement to the area. The Riverfront area along the northern section of the DCRA should be developed to increase the communities access and use of this natural asset.

Public Facilities

As identified in the City of Milton Comprehensive Plan, the public facilities currently located in the DCRA include the County Courthouse and the courthouse annex. Due to their attraction, dominance, and number, the impact of these public facilities on the CBD is significant. The courthouse is recognized by many as one of the most attractive structures in the downtown and occupies an entire block. At the time of this plan update, it is projected that the new courthouse facility will be completed outside the City limits along Avalon Boulevard. This will cause the existing court facility to be vacated and is likely to have an impact on the future of the supporting court businesses in the DCRA. However, conversations between the county are taking place, and should continue to take place regarding the future use of the existing county courthouse, as its prominent location provides tremendous opportunity to support the growth patterns currently found within the DCRA towards the entertainment and tourism industries.

Gulf Power's Crist Generating Plant is located near Milton, and the Milton area is tied to the plant by two 115,000-volt transmission lines as part of the overall interconnected transmission system. These lines serve two substations where the transmission voltage is reduced to the distribution level of 12,480 volts. One substation is located in Pace, and the

other is on Stewart Street in the northern section of Milton. The voltage is distributed throughout the Milton area including the DCRA at 12,480 volts from these two stations. The combined capacity of the substations is 75,000 KVA.

The Milton area is supplied with natural gas by the Milton Gas System and is operated by the City. Gas is purchased from Centerpoint and delivered by Gulf South Pipeline. According to Centerpoint, Milton's needs for gas power can and will be met over the next 20 years with the present system, and under current operating restrictions. New customers can be and are added in areas that are served by existing mains.

The availability of natural gas facilities in the Downtown Community Redevelopment Area (DCRA) places the DCRA at a competitive advantage with areas not currently served by the system.

Transportation Overview

The existing street pattern serving the DCRA is shown on Figure 3. The primary arterial street traversing the DCRA is U.S. Highway 90, which is also Caroline Street. The traffic counts shown on Table 11 indicate that the existing highway has insufficient capacity to handle current traffic, and that problems exist daily in the CBD during peak hours. The combination of through traffic with local traffic at peak hours compounded by several signalized intersections within the DCRA, results in periods of congestion. Peak hour traffic problems exist in most areas of concentrated economic activity, and it is normally not cost effective to make major street improvements to totally eliminate a traffic problem. However, the biggest issue facing the area is the two-lane bridge crossing over the Blackwater River. Large traffic volumes in both directions have created a bottleneck at the bridge crossing and a solution to this problem needs to be identified as soon as possible. The City is working with the Regional Transportation Planning Organization, the Emerald Coast Regional Council, and has completed a PD&E study that identifies the solution as chosen by FDOT. The City should continue to work with the ECRC and FDOT to achieve a correction to this issue

The remainder of the traffic circulation system that serves the residential and light commercial portions of the DCRA is generally adequate. The most serious concern facing this area other than the issue found above is the angled orientation of the east/west streets, which results in oblique intersections, inefficient land development patterns, and hinders redevelopment since travel in this area is made more difficult. The large number of four-way stops located in the area compounds this problem. Efforts should continue to be made by the City and the CRA to realign these street triangles in order to create a more uniform transportation system.

The pedestrian circulation system is currently underutilized throughout the DCRA, particularly in the CBD. Sidewalks are capable at handling many times their current

pedestrian usage, which will be necessary once additional parking is provided and redevelopment begins to occur. The CBD pedestrian system currently offers a panoramic visual presentation of the CBD, and could be made more attractive. This visual attractiveness should be enhanced as the redevelopment occurs if the necessary public sector investment is provided, as well as controls on the type and style of private sector improvements. The sidewalks throughout the whole of the DCRA should continue to be updated to ensure the utmost connectivity and safety.

Parking Analysis

There are currently approximately 600 parking spaces located within the CBD. These are distributed among on-street and off-street parking, pervious and impervious paving, and public and private parking. The parking facilities are physically well distributed throughout the CBD (See Figure 7), and the allocation between spaces available to the general public for business and shopping purposes, and spaces designated and restricted for specific purposes is adequate.

Parking outside of the CBD is adequately provided since the area is predominately residential in nature and the present combination of on street and off-street facilities meet both existing and anticipated needs. Any new development of any type in this area should be required to provide off street parking necessary to meet anticipate needs. The City has identified potential locations of additional parking areas and is examining the possibility of acquiring the necessary property to meet future needs.

Market Overview

There are three major markets that directly affect the DCRA. These are the retail commercial, office commercial, and the residential markets.

The retail commercial market has experienced the most dramatic change over the past decade. As is the case in most cities, the Central Business District was once the major center of retail commercial activity. Early in the life of the CRA, retail business outlets were almost nonexistent in the DCRA when compared with their numbers 40 and 50 years before. This decline was been brought about by several factors many of which are the same as the factorsthat caused the decrease of the CBD as a center of retail commercial activity throughout the country. The primary factor contributing to the decline of the Milton Central Business District was the shifting of the more affluent and new population away from the DCRA to the northwestern, western, and northern parts of the city. The opening of newer and larger retail shopping centers west of the DCRA followed this shift of population since most people like to shop close to home. These new centers were aided by the provision of a large amount of parking space, which corresponded to the ever-increasing importance of the automobile. This decline in the viability of downtown as a retail center was supplemented by the perception of greater distances involved in downtown versus mall shopping, the decline in physical appearance, the outmoded street

system, outmoded marketing techniques, and a diversity of ownership which precluded any coordinated effort toward redevelopment and competition with the suburban shopping centers.

All of these factors have contributed to the decline of the retail market and are still impacting the CBD. Restoring the area to retail prominence could only be done with a massive public assistance program for physical redevelopment which would basically redesign the entire downtown area. This concept could largely be achieved through the implementation of the plans found in the City of Milton/Village of Bagdad Riverfront Master Plan. Even if these steps were taken, the CBD could only recapture the market from newer retail areas if new residential use were located in the area.

In many areas throughout the country the CBD has retained its function as the primary location of public facilities, commercial offices, and accessory service. In addition, most of these same downtown areas have experienced an increase in specialty retail establishments directly related to the primary markets found in the CBD. This growth has been supplemented in many areas of the country by the re-emergence of downtown as a high-quality residential district due to the pressure of recent energy shortages, and the increased development costs now found in suburban areas. This residential growth in downtown has been most dramatic where there has been a steady increase in commercial office usage and where attractive natural features, such as the Blackwater River, exist.

The future of the Central Business District of the DCRA is shifting from heavy office usage to more retail, tourism, and entertainment uses. The market has been proven for office space, and is expected to continue, but in a reduced state due to the relocation of the Santa Rosa County Courthouse to a new facility on Avalon Boulevard outside the city limits. Through the establishment of various entertainment functions such as Bands on the Blackwater and a downtown entertainment district, visits to the downtown by the general public will continue to increase. The public sector can encourage office renovation projects by providing additional public parking, sidewalk improvements, and additional planning efforts and controls.

The existing residential stock in the DCRA is predominately older one- and two-family houses. While the housing is affordable, the general appearance of the DCRA and the state of deterioration of many of the houses does not currently make this an attractive residential market area for most homebuyers. This condition exists for both the owner and rental markets. It is essential that the market for residential use be improved since there is a limit as to the amount of office space and specialty retail development the market can support. Residential redevelopment will also serve to support office space and specialty retail redevelopment since people normally prefer to live close to work and shop close to where they live. Residential redevelopment will also improve the visual attractiveness of the area and will serve to place persons in the DCRA for a 24-hour time cycle, therefore increasing area activity and security.

To make the residential market in the DCRA more attractive, several things are needed. Housing rehabilitation and demolition programs should be used to improve the

appearance of the area and the quality of life for the residents. New housing of a type which is affordable and attractive to home buyers must be made available. Vacant parcels of property that are suitable and attractive for residential development should be developed as such, and commercial office space renovation should be strongly supported by the public sector since this redevelopment will increase the market for quality residential structures.

Existing Zoning

The existing zoning as applied throughout the DCRA substantially reflects present land use. A total of seven (7) zoning districts are in effect including Residential Zones; R-1 High Density Residential Single Family Zoning District, R-2 Residential One and Two Family Zoning District, and R-3 Residential Multi-Family Zoning District, No Commercial Zones, and Special Districts; D-CM Downtown Commercial Mixed-Use Zoning District, R-C1 Residential Commercial Mixed-Use Zoning District, REC Recreation Zoning District, and P-E Public and Educational Zoning District. The application of these zones is illustrated on the accompanying map entitled “Existing Zoning” (See Figure 8). The specific characteristics of each zoning district and their regulations can be found in the City of Milton Land Development Regulations Section III and the Milton Comprehensive Plan.

Traffic Counts within Milton DCRA for the year 2020

Station Number	Date of Report	Count
0018	03/08/2021	7600
5007	03/08/2021	2100
5008	03/08/2021	9400
5010	03/08/2021	17500
5011	03/08/2021	21500
5014	03/08/2021	8100
5021	03/08/2021	3500
5022	03/08/2021	9000
1501	03/08/2021	4400
1507	03/08/2021	21500

Table 5

Source: Florida Department of Transportation

Analysis of movement of Commercial Businesses in the City of Milton DCRA

Total Number of Commercial Business Located in the DCRA in March 1983	Total Number of Commercial Business Located in the DCRA in March 2020	Net Change
45	55	10

Table 6

Source: 1983 Downtown Community Redevelopment Plan and City of Milton GIS Database

Residential Zoning Characteristics

District	Use Type	Minimum Lot Size	Maximum Density
R-1	Single-Family	7,000 Sq. Ft.	6-9 Dwelling Units per Acre
R-2	One-Family Two-Family	7,000 Sq. Ft. 9,000 Sq. Ft.	6-9 Dwelling Units per Acre 10 Dwelling Units per Acre
RC-1	Residential/Commercial	6,000 Sq. Ft. 10,000 Sq. Ft.	6 Dwelling Units per Acre

Table 7

Source: City of Milton Zoning Ordinance

Figure 4

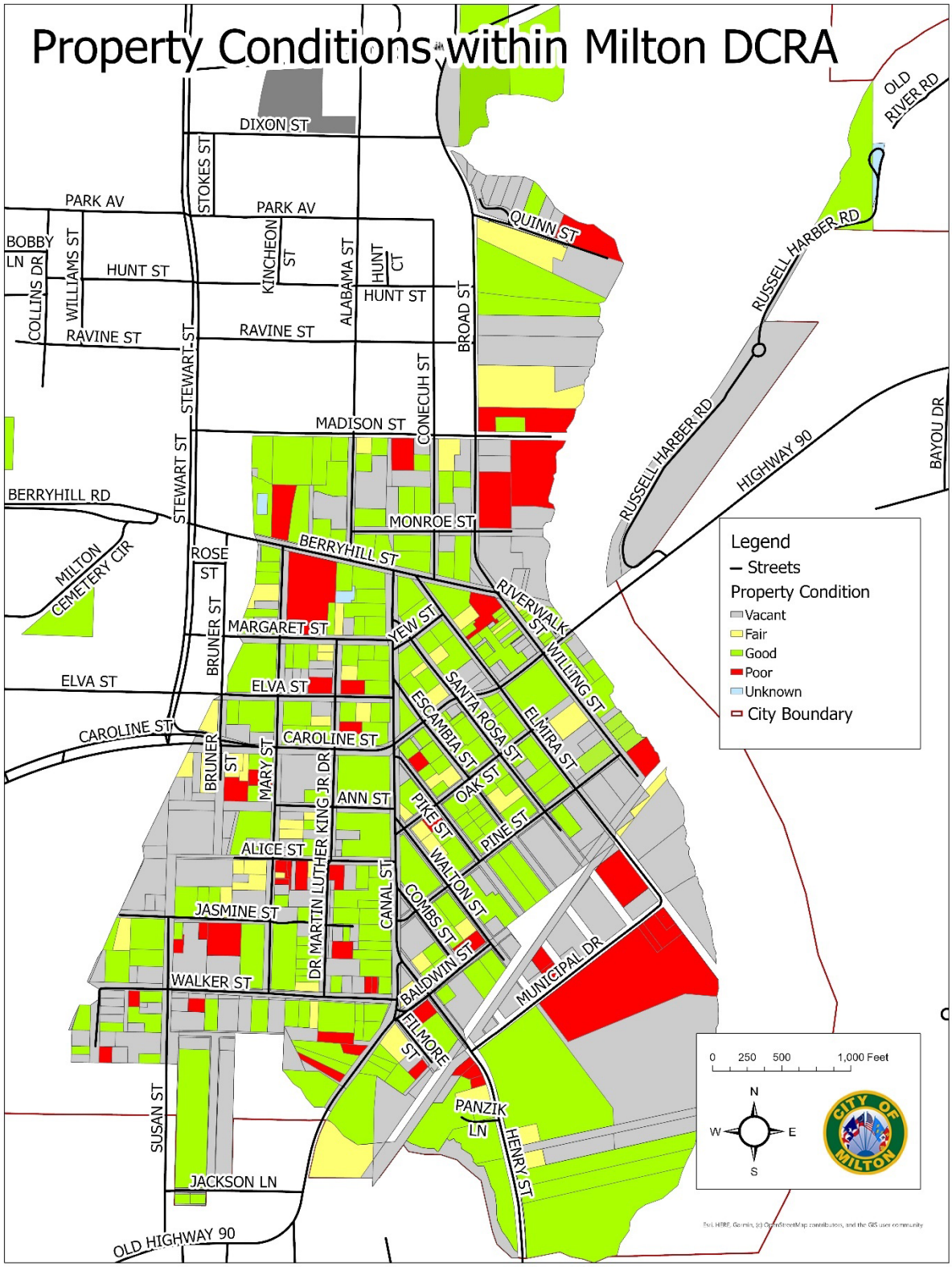

Property Conditions within Milton DCRA
DIXON ST
STOKES ST
PARK AV
PARK AV
BOBBY LN
WILLIAMS ST
COLLINS DR
HUNT ST
KINCHEON ST
ALABAMA ST
HUNT CT
HUNT ST
RAVINE ST
RAVINE ST
STEWART ST
STEWART ST
BROAD ST
QUINN ST
OLD RIVER RD
RUSSELL HARBER RD
RUSSELL HARBER RD
CONECUH ST
MADISON ST
HIGHWAY 90
BAYOU DR
BERRYHILL RD
MONROE ST
MILTON CEMETERY CIR
ROSE ST
BERRYHILL ST
RIVERWALK ST
WILLING ST
BRUNER ST
MARGARET ST
YEW ST
ELVA ST
ELVA ST
SANTA ROSA ST
ESCAMBIA ST
ELMIRA ST
CAROLINE ST
CAROLINE ST
BRUNER ST
MARY ST
DR MARTIN LUTHER KING JR DR
ANN ST
OAK ST
PIKE ST
PINE ST
ALICE ST
WALTON ST
CANAL ST
COMBS ST
JASMINE ST
BALDWIN ST
MUNICIPAL DR
WALKER ST
FILMORE ST
PANZIK LN
HENRY ST
SUSAN ST
JACKSON LN
OLD HIGHWAY 90
Legend
Streets
Property Condition
Vacant
Fair
Good
Poor
Unknown
City Boundary
0 250 500 1,000 Feet
N
W
E
S
CITY OF MILTON

Figure 5

WETLANDS within the DCRA
Legend
FL Wetlands
WETLANDS
Estuarine/Marine Deepwater
Estuarine/Marine
Freshwater Emergent
Freshwater Forested/Shrub
Freshwater Pond
Lake
Other
Riverine
City Boundary
0 250 500 1,000 Feet
N
W
E
S
CITY OF MILTON
QUINN ST
HUNT ST
HUNT CT
ALABAMA ST
BROAD ST
CONECUH ST
MADISON ST
MONROE ST
BERRYHILL RD
BERRYHILL ST
STEWART ST
MILTON CEMETERY CIR
ROSE ST
BRUNER ST
MARGARET ST
EW ST
RIVERWALK ST
WILLING ST
ELVA ST
CAROLINE ST
MARY ST
ANN ST
ALICE ST
JASMINE ST
WALKER ST
DR. MARTIN LUTHER KING JR DR
CANAL ST
ESCAMBIA ST
SANTA ROSA ST
ELMIRA ST
OAK ST
PINE ST
PIKE ST
WALTON ST
COMBS ST
BALDWIN ST
FILMORE ST
MUNICIPAL DR
PANZIK LN
HENRY ST
RUSSELL HARBER RD
HIGHWAY 90
OLD RIVER RD
BAYOU DR

Figure 6

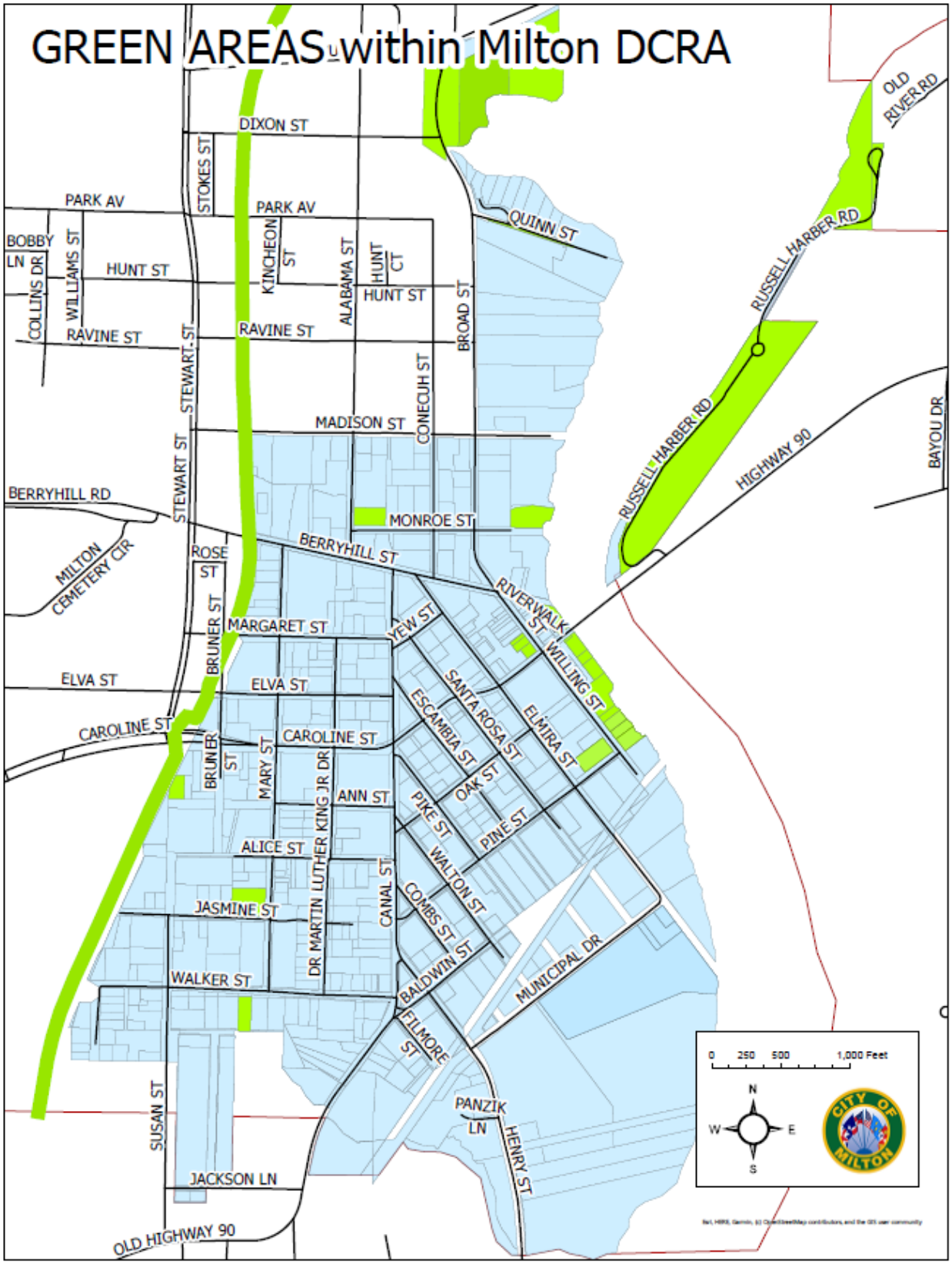

GREEN AREAS within Milton DCRA
DIXON ST
STOKES ST
PARK AV
PARK AV
BOBBY LN
COLLINS DR
WILLIAMS ST
HUNT ST
KINCHEON ST
ALABAMA ST
HUNT CT
HUNT ST
QUINN ST
BROAD ST
RAVINE ST
RAVINE ST
STEWART ST
STEWART ST
CONECUH ST
MADISON ST
BERRYHILL RD
MONROE ST
BERRYHILL ST
MILTON CEMETERY CIR
ROSE ST
BRUNER ST
MARGARET ST
YEW ST
RIVERWALK ST
WILLING ST
ELVA ST
ELVA ST
SANTA ROSA ST
ESCAMBIA ST
ELMIRA ST
CAROLINE ST
CAROLINE ST
BRUNER ST
MARY ST
DR MARTIN LUTHER KING JR DR
ANN ST
OAK ST
PIKE ST
PINE ST
ALICE ST
WALTON ST
CANAL ST
COMBS ST
JASMINE ST
BALDWIN ST
MUNICIPAL DR
WALKER ST
FILMORE ST
PANZIK LN
HENRY ST
SUSAN ST
JACKSON LN
OLD HIGHWAY 90
OLD RIVER RD
RUSSELL HARBER RD
RUSSELL HARBER RD
HIGHWAY 90
BAYOU DR
0 250 500 1,000 Feet
N
W
E
S
CITY OF MILTON

Figure 7

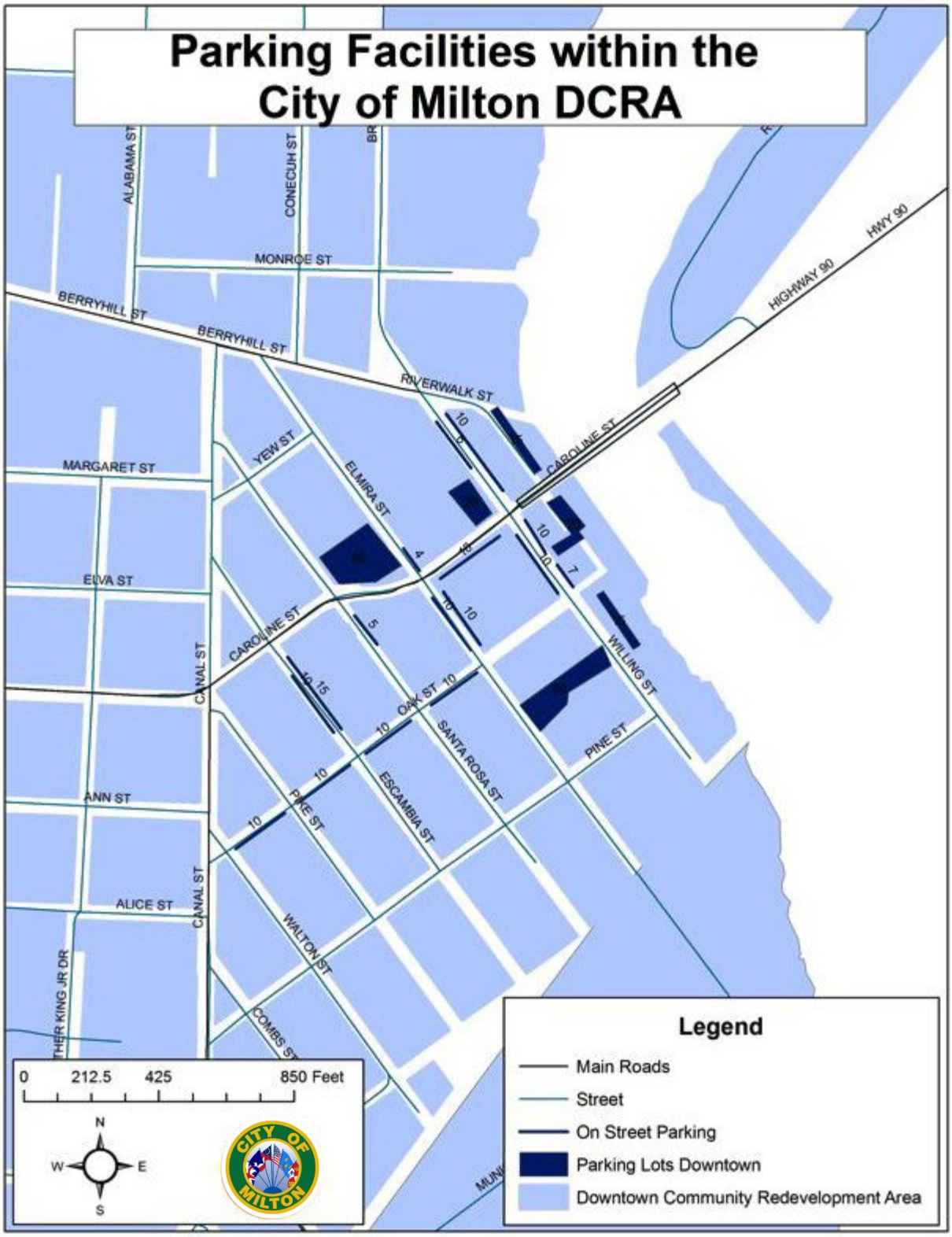

Parking Facilities within the City of Milton DCRA
ALABAMA ST
CONECUH ST
MONROE ST
BERRYHILL ST
BERRYHILL ST
RIVERWALK ST
HIGHWAY 90
HWY 90
CAROLINE ST
MARGARET ST
YEW ST
ELMIRA ST
ELVA ST
CAROLINE ST
CANAL ST
WILLING ST
OAK ST
SANTA ROSA ST
PINE ST
ANN ST
ESCAMBIA ST
PINE ST
ALICE ST
CANAL ST
WALTON ST
COMBS ST
Legend
Main Roads
Street
On Street Parking
Parking Lots Downtown
Downtown Community Redevelopment Area
0 212.5 425 850 Feet
N
W
E
S
CITY OF MILTON

Figure 8

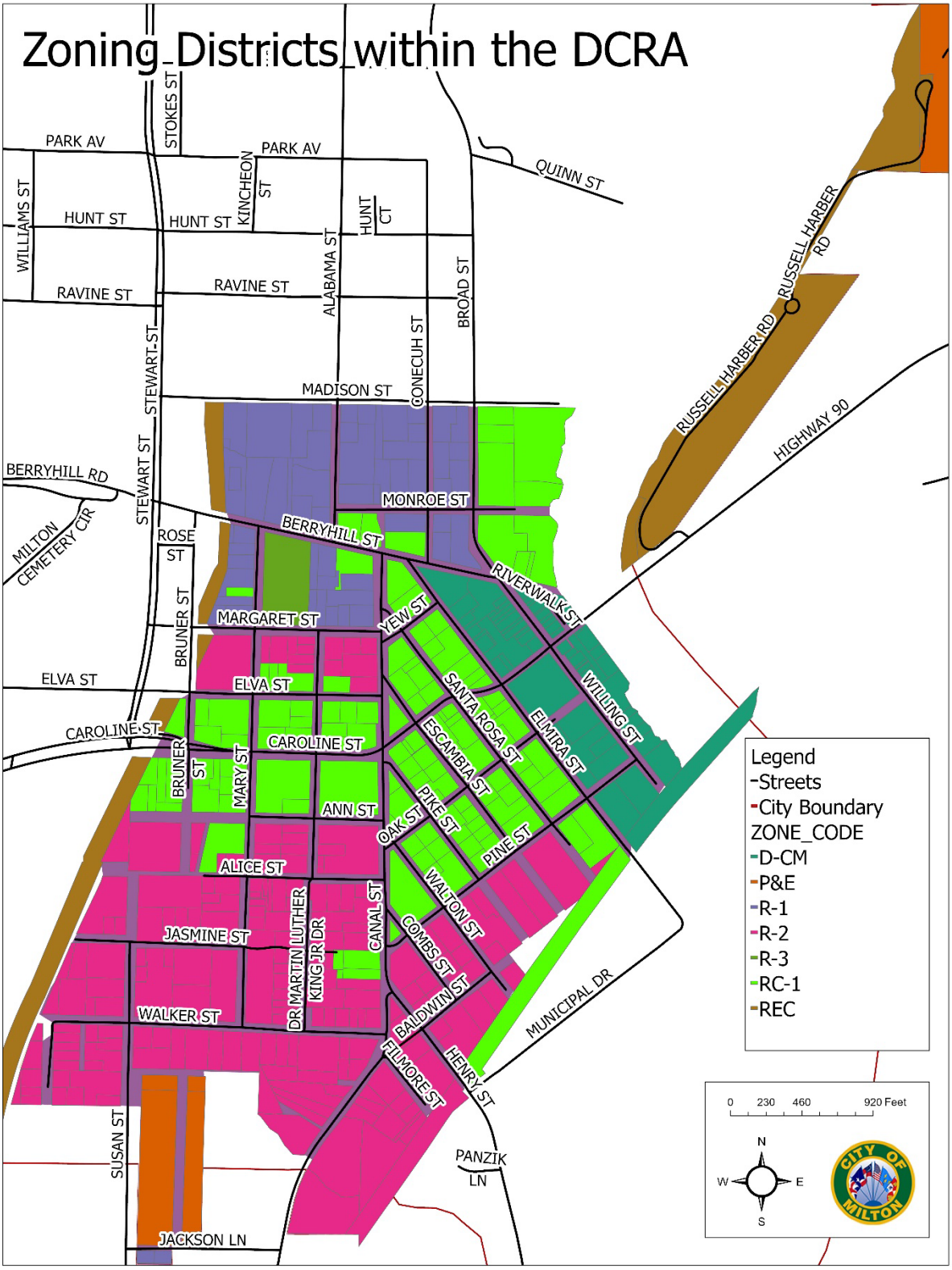
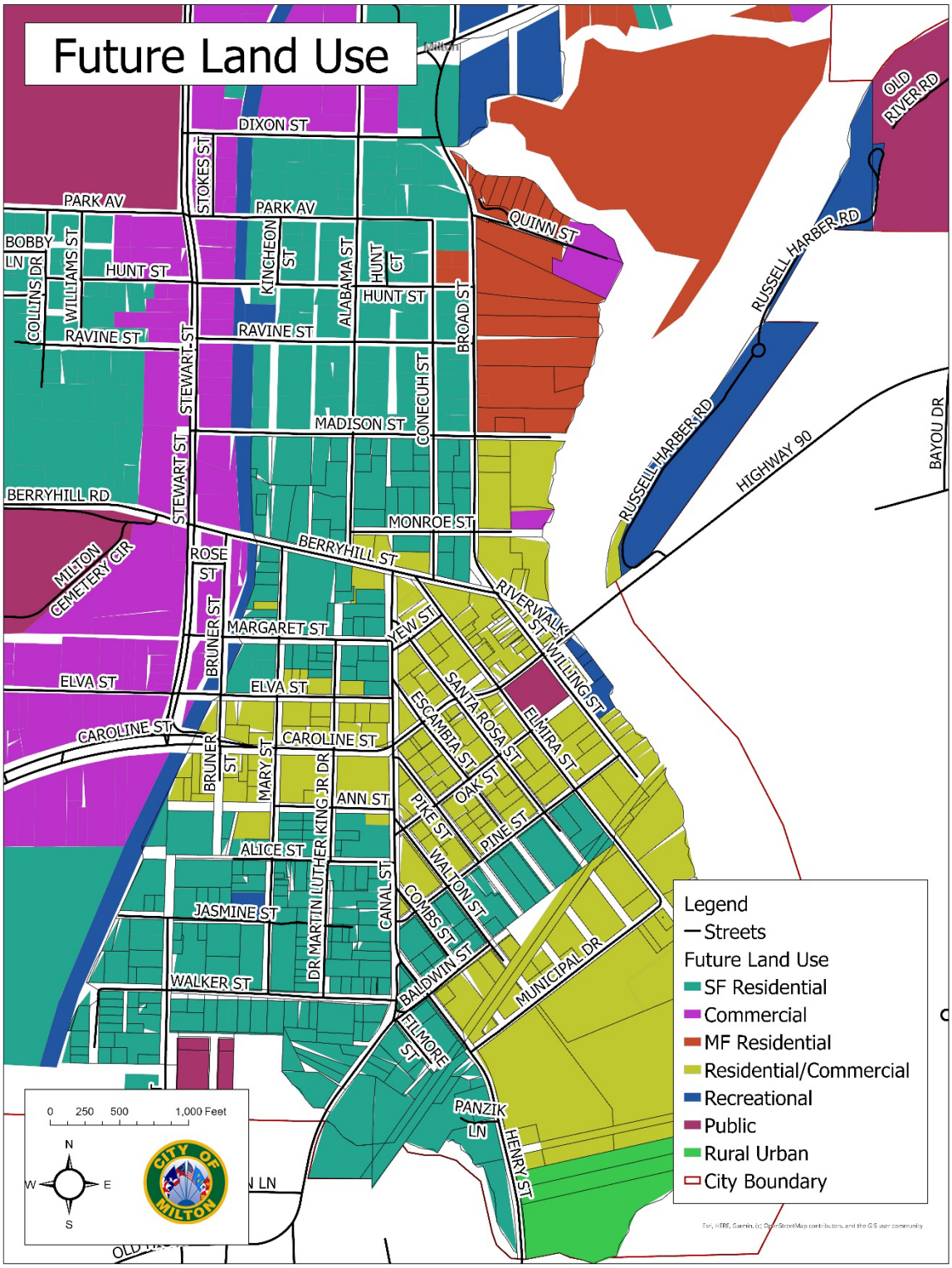

Zoning Districts within the DCRA
PARK AV
STOKES ST
PARK AV
KINCHEON ST
QUINN ST
WILLIAMS ST
HUNT ST
HUNT ST
HUNT CT
RAVINE ST
RAVINE ST
ALABAMA ST
BROAD ST
RUSSELL HARBER RD
RUSSELL HARBER RD
STEWART ST
CONECUH ST
MADISON ST
HIGHWAY 90
BERRYHILL RD
STEWART ST
MONROE ST
MILTON CEMETERY CIR
ROSE ST
BERRYHILL ST
RIVERWALK ST
BRUNER ST
MARGARET ST
YEW ST
ELVA ST
ELVA ST
SANTA ROSA ST
WILLING ST
CAROLINE ST
CAROLINE ST
ESCAMBIA ST
ELMIRA ST
BRUNER ST
MARY ST
PIKE ST
ANN ST
OAK ST
PINE ST
ALICE ST
WALTON ST
CANAL ST
JASMINE ST
DR MARTIN LUTHER KING JR DR
COMBS ST
BALDWIN ST
MUNICIPAL DR
WALKER ST
FILMORE ST
HENRY ST
SUSAN ST
PANZIK LN
JACKSON LN
Legend
Streets
City Boundary
ZONE_CODE
D-CM
P&E
R-1
R-2
R-3
RC-1
REC
0 230 460 920 Feet
N
W
E
S
CITY OF MILTON

Figure 9


Future Land Use
DIXON ST
STOKES ST
PARK AV
PARK AV
QUINN ST
OLD RIVER RD
RUSSELL HARBER RD
BOBBY LN
WILLIAMS ST
COLLINS DR
HUNT ST
KINGHEON ST
ALABAMA ST
HUNT CT
HUNT ST
BROAD ST
RAVINE ST
RAVINE ST
STEWART ST
CONECUH ST
MADISON ST
STEWART ST
BERRYHILL RD
MONROE ST
BERRYHILL ST
ROSE ST
MILTON CEMETERY CIR
RIVERWALK
MARGARET ST
BRUNER ST
YEW ST
WILLING ST
ELVA ST
ELVA ST
SANTA ROSA ST
ESCAMBIA ST
ELMIRA ST
CAROLINE ST
CAROLINE ST
BRUNER ST
MARY ST
KING JR DR
ANN ST
OAK ST
PIKE ST
PINE ST
ALICE ST
WALTON ST
CANAL ST
COMBS ST
JASMINE ST
DR MARTIN LUTHER
BALDWIN ST
MUNICIPAL DR
WALKER ST
FILMORE ST
PANZIK LN
HENRY ST
HIGHWAY 90
BAYOU DR
0 250 500 1,000 Feet
N
W
E
S
CITY OF MILTON
Legend
Streets
Future Land Use
SF Residential
Commercial
MF Residential
Residential/Commercial
Recreational
Public
Rural Urban
City Boundary

Problem Analysis

Analysis of the current problems facing the City of Milton's DCRA is essential to the proper development of a redevelopment plan and strategy. Only through such analysis will it be possible to identify and prioritize the obstacles to redevelopment, which must be overcome. Once these development obstacles have been identified, it becomes possible to formulate a redevelopment strategy designed to accurately direct public sector expenditures and encourage private sector financial commitment.

In order for any county or municipality to exercise powers under the Community Redevelopment Act of 1969, the governing body of the area (The Milton City Council) must adopt a resolution finding that slum or blighted areas exist in the area and that rehabilitation, conservation, or redevelopment of such an area is necessary in the interest of the public, health, safety, morals or welfare of the residents of the county or municipality. Under Florida Statute 163.340, slum and blighted areas are defined as:

> (7) "Slum area" means an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty, or crime because there is a predominance of buildings or improvements, whether residential or nonresidential, which are impaired by reason of dilapidation, deterioration, age, or obsolescence, and exhibiting one or more of the following factors:
> (a) Inadequate provision for ventilation, light, air, sanitation, or open spaces;
> (b) High density of population, compared to the population density of adjacent areas within the county or municipality; and overcrowding, as indicated by government- maintained statistics or other studies and the requirements of the Florida Building Code; or
> (c) The existence of conditions that endanger life or property by fire or other causes.
> (8) "Blighted area" means an area in which there are a substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property, and in which two or more of the following factors are present:
> (a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
> (b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;
> (c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
> (d) Unsanitary or unsafe conditions;
> (e) Deterioration of site or other improvements;
> (f) Inadequate and outdated building density patterns;
> (g) Falling lease rates per square foot of office, commercial, or industrial

space compared to the remainder of the county or municipality;
(h) Tax or special assessment delinquency exceeding the fair value of the land;
(i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
(j) Incidence of crime in the area higher than in the remainder of the county or municipality;
(k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
(l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;
(m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or
(n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.
However, the term "blighted area" also means any area in which at least one of the factors
identified in paragraphs (a) through (n) are present and all taxing authorities subject to
s. 163.387(2)(a) agree, either by interlocal agreement or agreements with the agency or by resolution, that the area is blighted. Such agreement or resolution shall only determine that the area is blighted. For purposes of qualifying for the tax credits authorized in chapter 220, "blighted area" means an area as defined in this subsection.

The City of Milton DCRA is clearly a blighted area based on the preceding examinations of existing conditions. According to Florida Statute 163.340 and the State's definition of "Slum area" and "Blighted area", the area in question is indeed a blighted area. The area fulfills the Florida blighted area requirements found in sections 163.340(7) (b) and 163.340(7) (e).

Section (b) states that the "aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions". After reviewing this data within the proposed community redevelopment area (CRA) it was found that approximately 67% of all properties had experienced a decrease or minimal increase in assessed property values (See Table 13).

Section (e) states "deterioration of site and other improvements" has been found within the area. After individually assessing the property conditions of each property within the community redevelopment area it was found that almost 40% of properties were in a deteriorated condition (See Figure 4).

The elimination of blight is the overall problem facing the City of Milton and the DCRA, and the adoption of this plan will serve to establish many of the mechanisms necessary to accomplish this. Since this plan must address the specific problem areas that should be corrected if blight is to be eventually eliminated. These have been identified and are presented in the following list:

- Inadequate off-street and on-street parking in the CBD for development and/or redevelopment
- General deteriorated and unattractive appearance of the DCRA
- Disjointed street layout
- General deterioration and unattractive appearance of the riverfront
- Decrepit condition of the housing stock
- Lack of economic activity in the DCRA
- Need for more retail establishments in the DCRA

The following Community Redevelopment Strategy addresses all of the preceding problems and establishes policies and procedures, if implanted, will serve to encourage redevelopment and the corresponding elimination of blight.

Community Redevelopment Area Blight Data

Street	Total Increase	Total Decrease	Difference	Pattern	Percentage Decreased or Minimally Increased	Total Taxable Values	Comments
Alice	18,296	11,026	7,270	Increased	67%	106,160	
Ann	29,056	0	29,056	Increased	0%	18,957	
Baldwin	11,115	0	11,115	Increased	0%	50,000	
Berryhill	11,983	14,516	-2,533	**Decreased**	67%	140,170	
Bruner	0	13,442	-13,442	**Decreased**	100%	47,014	
Canal	76,301	249,262	-172,961	**Decreased**	58%	979,634	
Caroline	229,023	203,204	25,819	Increased	75%	1,940,562	
Combs	14,239	570	13,669	Increased	25%	71,823	
Dr. Martin Luther	37,897	37,471	426	**Increased**	60%	271,254	Insignificant Increase
Elmira	89,371	88,897	474	**Increased**	50%	700,808	Insignificant Increase
Elva	5,910	8,566	-2,656	**Decreased**	50%	56,194	
Escambia	2,952	55,967	-53,015	**Decreased**	83%	267,455	
Filmore	2,919	0	2,919	Increased	0%	25,148	
Henry	56,162	7,394	48,868	Increased	60%	207,601	
Jackson	4,037	0	4,037	Increased	0%	18,749	
Jasmine	15,008	0	15,008	Increased	80%	156,867	
Margaret	24302	36972	-12,670	**Decreased**	45%	189,573	
Mary	31009	89096	-58,087	**Decreased**	63%	429,338	
Oak	106249	101727	4,522	**Increased**	63%	356,577	
Pike	10545	13134	-2,589	**Decreased**	50%	114,140	
Pine	153023	25871	127152	**Increased**	25%	417,982	
Santa Rosa	28938	68064	-39,126	**Decreased**	63%	333,090	
Susan	8353	4097	4,256	**Increased**	75%	113,475	
Walker	69222	83220	-13,998	**Decreased**	64%	265,120	

Table 8

Community Redevelopment Strategy

It is essential that the strategy for redevelopment take all of the existing assets and liabilities of the DCRA in account and be structured in such a manner so as to provide as much flexibility as possible to private developers, and at the same time institute controls which will serve to maintain developmental quality consistent with the desires of the citizens of Milton

The strategy for redevelopment of the Downtown Community Redevelopment Area (DCRA) is divided into eight categories as follows:

- Blackwater Riverfront Master Plan
- Traditional Neighborhood District
- Southern Parcel
- Tourism District
- Land Use
- Rehabilitation and Conservation
- Traffic and Roadways
- Incentives

These actions are the roadmap to increasing activity within the CRA, providing new activity options for residents and visitors, and enhancing the tax base of the area. A prioritization of key CRA actions, as well as a list identifying key catalyst projects (both public and private) whose completions will encourage further development and business and visitor attraction to the CRA.

The Community Redevelopment Strategy includes:

- Completion of various segments of the Blackwater River Riverwalk
- Construction of the proposed Marina Circle Project
- Preparation of an Infrastructure Master Plan for the DCRA to meet roadway, streetscape, stormwater, and utility needs in the area
- Use of the CRA Marina site on Quinn Street and the proposed Market Area on the corner of Berryhill and Broad Street as a central gathering point with facilities for events, interactive children's playground and a museum/information center
- Continued implementation of the City's Commercial Façade Grant Program to reduce blight in the CRA
- Establishment and implementation of a Residential façade grant program
- Construction of public parking facilities
- Development of the property south of the CSX Railroad into a productive mixed use area

Potential DCRA actions within the Riverwalk include:

- Construct the missing Riverwalk from Carpenter's Park to the current Northern terminus
- Install an entrance feature to the Riverwalk at Monroe Street
- Establish, through construction or agreement, parking throughout the Marina Circle and the Monroe Street entrance
- Continue to add necessary and desired public facilities (including restrooms and parking) throughout the new Riverwalk areas.
- Design and install a way finding signage system.
- Obtain easements from private property owners and construct access paths for the Riverwalk.
- Develop an incentive program for developers seeking to build targeted private commercial establishments

Potential DCRA actions South of the CSX Railroad include

- The eventual relocation of the City of Milton's Sewage Treatment Plant
- The development of a mixed-use development that provides high-quality, high-density residential structures
- The development of retail and restaurant commercial buildings to increase the economic base of the area
- To develop so that the area can make use of the deep water found directly off the bank of the property

City of Milton/Village of Bagdad Riverfront Master Plan

By following the guidelines of the City of Milton/Village of Bagdad Riverfront Master Plan, the City will be able to progressively jumpstart the development of the DCRA. This plan calls for the development of such things like a Marina Circle on Quinn Bayou, a dog park, a permanent farmers market, a professional rowing facility, a children's splash pad, or even a kayak rental shop. In many cities across the country, the presence of a well-developed and attractive park network, such as the proposed Riverwalk, serves to attract other businesses. These businesses tend to be either small hospitality or retail in nature and are exactly the commercial industries that will help the DCRA combat its economic decline. In turn these businesses attract residents and a cycle of development and growth is created. Other development projects referenced in the following sections will also serve as a stimulus to redeveloping the DCRA.

Traditional Neighborhood District

The smart growth law defines traditional neighborhood development to mean: compact, mixed-use neighborhood where residential, commercial and civic buildings are within close proximity to each other. It is a planning concept that is based on traditional small town and city neighborhood development principles. Traditional neighborhood development is, in

part, a reaction to the often-inefficient use of land and infrastructure and lack of a sense of community in many newer developments.

Traditional neighborhood development is found in the older parts of Florida's cities and towns, parts that were often developed before World War II. Interest among consumers in traditional neighborhood development appears to be growing with other traditional neighborhood development projects in the planning stages. Traditional neighborhood development is one of a variety of planning concepts that share similar themes. These modules include neo-traditional development, new urbanism, form based codes, urban villages, hamlets, compact communities, transit-oriented development, pedestrian pockets, and the revitalization of existing traditional communities.

Southern Parcel

The large parcel on the most southern portion of the DCRA boundaries, below the CSX Railroad is currently a mostly vacant parcel that was recently rezoned to a Residential Commercial Zoning District to support the intent of future growth in that portion of the community. This rezoning allows any development of the parcel to be conducive with TND guidelines, the Downtown area, and even the Blackwater Riverfront Master Plan. A continuous and similar feel and atmosphere could then be accomplished throughout all parts of the DCRA providing the stimulus needed to attract visitors, businesses, and residents. The deep bank adjacent to the parcel would also serve as an attraction as larger vessels that cannot go further upriver would be able to make use of the area. The area would then become a perfect site for the development of mixed-use residential community. Historically, the area was used as an industrial site because of the deep channel directly off the shore that allowed large boats to deliver goods into the City. Over time the economy of scale negated the benefits of the area and the industries moved to larger, more remote areas where work could be done for fractions of the price. Since then, the parcel has been left mostly unaffected by any development and is mostly vacant. Next to the western edge of this parcel the City built their sewage treatment plant. While this may seem like a negative incentive to developing on the aforementioned parcel, a new sewage treatment plan is currently in the immediate development process so that the existing one can be shut down. This relocation of the sewage plant is physically several away from opening, but the City is currently actively making all the strides necessary for the change to occur as fast as possible. Even without the relocation of the sewage treatment plant, development could still occur in the area in question because the area of development would generally always be upwind of the plant. Therefore, there would be minimal negative effects of being near the plant.

In order to increase development within the DCRA and bring back commercial functions that would increase economic activity, the Planning and Zoning Department of the City of Milton believes the parcel should be rezoned to a RC-1 district.

Tourism District

The purpose of the City of Milton Tourist Development District is to promote the rich cultural heritage of the City of Milton while encouraging economic development within the district. It would apply to a part of the same area as the Traditional Neighborhood District and will potentially provide ad valorem tax incentives and impact fee reductions to certain targeted businesses. These include Lodging, Bed & Breakfasts, Restaurants, Dining Establishments, and Retail Goods. By incentivizing these commercial entities within the District, the Planning and Zoning Department hopes to direct the flow of tourism and economic gain back into this specific area. The Tourism District will then be able to be a key aspect of allowing the DCRA to recover from its general economic decline and allow local businesses to easily return to the area. More information about the specifics of the incentive program within the Tourism District can be obtained from the City.

Land Use – Residential

Residential use should be permitted within the Central Business District in the residential, commercial office, and retail mixed use district as designated on the Future Land Use Map as well as in areas designated as single family districts and one and two family districts (See Figure 9). The creation of this new mixed-use district will permit private developers to redevelop the area according to the highest and best economic potential. In order to ensure that the development within all districts contained in the DCRA will be in keeping with the desires of the citizens, the City of Milton should establish an expedited review and ensure that they are consistent with the mixed use zoning ordinance, and any other architectural controls established by Council. These controls should address building facades, signage, lot coverage, and the general character the citizens desire the downtown area to reflect.

One and two family residential, as well as multiple family residential, uses should be permitted in the mixed-use district. This will permit a transition from commercial use, which will most likely in the heart of the CBD to lower density residential uses, which will most likely redevelop in the surrounding fringe areas. Density levels for multiple family development located within in the mixed use district may be different than multiple family development located in R-3 zones, areas of low density housing are now being converted to office and other commercial uses in several portions of the DCRA contained within the proposed mixed use district, this should be permitted as long as the structure is no longer economically viable for residential use and as long as the conversion meets approval. Mixed low intensity and medium density (one and two family) residential land use should be permitted and encouraged adjacent to the mixed use district. This is the predominate land use that currently exists in the residential portion of the DCRA and is designated on Figure 9 as the one and two family district. Low-density (single family) residential land use should continue where it does not conflict with other strategies and should be permitted adjacent to the mixed-use district in the northern portion of the

DCRA. This single-family district is also designated on Figure 9.

Land Use – Commercial

Both commercial office space and retail commercial land use should be permitted within the mixed-use district where economically viable. Retail commercial land uses should be of the neighborhood commercial variety, including eating and drinking places and selected specialty retailers. Initially the majority of these specialty retailers will most likely be establishments designed to serve the redevelopment commercial offices located in the CBD.

Commercial office space utilization should be encouraged throughout the mixed-use district and will most likely be the type of development, which will occur initially. The redevelopment of existing single-family structures located in the single family and the one- and two-family district to commercial office space should not be allowed.

Land Use – Public Open Space, Parks, and Recreation Areas

Land use devoted to open space and parks should be increased vastly. The types of open space and parks to be added in the DCRA should included: 1- landscaped areas and a riverwalk along Blackwater River (See Blackwater Riverfront Master Plan), 2-conservation easements in a greenbelt around the DCRA, and 3- a fully developed park and recreation area located on the north side of U.S. Highway 90 on the west side of Blackwater River. The location of all of these proposed open space and park areas can be seen in the included Master Plan. In addition, the City should strive to improve and fully maintain all existing park and recreational areas.

The public sector should be involved in the acquisition and maintenance of this existing park and the proposed riverwalk development to be located on the north side of U.S. Highway 90. This additional park area should be developed to meet the proposed increase in population density and to increase the aesthetic appeal of the riverfront area. To increase the interest of development in the DCRA, this riverwalk development should be designed to attract as many visitors as possible and should be utilized as the location for all local special activities such as the Riverwalk Arts Festival.

Public involvement in the acquisition of all other green areas, parks, and recreational areas located in the DCRA should held to a minimum, this can be done by using public easements, deed restrictions, and low maintenance facilities. Conservation easements should be acquired along the DCRA boundary where trees and open areas already exist, this will serve as a aesthetically pleasing boundary for the DCRA and also provide opportunity for residents to visit minimally disturbed natural areas in an urban environment, public easements should definitely be acquired along the riverfront areas which are scheduled for development, this will serve to preserve the waterfront for the use of all citizens and will assist in bringing people back to the area.

Land Use – Institutional

Institutional land use, such as government, educational, and church-related, should only be allowed when adequate provisions are made for off-street parking for both visitors and employees. Any required expansion of the institutions themselves should be encouraged to be located in leased space. This will permit the expansion of the institutional entities while maintaining the commercial, tax-paying land use. Although governmental use is not the highest and best use downtown, it should be allowed and encouraged in the mixed use district since it does bring people back into the area.

As discussions of development of the DCRA continue among different entities located within the DCRA, the location of the Santa Rosa Courthouse has been questioned. The County has indicated that it may move the location of the courthouse out of the DCRA but has not given any final information as to their plans. This makes it very difficult to move forward as the City can not provided incentives to new developers for the area that courthouse currently occupies, nor can it attract new legal businesses since the courthouse may be leaving. Having the county determine the future of the courthouse is a paramount step in developing the DCRA in the future and should be accomplished as soon as possible.

Rehabilitation and Conservation

Whenever economically feasible and consistent with the recommended land use, the concepts of rehabilitation and conservation should be extended to the DCRA. Existing neighborhoods can be conserved by the elimination of conflicting land uses and the use of higher density residential housing as barriers between low-density housing and commercial areas. This will protect the integrity of the residential areas and prevent displacement of existing residents by commercial intrusion. Much of this will be the responsibility of the DCRA and the City of Milton Planning Board.

Traffic

The majority of the traffic circulation system appears adequate to handle the current and future demands. Streets should be kept in good repair, and hazardous and inefficient intersections should be redesigned. It should be noted that emergency access for fire protection could be blocked by trains on the CSX railroad, and for this reason the City should investigate the potential of placing a vehicular overpass over the railroad tracks at some point in the future.

The intersection of Caroline and Willing Street also needs to be addressed as it is incapable of smoothly handling the large volumes of traffic it experiences daily. The narrow streets directly at the intersection and the bridge leading to U.S. Highway 90 are narrower than the streets leading into the area and therefore create a bottleneck effect. This disrupts the flow of traffic and prevents vehicles from efficiently traveling through the area. As future development occurs within the DCRA this bottleneck needs to be addressed.

Existing Land Use Acreage

Use	Approximate Acres Including Streets	Max Number Dwelling Units per Acre	Maximum Total Dwelling Units
Residential, Single Family	28.75	6	22
Residential, One and Two Family	88.36	10	883
Residential, Multiple Family	28.59	14	400
Open Space	32.73	0	0
Total	178.43	30	1,305

Table 8

Source: City of Milton Zoning Ordinance and GIS Database

Redevelopment Policies and Elements

Public/Private Partnerships Policy

It is the policy of the CRA to encourage and leverage public/private partnerships for major projects. In order to participate, the CRA must determine the public benefit, the return on investment, and consistency with the CRA mission, vision, goals and priorities.

Policy On Infrastructure vs. Programs of Incentives

Infrastructure should receive a higher priority
Long-term consideration should be given to business incentives
After provision for recurring expenses, general budget allocation priorities should be as follows:

1) 60% infrastructure
2) 40% ongoing programs and special promotions

Consideration should be given to incentives that leverage other outside funding Further incentives that target building renovation should be explored
City of Milton should be encouraged to consider an increased level of incentives
Promotions Policy

1) Funding priority should be given to grants that supplement rather than fully cover event costs
2) Promotional events should be encouraged to reach self-sufficiency

Policy on Communication with City Commission

Minimally semi-annual meetings
Need to present City with a more precise budget, especially on critical and primary projects
Informal meetings (one-on-one lunches) should be encouraged
Annual Report should be produced

Traffic Circulation

Traffic circulation will not be changed in the residential portion of the DCRA. An increase in traffic volume is expected.

Pedestrian traffic will also increase in residential areas of the DCRA as neighborhood retail activities come back to the area. Therefore, this plan hereby mandates that all new construction require the building of public sidewalks to specification set by the DCR agency.

Environmental Quality

Since the entire DCRA is in an existing urban area, this plan will have an insignificant affect on environmental quality. All construction along the river will be built so that increased runoff from hard surfaces will not flow directly into the river. All construction will be required to hook up to the existing sewer and public utility systems.

Community Facilities, Services, and Schools

Growth will continue to take place in Milton whether or not this plan is implemented. Community facilities, services, and schools will have increased demands put on them as a result of continuing growth. These demands are anticipated by the organizations concerned, and they are making appropriate plans to handle increased demands.

The implementation of this plan will not generate additional growth for Milton; that growth is taking place with or without implementation of this plan. Implementation of this plan will hopefully funnel a portion of the anticipated growth in office, residential, and retail commercial demand into the DCRA. Since no abnormal additional growth, including school population, will result in Milton's as a result of this plan, existing plans for community facilities, services, and schools, are sufficient.

Conclusion

The overall physical and social quality of the neighborhood will be increased as a result of the implementation of this plan. Increased employment will be available to existing and new residents of the DCRA as a result of new office construction, renovation of vacant buildings to office use, and the addition of new retail trade establishments. Housing quality will improve as existing rehabilitation programs are continued and housing is constructed near of in the CBD and new one- and two-family housing is constructed in the DCRA. As population and employment density increase neighborhood retail activities will correspondingly increase making available a wider range of shopping choices to the DCRA residents and employees.

Construction of the Riverwalk Park and provision of the "green belt" will improve resident access to passive and active recreational and pleasantly landscaped areas. The DCRA will once again become a desirable place to live and work.

City of Milton Downtown Community Redevelopment Plan

May XX

2022

This document was prepared by the City of Milton Planning and Zoning Department in an effort to better plan for the revitalization and expansion of the City if Milton's Community Redevelopment Area. It is meant to be an amendment to the Community Redevelopment Plan established in 1982.
City of Milton Council Meeting - May 10th, 2022

Milton, Florida

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Introduction

Vision Statement

The citizens of the City of Milton envision a safe and thriving downtown that is accessible and welcoming to all to live, work and play. An attractive district that preserves and protects our architectural and historical heritage, while encouraging smart, appropriate, relevant, environmentally conscious growth. The true heart of the civic, cultural, social, economic, recreational, and entertainment activities of the City of Milton.

Mission Statement

It is the mission of the CRA to utilize all available resources of the City of Milton to eliminate slum and blight, improve safety and stimulate private investment in residential and commercial activities while promoting tourism, recreational, and entertainment activities to our diverse community.

Regional Setting and Santa Rosa County

The City of Milton, Florida is located in Santa Rosa County, an urban, suburban, and rural county in the far western portion of the Florida Panhandle (See Figure 1). Milton is the county seat for Santa Rosa County, which is a part of the two-county Pensacola Standard Metropolitan Statistical Area. The City of Milton and the nearby areas of Pace, Navarre, and Gulf Breeze can be considered suburbs of the City of Pensacola because they are located within easy driving distance of the Pensacola urbanized area, a population center containing over 425,000 persons.

Santa Rosa County contains two incorporated municipalities of which Milton has the largest population according to the 2020 Decennial Census~~10 census~~. The other municipality of Gulf Breeze and the places of Navarre and Pace had a combined population of 71,803~~57,180~~. Additionally, there are populous places within the county with significant populations. Navarre has the highest population of 40,817~~31,378~~, and the incorporated area of Pace, which is located between the City of Milton and the Pensacola urbanized area, now has a population of approximately 24,684~~20,000~~ persons. This is illustrative of the growth recently experienced in the southern portion of the county, which has little impact on the Downtown Milton Area. Santa Rosa County had a 2020~~10~~ population of 188,000~~151,372~~ and because of its lower tax structure, its miles of undeveloped acreage, and its proximity to the urban center of Pensacola is expected to expand by 43,292 persons over the next ~~10 year~~10-year period, assuming the county follows previously determined growth rates (See Table 2). The population of Santa Rosa County is projected to reach a level of approximately 200,000~~195,000~~ persons by the year 2025~~0~~, making it one of the fastest growing counties in Northwest Florida and the nation.

Santa Rosa County has a total land area of approximately 647,430 acres, possesses a multitude of natural resources, and has one of the lowest costs of living in the State of Florida. These factors combined, make Santa Rosa County one of the most desirable locations in the nation for a family to make a home and for industry to locate their activities. The beautiful Gulf Coast waters and beaches, the pure water rivers, and expansive bays make the area ideal for boating, camping, canoeing, fishing, and all other water sports. These attributes combined with Santa Rosa County's fine climate, which allows at least nine months a year for outside activities, are magnets that attract many families and new business to Santa Rosa County.

The City of Milton

As illustrated in Figures 1 and 2, the City of Milton is located directly adjacent to the Blackwater River, a state designated Outstanding Florida Waterbody, in approximately the c~~C~~enter of Santa Rosa County. The City contains approximately 3,701.97 acres of which 21% is developed. Residential use compromises the largest portion of the developed land at 32.65%, while commercial accounts for the second largest amount at 12.14%. Industrial, transportation and utility land use account for 6.87%.

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Outside of the Central Business District, which is the area this plan specifically addresses, large areas of predominately low-density residential development are interspersed with governmental and public land uses.

As noted in Table 2, the population of the C~~c~~ity o~~i~~f Milton ~~is expected to~~ increased by approximately 15.5~~25.3~~% over the 2010 to 2020 period, which is~~will be~~ slightly less than the population growth rate experienced by the county as a whole. An examination of the demographic characteristics of the City of Milton reveals that the population of the City contains a significantly higher percentage of minority members than does the county, as wellas a slightly higher percentage of elderly persons. These normally are characteristics of a population found in any older urban area due the fact that the elderly and the ~~poor~~ impoverished are usually the least able to relocate once economic decline begins.

Commented [LB6]: Needs new projection.

The City of Milton Downtown Community Redevelopment Area

The City of Milton's Downtown Community Redevelopment Area (DCRA) includes both the older retail and the residential sections of the City's Central Business District. It consists of about 299.79 acres and is bordered by the Blackwater River on the east, the City limits and the CSX Railroad on the south, the Blackwater Heritage Trail to the west, and the Madison Street on the north. North of Madison Street ~~it also~~an additional CRA area includes the area east of Broad Street and south of Munson Highway to Blackwater River (See Figure 2). These boundaries, except for Madison Street, Broad Street and Munson Highway, are physical features that all have played a role in the development of the DCRA. They serve to isolate the DCRA from the rest of Milton with even the street gird system in the old downtown being out of alignment with the rest of Milton (See Figure 3).

Commented [LB7]:

The typical growth cycle, which consists of newer residential areas of a community attracting new commercial development, while the older areas deteriorate and experience encroachment of nonresidential uses, has been occurring in Milton with limited success at redevelopment. The newer and more affluent population of Milton had located to the northern and western areas of the DCRA and has, in turn, attracted a large number of retail businesses away from the DCRA. As a result, the older DCRA has experienced, and is continuing to experience, ~~deterioration~~deterioration, and the encroachment of non-compatible development.

As noted in Table 3, the population of Milton has historically contained a significantly higher percentage of minority group members (25.4~~22.6 %~~) than the county as a whole. In the previous Downtown Community redevelopment Plan it was also noted that the Milton DCRA contained a significantly larger proportion of Milton's minority and elderly citizens. There are presently ~~1,742.31~~656 persons living in the DCRA, accounting for 717 households (Source: City of Milton GIS Database and U.S. Census Bureau).

Commented [LB8]:

Commented [JH9]: Needs updated households number

Commented [LB10]:

Past analyses of the DCRA have illustrated that the number of families and households expected to be located in the DCRA will increase in the future, as will the income

characteristics of the population. These increases in the income of the residents of the DCRA, however, are not

expected to be of a magnitude to equal the increase in income for all of Santa Rosa County unless redevelopment occurs. Historically the Milton DCRA has had a significantly lower median household income. Once the U.S. Census Bureau releases their City Block Data in April 2013 Table 4 will show the present median household income for the DCRA.

Commented [JH11]: Has this been updated? Could not find new block data on Census Website

Past Planning Efforts

Over the past forty years, several planning efforts have been undertaken by the City of Milton that had the potential to impact the DCRA. In 1973, Milton, Florida – A Downtown Plan was published. Due to a variety of reasons, the plan was not fully implemented. In 1981, a comprehensive plan entitled The City of Milton Comprehensive Plan was completed.
Implementation of the recommendations impacting the DCRA in this plan has also not been fully accomplished.

In 1982, Russell & Axon, Inc. prepared the Downtown Community Redevelopment Plan for the City of Milton. The general land use plans presented in that plan did not correspond to the market for redevelopment, were not a total reflection of the desires of the citizens of Milton, and, as such, were not suitable for implementation. In addition, much of the background data necessary to assess the extent of slum and blight, as well as existing land use patterns, structural condition, and the market for redevelopment was not included. For these reasons, the City of Milton commissioned Gaines & Associates, Inc. to review the Downtown Community Redevelopment Plan and revise and update the plan based on statutory requirements, the desires of the citizenry, the market for redevelopment, and the most suitable methods for implementation.

In 1982, the Downtown Community Redevelopment Plan established the need for a Community Redevelopment Agency (CRA) and indicated that the formation of a CRA would focus both the financial and physical resources of the entire community to provide the most logical vehicle for achieving revitalization and redevelopment. This community redevelopment agency along with its advisory board were established and strove to implement various redevelopment programs. This redevelopment plan was prepared based on the input provided not only from the CRA and the redevelopment advisory board, but also from input provided by the City of Milton Planning Board.

In 1983, Gaines & Associates, Inc. presented their revised Community Redevelopment Plan, which is being further revised and updated in the plan presented here. The DCRA and the proposed expansion of the DCRA are being updated because of the nearing expiration of the 1983 plan as well as the need for updated data, references, and goals. While the 1983 plan strove to bring community revitalization to the DCRA, the area is still in need of a Community Redevelopment Plan because the latter failed to fully implement all the changes needed to secure the economic vitality of the area. The previous Community Redevelopment Plan failed mostly because of a lack of physically implementing the plans they suggested and instead focused on the theoretical changes that needed to occur

within the area. To combat the failings of the former plan, this plan includes a master plan for the development of the Blackwater

Riverwalk Park. The development of this park will help the DCRA begin development in the public sector and initiate a waterfall effect of development so needed in the area. A comprehensive and exquisite public recreation area such as is presented in the master plan has been shown to provide a much-needed base for development in many other cities with similar redevelopment issues.

Physical improvements, which have been completed within the DCRA since the completion of the 1983 Downtown Community Redevelopment Plan include additional parking spaces
throughout the CBD, the beginnings of the Blackwater Riverwalk, a Veteran's War Memorial, and street resurfacing. Parking improvements have included a sixty-five space off-street parking lot and a grassed public parking lot at the southwest corner of Elmira Street and Pine Street; the actual locations of these~~is~~ parking facilities~~y~~ is noted in the existing parking space map found in ~~a subsequent section~~Figure 7 of this plan. The first sections of the Riverwalk Park have also been ~~started~~ completed along Blackwater River just north and south of the U.S. Highway 90 Bridge over Blackwater River. The Riverfront master plan ~~included with this packet~~implemented contains the plans and implementation guidelines to finish this project. Near the southern section of the established Riverwalk a veteran's war memorial has also been built as well as a festival and event area, and ~~is an~~both are~~s~~ attractive features of the area and Riverwalk.

~~Table 1~~

Population of Pensacola and Santa Rosa County

Area	2010	2020	Percent Change
Pensacola	51,923	54,312	4.6%
City of Milton	8826	10,197	15.5%
City of Gulf Breeze	5763	6302	9.4%
Navarre Area	31,378	40,817	30.1%
Pace/ Pea Ridge	20,039	24,684	23.2%
County Total	151,372	188,000	24.2%

Table 1

Source: U.S. Census Bureau

Commented [LB12]: https://www.census.gov/quickfacts/fact/table/santarosacountyflorida,miltoncityflorida,pacecdpflorida,pensacolacityflorida,gulfbreezecityflorida,navarrecdpflorida/POP010220

~~Table 2~~

Population Projections

Area	2010	2020	2030 Projection	Percent Change
City of Milton	8,826	10,197	11,777	**15.5%**
Santa Rosa County	151,372	188,000	233,496	**24.2%**
Pensacola	51,923	54,312	56,810	**4.6%**
Florida	**18,801,310**	**21,538,187**	**24,682,762**	**14.6%**

Table 2

Commented [LB13]: Derived from Table 1

Source: U.S. Census Bureau.

~~Table 3~~

Demographic Characteristics of Santa Rosa County, the City of Milton, and the City of Milton DCRA

Item	Santa Rosa County	City of Milton	Milton DCRA*
Total Population	188,000	10,197	**467**
Total Households	74,443	~~4,416~~3,756	**221**
Number of Families	63,514	~~3,756~~1,513	
Race (percent of total)			
White	86.9%	81.1%	**63.1%**
Black	6.5%	7.9%	**24.7%**
Other	6.6%	11%	**12.2%**
Age (percent of total)			
Under 18	21.8%	23.3%	
65 and Over	**16.3%**	**14.5%**	

Table 3

Source: U.S. Census Bureau

Table 4

2019~~0~~ Income Characteristics of the City of Milton and Santa Rosa County

Income Type	City of Milton 2019~~0~~	Santa Rosa County 2019 ~~0~~
Family Income		
$0 - $4,999	N/A	**N/A**
$5,000 - $6,999	N/A	**N/A**
$7,000 - $9,999 (Less than $10,000)	82~~96~~	**1,35~~41,415~~**
$10,000 - $14,999	20~~55~~	**~~1,062~~840**
$15,000 - $24,999	151~~223~~	**2,699~~3,040~~**
~~$25,000 - $49,999 (~~$25,000 - $34,999~~)~~	173~~330~~	**3,088~~3,702~~**
~~$50,000 and up (~~$35,000 - $49,999~~)~~	309~~399~~	**5,560~~6,289~~**
~~(~~$50,000 - $74,999~~)~~	794~~620~~	**9,279~~9,431~~**
~~(~~$75,000 - $99,999~~)~~	548~~361~~	**~~7,646~~8,194**
~~(~~$100,000 and up~~)~~	320~~168~~	**15,873~~8,526~~**
Total Number of Families	2,397~~252~~	**~~41,111~~46,887**
Average Family Income	~~53,870~~67,080	**~~73,900~~93,272**
Median Family Income	**~~50,558~~59,357**	**~~62,929~~77,144**

Commented [JH14]: Deleted "Milton DCRA" column since this information has not been obtained

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Household Income		
$0 - $4,999	N/A	**N/A**
$5,000 - $6,999	N/A	**N/A**
$7,000 - $9,999 (Less than $10,000)	293202	**2,9492,723**
$10,000 - $14,999	20841	**2,2431,848**
$15,000 - $24,999	459552	**5,3275,142**
$25,000 - $49,999 ($25,000 - $34,999)	599265	**5,7295,120**
$50,000 and up ($35,000 - $49,999)	443538	**7,8888,528**
($50,000 - $74,999)	7621,082	**11,63612,459**
($75,000 - $99,999)	426703	**8,7249,978**
($100,000 and up)	468180	**9,72418,356**
Total Number of Households	3,756465	**54,86063,514**
Average Household Income	45,72160,576	**66,88884,311**
Median Household Income	40,64856,633	**55,12967,949**
Per Capita Income	**N/A18,996**	**25,38431,691**

Table 4

Source: U.S. Census Bureau
* City Block Data not yet available.

Figure 1

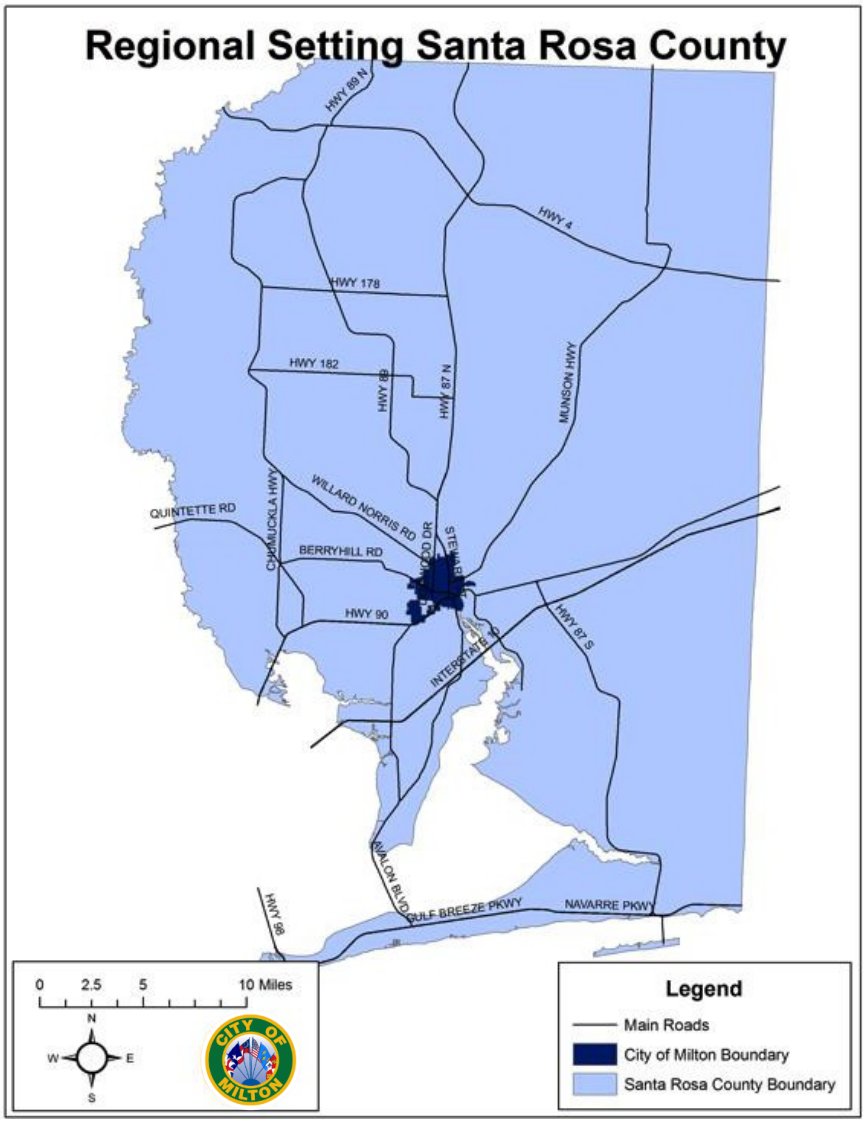
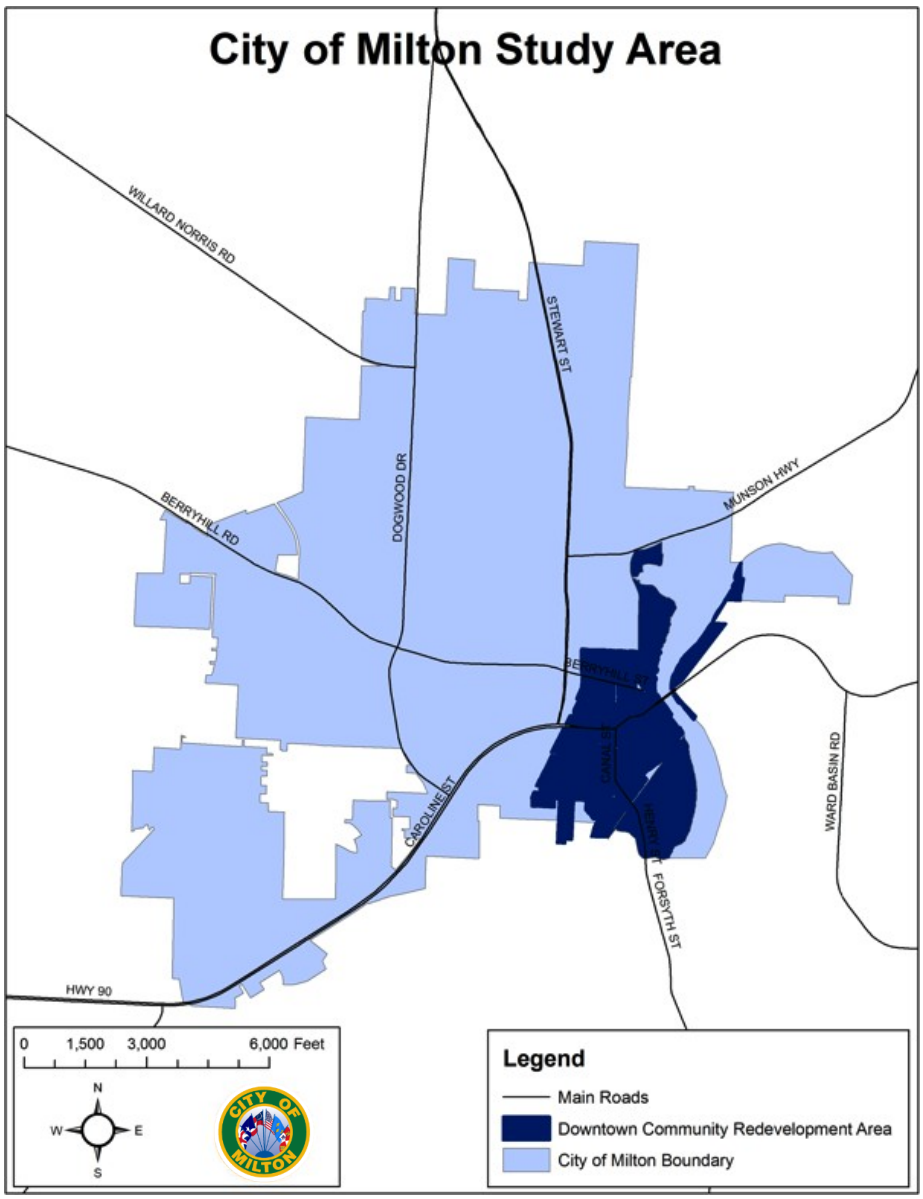

Regional Setting Santa Rosa County
HWY 89 N
HWY 4
HWY 178
HWY 182
HWY 89
HWY 87 N
MUNSON HWY
WILLARD NORRIS RD
QUINTETTE RD
CHUMUCKLA HWY
BERRYHILL RD
HWY 90
HWY 87 S
INTERSTATE 10
AVALON BLVD
GULF BREEZE PKWY
NAVARRE PKWY
HWY 98
0 2.5 5 10 Miles
N
W
E
S
CITY OF MILTON
Legend
Main Roads
City of Milton Boundary
Santa Rosa County Boundary

Figure 2


City of Milton Study Area
WILLARD NORRIS RD
STEWART ST
DOGWOOD DR
BERRYHILL RD
MUNSON HWY
CANAL ST
CAROLINE ST
FORSYTH ST
WARD BASIN RD
HWY 90
0 1,500 3,000 6,000 Feet
N
W
E
S
CITY OF MILTON
Legend
Main Roads
Downtown Community Redevelopment Area
City of Milton Boundary

Goals and Objectives of the Plan

In order to facilitate redevelopment within the Downtown Community Redevelopment Area, it is critical that the goals to be established in this plan are consistent with the desires of the citizens of Milton. They also need to be consistent with the City of Milton's Comprehensive Plan and the included Blackwater Riverwalk Master Plan. In the previously approved comprehensive plan, the City of Milton adopted by ordinance a number of objectives, which are complimentary to the objectives of this redevelopment plan. In addition, several long-term objectives were identified in the City's Community Development Block Grant (CDBG) application, which also applies to the DCRA.

In order to ensure maximum consistency with these plans and programs, the objectives contained in these previous studies have been studied, extracted, modified, and combined with newly identified objectives to serve as the goals and objectives for the City of Milton's Downtown Community Redevelopment Plan.

These goals and objectives are as following:

Overall Goal

Reverse the continuing deterioration of the Downtown Community Redevelopment Area and initiate positive growth within the area.

Immediate Goals

Improve the appearance and attractiveness of the DCRA.

Provide a compact downtown recreational, governmental, residential, commercial office, and restaurant/specialty-shopping district, which is easily accessible to all citizens of Milton.

~~Provide convenient and properly spaced parking facilities designed to serve downtown visitors, residents, and employees.~~

Make the Downtown Community Redevelopment Area a vital and healthy segment of the entire community.

Make the downtown riverfront area an image of civic pride and beauty.

Develop a Riverwalk Park that exemplifies the future of the City of Milton.

Provide connected and safe sidewalk to ensure that all pedestrian citizens can enjoy the DCRA.

Long Term Objectives

Elimination of hazardous conditions that affect the living environment by reducing the opportunity and incentive for crime, delinquency, fire and health hazards.

Elimination of blight and deteriorated structures in older and newly annexed portions of the City through housing rehabilitation programs and the provision of necessary municipal facilities, ~~infrastructure~~infrastructure, and services.

Development of a viable urban community in which all citizens have the opportunity to live in safe, decent, sanitary, and affordable housing located in a suitable living environment.

Continue to provide convenient and properly spaced parking facilities designed to serve downtown visitors, residents, and employees.

Provide for orderly economic development and employment opportunities for the citizens of Milton and broaden the present economic base to diversify both skilled and unskilled job opportunities.

Encourage residential development that will maintain or improve the aesthetic quality of the area.

Maintain high quality residential conditions and provide a variety of housing types to all area residents.

Residential development patterns should be convenient to work and shopping, provide for an orderly extension of public facilities, and minimize energy consumption.

Develop and maintain a drainage system which provides adequate drainage while at the same time limits flow, as far as practicable, to surface water outfalls.

Upgrade drainage system in areas where flood problems occur.

Use the City's public facilities as a tool to stimulate or deter growth.

Natural features should be a basis for determining suitability for growth.

Develop land use plans and regulations, which reflect local desires concerning growth.

Use the City's natural resources and man-made infrastructure to promote economic growth.

Encourage the maintenance of a quality environment through the proper use and development of land.

Encourage the minimization of the impact of development on natural environmental systems to the area.

Require development to fit harmoniously into the natural environment.

Encourage growth and development in areas in which the resources are capable of supporting such growth.

Encourage a high level of water quality in Milton's surface and ground-water

resources. Protect the aesthetic value of the community in conjunction with its

physical resources.

Encourage orderly and planned growth and expansion consistent with the protection of Milton's natural resources.

Promote future commercial land uses, which provide a range of commercial establishments/services in a concentrated area that are convenient to potential users.

Commercial developments should be maintained in high quality condition and designed to minimize conflicts with other land uses.

Encourage commercial developments to protect, utilize and emphasize the historic and natural characteristics of the locality.

Provide a compatible network of street linked in accordance with proper use and scale so as to meet existing and anticipated traffic needs.

Enhance and control development along the City's major arterials.

Establish a functional collector system in residential areas, which will promote and facilitate proper development.

Ensure good accessibility from residential areas to work, shopping, and leisure activity areas.

Provide for maximum feasible segregation of traffic types, i.e., local, cross-town, and through city.

Initiate street improvement in conjunction with other related public facilities.

Encourage aesthetic design of street layout through controlled vegetation and green space.

Minimize adverse environmental and ecological damage associated with transportation facility development.

Foster cooperation with other local, county and state governments to coordinate transportation plans of all related entities.

Encourage residential development to protect, utilize, and emphasize the historic and aesthetic natural characteristics of the locality.

Encourage the revitalization of deteriorating neighborhoods to protect their historic significance and viable use to the community.

Focus Areas

Elimination of Slum & Blight – provide programs and activities to remove, restore, or replace deteriorated structures within the district.

Safety – provide programs and resources to improve the safety of people and property within the district.

Historic Preservation – provide programs and activities to recognize, preserve, protect, and enhance the architectural and historic elements within the district.

Economic Development – provide programs and activities to encourage businesses to start-up, relocate, and/or expand within the district.

Arts & Culture – provide programs and activities that offer the public experiences in the fine and performing arts and engage in cultural events within the district.
Housing – provide programs and activities to generate housing opportunities for all income levels within the district.
Infrastructure – provide investment in public infrastructure to ensure the safe, efficient, and effective operation of these critical systems to the benefit of the residents and visitors of the district.

Environment – provide programs and activities to educate, protect and enhance the most valuable resource in the district.

Transportation – provide programs and activities to deliver safe, effective, appropriate, and scaled transportations options for residents and visitors within and through the district.

Delineation of the Downtown Community Redevelopment Area

The Downtown Community Redevelopment Area of the City of Milton encompasses approximately 299.79 acres lying within the City of Milton, Santa Rosa County, Florida. The area is generally bounded by the Blackwater River on the east, the City limits on the south, the Blackwater Heritage Trail on the west, and Madison Street on the north. North of Madison Street the area also includes the section east of Broad Street north to Munson Highway, bordered by Blackwater River on the east. The legal description set forth in accordance with Chapter 163.362 (1) Florida Statues, is as follows:

> Parcel 1: Commence at the intersection of the western shoreline of the Blackwater River and the centerline of Till Bayou; thence northwesterly along the centerline of Till Bayou to the southeastern right-of-way of the CSX railroad (formerly known as L & N railroad); thence southwesterly along said right-of-way to the south line of ORDINANCE NO.807; thence westerly, on south line, to the eastern right-of-way line of Canal street; thence northerly along said right of way line to the south line of Corporation Line as noted on the Official Plat of the Town of Milton as recorded in the clerk of the Courts Office of Santa Rosa County; thence westerly to the eastern boundary line of Block 1, of COLLINS ADDITION TO THE TOWN OF MILTON, recorded in Plat Book "A" Page 13 in the official records of Santa Rosa County, thence southerly along said boundary line to the Northern right-of-way line of Jackson Lane; thence westerly along said right-of-way line to the eastern line of ORDINANCE NO. 1015, thence southerly and westerly along said ordinance to the Eastern right-of-way line of Susan Street; thence northerly along said right-of-way line to a point 287 feet south of the north line of Section 10, Township 1 North, Range 28 West; also being the south line of Corporation Line as shown on, the before mentioned, the Official Plat of the Town of Milton as recorded in the clerk of the Courts Office of Santa Rosa County; thence westerly to the eastern boundary line of the Blackwater Heritage State Trail property; thence northerly along said Trail property line to the intersection of the southerly right-of-way line of Madison Street; thence easterly along said southern right-of-way line to its intersection with the centerline of Broad Street; thence northerly along said centerline of Broad Street to its intersection with the southerly right-of-way line of Munson Highway; thence easterly along said Munson Highway right-of-way line to the eastern property line of Carpenter's Park; thence southerly along the eastern property line of Carpenter's Park to thewestern shoreline of the Blackwater River; thence continue westerly, southeasterly, then southerly along said western boundary of the Blackwater River to the point of beginning.

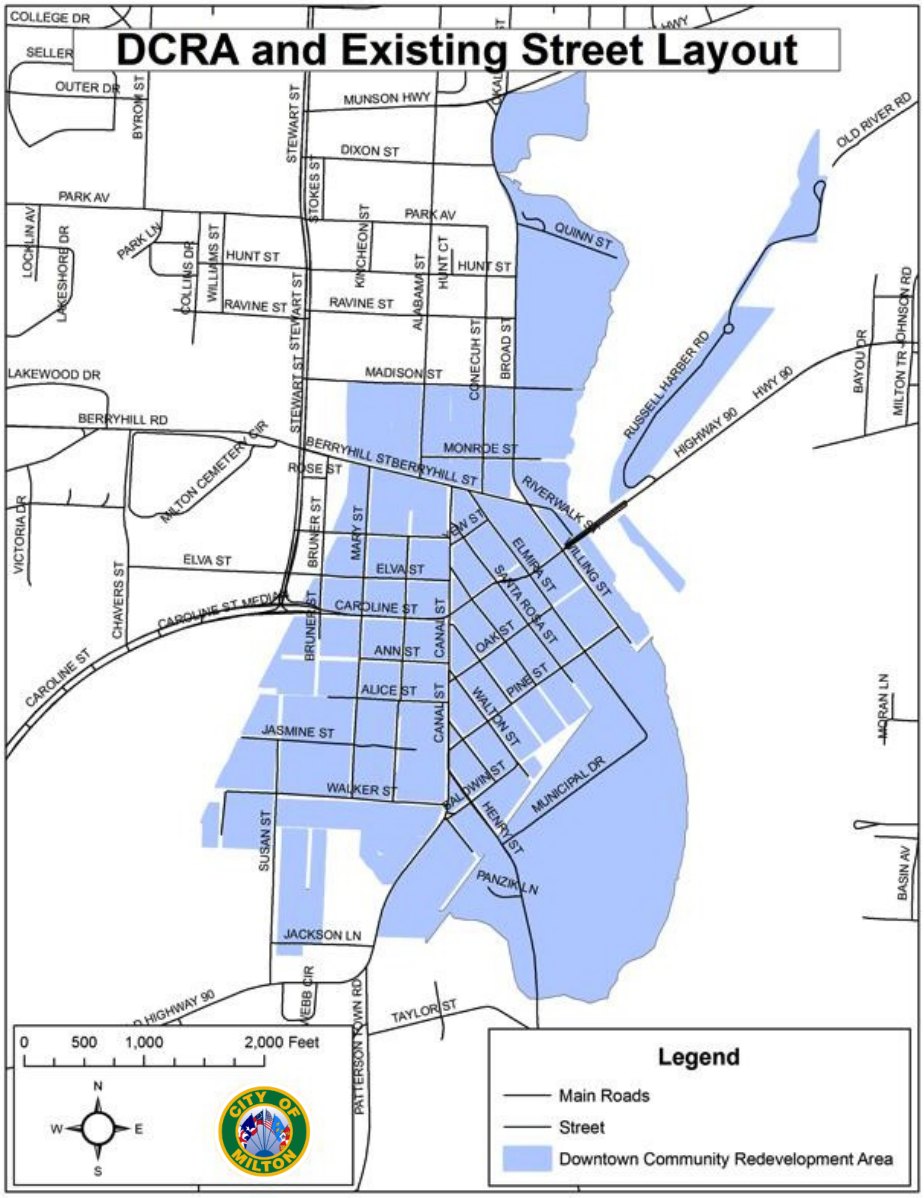
> Parcel 2: Commence at the northernmost property line of Russell Harbor Landing Park, also, described as the northernmost point that the eastern shoreline of the Blackwater

River intersects the property line of Russell Harbor Landing Park, this point also being located on the boundary line of Ordinance No. 1106; thence follow said ordinance easterly, southerly, then easterly to the easterly right-of-way line of Russell Harbor Road; thence southwesterly, westerly, and southwesterly along said right-of-way line to the north line of City ORDINANCE NO.999 thence follow said ordinance easterly; thence

southwesterly to the Northern right-of-way line of U. S. Highway 90; thence southwesterly along said right-of-way to the eastern shoreline of the Blackwater River; thence northerly along said eastern shorelines of Blackwater River to the point of beginning.

The boundaries as described are illustrated in the accompanying Figure 3 entitled DCRA and Existing Street Layout.

Figure 3


DCRA and Existing Street Layout
COLLEGE DR
SELLER
OUTER DR
BYROM ST
STEWART ST
MUNSON HWY
DIXON ST
OLD RIVER RD
PARK AV
STOKES ST
KINCHEON ST
PARK AV
QUINN ST
LOCKLIN AV
LAKESHORE DR
PARK LN
COLLINS DR
WILLIAMS ST
HUNT ST
ALABAMA ST
HUNT CT
HUNT ST
RAVINE ST
RAVINE ST
STEWART ST
STEWART ST
CONECUH ST
BROAD ST
LAKEWOOD DR
MADISON ST
RUSSELL HARBER RD
HIGHWAY 90
HWY 90
BAYOU DR
MILTON TR
JOHNSON RD
BERRYHILL RD
MILTON CEMETERY CIR
BERRYHILL ST
BERRYHILL ST
MONROE ST
ROSE ST
RIVERWALK ST
VICTORIA DR
BRUNER ST
MARY ST
YEM ST
ELMIRA ST
WILLING ST
ELVA ST
ELVA ST
SANTA ROSA ST
CHAVERS ST
CAROLINE ST MEDIAN
CAROLINE ST
BRUNER ST
CAROLINE ST
CANAL ST
OAK ST
ANN ST
PINE ST
ALICE ST
WALTON ST
CANAL ST
JASMINE ST
MORAN LN
BALDWIN ST
MUNICIPAL DR
WALKER ST
HENRY ST
SUSAN ST
PANZIK LN
BASIN AV
JACKSON LN
HIGHWAY 90
WEBB CIR
TAYLOR ST
PATTERSON TOWN RD
0 500 1,000 2,000 Feet
N
W
E
S
CITY OF MILTON
Legend
Main Roads
Street
Downtown Community Redevelopment Area

Existing Conditions

In this section of the Downtown Community Redevelopment Plan, an examination of the physical, natural, and economic characteristics of the DCRA will be performed in order to identify and analyze the area's assets and liabilities. In addition, an evaluation of the system of infrastructure improvement currently present within the DCRA will provide the City of Milton and the Community Redevelopment Agency with a benchmark by which any necessary upgrading of the system can be accomplished. Once an evaluation of the preceding elements has been combined with an accounting of the governmental regulations affecting the DCRA, it will be possible to identify the current problems to which this redevelopment plan must address itself. Accurate problem identification will then lead to the formulation of a redevelopment strategy, which will be based on both current and projected conditions, and will in turn serve to support implementation of this plan.

Land Use

The Milton Downtown Community Redevelopment Area (DCRA) consists primarily of a mixture of residential, commercial, and public land use. The non-Central Business District portion of the DCRA is predominately residential with commercial, public, and vacant land use scattered throughout. The Central Business District (CBD) of the DCRA as defined in the City of Milton, Comprehensive Plan, is bounded on the North by Berryhill Street, on the west by Canal Street, on the southwest by Walton Street, on the south by Pine Street and on the east by Blackwater River (See Figure 3).

The commercial and public land uses located in the DCRA are concentrated along U.S. Highway 90 and ~~Wiling~~Willing Street. The public uses located within the DCRA include the Santa Rosa County Courthouse, School Board Administration Complex, Civil Service Board and Warehouse, various state offices, and seven churches. ~~A complete listing of the twenty-five public and semi-public uses located within the DCRA is presented in Table 5.~~]

A March 2012, survey of the Milton DCRA revealed that a total of seventy-nine commercial establishments were located in the Milton DCRA. The majority of these establishments were service orientated, offering legal, real estate, and personal services, such as dry cleaning and beauty and barbershop services. This is understandable considering that the majority of these commercial establishments are complementary to the primary magnet of the DCRA, the Santa Rosa County Courthouse and other governmental establishments. The majority of the remaining commercial establishments located in the DCRA are small retail stores dealing in ~~petroleum products,~~ specialty products, and eating and drinking goods. ~~Table 6 presents a comprehensive list of all the commercial establishments located within the DCRA as of March 2012.~~

Commented [LB15]:

Commented [JH16]: Are there still 79 commercial establishments?

38

Structural Conditions and Land Use Regulations

Review and evaluation of the structural conditions of any area will serve to document the extent of economic decline, and therefore will serve as a benchmark by which future redevelopment efforts can be directed. An examination of the structural conditions present within the Milton DCRA clearly reveals the current level of economic depression. As is the case with almost all older urban areas, the structures begin to show age; the characteristics of the neighborhood change, and the buildings undergo change of use. This process has impacted the Milton DCRA in a very evident and negative manner.

All portions of the DCRA contain structures that are physically deteriorated and obsolete. Physical deterioration has impacted all forms of structures and Figure 4 identifies the conditions of each parcel within the DCRA.

The majority of the commercial structures located within the DCRA are in standard condition and are still structurally sound. ~~As noted in Table 7,~~ 73.4 % of the commercial structures located in the area are in good condition, and 18.9% of the buildings are in a deteriorated condition.

Even though many of them are in good condition, several ~~Table 7 depicts seven~~ commercial structures ~~that~~ are vacant and a field review of the area has shown that there are ~~an additional three vacant~~ commercial properties that no longer serve any function to the community. Although the condition of the commercial buildings located in the DCRA are~~is~~ generally good, the use for which the majority of these buildings were originally constructed, namely general commercial, is no longer economically viable. It is expected that the trend toward economic obsolescence of the general commercial buildings will continue at an accelerated rate in the future. ~~Table 7 presents a detailed listing of all commercial structures located within the DCRA as well as information as to the occupancy status, the size, and the condition of each structure.~~

In general, a substantial portion of the DCRA has a land use pattern that is incompatible with the structures of the land. Structures designed for general commercial or residential use, ~~and~~ that have experienced a substantial amount of deterioration, are functionally obsolete, and are vacant are obviously structures that are not being utilized for the highest and best economic use, nor for the well-being of the area and the community.

Wetlands Conditions

Areas with severe limitations for urban development due to the presence of wetlands border sections of the eastern, southern, and western portions of the DCRA (See Figure 5). Whenever possible, construction should be limited to low density development or building construction methods which are suitable for these types of soils. In addition, a portion of the DCRA is located within the flood-plain of Blackwater River. For this reason, all construction must comply with a myriad of regulations.

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Natural Features

The Milton DCRA has only a few distinguishing natural features, however, they are very dominant and aesthetically pleasing. The DCRA's natural features that will have a favorable impact on development are an abundance of trees, natural vegetation areas along the periphery, and the Blackwater River. The Blackwater River is the strongest natural asset~~,~~ which the DCRA possess and all efforts should be made to insure that any future development in this area is only of the highest quality.

The abundance of trees, especially in the residential areas, can be one asset used to attract new residents into the DCRA if suitable housing can be made available. The natural vegetation that is found along the CSX railroad tracks to the south and west, along small streams to the north and south, and along the river forms a potential "green belt" around most of the DCRA. While this natural vegetation is at present poorly maintained, it could be improved and used as a promotional tool to sell the DCRA as a desirable place to live, work, and shop. Any site in the DCRA is at most no more than 4 – 5 blocks from the potential green belt (See Figure 6).

The Blackwater River is the predominant natural feature in the DCRA. The river is designated as an Outstanding Florida Waterbody by the state Department of Environmental Protection. Because of its modest size, the river does not dwarf downtown but, rather, is an aesthetic enhancement to the area. The Riverfront area along the northern section of the DCRA should be developed to increase the communities access and use of this natural asset.

Public Facilities

As identified in the City of Milton Comprehensive Plan, the public facilities currently located in the DCRA include the County Courthouse and the courthouse annex. Due to their attraction, dominance, and number, the impact of these public facilities on the CBD is significant. The courthouse is recognized by many as one of the most attractive ~~structure~~structures in the downtown and occupies an entire block. At the time of this plan update, it is projected that the ~~a~~ new courthouse facility will be completed outside the City limits along Avalon Boulevard. This will cause the existing court facility to be ~~vacated, and~~vacated and is likely to have an impact on the future of the supporting court businesses in the DCRA. However, conversations between the county are taking place, and should continue to take place regarding the future use of the existing county courthouse, as its prominent ~~locaiton~~location provides tremendous opportunity to support the growth patterns currently found within the DCRA towards the entertainment and tourism industries.~~It is, however, functionally obsolete. Santa Rosa County has struggled with the Courthouses future for years and at this time no real resolution has been identified.~~

~~With knowledge of the discussions surrounding the Courthouse, the legal community will not invest in the area for fear of the Courthouse's movement and the area commercial development is limited for fear it stays. The courthouse does however serve as the major magnet of the area and~~

~~much recent business development in the DCRA has been complementary to these public facilities.~~

~~These public facilities have both positive as well as negative influences on the DCRA. From a positive standpoint, they exhibit stability and serve as a major attractor for people to visit the area to conduct public business. The negative implication is the large amount of land in public ownership and, hence, the negative affect on the tax base and tax revenues.~~

Gulf Power's Crist Generating Plant is located near Milton, and the Milton area is tied to the plant by two 115,000-volt transmission lines as part of the overall interconnected transmission system. These lines serve two substations where the transmission voltage is reduced to the

distribution level of 12,480 volts. One substation is located in Pace, and the other is on Stewart Street in the northern section of Milton. The voltage is distributed throughout the Milton area including the DCRA at 12,480 volts from these two stations. The combined capacity of the substations is 75,000 KVA.

The Milton area is supplied with natural gas by the Milton Gas System and is operated by the City. Gas is purchased from Centerpoint and delivered by Gulf South Pipeline. According to
Centerpoint, Milton's needs for gas power can and will be met over the next 20 years with the present system, and under current operating restrictions. New customers can be and are added in areas that are served by existing mains.

The availability of natural gas facilities in the Downtown Community Redevelopment Area (DCRA) places the DCRA at a competitive advantage with areas not currently served by the system.

Transportation Overview

The existing street pattern serving the DCRA is shown on Figure 3. The primary arterial street traversing the DCRA is U.S. Highway 90, which is also Caroline Street. The traffic counts shown on Table 11 indicate that the existing highway has insufficient capacity to handle current traffic, and that problems exist daily in the CBD during peak hours. The combination of through traffic with local traffic at peak hours compounded by several signalized intersections within the DCRA, results in periods of congestion. Peak hour traffic problems exist in most areas of concentrated economic activity, and it is normally not cost effective to make major street improvements to totally eliminate a traffic problem. However, the biggest issue facing the area is the two-lane bridge crossing over the Blackwater River. Large traffic volumes in both directions have created a bottleneck at the bridge crossing and a solution to this problem needs to be identified as soon as possible. The City is working with the Regionals Transportation Planning Organization, the Emerald Coast Regional Council, ~~to fund~~and has completed a PD&E study that identifies the solution as chosen by FDOT. The City should continue to work with the ECRC and FDOT to achieve a correction to this issue ~~the results of which would identify the necessary correction.~~

The remainder of the traffic circulation system that serves the residential and light commercial portions of the DCRA is generally adequate. The most serious concern facing this area other than the issue found above is the angled orientation of the east/west streets, which results in oblique intersections, inefficient land development patterns, and hinders redevelopment since travel in this area is made more difficult. The large number of four-way stops located in the area compounds this problem. Efforts should continue to be made by the City and the CRA to realign these street triangles in order to create a more uniform transportation system.

The pedestrian circulation system is currently ~~under utilized~~underutilized throughout the DCRA, particularly in the CBD. Sidewalks are capable at handling many times their current pedestrian usage, which will be necessary once additional parking is provided and redevelopment begins to occur. The CBD pedestrian system currently offers a panoramic visual presentation of the CBD, and could~~d~~

be made more attractive. This visual attractiveness should be enhanced as the redevelopment occurs if the necessary public sector investment is provided, as well as controls on the type and style of private sector improvements. The sidewalks throughout the whole of the DCRA should ~~also~~continue to be updated to ensure the utmost connectivity and safety.

Parking Analysis

There are currently approximately 600 parking spaces located within the CBD. These are distributed among on-street and off-street parking, pervious and impervious paving, and public and private parking. The parking facilities are physically well distributed throughout the CBD (See Figure 7), and the allocation between spaces available to the general public for business and shopping purposes, and spaces designated and restricted for specific purposes is adequate.

Parking outside of the CBD is adequately provided since the area is predominately residential in nature and the present combination of on street and off-street facilities meet both existing and anticipated needs. Any new development of any type in this area should be required to provide off street parking necessary to meet anticipate needs. The City has identified potential locations of additional parking areas and is examining the possibility of acquiring the necessary property to meet future needs.

Market Overview

There are three major markets that directly affect the DCRA. These are the retail commercial, office commercial, and the residential markets.

The retail commercial market has experienced the most dramatic change over the past decade. As is the case in most cities, the Central Business District was once the major center of retail commercial activity. ~~Now,~~Early in the life of the CRA, retail business outlets were~~are~~ almost nonexistent in the DCRA when compared with their numbers 40 and 50 years before~~ago~~. This decline w~~h~~as been brought about by several factors many of which are the same as the factors~~, which~~ that caused the decrease of the CBD as a center of retail commercial activity throughout the country. The primary factor contributing to the decline of the Milton Central Business District was the shifting of the more affluent and new population away from the DCRA to the northwestern, western, and northern parts of the city. The opening of newer and larger retail shopping centers west of the DCRA followed this shift of population since most people like to shop close to home. These new centers were aided by the provision of a large amount of parking space, which corresponded to the ever-increasing importance of the automobile. This decline in the viability of downtown as a retail center was supplemented by the perception of greater distances involved in downtown versus mall shopping, the decline in physical appearance, the outmoded street system, outmoded marketing techniques, and a diversity of ownership which precluded any coordinated effort toward redevelopment and competition with the suburban shopping centers.

All of these factors have contributed to the decline of the retail market and are still impacting the CBD. ~~Significant retail activity is nonexistent in the CBD and the area is not likely to return as a center of general commercial activity due to demographic and social changes, which have taken place over the past 6 decades.~~ Restoring the area to retail prominence could only be done with a massive public assistance program for physical redevelopment which would basically redesign the entire downtown area. This concept could largely be achieved through the implementation of the plans found in the City of Milton/Village of Bagdad Riverfront Master Plan. Even if these steps were taken, the CBD could only recapture the market from newer retail areas if new residential use were located in the area. ~~For these reasons, the restoring of large-scale retail activity to the DCRA is not economically feasible nor is it defensible because of the problems it would cause with existing successful retail business elsewhere in the City.~~

~~Although the evaluation of the preceding factors basically eliminates the possibility of large- scale commercial redevelopment of the Milton DCRA, the situation is not totally bleak.~~ In many areas throughout the country the CBD has retained its function as the primary location of public facilities, commercial offices, and accessory service. In addition, most of these same downtown areas have experienced an increase in specialty retail establishments directly related to the primary markets found in the CBD. This growth has been supplemented in many areas of the country by the re-emergence of downtown as a ~~high quality~~high-quality residential district due to the pressure of recent energy shortages, and the increased development costs now found in suburban areas. This residential growth in downtown has been most dramatic where there has been a steady increase in commercial office usage and where attractive natural features, such as the Blackwater River, exist.

~~The commercial office market in the DCRA has experienced a slow but gradual improvement. The number of offices in the DCRA has grown in proportion to their uses, and there is also an absolute increase in the amount of space devoted to office use in the area. There currently are approximately seventy-nine buildings being utilized for commercial purposes in the DCRA. Of all the commercial space located in the DCRA, approximately 13% is presently vacant (See Table 7). Figure 4 shows the conditions of certain parcels throughout the DCRA.~~

~~This increase in commercial office space utilization is directly related to an increase in state, county, and local government employment and services, since many of the newer offices are businesses related to government. As the number of offices increases, there is a point that is reached at which the increase becomes self-perpetuation; i.e., growth attracts more growth. Another factor in the increase in office space is the availability and price of space in the DCRA. The abundance of space at relatively low cost makes the DCRA more attractive to many users of office space and gives the area a competitive advantage over new, higher cost space built in other parts of the City. The future viability of the area for office space is enhanced by the fact that many of the existing buildings lend themselves well to conversion to office space and federal tax credits are available for many of these~~

~~conversion projects due to the age of the buildings.~~

~~As office space increases, a point may be reached where the number and types of offices, as well as the central location of the DCRA, will generate further demand for office space even at~~

~~prices equal or possibly higher that other parts of the City. For this to happen, it is essential that adequate parking is provided, preferably in off-street lots by the individual private developers of this office space, and that plans be implemented to start-up the growth and popularity of the area.~~

The future of the Central Business District of the DCRA is shifting from heavy office usage ~~and~~to more retail, ~~tourism~~tourism, and entertainment uses. The market has been proven for office space, and ~~it appears likely that the trend in CBD office usage can be increased by continuing private renovation of buildings and a combination of private and public projects~~is expected to continue, but in a reduced state due to the relocation of the Santa Rosa County Courthouse to a new facility on Avalon Boulevard outside the city limits. Through the establishment of various entertainment functions such as Bands on the Blackwater and a downtown entertainment district, visits to the downtown ~~are~~ by the ~~general~~general ~~public~~public will continue to ~~increase~~~~The~~increase. The public sector can encourage office renovation projects by providing additional public parking, sidewalk improvements, and ~~can control this future development through implementation of a Traditional Neighborhood District Overlay (TND) and corresponding controls.~~additional planning efforts and controls.

The existing residential stock in the DCRA is predominately older one- and two-family houses. While the housing is affordable, the general appearance of the DCRA and the state of deterioration of many of the houses does not currently make this an attractive residential market area for most homebuyers. This condition exists for both the owner and rental markets. It is essential that the market for residential use be improved since there is a limit as to the amount of office space and specialty retail development the market can support. Residential redevelopment will also serve to support office space and specialty retail redevelopment since people normally prefer to live close to work and shop close to where they live. Residential redevelopment will also improve the visual attractiveness of the ~~area, and~~area and will serve to place persons in the DCRA for a ~~24 hour~~24-hour time cycle, therefore increasing area activity and security.

To make the residential market in the DCRA more attractive, several things are needed. Housing rehabilitation and demolition programs should be used to improve the appearance of the area and the quality of life for the residents. New housing of a type which is affordable and attractive to home buyers must be made available. Vacant parcels of property that are suitable and attractive for residential development should be developed as such, and commercial office space renovation should be strongly supported by the public sector since this redevelopment will increase the market for quality residential structures.

Existing Zoning

The existing zoning as applied throughout the DCRA substantially reflects present land use. A total of seven (7)~~six~~ zoning districts are in effect including Residential Zones; R-1

High Density Residential Single Family Zoning District, R-2 Residential One and Two Family Zoning District, and R-3 Residential Multi-Family Zoning District, No Commercial Zones, and Special Districts; D-CM Downtown Commercial Mixed-Use Zoning District, R-C1 Residential Commercial Mixed-Use Zoning District, REC Recreation Zoning District, and P-E Public and Educational Zoning District~~Residential Zones R-1, R-2, and R-3; Commercial Zones C-1, C-2, and C-3, light industrial Zone I-1; and Residential-Commercial RC-1.~~ The application of these zones is illustrated on the accompanying map entitled "Existing g Zoning" (See Figure 8). The specific characteristics of each zoning district and their regulations can be found in the City of Milton Land Development Regulations Section III and the Milton Comprehensive Plan.

~~Table 5~~

~~List of Public and Semi-Public Uses Located in the Milton DCRA~~

~~Blackwater River~~
~~Foundation City of Milton~~
~~Waste Water Plant City of~~
~~Milton: City Warehouse~~
~~Department of Corrections: Probate and Parole~~
~~Services Evangelical Christian Church~~
~~Family Promise of Santa Rosa~~
~~County First Baptist Church of~~
~~Milton~~
~~First Baptist Church of Milton Hope~~
~~Counseling First Presbyterian Church~~
~~First United Methodist Church~~
~~First United Methodist Church Office~~
~~First United Methodist Church Utilities~~
~~Building Florida Department of Juvenile~~
~~Justice~~
~~Milton Garden Club~~
~~Mount Pilgrim African~~
~~Church River Run Marina~~
~~Russell Harbor Landing Boat Ramp~~
~~School District of SRC Berryhill Administrative~~
~~Complex SRC Probation Department~~
~~SRC – Court~~
~~House – SRC~~
~~School~~
~~Board – SRC~~
~~Warehouse~~
~~TR Jackson Elementary~~
~~School Veteran's Memorial~~
~~Plaza Office Veteran's Plaza~~

~~Total Number of Churches: 7~~
~~Total Public & Semi Public Uses: 25~~

~~Source: City of Milton GIS Database~~

~~Table 6~~

~~List of Commercial Establishments Located in the DCRA~~

~~A Lil of Da Top Barber~~
~~Shop Ameriprise~~
~~Financial Anchor~~
~~Court Reporting~~
~~Associated Court~~
~~Reporter~~
~~Beauty Shop at~~
~~Emgstyles.Com Blackwater~~
~~Bistro~~
~~Blackwater River~~
~~Foundation Bp #720~~
~~Camelot Junction~~
~~City of Milton: City Warehouse~~
~~Cottage And Garden Executive Director's Office~~
~~CSK Swing Bridge~~
~~Office Design~~
~~Upholstery~~
~~Dragonfly Gallery~~
~~Families Count~~
~~Firestone/Florida Stores of~~
~~Milton, Inc Fitzgerald & Brooks~~
~~Pa~~
~~Fraternal Order of Police: SRC~~
~~Lodge 123 Get It Rental~~
~~Gift and Junque~~
~~Store Gulf Medical~~
~~Supplies Heavenly~~
~~Creations Florist~~
~~Helen Turner's Dentist~~
~~Office Hello Gorgeous~~
~~Hair Salon Hope~~
~~Counseling~~
~~Imogene Theater~~
~~J. Jeffery Slingerland Attorney~~
~~at Law Jackson Appraisal~~
~~Janet Coulter Realty~~
~~Jennifer Byrom Attorney at~~
~~Law John David Elliot, PA,~~
~~CPA~~

~~John Ducker & Company Accounting and Income Tax~~
~~Services Johnson Green & Hargraves~~
~~Joiner Enterprises~~
~~Laura Spencer Coleman, Attorney At~~
~~Law Lindsay, Andrews, & Leonard,~~
~~PA~~
~~Louise's Beauty Shop~~
~~Mailbox Plus~~
~~Main Street Café &~~
~~Courtyard Bar Melissa~~
~~Nelson Bail Bonds, Inc~~

~~Milton Antiques and~~
~~More Milton Cleaners~~
~~and Laundry Milton~~
~~Forklift Office~~
~~Milton Forklift~~
~~Service Milton~~
~~Insurance, Inc~~
~~Milton Quality~~
~~Bakery Museum of~~
~~Local History Old~~
~~Post Office Antiques~~
~~Panther Computers~~
~~Paradise Screen~~
~~Printing Polkadots~~
~~Public Defenders Office: James~~
~~Owens River Run Marina~~
~~Riverwalk Hair~~
~~Exhibit Salvation~~
~~Army~~
~~Santa Rosa County School Board Payroll~~
~~Dept. Santa Rosa Health and Rehab~~
~~Beauty Shop Santa Rosa Health and~~
~~Rehab Dining Room Santa Rosa Health~~
~~and Rehab Kitchen~~
~~Santa Rosa Historical~~
~~Society Santa Rosa~~
~~Jewelers~~
~~Santa Rosa~~
~~Lodge #16~~
~~Simply Southern~~
~~SRC School Board~~
~~Steve Roberts Bail~~
~~Bonds Sun Comics~~
~~Three River Resource Conservation & Development~~
~~Council Tim Sowell Roofing~~
~~Tops TV &~~
~~Appliance Were~~
~~& Fitzgerald, Pa~~
~~West Florida~~
~~Title~~
~~West Florida Railroad Museum/ Gift Shop and Model Railroad~~
~~Shop West Florida Wrestling~~
~~William R. Wade Attorney~~
~~Women's Club of Milton~~

~~Total Number of Establishments: 79~~

~~Source: City of Milton GIS Database~~

~~Table 7~~

~~City of Milton, Florida Downtown Community Redevelopment Area Commercial Structural Information and Conditions~~

~~Map Number~~	~~Occupant and Type of Use~~	~~Occupancy Status~~	~~Condition~~
~~1~~	~~A Lil of Da Top Barber Shop~~		~~Good~~
~~2~~	~~Ameriprise Financial~~		~~Fair~~
~~3~~	~~Anchor Court Reporting~~	~~Vacant~~	~~Good~~
~~4~~	~~Associated Court Reporters~~		~~Good~~
~~5~~	~~Beauty Shop at Emgstyles.Com~~		~~Good~~
~~6~~	~~Blackwater Bistro~~		~~Good~~
~~7~~	~~Blackwater River Foundation~~		~~Unknown~~
~~8~~	~~Bodacious Pies and Bakery~~	~~Vacant~~	~~Fair~~
~~9~~	~~Bp #720~~		~~Good~~
~~10~~	~~Camelot Junction~~		~~Good~~
~~11~~	~~City of Milton: City Warehouse~~		~~Good~~
~~12~~	~~Clear Wireless LLC Cell Tower Equipment Platform~~		~~Good~~
~~13~~	~~Cottage And Garden Executive Director's Office~~		~~Good~~
~~14~~	~~CSK Swing Bridge Office~~	~~Vacant~~	
~~15~~	~~Design Upholstery~~		~~Fair~~
~~16~~	~~Dragonfly Gallery~~		~~Good~~
~~17~~	~~Families Count~~		~~Good~~
~~18~~	~~Firestone/Florida Stores of Milton, Inc~~		~~Good~~
~~19~~	~~First United Methodist Utilities Bldg.~~		~~Good~~
~~20~~	~~Fitzgerald & Brooks Pa~~		~~Fair~~
~~21~~	~~Fraternal Order of Police: SRC Lodge 123~~	~~Vacant~~	
~~22~~	~~Get It Rental~~	~~Vacant~~	~~Poor~~
~~23~~	~~Gift And Unique Store~~		~~Good~~
~~24~~	~~Gulf Medical Supplies~~		~~Good~~
~~25~~	~~Heavenly Creations Florist~~		~~Good~~

26	Helen Turner's Dentist Office		Good
27	Hello Gorgeous Hair Salon		Good
28	Hope Counseling		Unknown
29	Imogene Theater		Good
30	J. Jeffrey Slingerland Attorney at Law		Fair
31	Jackson Appraisal		Unknown
32	Janet Coulter Realty		Good
33	Jennifer Byron Attorney At Law		Good
34	John David Elliot, PA, CPA		Fair
35	John Ducker & Company		Fair
36	Johnson Green & Hargraves		Good
37	Joiner Enterprises	Vacant	Fair
38	Laura Spencer Coleman, Attorney At Law		Good
39	Lindsay, Andrews, & Leonard, PA		Good
40	Louise's Beauty Shop		Good
41	Lutheran Services		Good
42	Mailbox Plus		Poor
43	Main Street Café & Courtyard Bar		Good
44	Melissa Nelson Bail Bonds		Good
45	Milton Antiques and More	Vacant	UnknownFair
46	Milton Cleaners and Laundry		Fair
47	Milton Forklift Office	Vacant	Unknown
48	Milton Insurance, Inc		Good
49	Milton Quality Bakery		Fair
50	Museum of Local History		Good

~~51~~	~~Old Post Office Antiques~~		~~Good~~
~~52~~	~~Panther Computers~~		~~Good~~
~~53~~	~~Paradise Screen Printing~~		~~Good~~
~~54~~	~~Polkadots~~		~~Good~~
~~55~~	~~Public Defenders Office: James Owens~~		~~Good~~
~~56~~	~~River Run Marin~~		~~Poor~~
~~57~~	~~Riverwalk Hair Exhibit~~		~~Good~~
~~58~~	~~Salvation Army~~		~~Good~~
~~59~~	~~Santa Rosa County School Board Payroll Department~~		~~Good~~
~~60~~	~~Santa Rosa Health and Rehab Beauty Shop~~		~~Good~~
~~61~~	~~Santa Rosa Health and Rehab Dining Room~~		~~Good~~
~~62~~	~~Santa Rosa Health and Rehab Kitchen~~		~~Good~~
~~63~~	~~Santa Rosa Historical Society~~		~~Good~~
~~64~~	~~Santa Rosa Jewelers~~		~~Poor~~
~~65~~	~~Santa Rosa Lodge #16~~		~~Fair~~
~~66~~	~~Simply Southern~~		~~Good~~
~~67~~	~~SRC School Board~~		~~Good~~
~~68~~	~~State Representative Greg Evers Office~~		~~Good~~
~~69~~	~~Steve Roberts Bail Bonds~~		~~Good~~
~~70~~	~~Sun Comics~~		~~Good~~
~~71~~	~~Three Rivers Conservation and Development Council~~		~~Good~~
~~72~~	~~Tim Sowell Roofing~~		~~Good~~
~~73~~	~~Tops TV & Appliance~~		~~Poor~~
~~74~~	~~Were & Fitzgerald, Pa~~		~~Unknown~~
~~75~~	~~West Florida Title~~		~~Good~~
~~76~~	~~West Florida Railroad Museum/ Gift Shop and Model Railroad Shop~~		~~Good~~
~~77~~	~~West Florida Wrestling~~		~~Good~~
~~78~~	~~William R. Wade Attorney~~		~~Good~~
~~79~~	~~Women's Club of Milton~~		~~Good~~

~~Source: City of Milton GIS Database~~

Table 8

Traffic Counts within Milton DCRA for the year 2020

Station Number	Date of Report	Count
0018	03/11/1103/08/2021	58007600
5007	03/11/1103/08/2021	27021000
5008	03/11/1103/08/2021	64009400
5010	03/11/1103/08/2021	1400017500
5011	03/11/1103/08/2021	2200021500
5014	03/11/1103/08/2021	69008100
5021	03/11/1103/08/2021	43003500
5022	03/11/1103/08/2021	96009000
1501	03/11/1103/08/2021	4404400
1507	**03/11/1103/08/2021**	1970021500

Table 5

Source: Florida Department of Transportation

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~~Table 9~~

Analysis of movement of Commercial Businesses in the City of Milton DCRA

Total Number of Commercial Business Located in the DCRA in March 1983	Total Number of Commercial Business Located in the DCRA in March 202~~012~~	Net Change
45	~~79~~55	~~34~~10

Table 6

Commented [JH18]: Are we updating this?

Source: 1983 Downtown Community Redevelopment Plan and City of Milton GIS Database

~~Table 10~~

Residential Zoning Characteristics

District	Use Type	Minimum Lot Size	Maximum Density
R-1	Single-Family	7,000 Sq. Ft.	**6-9 Dwelling Units per Acre**
R-2	One-Family Two-Family	7,000 Sq. Ft. 9,000 Sq. Ft.	**6-9 Dwelling Units per Acre** **10 Dwelling Units per Acre**
~~**R-3**~~	~~Multiple-Family~~	~~10,000 Sq. Ft.~~	~~**14 Dwelling Units per Acre**~~
RC-1	**Residential/Commercial**	**6,000 Sq. Ft.** **10,000 Sq. Ft.**	**6 Dwelling Units per Acre**

Table 7

Source: City of Milton Zoning Ordinance

Figure 4

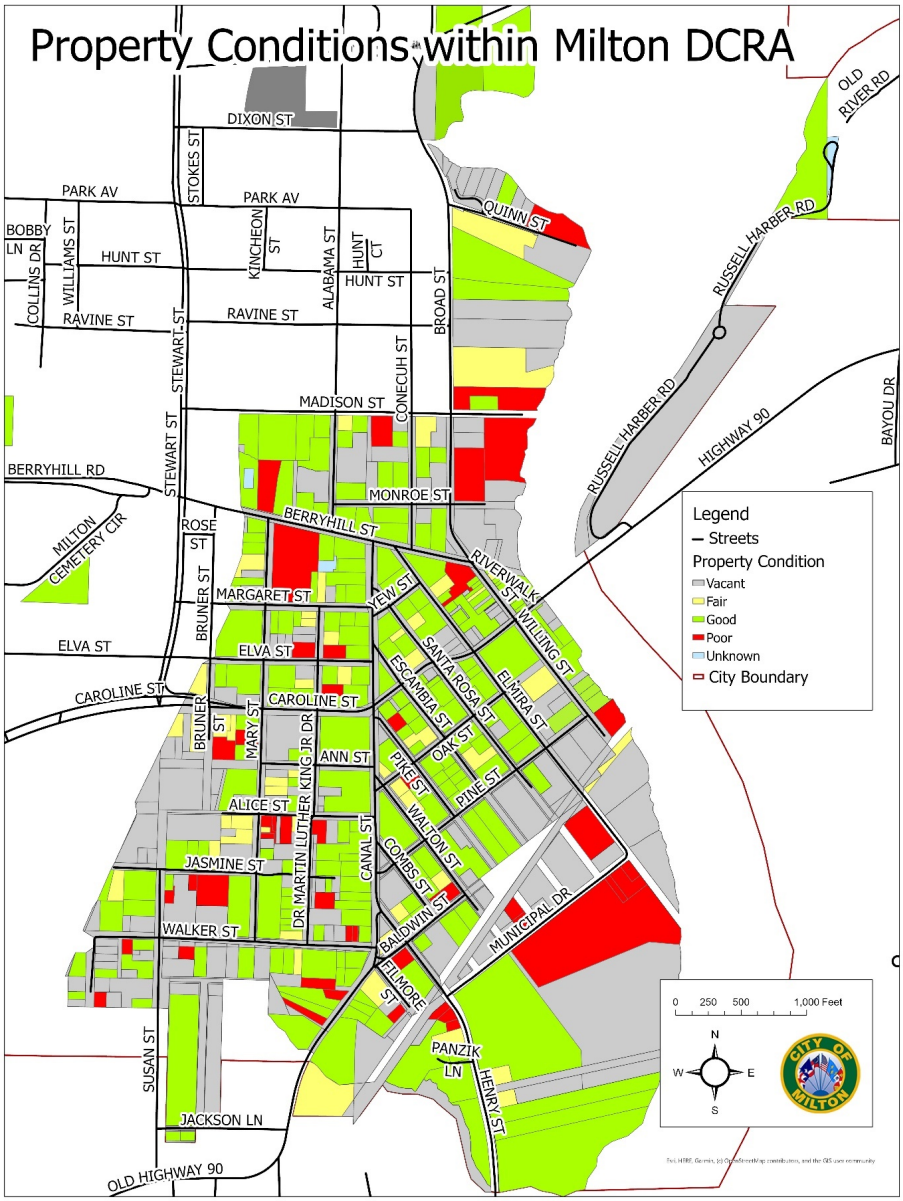

Property Conditions within Milton DCRA
DIXON ST
STOKES ST
PARK AV
PARK AV
BOBBY LN
COLLINS DR
WILLIAMS ST
HUNT ST
KINCHEON ST
ALABAMA ST
HUNT CT
HUNT ST
RAVINE ST
RAVINE ST
STEWART ST
STEWART ST
BROAD ST
CONECUH ST
MADISON ST
BERRYHILL RD
MONROE ST
BERRYHILL ST
MILTON CEMETERY CIR
ROSE ST
BRUNER ST
MARGARET ST
YEW ST
ELVA ST
ELVA ST
CAROLINE ST
CAROLINE ST
BRUNER ST
MARY ST
ANN ST
ALICE ST
DR MARTIN LUTHER KING JR DR
CANAL ST
JASMINE ST
WALKER ST
SUSAN ST
JACKSON LN
OLD HIGHWAY 90
QUINN ST
RUSSELL HARBER RD
RUSSELL HARBER RD
HIGHWAY 90
BAYOU DR
OLD RIVER RD
RIVERWALK ST
WILLING ST
ESCAMBIA ST
SANTA ROSA ST
ELMIRA ST
OAK ST
PINE ST
PIKE ST
WALTON ST
COMBS ST
BALDWIN ST
MUNICIPAL DR
FILMORE ST
PANZIK LN
HENRY ST
Legend
Streets
Property Condition
Vacant
Fair
Good
Poor
Unknown
City Boundary
0 250 500 1,000 Feet
N
W
E
S
CITY OF MILTON

Figure 4

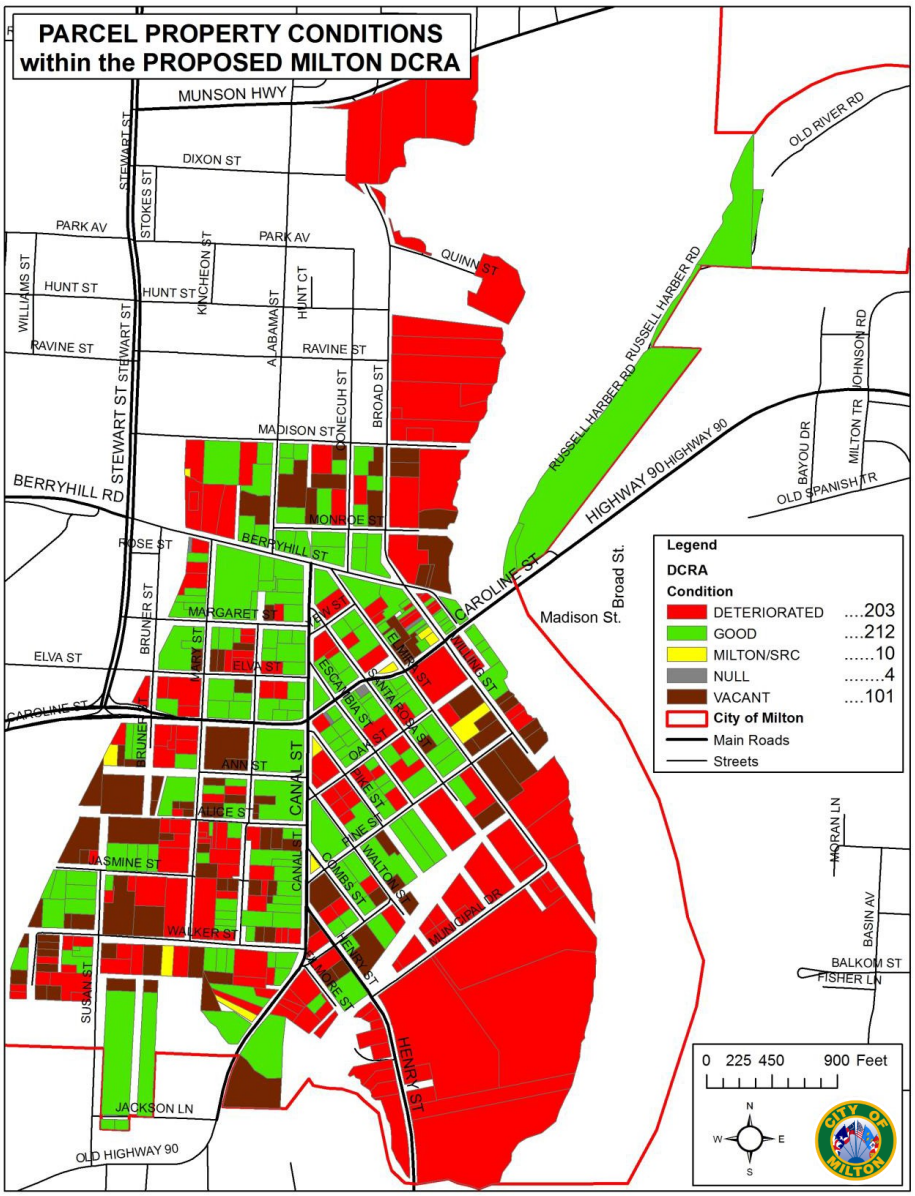
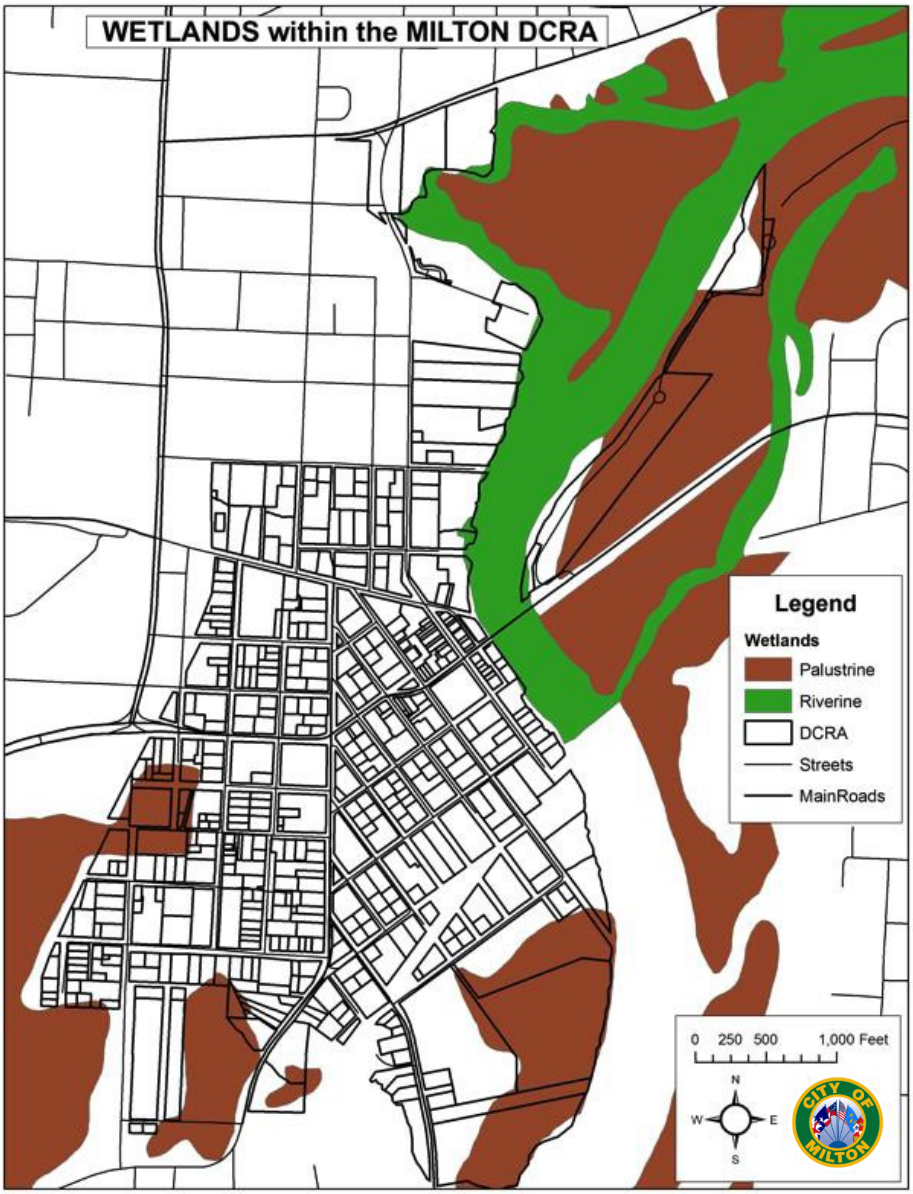

PARCEL PROPERTY CONDITIONS
within the PROPOSED MILTON DCRA
MUNSON HWY
DIXON ST
STEWART ST
STOKES ST
PARK AV
KINCHEON ST
HUNT ST
HUNT CT
WILLIAMS ST
RAVINE ST
ALABAMA ST
BONECUH ST
BROAD ST
MADISON ST
BERRYHILL RD
MONROE ST
ROSE ST
BERRYHILL ST
MARGARET ST
BRUNER ST
ELVA ST
CAROLINE ST
MARY ST
ANN ST
ALICE ST
JASMINE ST
WALKER ST
SUSAN ST
CANAL ST
ESCAMBIA ST
SANTA ROSA ST
OAK ST
PINE ST
COMBS ST
WALTON ST
HENRY ST
MILTON ST
JACKSON LN
OLD HIGHWAY 90
QUINN ST
RUSSELL HARBER RD
HIGHWAY 90
Broad St.
Madison St.
OLD RIVER RD
JOHNSON RD
MILTON TR
OLD BAYOU DR
OLD SPANISH TR
MORAN LN
BASIN AV
BALKOM ST
FISHER LN
Legend
DCRA
Condition
DETERIORATED 203
GOOD 212
MILTON/SRC 10
NULL 4
VACANT 101
City of Milton
Main Roads
Streets
0 225 450 900 Feet
N
W
E
S
CITY OF MILTON

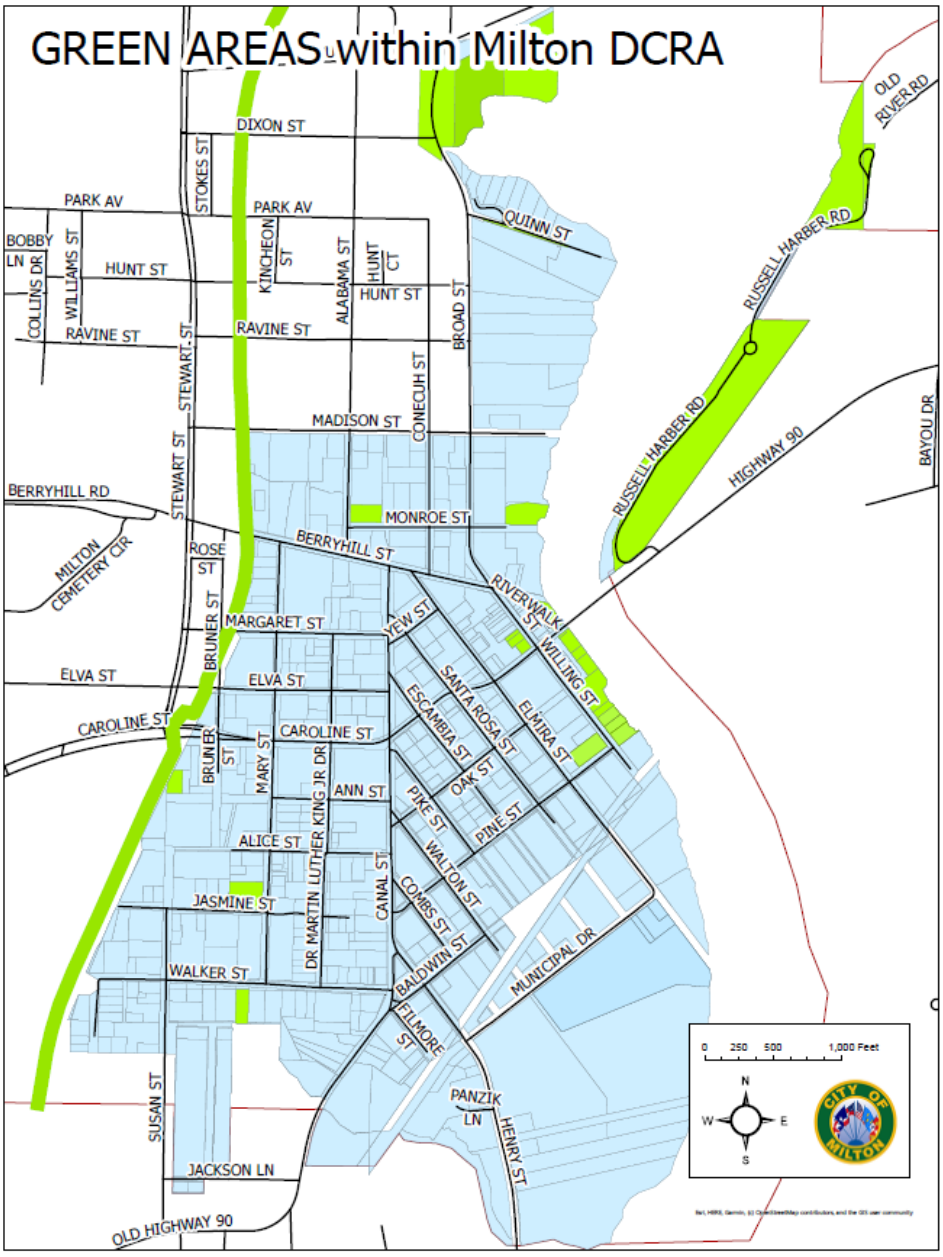
Figure 5 ~~5~~


WETLANDS within the MILTON DCRA
Legend
Wetlands
Palustrine
Riverine
DCRA
Streets
MainRoads
0 250 500 1,000 Feet
N
W
E
S
CITY OF MILTON

WETLANDS within the DCRA
Legend
FL Wetlands
WETLANDS
Estuarine/Marine Deepwater
Estuarine/Marine
Freshwater Emergent
Freshwater Forested/Shrub
Freshwater Pond
Lake
Other
Riverine
City Boundary
0 250 500 1,000 Feet
N
W
E
S
CITY OF MILTON
QUINN ST
OLD RIVER RD
RUSSELL HARBER RD
HIGHWAY 90
BAYOU DR
ALABAMA ST
HUNT CT
HUNT ST
BROAD ST
CONECUH ST
MADISON ST
MONROE ST
STEWART ST
BERRYHILL RD
BERRYHILL ST
MILTON CEMETERY CIR
ROSE ST
BRUNER ST
MARGARET ST
YEW ST
RIVERWALK
WILLING ST
ELVA ST
CAROLINE ST
SANTA ROSA ST
ESCAMBIA ST
ELMIRA ST
MARY ST
ANN ST
OAK ST
PINE ST
DR MARTIN LUTHER KING JR DR
ALICE ST
WALTON ST
CANAL ST
COMBS ST
JASMINE ST
BALDWIN ST
MUNICIPAL DR
WALKER ST
FILMORE ST
PANZIK LN
HENRY ST

WETLANDS within the DCRA
Legend
FL Wetlands
WETLANDS
Estuarine/Marine Deepwater
Estuarine/Marine
Freshwater Emergent
Freshwater Forested/Shrub
Freshwater Pond
Lake
Other
Riverine
City Boundary
0 250 500 1,000 Feet
N
W
E
S
CITY OF MILTON
QUINN ST
OLD RIVER RD
RUSSELL HARBER RD
HIGHWAY 90
BAYOU DR
ALABAMA ST
HUNT CT
HUNT ST
BROAD ST
CONECUH ST
MADISON ST
STEWART ST
BERRYHILL RD
MILTON CEMETERY CIR
MONROE ST
BERRYHILL ST
ROSE ST
RIVERWALK
MARGARET ST
YEW ST
BRUNER ST
ELVA ST
WILLING ST
SANTA ROSA ST
ESCAMBIA ST
ELMIRA ST
CAROLINE ST
OAK ST
MARY ST
ANN ST
PIKE ST
PINE ST
DR MARTIN LUTHER KING JR DR
ALICE ST
WALTON ST
CANAL ST
JASMINE ST
COMBS ST
MUNICIPAL DR
WALKER ST
BALDWIN ST
FILMORE ST
PANZIK LN
HENRY ST

Figure 6


GREEN AREAS within Milton DCRA
DIXON ST
STOKES ST
PARK AV
PARK AV
BOBBY LN
COLLINS DR
WILLIAMS ST
HUNT ST
KINCHEON ST
ALABAMA ST
HUNT CT
HUNT ST
RAVINE ST
RAVINE ST
STEWART ST
STEWART ST
BROAD ST
CONECUH ST
MADISON ST
QUINN ST
OLD RIVER RD
RUSSELL HARBER RD
RUSSELL HARBER RD
HIGHWAY 90
BAYOU DR
BERRYHILL RD
MILTON CEMETERY CIR
MONROE ST
BERRYHILL ST
ROSE ST
BRUNER ST
MARGARET ST
YEW ST
RIVERWALK ST
WILLING ST
ELVA ST
ELVA ST
CAROLINE ST
CAROLINE ST
BRUNER ST
MARY ST
DR MARTIN LUTHER KING JR DR
ANN ST
ESCAMBIA ST
SANTA ROSA ST
ELMIRA ST
OAK ST
PIKE ST
PINE ST
ALICE ST
WALTON ST
CANAL ST
COMBS ST
JASMINE ST
BALDWIN ST
MUNICIPAL DR
WALKER ST
FILMORE ST
PANZIK LN
HENRY ST
SUSAN ST
JACKSON LN
OLD HIGHWAY 90
0 250 500 1,000 Feet
N
W
E
S
CITY OF MILTON

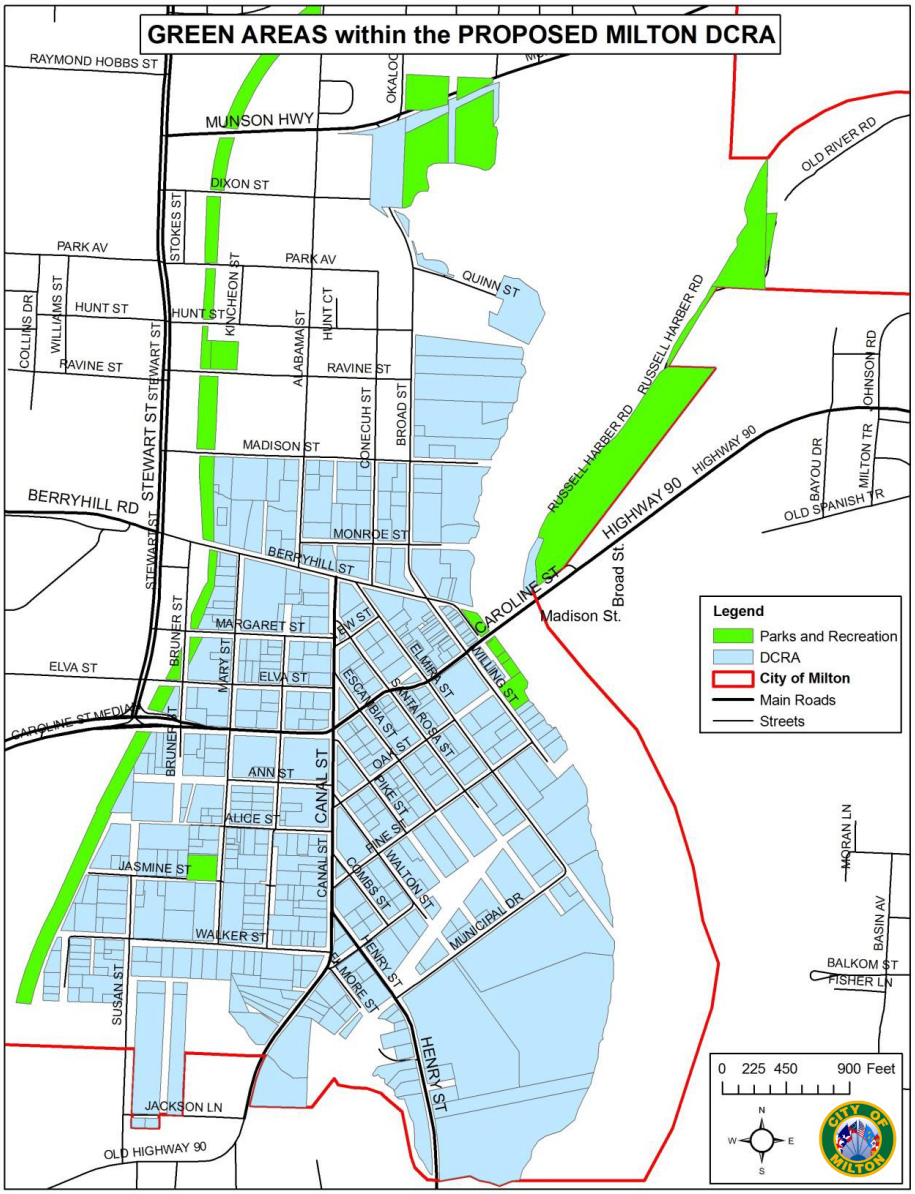

GREEN AREAS within the PROPOSED MILTON DCRA
RAYMOND HOBBS ST
MUNSON HWY
OKALOC
DIXON ST
STOKES ST
PARK AV
PARK AV
QUINN ST
OLD RIVER RD
COLLINS DR
WILLIAMS ST
HUNT ST
HUNT ST
KINCHEON ST
HUNT CT
ALABAMA ST
RAVINE ST
RAVINE ST
STEWART ST
STEWART ST
CONECUH ST
BROAD ST
MADISON ST
RUSSELL HARBER RD
RUSSELL HARBER RD
HIGHWAY 90
HIGHWAY 90
JOHNSON RD
MILTON TR
OLD SPANISH TR
OLD BAYOU DR
BERRYHILL RD
MONROE ST
BERRYHILL ST
CAROLINE ST
Broad St.
Madison St.
BRUNER ST
MARGARET ST
ELM ST
ELMIRA ST
WILLING ST
ELVA ST
MARY ST
ELVA ST
ESCAMBIA ST
SANTA ROSA ST
CAROLINE ST MEDIAN
BRUNER ST
ANN ST
OAK ST
PIKE ST
CANAL ST
ALICE ST
PINE ST
WALTON ST
JASMINE ST
CANAL ST
COMBS ST
MUNICIPAL DR
WALKER ST
HENRY ST
GILMORE ST
SUSAN ST
HENRY ST
JACKSON LN
OLD HIGHWAY 90
MORAN LN
BASIN AV
BALKOM ST
FISHER LN
Legend
Parks and Recreation
DCRA
City of Milton
Main Roads
Streets
0 225 450 900 Feet
N
W
E
S
CITY OF MILTON

Figure 7

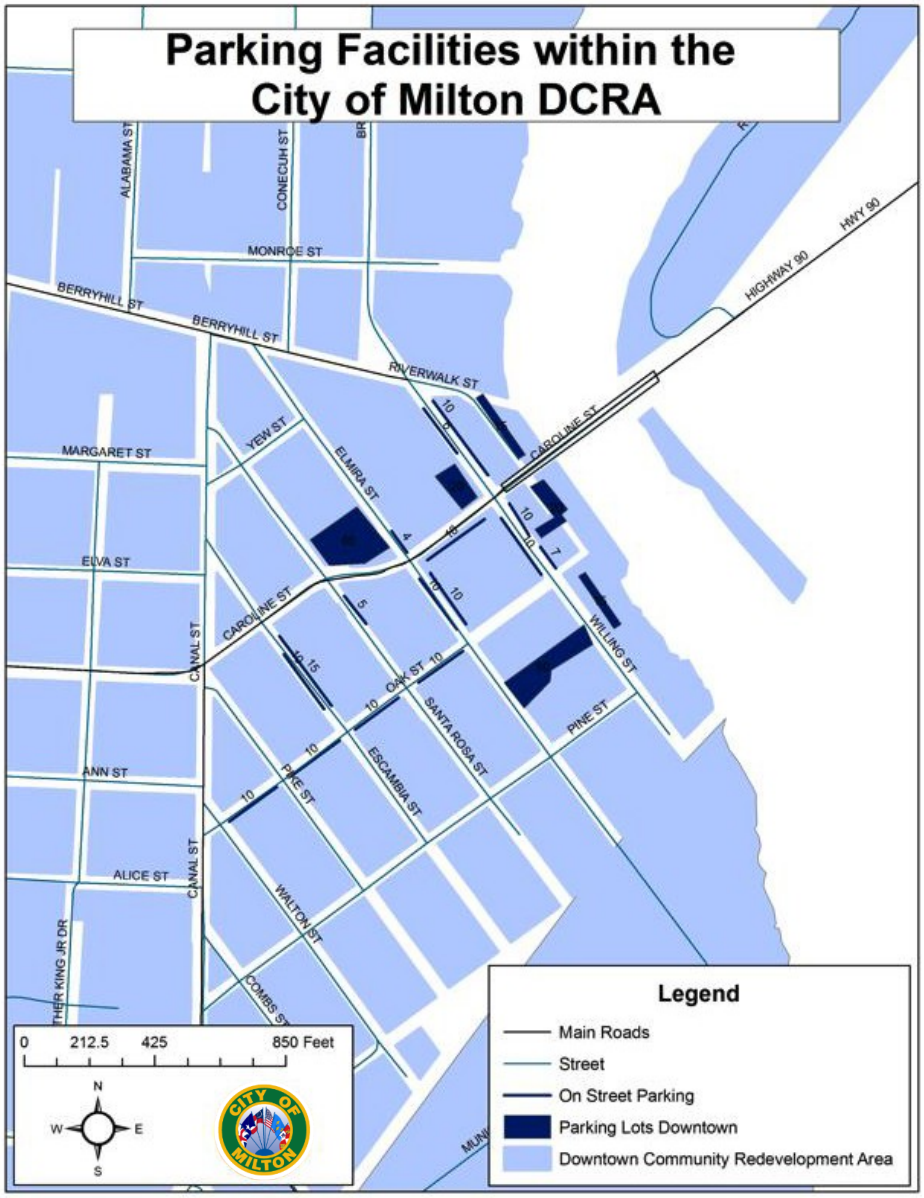
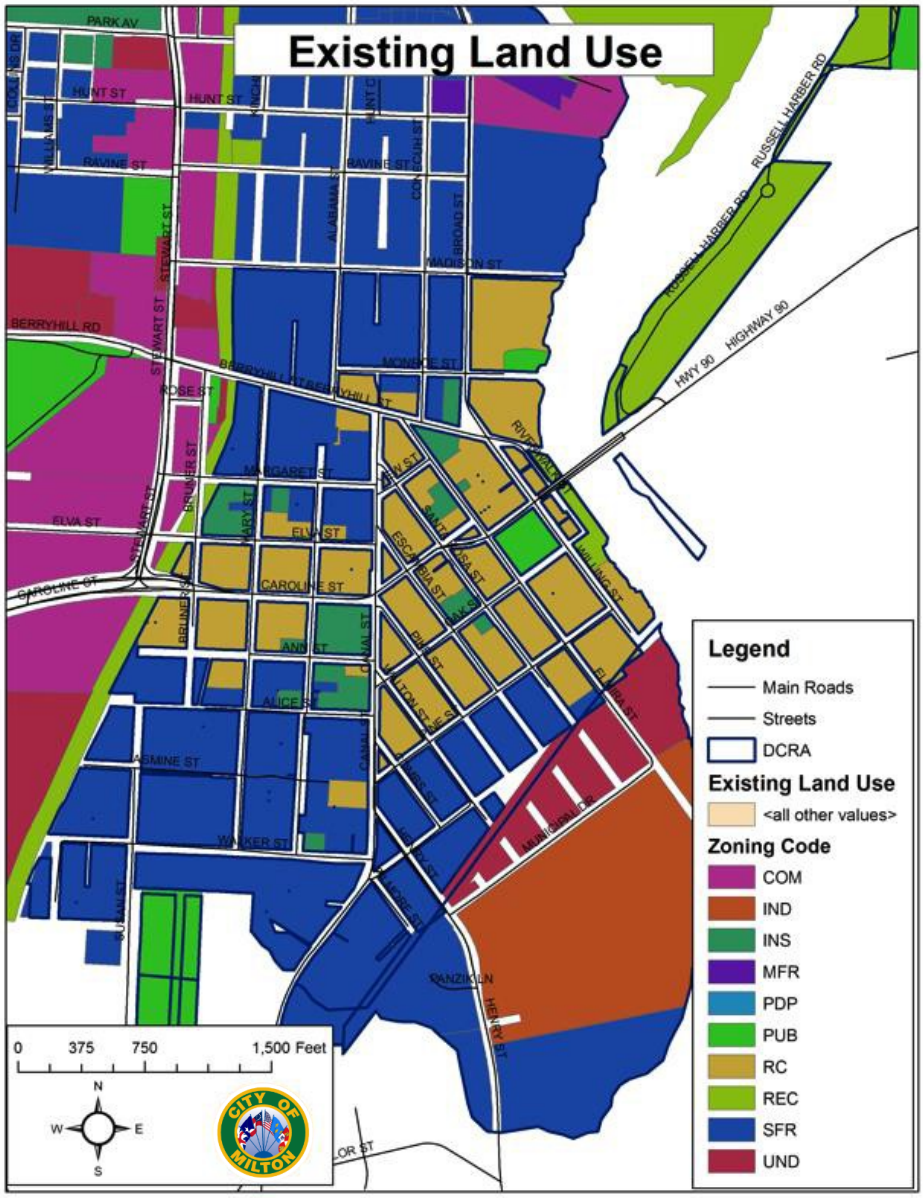

Parking Facilities within the City of Milton DCRA
ALABAMA ST
CONECUH ST
MONROE ST
BERRYHILL ST
BERRYHILL ST
RIVERWALK ST
HIGHWAY 90
HWY 90
CAROLINE ST
MARGARET ST
YEW ST
ELMIRA ST
ELVA ST
CAROLINE ST
CANAL ST
WILLING ST
OAK ST
SANTA ROSA ST
PINE ST
ANN ST
ESCAMBIA ST
PINE ST
ALICE ST
CANAL ST
WALTON ST
COMBS ST
Legend
Main Roads
Street
On Street Parking
Parking Lots Downtown
Downtown Community Redevelopment Area
0 212.5 425 850 Feet
N
W
E
S
CITY OF MILTON

Figure 8


Existing Land Use
Legend
Main Roads
Streets
DCRA
Existing Land Use
<all other values>
Zoning Code
COM
IND
INS
MFR
PDP
PUB
RC
REC
SFR
UND
0 375 750 1,500 Feet
N
W
E
S
PARK AV
HUNT ST
RAVINE ST
STEWART ST
BERRYHILL RD
ROSE ST
MADISON ST
MONROE ST
RUSSELL HARBER RD
HWY 90
HIGHWAY 90
MARGARET ST
ELVA ST
CAROLINE ST
ANN ST
ALICE ST
ASHMINE ST
WALKER ST
BROAD ST
ALABAMA ST
COLLINS ST
BRUNER ST
MARY ST
ESCAMBIA ST
SANTA ROSA ST
BILLING ST
ELM ST
DANZIGER LN
HENRY ST

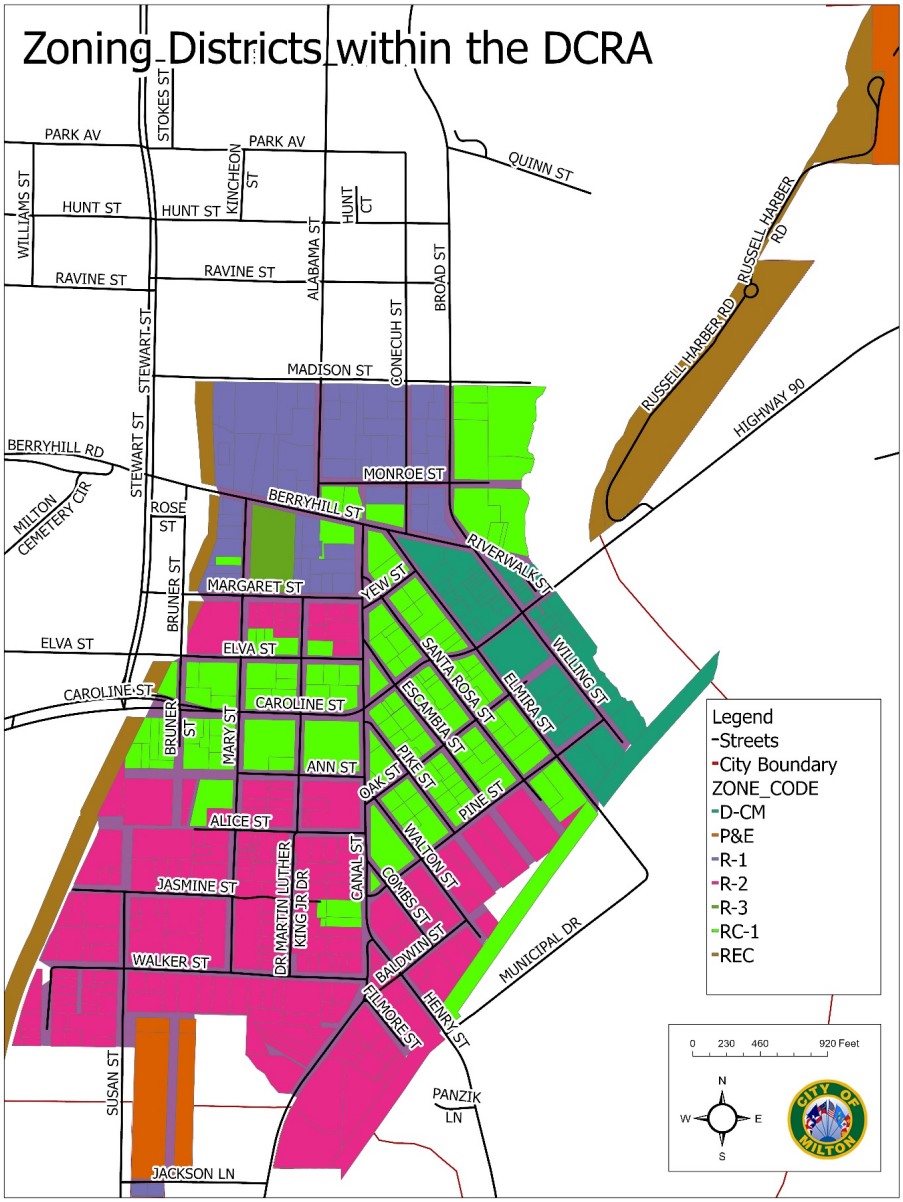
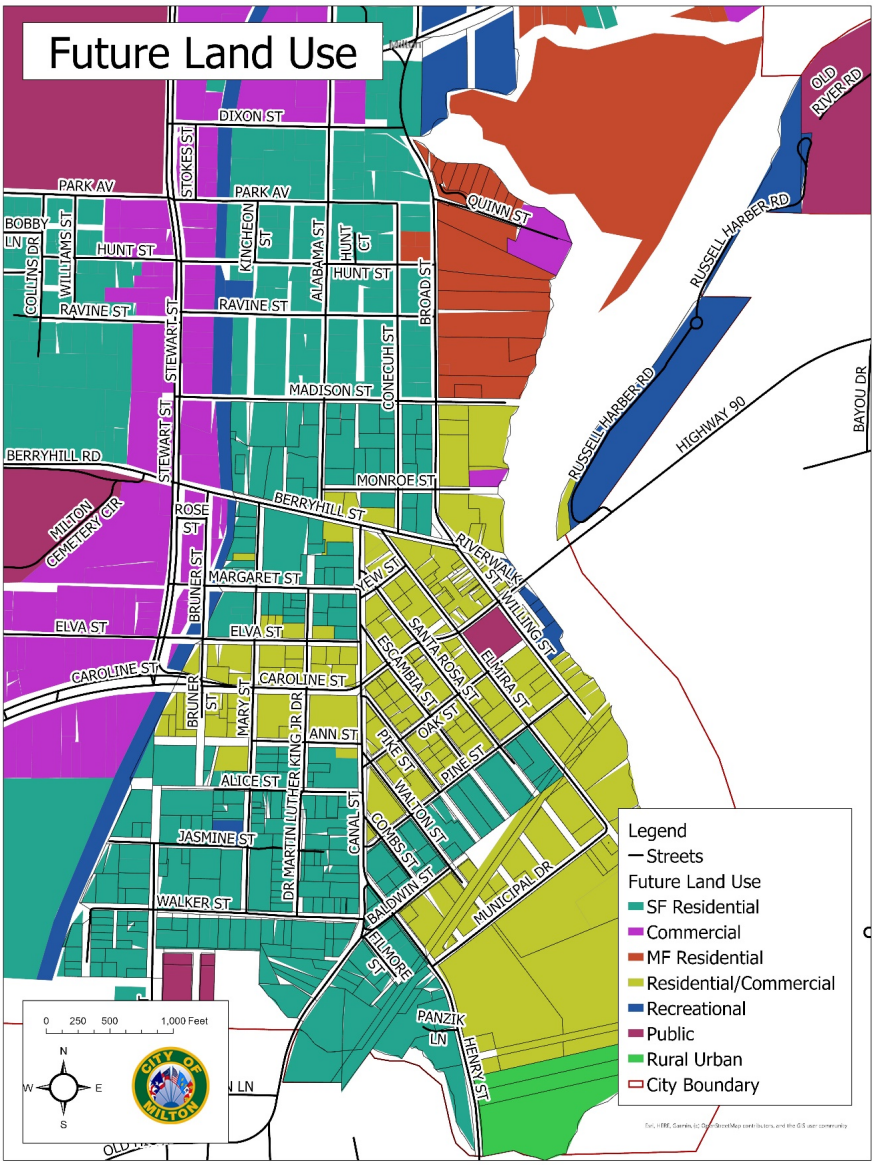
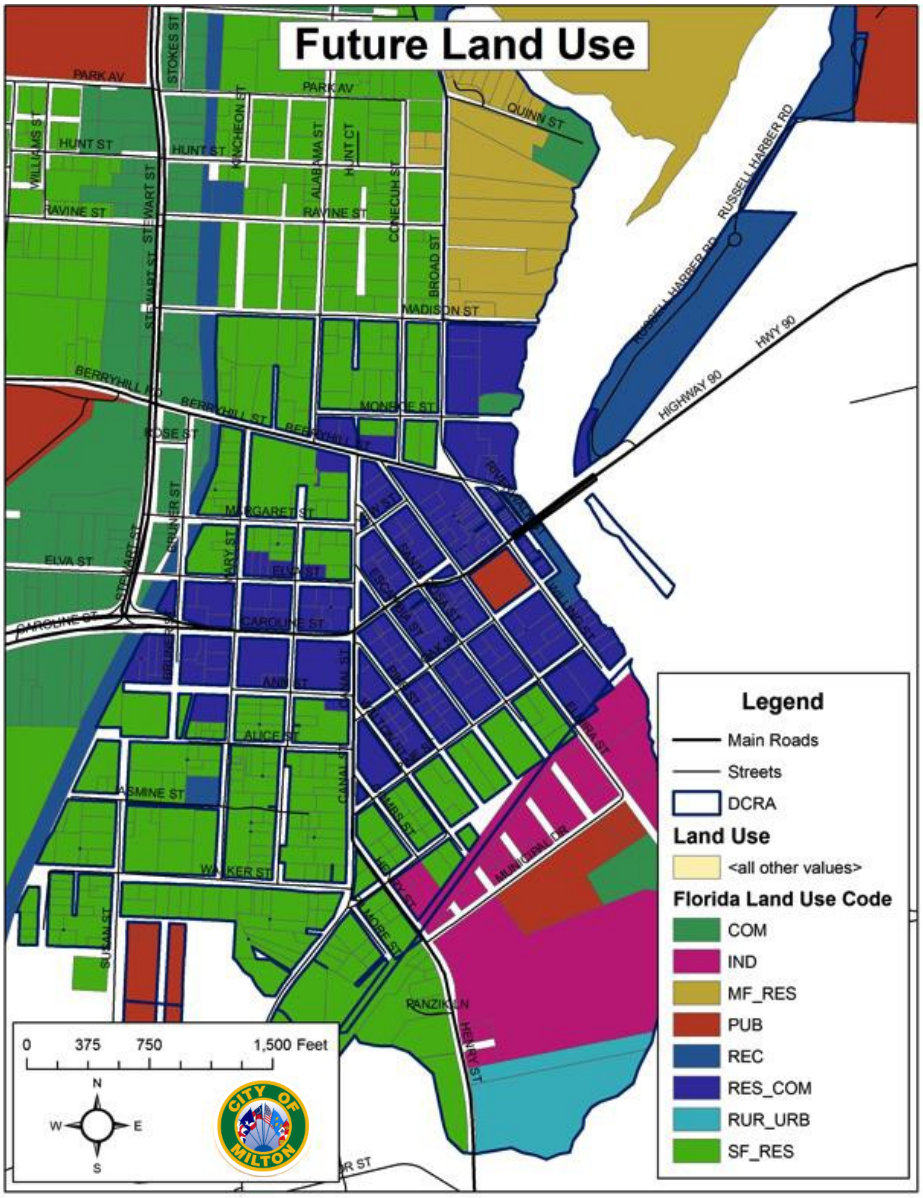

Zoning Districts within the DCRA
PARK AV
STOKES ST
PARK AV
KINCHEON ST
QUINN ST
WILLIAMS ST
HUNT ST
HUNT ST
HUNT CT
RAVINE ST
RAVINE ST
ALABAMA ST
BROAD ST
RUSSELL HARBER RD
RUSSELL HARBER RD
STEWART ST
STEWART ST
CONECUH ST
MADISON ST
HIGHWAY 90
BERRYHILL RD
MILTON CEMETERY CIR
MONROE ST
BERRYHILL ST
ROSE ST
RIVERWALK ST
BRUNER ST
MARGARET ST
YEW ST
ELVA ST
ELVA ST
SANTA ROSA ST
WILLING ST
CAROLINE ST
CAROLINE ST
ESCAMBIA ST
ELMIRA ST
BRUNER ST
MARY ST
ANN ST
PIKE ST
OAK ST
PINE ST
ALICE ST
WALTON ST
CANAL ST
JASMINE ST
COMBS ST
DR MARTIN LUTHER KING JR DR
BALDWIN ST
WALKER ST
MUNICIPAL DR
FILMORE ST
HENRY ST
SUSAN ST
PANZIK LN
JACKSON LN
Legend
Streets
City Boundary
ZONE_CODE
D-CM
P&E
R-1
R-2
R-3
RC-1
REC
0 230 460 920 Feet
N
W
E
S
CITY OF MILTON

Figure 9


Future Land Use
DIXON ST
STOKES ST
PARK AV
PARK AV
BOBBY LN
WILLIAMS ST
HUNT ST
KINGHEON ST
ALABAMA ST
HUNT CT
HUNT ST
QUINN ST
COLLINS DR
RAVINE ST
RAVINE ST
STEWART ST
STEWART ST
BROAD ST
CONECUH ST
MADISON ST
BERRYHILL RD
MONROE ST
BERRYHILL ST
MILTON CEMETERY CIR
ROSE ST
BRUNER ST
MARGARET ST
YEW ST
RIVERWALK ST
WILLING ST
ELVA ST
ELVA ST
CAROLINE ST
CAROLINE ST
BRUNER ST
MARY ST
MARTIN LUTHER KING JR DR
ANN ST
ESCAMBIA ST
SANTA ROSA ST
ELMIRA ST
OAK ST
PIKE ST
PINE ST
ALICE ST
WALTON ST
CANAL ST
COMBS ST
JASMINE ST
BALDWIN ST
MUNICIPAL DR
WALKER ST
FILMORE ST
PANZIK LN
HENRY ST
RUSSELL HARBER RD
RUSSELL HARBER RD
HIGHWAY 90
BAYOU DR
OLD RIVER RD
Legend
Streets
Future Land Use
SF Residential
Commercial
MF Residential
Residential/Commercial
Recreational
Public
Rural Urban
City Boundary
0 250 500 1,000 Feet
N
W
E
S
CITY OF MILTON


Future Land Use
Legend
Main Roads
Streets
DCRA
Land Use
<all other values>
Florida Land Use Code
COM
IND
MF_RES
PUB
REC
RES_COM
RUR_URB
SF_RES
0 375 750 1,500 Feet
N
W
E
S
PARK AV
HUNT ST
RAVINE ST
MADISON ST
BERRYHILL RD
MONROE ST
ROSE ST
MARGARET ST
ELVA ST
CAROLINE ST
ANN ST
ALICE ST
JASMINE ST
WALKER ST
QUINN ST
RUSSELL HARBER RD
HWY 90
HIGHWAY 90
RANZIKEN
HENRY ST
STEWART ST
BROAD ST
CONECUH ST
ALABAMA ST
KINCHEON ST
WILLIAMS ST
STOKES ST
CITY OF MILTON

Problem Analysis

Analysis of the current problems facing the City of Milton's DCRA is essential to the proper development of a redevelopment plan and strategy. Only through such analysis will it be possible to identify and prioritize the obstacles to redevelopment, which must be overcome. Once these development obstacles have been identified, it becomes possible to formulate a redevelopment strategy designed to accurately direct public sector expenditures and encourage private sector financial commitment.

In order for any county or municipality to exercise powers under the Community Redevelopment Act of 1969, the governing body of the area (The Milton City Council) must adopt a resolution finding that slum or blighted areas exist in the area and that rehabilitation, conservation, or redevelopment of such an area is necessary in the interest of the public, health, safety, morals or welfare of the residents of the county or municipality. Under Florida Statute 163.340, slum and blighted areas are defined as:

> (7) "Slum area" means an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty, or crime because there is a predominance of buildings or improvements, whether residential or nonresidential, which are impaired by reason of dilapidation, deterioration, age, or obsolescence, and exhibiting one or more of the following factors:
> (a) Inadequate provision for ventilation, light, air, sanitation, or open spaces;
> (b) High density of population, compared to the population density of adjacent areas within the county or municipality; and overcrowding, as indicated by government- maintained statistics or other studies and the requirements of the Florida Building Code; or
> (c) The existence of conditions that endanger life or property by fire or other causes.
> (8) "Blighted area" means an area in which there are a substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property, and in which two or more of the following factors are present:
> (a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
> (b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;
> (c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
> (d) Unsanitary or unsafe conditions;
> (e) Deterioration of site or other improvements;
> (f) Inadequate and outdated building density patterns;
> (g) Falling lease rates per square foot of office, commercial, or industrial

space compared to the remainder of the county or municipality;

(h) Tax or special assessment delinquency exceeding the fair value of the land;

(i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
(j) Incidence of crime in the area higher than in the remainder of the county or municipality;
(k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
(l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;
(m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or
(n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.
However, the term "blighted area" also means any area in which at least one of the factors
identified in paragraphs (a) through (n) are present and all taxing authorities subject to
s. 163.387(2)(a) agree, either by interlocal agreement or agreements with the agency or by resolution, that the area is blighted. Such agreement or resolution shall only determine that the area is blighted. For purposes of qualifying for the tax credits authorized in chapter 220, "blighted area" means an area as defined in this subsection.

The City of Milton DCRA is clearly a blighted area based on the preceding examinations of existing conditions. According to Florida Statute 163.340 and the State's definition of "Slum area" and "Blighted area", the area in question is indeed a blighted area. The area fulfills the Florida blighted area requirements found in sections 163.340(7) (b) and 163.340(7) (e).

Section (b) states that the "aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions". After reviewing this data within the proposed community redevelopment area (CRA) it was found that approximately 67% of all properties had experienced a decrease or minimal increase in assessed property values (See Table 13).

Section (e) states "deterioration of site and other improvements" has been found within the area. After individually assessing the property conditions of each property within the community redevelopment area it was found that almost 40% of properties were in a deteriorated condition (See Figure 4).

The elimination of blight is the overall problem facing the City of Milton and the DCRA, and the adoption of this plan will serve to establish many of the mechanisms necessary to

accomplish this. Since this plan must address the specific problem areas that should be corrected if blight is to be eventually eliminated. These have been identified and are presented in the following list:

- Inadequate off-street and on-street parking in the CBD for development and/or redevelopment
- General deteriorated and unattractive appearance of the DCRA
- Disjointed street layout

- General deterioration and unattractive appearance of the riverfront
- Decrepit condition of the housing stock
- Lack of economic activity in the DCRA
- Need for more retail establishments in the DCRA

The following Community Redevelopment Strategy addresses all of the preceding problems and establishes policies and procedures, if implanted, will serve to encourage redevelopment and the corresponding elimination of blight.

~~Table 11~~

Community Redevelopment Area Blight Data

Street	Total Increase	Total Decrease	Difference	Pattern	Percentage Decreased or Minimally Increased	Total Taxable Values	Comments
Alice	18,296	11,026	7,270	Increased	67%	106,160	
Ann	29,056	0	29,056	Increased	0%	18,957	
Baldwin	11,115	0	11,115	Increased	0%	50,000	
Berryhill	11,983	14,516	-2,533	**Decreased**	67%	140,170	
Bruner	0	13,442	-13,442	**Decreased**	100%	47,014	
Canal	76,301	249,262	-172,961	**Decreased**	58%	979,634	
Caroline	229,023	203,204	25,819	Increased	75%	1,940,562	
Combs	14,239	570	13,669	Increased	25%	71,823	
Dr. Martin Luther	37,897	37,471	426	**Increased**	60%	271,254	**Insignificant Increase**
Elmira	89,371	88,897	474	**Increased**	50%	700,808	**Insignificant Increase**
Elva	5,910	8,566	-2,656	**Decreased**	50%	56,194	
Escambia	2,952	55,967	-53,015	**Decreased**	83%	267,455	
Filmore	2,919	0	2,919	Increased	0%	25,148	
Henry	56,162	7,394	48,868	Increased	60%	207,601	
Jackson	4,037	0	4,037	Increased	0%	18,749	
Jasmine	15,008	0	15,008	Increased	80%	156,867	
Margaret	24302	36972	-12,670	**Decreased**	45%	189,573	
Mary	31009	89096	-58,087	**Decreased**	63%	429,338	
Oak	106249	101727	4,522	**Increased**	63%	356,577	
Pike	10545	13134	-2,589	**Decreased**	50%	114,140	
Pine	153023	25871	127152	**Increased**	25%	417,982	
Santa Rosa	28938	68064	-39,126	**Decreased**	63%	333,090	
Susan	8353	4097	4,256	**Increased**	75%	113,475	

Walker	**69222**	**83220**	**-13,998**	**Decreased**	**64%**	**265,120**	

Table 8

Mary	31009	89096	-58,087	**Decreased**	63%	429,338	
Oak	106249	101727	4,522	Increased	63%	356,577	
Pike	10545	13134	-2,589	**Decreased**	50%	114,140	
Pine	153023	25871	127152	Increased	25%	417,982	
Santa Rosa	28938	68064	-39,126	**Decreased**	63%	333,090	
Susan	8353	4097	4,256	Increased	75%	113,475	
Walker	69222	83220	-13,998	**Decreased**	64%	265,120	

Community Redevelopment Strategy

It is essential that the strategy for redevelopment take all of the existing assets and liabilities of the DCRA in account and be structured in such a manner so as to provide as much flexibility as possible to private developers, and at the same time institute controls which will serve to maintain developmental quality consistent with the desires of the citizens of Milton

The strategy for redevelopment of the Downtown Community Redevelopment Area (DCRA) is divided into eight categories as follows:

- Blackwater Riverfront~~walk~~ Master Plan
- Traditional Neighborhood District
- Southern Parcel
- Tourism District
- Land Use
- Rehabilitation and Conservation
- Traffic and Roadways
- Incentives

These actions are the roadmap to increasing activity within the CRA, providing new activity options for residents and ~~visitors~~visitors, and enhancing the tax base of the area. A prioritization of key CRA actions, as well as a list identifying key catalyst projects (both public and private) whose completions will encourage further development and business and visitor attraction to the CRA.

The Community Redevelopment Strategy includes:

- Completion of various segments of the Blackwater River Riverwalk
- Construction of the proposed Marina Circle Project
- Preparation of an Infrastructure Master Plan for the DCRA to meet roadway, streetscape, stormwater, and utility needs in the area
- Use of the CRA Marina site on Quinn Street and the proposed Market Area on the corner of Berryhill and Broad Street as a central gathering point with facilities for events, interactive children's playground and a museum/information center
- Continued implementation of the City's Commercial Façade Grant Program to reduce blight in the CRA
- Establishment and implementation of a Residential façade grant program
- Construction of public parking facilities
- Development of the property south of the CSX Railroad into a productive mixed use area

Potential DCRA actions within the Riverwalk include:

- Construct the missing Riverwalk from Carpenter's Park to the current Northern

terminus

- Install an entrance feature to the Riverwalk at Monroe Street
- Establish, through construction or agreement, parking throughout the Marina Circle and the Monroe Street entrance
- Continue to add necessary and desired public facilities (including restrooms and parking) throughout the new Riverwalk areas.
- Design and install a way finding signage system.

- Obtain easements from private property owners and construct access paths for the Riverwalk.
- Develop an incentive program for developers seeking to build targeted private commercial establishments

Potential DCRA actions South of the CSX Railroad include

- ~~Rezone the property from Industrial to Residential-Commercial 1~~
- The eventual relocation of the City of Milton's Sewage Treatment Plant
- The development of a mixed-use development that provides high-quality, high-density residential structures
- The development of retail and restaurant commercial buildings to increase the economic base of the area
- To develop so that the area can make use of the deep water found directly off the bank of the property

~~Blackwater Riverwalk~~City of Milton/Village of Bagdad Riverfront Master Plan

By following the guidelines of the ~~Blackwater Riverwalk~~City of Milton/Village of Bagdad Riverfront Master Plan, the City will be able to progressively jumpstart the development of the DCRA. This plan calls for the development of such things like a Marina Circle on Quinn Bayou, a dog park, a permanent farmers market, a professional rowing facility, a children's splash pad, or even a kayak rental shop. In many cities across the country, the presence of a well-developed and attractive park network, such as the proposed Riverwalk, serves to attract other businesses. These businesses tend to be either small hospitality or retail in ~~nature, and~~nature and are exactly the commercial industries that will help the DCRA combat its economic decline. In turn these businesses attract residents and a cycle of development and growth is created. Other development projects referenced in the following sections will also serve as a stimulus to redeveloping the DCRA.

Traditional Neighborhood District

~~Another action to be done by the city is to establish a Traditional Neighborhood District to include all parts of the DCRA. This District will allow the City to regulate the development of the DCRA in a way that is conducive with the geography of the DCRA while still allowing the area to grow in a way acceptable for the future purpose of the area in respect to the City of Milton as a whole.~~

The smart growth law defines traditional neighborhood development to mean: compact, mixed-use neighborhood where residential, commercial and civic buildings are within close proximity to each other. It is a planning concept that is based on traditional small town and city neighborhood development principles. Traditional neighborhood development is, in part, a reaction to the ~~often inefficient~~often-inefficient use of land and infrastructure and lack of a

sense of community in many newer developments.

Traditional neighborhood development is found in the older parts of Florida's cities and ~~Town's~~towns, parts that were often developed before World War II. Interest among consumers in traditional neighborhood development appears to be growing with other traditional neighborhood development projects in the planning stages. Traditional neighborhood development is one of a variety of planning concepts that share similar themes. These modules include neo-traditional development, new urbanism, form based codes, urban villages, hamlets, compact communities, transit-oriented development, pedestrian pockets, and the revitalization of existing traditional communities.

~~By referencing Article III Section 13 of the City of Milton's Code of Ordinances titled "Milton's Ordinance for Traditional Neighborhood Development in the CRA", one can see exactly what measures the City uses to guide the development of traditional neighborhoods. Expanding the TND to include all of the DCRA area referenced in this plan and rezoning the area to RC-1 will allow the City to guide the DCRA into a well-developed community serving many different functions to its residents. The TND expansion will also allow for the increased use of aesthetic guidelines in the development of new structures and communities within the DCRA.~~

Southern Parcel

The large parcel on the most southern portion of the DCRA boundaries, below the CSX Railroad is currently a mostly vacant parcel ~~zoned Industrial~~that was recently rezoned to a Residential Commercial Zoning District to support the intent of future growth in that portion of the community. This rezoning allows any development of the parcel to be conducive with TND guidelines, the Downtown area, and even the Blackwater Riverfront Master Plan. A continuous and similar feel and atmosphere could then be accomplished throughout all parts of the DCRA providing the stimulus needed to attract visitors, businesses, and residents. The deep bank adjacent to the parcel would also serve as an attraction as larger vessels that cannot go further upriver would be able to make use of the area. The area would then become a perfect site for the development of mixed-use residential community.

Historically, the area was used as an industrial site because of the deep channel directly off the shore that allowed large boats to deliver goods into the City. Over time the economy of scale negated the benefits of the area and the industries moved to larger, more remote areas where work could be done for fractions of the price. Since ~~then~~then, the parcel has been left mostly unaffected by any development and is mostly vacant. Next to the western edge of this parcel the City built their sewage treatment plant. While this may seem like a negative incentive to developing on the aforementioned parcel, a new sewage treatment plan is currently in the immediate development process so that the existing one can be shut down. This relocation of the sewage plant is physically ~~years~~several away from ~~accomplishment~~opening, but the City is currently actively making all the strides necessary for the change to occur as fast as possible. Even without the relocation of the sewage treatment plant, development could still occur in the area in question because the area of development

would generally always be upwind of the plant. ~~Therefore~~Therefore, there would be minimal negative effects of being near the plant.

In order to increase development within the DCRA and bring back commercial functions that would increase economic activity, the Planning and Zoning Department of the City of Milton believes the parcel should be rezoned to a RC-1 district. ~~This rezoning would allow any development of the parcel to be conducive with TND guidelines, the Downtown area, and even the Blackwater Riverwalk. A continuous and similar feel and atmosphere could then be accomplished throughout all parts of the DCRA providing the stimulus needed to attract visitors, businesses, and residents. The deep bank adjacent to the parcel would also serve as an attraction as larger vessels that cannot go further upriver would be able to make use of the~~

~~area. The area would then become a perfect site for the development of mixed-use residential community.~~

Tourism District

The purpose of the ~~proposed~~ City of Milton Tourist Development District is to promote the rich cultural heritage of the City of Milton while encouraging economic development within the district. It would apply to a part of the same area as the Traditional Neighborhood District and will potentially provide ad valorem tax incentives and impact fee reductions to certain targeted businesses. These include Lodging, Bed & Breakfasts, Restaurants, Dining Establishments, and Retail Goods. By incentivizing these commercial entities within the District, the Planning and Zoning Department hopes to direct the flow of tourism and economic gain back into this specific area. The Tourism District will then be able to be a key aspect of allowing the DCRA to recover from its general economic decline and allow local businesses to easily return to the area. More information about the specifics of the incentive program within the Tourism District can be obtained from the City.

Land Use – Residential

Residential use should be permitted within the Central Business District in the residential, commercial office, and retail mixed use district as designated on the Future Land Use Map as well as in areas designated as single family districts and one and two family districts (See Figure 9). The creation of this new mixed-use district will permit private developers to redevelop the area according to the highest and best economic potential. In order to ensure that the development within all districts contained in the DCRA will be in keeping with the desires of the citizens, the City of Milton should establish an expedited review and ensure that they are consistent with the mixed use zoning ordinance, and any other architectural controls established by Council. These controls should address building facades, signage, lot coverage, and the general character the citizens desire the downtown area to reflect.

One and two family residential, as well as multiple family residential, uses should be permitted in the mixed-use district. This will permit a transition from commercial use, which will most likely in the heart of the CBD to lower density residential uses, which will most likely redevelop in the surrounding fringe areas. Density levels for multiple family development located within in the mixed use district may be different than multiple family development located in R-3 zones, areas of low density housing are now being converted to office and other commercial uses in several portions of the DCRA contained within the proposed mixed use district, this should be permitted as long as the structure is no longer economically viable for residential use and as long as the conversion meets approval. Mixed low intensity and medium density (one and two family) residential land use should be permitted and encouraged adjacent to the mixed use district. This is the predominate land use that currently exists in the residential portion of the DCRA and is designated on Figure 9 as the one and two

family district. Low-density (single family) residential land use should continue where it does not conflict with other strategies and~~d~~

should be permitted adjacent to the mixed-use district in the northern portion of the DCRA. This single-family district is also designated on Figure 9.

Land Use – Commercial

Both commercial office space and retail commercial land use should be permitted within the mixed-use district where economically viable. Retail commercial land uses should be of the neighborhood commercial variety, including eating and drinking places and selected specialty retailers. Initially the majority of these specialty retailers will most likely be establishments designed to serve the redevelopment commercial offices located in the CBD.

Commercial office space utilization should be encouraged throughout the mixed-use district and will most likely be the type of development, which will occur initially. The redevelopment of existing single-family structures located in the single family and the one- and two-family district to commercial office space should not be allowed.

Land Use – Public Open Space, Parks, and Recreation Areas

Land use devoted to open space and parks should be increased vastly. The types of open space and parks to be added in the DCRA should included: 1- landscaped areas and a riverwalk along Blackwater River (See Blackwater Riverfront Master Plan), 2-conservation easements in a greenbelt around the DCRA, and 3- a fully developed park and recreation area located on the north side of U.S. Highway 90 on the west side of Blackwater River. The location of all of these proposed open space and park areas can be seen in the included Master Plan. In addition, the City should strive to improve and fully maintain all existing park and recreational areas.

The public sector should be involved in the acquisition and maintenance of this existing park and the proposed riverwalk development to be located on the north side of U.S. Highway 90. This additional park area should be developed to meet the proposed increase in population density and to increase the aesthetic appeal of the riverfront area. To increase the interest of development in the DCRA, this riverwalk development should be designed to attract as many visitors as possible and should be utilized as the location for all local special activities such as the Riverwalk Arts Festival.

Public involvement in the acquisition of all other green areas, parks, and recreational areas located in the DCRA should held to a minimum, this can be done by using public easements, deed restrictions, and low maintenance facilities. Conservation easements should be acquired along the DCRA boundary where trees and open areas already exist, this will serve as a aesthetically pleasing boundary for the DCRA and also provide opportunity for residents to visit minimally disturbed natural areas in an urban environment, public easements should definitely be acquired along the riverfront areas which are scheduled for development, this will serve to preserve the waterfront for the use of all citizens and will assist in bringing

people back to the area.

Land Use – Institutional

Institutional land use, such as government, educational, and church-related, should only be allowed when adequate provisions are made for off-street parking for both visitors and employees. Any required expansion of the institutions themselves should be encouraged to be located in leased space. This will permit the expansion of the institutional entities while maintaining the commercial, tax-paying land use. Although governmental use is not the highest and best use downtown, it should be allowed and encouraged in the mixed use district since it does bring people back into the area.

As discussions of development of the DCRA continue among different entities located within the DCRA, the location of the Santa Rosa Courthouse has been questioned. The County has indicated that it may move the location of the courthouse out of the DCRA but has not given any final information as to their plans. This makes it very difficult to move forward as the City can not provided incentives to new developers for the area that courthouse currently occupies, nor can it attract new legal businesses since the courthouse may be leaving. Having the county determine the future of the courthouse is a paramount step in developing the DCRA in the future and should be accomplished as soon as possible.

Rehabilitation and Conservation

Whenever economically feasible and consistent with the recommended land use, the concepts of rehabilitation and conservation should be extended to the DCRA. Existing neighborhoods can be conserved by the elimination of conflicting land uses and the use of higher density residential housing as barriers between low-density housing and commercial areas. This will protect the integrity of the residential areas and prevent displacement of existing residents by commercial intrusion. Much of this will be the responsibility of the DCRA and the City of Milton Planning Board.

Traffic

The majority of the traffic circulation system appears adequate to handle the current and future demands. Streets should be kept in good repair, and hazardous and inefficient intersections should be redesigned. It should be noted that emergency access for fire protection could be blocked by trains on the CSX railroad, and for this reason the City should investigate the potential of placing a vehicular overpass over the railroad tracks at some point in the future.

The intersection of Caroline and Willing Street also needs to be addressed as it is incapable of smoothly handling the large volumes of traffic it experiences daily. The narrow streets directly at the intersection and the bridge leading to U.S. Highway 90 are narrower than the streets leading into the area and therefore create a bottleneck effect. This disrupts the flow of traffic and prevents vehicles from efficiently traveling through the area. As future

development occurs within the DCRA this bottleneck needs to be addressed.

~~Table 14~~

Existing Land Use Acreage

Use	Approximate Acres Including Streets	Max Number Dwelling Units per Acre	Maximum Total Dwelling Units
Residential, Single Family	28.75	6	**22**
Residential, One and Two Family	88.36	10	**883**
Residential, Multiple Family	28.59	14	**400**
Open Space	32.73	0	**0**
Total	**178.43**	**30**	**1,305**

Table 8

Source: City of Milton Zoning Ordinance and GIS Database

Redevelopment Policies and Elements

Public/Private Partnerships Policy

It is the policy of the CRA to encourage and leverage public/private partnerships for major projects. In order to participate, the CRA must determine the public benefit, the return on investment, and consistency with the CRA mission, vision, goals and priorities.

Policy On Infrastructure vs. Programs of Incentives

Infrastructure should receive a higher priority
Long-term consideration should be given to business incentives
After provision for recurring expenses, general budget allocation priorities should be as follows:

1) 60% infrastructure
2) 40% ongoing programs and special promotions

Consideration should be given to incentives that leverage other outside funding Further incentives that target building renovation should be explored
City of Milton should be encouraged to consider an increased level of incentives
Promotions Policy

1) Funding priority should be given to grants that supplement rather than fully cover event costs
2) Promotional events should be encouraged to reach self-sufficiency

Policy on Communication with City Commission

Minimally semi-annual meetings
Need to present City with a more precise budget, especially on critical and primary projects
Informal meetings (one-on-one lunches) should be encouraged
Annual Report should be produced

Traffic Circulation

Traffic circulation will not be changed in the residential portion of the DCRA. An increase in traffic volume is expected.

Pedestrian traffic will also increase in residential areas of the DCRA as neighborhood retail activities come back to the area. Therefore, this plan hereby mandates that all new construction require the building of public sidewalks to specification set by the DCR agency.

Environmental Quality

Since the entire DCRA is in an existing urban area, this plan will have an insignificant affect on environmental quality. All construction along the river will be built so that increased runoff from hard surfaces will not flow directly into the river. All construction will be required to hook up to the existing sewer and public utility systems.

Community Facilities, Services, and Schools

Growth will continue to take place in Milton whether or not this plan is implemented. Community facilities, services, and schools will have increased demands put on them as a result of continuing growth. These demands are anticipated by the organizations concerned, and they are making appropriate plans to handle increased demands.

The implementation of this plan will not generate additional growth for Milton; that growth is taking place with or without implementation of this plan. Implementation of this plan will hopefully funnel a portion of the anticipated growth in office, residential, and retail commercial demand into the DCRA. Since no abnormal additional growth, including school population, will result in Milton's as a result of this plan, existing plans for community facilities, services, and schools, are sufficient.

Conclusion

The overall physical and social quality of the neighborhood will be increased as a result of the implementation of this plan. Increased employment will be available to existing and new residents of the DCRA as a result of new office construction, renovation of vacant buildings to office use, and the addition of new retail trade establishments. Housing quality will improve as existing rehabilitation programs are continued and housing is constructed near of in the CBD and new one- and two-family housing is constructed in the DCRA. As population and employment density increase neighborhood retail activities will correspondingly increase making available a wider range of shopping choices to the DCRA residents and employees.

Construction of the Riverwalk Park and provision of the "green belt" will improve resident access to passive and active recreational and pleasantly landscaped areas. The DCRA will once again become a desirable place to live and work.

Agenda Item # 2022-732

Neighborhood Retail Commercial Zoning District

MEETING DATE	PREPARED BY
September 20, 2022	Melissa Short, Admin Assistant/Permit Clerk/Assistant City Clerk

BACKGROUND

Board Review

SUMMARY

Board Review

RECOMMENDATION

ATTACHMENTS

1. MiltonFLCodeofOrdinances Commercial District Standards

6.3 COMMERCIAL DISTRICT STANDARDS

A. **Purpose Statements.**

(1) *C-1 Neighborhood Commercial Zoning District.* The C-1 Neighborhood Commercial District is intended to accommodate local non-residential uses that predominantly serve the needs of the nearby residential neighborhoods. They should be similar in character of the surrounding residential neighborhood. Apartment Complexes and single-family residential dwelling units may be allowed above the ground floor upon development authority approval. The purpose of this district is to allow for the full development of commercial uses while protecting nearby residential properties from the adverse effects of commercial activities.

(2) *C-2 General Commercial Zoning District.* The C-2 General Commercial Zoning District is intended to accommodate those lands and structures used to provide for the retail of commodities and furnishings of selected services, trades and other commercial enterprises within the Planning Area. The C-2 District addresses primarily auto-oriented retail, both individual businesses and retail centers, with the intent of improving the pedestrian environment along the existing corridors. Limited mixed-use development with residential dwelling units above the ground floor and higher density, multi-family residential development may be allowed upon development authority approval.

(3) *C-3 High Intensity Commercial Zoning District.* The purpose of the C-3 High Intensity Commercial Zoning District is to accommodate regional commercial centers, wholesale distribution, storage, and light manufacturing. The C-3 District provides for large-scale development that may generate a sizeable amount of traffic and typically requires significant off-street parking. High density multi-family development is allowed and shall adhere to the standards required in the R-3 Zoning District.

B. **General Commercial Districts Dimensional Standards.**

(1) *Exception to Front Building Line Setback.*

a. Where the construction of a commercial structure is proposed within 50 feet of an existing commercial structure(s) and where the existing commercial structure(s) have been constructed at less than the minimum or maximum required front yard setback, then the development approval authority may permit construction of the proposed structure with a front yard setback less or greater than that required by these regulations; provided that the allowed setback is consistent with the average setback of the existing adjacent structures.

(2) *Ground floor area limitation.*

a. New commercial buildings may not exceed 100,000 gross square feet in ground floor area.

b. New commercial buildings greater than 50,000 gross square feet must obtain special exception approval as identified in Article 3. In determining whether to grant an increase in ground floor size beyond 50,000 square feet, the board of adjustment and city council shall consider the following factors:

i. The site has safe, immediate access to Highway 87, 89, and/or 90.

ii. The building site will provide convenient interconnections with adjacent uses and properties that serve both pedestrians and automobiles.

iii. The architectural design of the building reduces the perceived size of the building by appropriate articulations and variations in the massing, façade, roofline, materials, colors, and textures of the building exterior.

iv. The building and site meets or exceeds all other standards set forth in this section and by this Unified Development Code.

v. The owner/developer shall be required to reclaim the site for other development purposes if the facility is abandoned/unused for a period of 24 months.

(3) *Building height.*

a. Where permitted in a district, non-residential buildings may be increased in height; provided that the building is set back from all yard lines one additional foot for each three feet such building exceeds the height limit of the zoning district in which the building is located. However, no such structure shall exceed five stories or 60 feet in height, except as provided in Subsection 4.2(K). Height increase above those indicated in the underlying zoning district provided in section 6.3(C) may require Board of Adjustment approval.

b. Any building of which 50 percent or more is located within 250 feet of the centerline of an arterial street shall be no more than three stories in height. A relief from height restrictions shall only be allowed if special use approval is granted by the Board of Adjustments, in accordance with procedures in Article 3.

c. In deciding whether to grant a height increase, the Board shall consider the following factors and others:

i. Proximity and relationship of the proposed building to other buildings.

ii. Fire and Life Safety.

iii. Impact of the proposed building on single-family residences on nearby tracts.

iv. Topography and vegetation that screen the view of the proposed building.

v. On-site screening and/or landscaped buffers.

vi. Provision of public open space in exchange for increased building height.

vii. The effect of additional building height on traffic congestion.

viii. Access of the site to major traffic arteries.

ix. Economic development opportunities for the city.

x. The necessity of greater building height to the function of the proposed use.

xi. The quality of the architectural design and its compatibility with its surroundings.

(4) *Residential Standards for the C-1, C-2 and C-3 Commercial Districts.* Residential subdivisions, where allowed, shall comply with the yard requirements of the underlying zoning district, the requirements of Subsection 6.2(E)(4), all applicable standards of this code relating to landscaping, access management, parking, stormwater and other, as well as the following requirements:

a. Reverse-fronting lots are required for residential subdivisions along streets classified as arterials or collectors, subject to subsection (4)(b) of this section. Reverse-fronting residential lots shall be platted with a landscaped access easement, meeting the requirements of Subsection 12.5, restricting vehicular access placed adjacent to the public right-of-way. Such easement shall be a minimum of 20 feet in depth and include one of the following:

i. A continuous four-foot high solid wall constructed entirely of brick or stone masonry with decorative elements to include material and color changes, trim, and coping.

ii. A four- to six-foot high fence constructed of a combination of brick or stone masonry pillars with iron pickets.

iii. A four- to six-foot high wood privacy fence with a vegetated strip of canopy trees, shrubs, and groundcover that provide a full landscape buffer in front of the fence.

b. If a residential lot is separated from the arterial or collector street by a minimum 20-foot wide landscaped strip and a residential street, a residential lot may face an arterial or a collector street. Multi-family development shall be required to install a network of sidewalks and walkways which connect to required common space and to existing sidewalks at each entrance/exit to the development.

If no such sidewalks exist, the development shall be required [to] install a minimum five (5) [foot] wide sidewalk the entire length of the development which abuts a public right-of-way. New multi-family developments shall be required to meet the multi-family dimensional standards found in table 6.2.1. Multi-family developments in these districts shall also be required to meet all parking, landscaping and access management standards, and these standards shall apply when in conflict with table 6.2.1.

(5) *Lot Standards.*

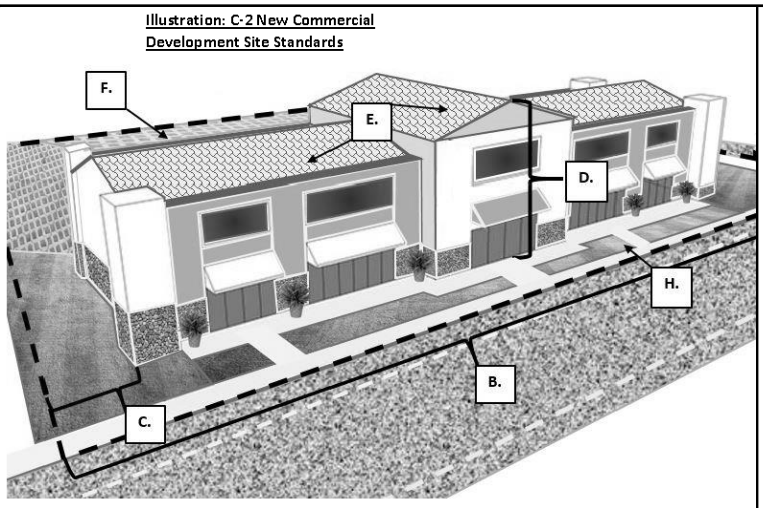
a. Lots should be rectangular in shape with a ratio of depth to frontage of 4:1.

C. **Dimensional Standards.** Table 6.3.1: Commercial Districts Dimensional Standards for Non-Residential Structures establishes the dimensional standards for structures with no residential component in the commercial districts. These regulations apply to all uses within each district unless a different standard is listed for a specific use. Section 6.3.D has additional design standards that apply to development within the districts.

Table 6.3.1. Commercial District Dimensional Standards for Non-Residential Uses.

	C-1	**C-2**	**C-3**
BULK			
Minimum Lot Area	None	¼ Acre (10,890 sf)	20,000 sf
Minimum Lot Width	None	100' along Arterials	100' along Arterials
Minimum Building Height	None	14'	18'
Maximum Building Height	48'	48'	48'
Maximum Impervious Surface	60%	65%	70%
SETBACKS			
Minimum Front Setback	Maximum 50 feet; Refer to Parking, Landscaping and Access Management Standards*	Maximum 55 feet; Refer to Parking, Landscaping and Access Management Standards*	Maximum 60 feet; Refer to Parking, Landscaping and Access Management Standards*
Minimum Interior Side Setback	10' minimum	10', if adjacent to residential use, increase to 15'	10', if adjacent to residential use, increase to 20'
Minimum Rear Setback	Refer to Parking, Landscaping and Access Management Standards	Refer to Parking, Landscaping and Access Management Standards	Refer to Parking, Landscaping and Access Management Standards

Open Space	Refer to Table 12.4.2	Refer to Table 12.4.2	Refer to Table 12.4.2



A.*Lot Area:* One quarter (¼) acre
B.*Lot Frontage:* 100 feet
C.*Side Setback:* 10 feet (15' when adjacent to Residential or Mixed-Use)
D.*Height:* 48 feet maximum
E.*Impermeable Surface Ratio:* 65 percent for new development
F.*Rear Parking Lot and Permeable surface* (not required but a solution if impermeable surface ratio is exceeded)
G.*Lot Line*
H.*Required Landscape Strip and Sidewalk*

Example Commercial Building Forms: C-1, C2, & C-3 Districts.

D. **Commercial District Design Standards.** The following design standards apply to new construction, substantial repair or rehabilitation meant to remedy damage or deterioration of the exterior façade of an existing structure, and additions to an existing structure.

Where residential uses are allowed they are subject to the applicable design standards in Subsection 6.2.

(1) *General Façade Requirements.*

a. Building façades that abut a public right-of-way, excluding alleys, must not contain blank wall areas that exceed 25 linear feet, measured parallel to the street.

b. Building façades that abut a public right-of-way, excluding alleys, must include a repeating pattern with no less than two of the following elements: color change, texture change, material module change, or a wall articulation change such as a reveal, pilaster, or projecting rib. All elements must repeat at intervals indicated in the following:

i. Building façades that are less than 500 feet long shall be modulated at intervals no greater than 75 feet in length.

ii. Building façades that are more than 500 feet long shall be modulated with intervals no greater than 15 percent of the length of the façade.

iii. See approved material and ratios list as provided in Subsection 2.2.

iv. Alternative design and pattern repetition may be considered.

c. All buildings of two or more stories must be designed with a definable base (ground floor), through the use of architectural features such as cornice treatments, recesses, corbeling, brick courses, accent or impression lines, and window designs.

d. All buildings must have a public entrance from the sidewalk along the primary building frontage. Public entrances must be visually distinctive from the remaining portions of the façade along which they are located.

Figure 6.3.1. Commercial District Design Standards Diagram

(2) *General Roof Design Requirements.*

a. Rooflines over 100 linear feet in building length must be variegated, and incorporate major focal point features, such as a dormers, gables, or projected wall features. An element of variegation on the roofline must occur at intervals of no more than 50 feet.

b. Parapet walls must feature three-dimensional cornice treatments or other shadow-creating details along their tops.

c. Green roof, blue roof, and white roof designs are encouraged.

d. Reflective roof surfaces that produce glare are prohibited, except for solar panels or white roofs intended to radiate absorbed or non-reflected solar energy and reduce heat transfer to the building, provided no hazard is created by the installation of such materials.

e. Pitched roofs. All buildings less than 5,000 square feet of gross floor area must have a pitched roof with a minimum pitch of 2:12. All one-story buildings less than 10,000 gross square feet must have a pitched roof between 2:12 and 12:12; provided, however, that if a pitched roof is not possible, a combination of flat roof and pitched roof is desired. A pitched roof on the front and side of the building must be provided to screen view of any flat roof. Arcades, drive-under canopies, porches, and other features with pitched roofs must be created.

f. Mansard roofs. Mansard roofs shall have a maximum pitch of 12:12 with a minimum 12-foot vertical surface length.

g. Flat roofs. Exposed metal flashing shall be copper or factory finished sheet metal. If factory finished metal flashing is used, such as standing seam, the color must be subdued to blend with other materials or of a color to simulate weathered copper or bronze. All buildings with flat roofs shall include parapet articulation on the front façade of such building.

h. Other. Drive-under canopies for gasoline pumps may have flat roof with vertical or factory formed facing of finished sheet metal.

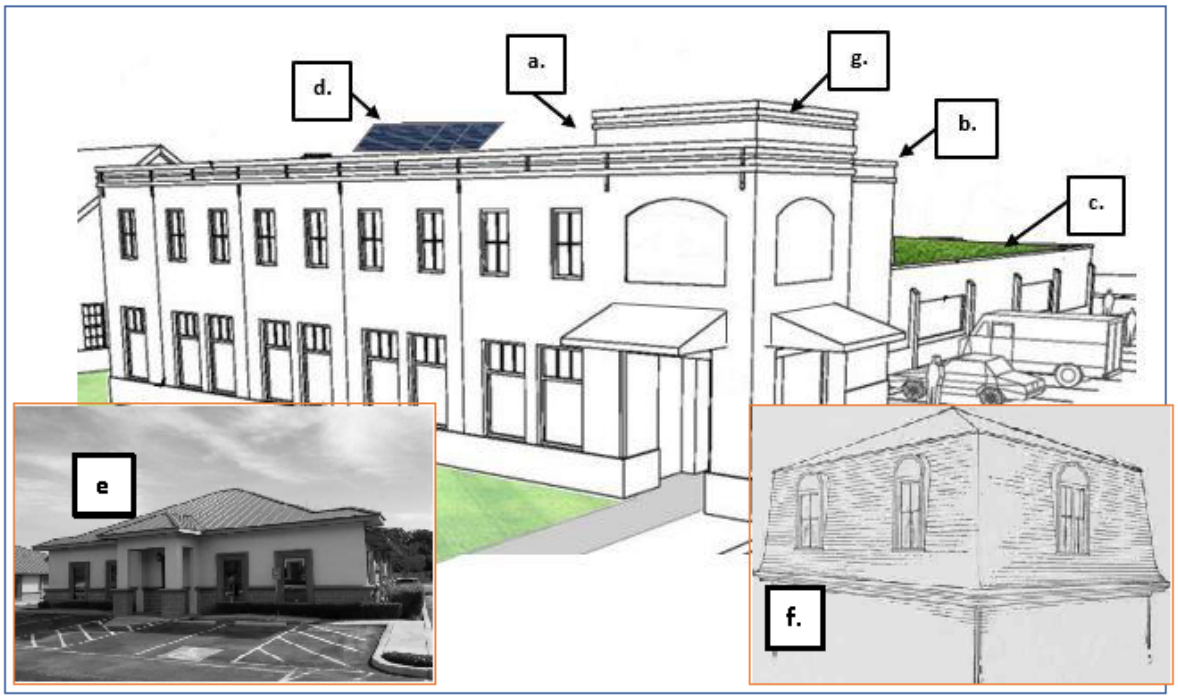


Figure 6.3.2. Commercial District Roof Design Diagram

(3) *Retail Center Design Standards.*

a. The site shall be designed so that there is safe pedestrian access to the center from the public right-of-way and safe pedestrian circulation within the development.

b. A cohesive character is required through the use of coordinated hardscape treatment (special paving materials, lighting, street furniture, etc.) and landscaping.

c. Retail Center Developments may satisfy front setback requirements with outlot building placement, provided they meet the other requirements of this Subsection and span at least 60% of the street frontage of the development.

d. Outlot buildings.

i. Outlot buildings must include showcase windows and entrances oriented toward both the street and the interior parking lot.

ii. If outlot buildings are part of a multi-tenant retail center development:

1) Outlot buildings fronting Collector or other Minor Street types, must define the street frontage by placement within 0' to 25' of the front lot line.

2) Outlot buildings fronting Arterial Streets shall be permitted to the maximum front setback of the underlying zoning district.

iii. A street presence for a mixed-use retail center must be created by locating part of the center or outlot buildings within 0' to 25' of the lot line for at least 30% of the frontage. The center or outlot buildings may be placed within a required setback to comply with this standard.

e. Lot Configuration.

i. Developments involving outlot buildings will be reviewed on a case by case basis and may be required to apply for a variance based on the parking configuration standards found within this Unified Development Code.

Figure 6.3.3. Outlot Building Setback Diagram.

(4) *Fenestration Standards.*

a. Windows shall be recessed no less than two inches, or projected out from the façade plane to provide depth and shadow.

b. The ground floor of all street fronting non-residential and mixed-use buildings shall maintain a minimum transparency of 30%. Store front windows shall begin no higher than two (2) feet above grade level.

c. Upper floors of the front façade must maintain a transparency of 25% of the wall area of the story.

(Ord. No. 1491-19 , § 1, 1-14-2020)

Agenda Item # 2022-733

Update to the City's Unified Development Code

MEETING DATE	PREPARED BY
September 20, 2022	Melissa Short, Admin Assistant/Permit Clerk/Assistant City Clerk

BACKGROUND

Review

SUMMARY

Board Review

RECOMMENDATION

ATTACHMENTS

1. Other Jurisdictions NeighborhoodCommercial Districts
2. 7.3___USE_MATRIX

Other Jurisdictions Neighborhood/Commercial Districts

Niceville

7.04.07 R-NC, R-C: Mixed-use zoning districts.

The mixed use districts are established for the purpose of providing for a mixture of residential housing types and densities and a range of commercial uses. Residential and nonresidential uses shall be allowed on the same parcel and within the same structure. When the mixed use district is located in older, developed areas of the city, the zoning regulations are intended to provide for infill development at a density, character and scale compatible with the surrounding area. In some cases the mixed use districts are intended as a transition area between residential uses and higher intensity commercial uses.

(a)R-NC: Residential/neighborhood commercial zoning district. The residential/neighborhood commercial zoning district is intended to provide for a mixture of offices, low-intensity businesses, and residential uses at a maximum density of fifteen (15) units per acre. Design standards and guidelines ensure development is designed in a way to be compatible with and enhance the existing character of the neighborhood in which it is located or adjacent to.

(b)R-C: Residential/commercial zoning district. The residential/commercial zoning district is intended to provide for a mixture of predominantly offices, businesses, and residential uses at a maximum density of twenty-five (25) units per acre. Design standards and guidelines ensure development is designed in a way to be compatible with and enhance the existing character of the neighborhood in which it is located or adjacent to.

ATTACHED TO EMAIL – LAND USE MATRIX AND STANDARDS FOR LOTS

Crestview

B.Mixed use districts.

1.MU Mixed-Use District. The Mixed-Use District is established to provide for a variety of land uses, including single- and multi-family dwellings and small, low-impact commercial developments, including retail sales, professional offices, service industries, bed-and-breakfasts, other similar uses and accompanying accessory uses. Uses may be limited by location due to impacts and compatibility issues. The maximum density for dwellings is 20.0 dwelling units per acre, and the maximum allowed floor area ratio (FAR) for commercial uses is 2.0. Each parcel, lot, tract or other division of land may contain multiple single- or multi-family dwellings according to the density allowed by the size of each piece of land.

Future Land Use	Zoning Districts								
	R-1	R-2	R-3	MU	C-1	C-2	IN	PL	E
Residential (R)	X	X	X						
Mixed Use (MU)			X	X	X				

Future Land Use	Zoning Districts								
	R-1	R-2	R-3	MU	C-1	C-2	IN	PL	E
Commercial (C)					X	X			
Industrial (I)							X		
Public Lands (P)								X	
Conservation (CON)									X

Principle Land Use	Zoning District								
	R-1	R-2	R-3	MU	C-1	C-2	IN	P	E
Residential Uses									
Single-family dwelling	P	P	P	P					
Duplex or Triplex			P	P					
Multifamily/Apartments/Condos			P	P	P				
Townhouse			P	P					
Manufactured homes	P	P	P	P					
Manufactured home community				S 7.05.06					
Non-Residential Uses									
Alcohol package store (no consumption on premises)					P	P			
Animal hospital or veterinary clinic					P	P			
Arenas, band shell, amphitheater, outdoor performance area					P	P		P	
Artisan studio				P	P	P			
Asphalt or concrete plant							P		
ATM kiosk				P	P	P	P	P	
Bait and tackle				P	P	P			
Barber, beauty salon, nail salons, aesthetician, and other similar uses				P	P	P			

Bed and breakfast lodging				P	P	P			
Building materials, building supply, enclosed lumber yard					P	P	P		
Business support services, such as copying, mailing, printing, private mail service				P	P	P	P		
Car wash or detailing facility					P (7.05.01 (B))	P	P		
Cemetery								P	
Community Center, club, or lodge				P	P	P			
Commercial recreation, including bowling, laser tag, video arcades, go karts, and other similar uses					P	P			
Residential subdivision public community/amenity center	P	P	P	P					
Cultural facility, such as library, museum, or gallery				P	P	P			
Day-care (child), nursery school, kindergarten, or pre-kindergarten				P	P				
Day-care (adult)				P	P				
Distribution centers, may include warehousing, dispatch offices, vehicle yards						P	P		
Essential public/municipal services	P	P	P	P	P	P	P	P	

Farmer's market, outdoor sales, roadside vendors				P	P	P		P	
Financial institutions, banks, credit unions, brokerages, no drive-up window					P	P			
Financial institutions, banks, credit unions, brokerages, with drive-up window					P	P			
Food stores, specialty, such as bakeries, candy, ethnic groceries, catering services				P	P	P			
Fortune tellers and psychics				P	P				
Freight and moving companies					P (7.05.01 (B))	P	P		
Fuel/gasoline station, may include convenience store, restaurant, automotive supplies, but not repair					P (7.05.01 (B))	P	P		
Funeral homes, mortuaries, crematoria					P (7.05.01 (B))	P			
Garden, community or neighborhood	P	P	P	P	P			P	P
Golf course	P	P	P	P					
Grocery store, supermarket					P	P			
Group home, congregate living facility and similar uses			P	P	P				
Health clubs, exercise clubs, spas, gyms				P	P	P			
Hospital					P	P	P	P	

Hotels, motels, inns and similar lodging facilities					P	P			
Ice vending machine				P	P	P	P	P	
Industrial uses, heavy industry with nuisance factors, such as odor, noise, vibration, electronic interference							P		
Junk or salvage yards, recycling facilities							P		
Kennel with outdoor runs					P (7.05.01 (B))	P			
Kennel, no outdoor runs				P	P (7.05.01 (B))	P	P		
Laboratories, medical					P	P	P		
Laboratories, industrial						P	P		
Landscaping materials sales: plants, stone, mulch, gravel, supplies, greenhouse, nursery yards					P (7.05.01 (B))	P	P		
Laundry facility, self-service				P	P	P	P		
Lounge, bar or nightclub					P	P			
Light manufacturing, light assembly, fully enclosed building, no nuisance factors				P	P	P	P		
Heavy manufacturing and intense industrial activities including production, fabrication, assembly, outdoor storage, with nuisance factors							P		

Medical and dental clinics, outpatient facilities					P	P			
Medical facility for recovery or rehabilitation services, includes substance abuse center, physical or mental rehabilitation, overnight stays					P	P			
Medical marijuana dispensary, drug stores and pharmacies					S 7.05.02	S 7.05.02			
Nursing home or convalescent facility, overnight stay			P	P	P	P			
Offices, general, includes offices for trades or construction businesses				P	P	P	P		
Parking lot or parking garage, commercial					P	P	P		
Pawnshops					P	P			
Personal services, such as jewelry repair, shoe repair, tailoring, dry cleaning pick-up center				P	P	P			
Professional offices, accounting, government operations, legal services, bookkeeping, realtors, brokers, insurance, etc.				P	P	P			
Recreational camping				S 7.05.03 (B)	S 7.05.03 (B)	S 7.05.03			S 7.05.03
Recreational vehicle park				S 7.05.04	S 7.05.04	S 7.05.04			
Religious facility	P	P	P	P	P	P	P	P	

Repair shops, small equipment, small appliances					P	P	P		
Restaurants, drive-through and fast food					P	P			
Restaurants, (drive-through not allowed)				P	P	P			
Retail shops, freestanding or within centers, includes department stores or specialty shops such as art, antiques, furniture, florist, appliances, jewelry, media, office supplies, automotive supplies, etc.				P	P	P			
Retail, large-scale discount establishments, big-box stores					P	P			
RV, motor homes, travel trailers, or manufactured home sales lot					P (7.05.01 (B))	P	P		
Schools: academic, charter, public or private	P	P	P	P	P	P		P	
Schools: business, commercial, trade, vocational				P	P	P	P	P	
Self-storage, mini-storage facilities				P	P	P	P		
Stone, granite, monument sales					P (7.05.01 (B))	P			
Studios for personal instruction, such as music, dancing, art or photography				P	P	P			
Tattoo parlors and body-piercing studios				P	P	P			

Terminals, bus, transit, includes truck stop						P	P		
Theaters, movie or performing arts					P	P			
Towers, radio, TV, telecommunication	S 7.05.05	S 7.05.05	S 7.05.05	S 7.05.05	S 7.05.05	S 7.05.05	S 7.05.05	S 7.05.05	
Trades, maintenance services, and heavy repair services, including outdoor storage, equipment yards, machine shops, welding shops, towing services						P	P		
Uses that are adult-oriented, including bookstores, movie stores, theaters, entertainment, and retail stores							P		
Vehicle: repair, body shop						P	P		
Vehicle: sales and rentals, including automobiles, trucks, and motorcycles					P (7.05.01 (B))	P			
Vehicle: construction, heavy equipment sales and rental						P	P		
Vehicle: storage yards					P (7.05.01 (B))	P			
Warehousing, not including self-services storage					P (7.05.01 (B))	P	P		
Wholesalers					P (7.05.01 (B))	P			

Pensacola

RESIDENTIAL/NEIGHBORHOOD COMMERCIAL LAND USE—RNC

R-NC Residential/neighborhood commercial zoning district.

REDEVELOPMENT LAND USE—R	
GRD	Gateway redevelopment zoning district.
GRD-1	Gateway redevelopment district, Aragon redevelopment area.
WRD	Waterfront redevelopment zoning district.

Sec. 12-3-6. Residential/office land use district.

The regulations in this section shall be applicable to the residential/office zoning district: R-2.

(1) *Purpose of district.* The residential/office land use district is established for the purpose of providing for a mixture of residential housing types and densities and office uses. Residential and office uses shall be allowed within the same structure. When the R-2 zoning district is located in older, developed areas of the city, the zoning regulations are intended to provide for residential or office infill development at a density, character and scale compatible with the surrounding area. In some cases the R-2 district is also intended as a transition area between commercial and residential uses.

(2) *Uses permitted.*

a. Single-family detached dwellings; two-family attached dwellings (duplexes).

b. Single-family attached (townhouse and quadruplex construction) and detached zero-lot-line dwellings. The development must comply with the minimum standards established for the R-ZL zoning district in section 12-3-5(1).

c. Multiple-family attached dwellings (three or more dwelling units), at a maximum gross density of 35 units per acre.

d. Community residential homes licensed by the state department of health and rehabilitative services with:

1. Six or fewer residents providing that it is not to be located within 1,000 feet of another such home, measured from property line to property line.

2. Seven to 14 residents providing such home is not within 1,200 feet of another such home in a multifamily district, and that the home is not within 500 feet of a single-family zoning district. If it is proposed to be within the distance limits noted, measured from property line to property or district line, it shall be permitted with city council approval after public notification of property owners in a 500-foot radius.

e. Cemeteries, subject to regulations in section 12-3-85.

f. Home occupations, subject to regulations in section 12-3-57.

g. Municipally owned and operated parks and playgrounds.

h. Minor structures for the following utilities: unoccupied gas, water and sewer substations of pump stations, electrical substations and telephone substations subject to regulations in section 12-3-88.

i. Child care facilities subject to regulations in section 12-3-87.

j. Private clubs and lodges, except those operated as commercial enterprises.

k. Boarding and lodging houses.

l. Bed and breakfast subject to regulations in section 12-3-84.

m. Dormitories.

n. Office buildings.

o. Hospitals, clinics (except animal hospitals and clinics).

p. Nursing homes, rest homes, convalescent homes.

q. Schools and educational institutions having a curriculum the same as ordinarily given in public schools and colleges subject to regulations in section 12-3-94.

r. Libraries and community centers opened to the public and buildings used exclusively by the federal, state, county and city government for public purposes subject to regulations in section 12-3-90.

s. Churches, Sunday school buildings and parish houses subject to regulations in section 12-3-86.

t. Social services homes/centers.

u. Banks and financial institutions.

v. Barber and beauty shops are permitted uses provided that they are located with property frontage on a four-lane roadway facility. Such properties must be proven to be a lot of record that was owned as a separate unit as shown of record on or prior to February 18, 2016.

w. Accessory structures, buildings and uses customarily incidental to any of the above uses subject to regulations in section 12-3-55.

x. Studios as defined in section 12-13-1.

(3) *Development permitted.*

a. Conventional subdivision subject to regulations in section 12-3-105.

b. Special planned development subject to regulations in section 12-3-106.

(4) *Regulations.* All developments are required to comply with design standards and are encouraged to follow design guidelines as established in section 12-3-121. Table 12-3.5 describes height, area and yard requirements for the residential/office zoning district:

Sec. 12-3-7. Residential/neighborhood commercial land use district.

The regulations in this section shall be applicable to the residential/neighborhood commercial zoning district: R-NC and the residential/neighborhood commercial B: R-NCB.

(1) *Purpose of district.* The residential/neighborhood commercial land use district is established for the purpose of providing for a mixture of residential housing types and densities, professional uses and certain types of neighborhood convenience-shopping-retail sales and service uses. Residential and office or commercial uses shall be allowed within the same structure. When the R-NC/R-NCB zone is established in older sections of the community in which by custom and tradition the intermixing of such uses has been found to be necessary and desirable, the zoning regulations are intended to provide for infill development at a density, character and scale compatible with the surrounding area.

When the R-NC/R-NCB zoning district is located in newer developing areas where it is necessary and desirable to create a transition zone between a residential and a commercial district, the zoning regulations are intended to provide for mixed office, commercial and residential development.

(2) *Uses permitted.*

a. *R-NC residential neighborhood commercial zoning district.*

1. Any use permitted in the R-2 district.
2. Residential design manufactured homes subject to regulations in section 12-3-91.
3. Manufactured home parks subject to regulations in section 12-3-91(d).
4. The following uses, with no outside storage or work permitted, except as provided herein:

i. Retail food and drugstore (including medical marijuana dispensaries and liquor package store).
ii. Personal service shops as defined in section 12-13-1.
iii. Clothing and fabric stores.
iv. Home furnishing, hardware and appliance stores.
v. Specialty shops.
vi. Bakeries, whose products are sold at retail and only on the premises.
vii. Consignment and vintage clothing shops.
viii. Floral shops.
ix. Health clubs, spas, and exercise centers.
x. Martial arts studios.
xi. Laundromats and dry cleaners using combustible or flammable liquids of solvents with a flash point of 190 degrees Fahrenheit or greater.
xii. Laundry and dry-cleaning pick-up stations.
xiii. Outdoor sales of trees, shrubs, plants and related landscaping materials as an accessory to indoor retail sales uses permitted by this section, provided that the area is enclosed within a fence attached to the rear or side of the main building, and provided that the outdoor area does not exceed 20 percent of the total area of the main building.
xiv. Restaurants.
xv. Studios as defined in section 12-13-1.
xvi. Mortuary and funeral parlors.
xvii. Appliance repair shops.
xviii. Gasoline and service stations with up to three wreckers. Minor repair work not involving major motor or drive train repairs, straightening of body parts, painting, welding, or other major mechanical and body work involving noise, glare, fumes, or smoke, is permitted within a building.
xix. Tattoo parlor/studio.
xx. Accessory buildings and uses customarily incidental to the above uses.

b. *R-NCB residential neighborhood commercial - B zoning district.*

1. Any use permitted in the R-2 district with the exception of cemeteries.
2. The following uses, with no outside storage or work permitted, except as provided herein:

i. Retail food and drugstore (including medical marijuana dispensaries but excluding liquor package store).
ii. Personal service shops as defined in section 12-13-1.
iii. Clothing and fabric stores.
iv. Home furnishing, hardware and appliance stores.
v. Specialty shops.
vi. Bakeries, whose products are sold at retail and only on the premises.
vii. Consignment and vintage clothing shops.
viii. Floral shops.
ix. Health clubs, spas, and exercise centers.
x. Martial arts studios.
xi. Laundry and dry-cleaning pick-up stations.
xii. Outdoor sales of trees, shrubs, plants and related landscaping materials as an accessory to indoor retail sales uses permitted by this section, provided that the area is enclosed within a fence attached to the rear or side of the main building, and provided that the outdoor area does not exceed 20 percent of the total area of the main building.
xiii. Restaurants.
xiv. Studios as defined in section 12-13-1.
xv. Appliance repair shops.
xvi. Accessory buildings and uses customarily incidental to the above uses.

(3) *Development permitted.*

a. Conventional subdivision subject to regulations in section 12-3-105.

b. Special planned development subject to regulations in section 12-3-106.

(4) *Regulations.* All developments are required to comply with design standards and are encouraged to follow design guidelines as established in section 12-3-121. Table 12-3.6 describes height, area and yard requirements for the residential/neighborhood commercial zoning district and the residential/neighborhood commercial B zoning district:

Sec. 12-3-12. - Redevelopment land use district.

The regulations in this section shall be applicable to the gateway and waterfront redevelopment zoning districts: GRD and WRD.

(1)GRD, Gateway Redevelopment District.

a. Purpose of district. The gateway redevelopment district is established to promote the orderly redevelopment of the southern gateway to the city in order to enhance its visual appearance, preserve a unique shoreline vista, improve traffic safety, and encourage a high quality of site planning and architectural design. Site specific analysis of each development proposal within the gateway district is intended to ensure that the scenic orientation and open space image of the Bayfront Parkway is maintained, the development character of the Chase-Gregory corridor is upgraded, and the boundary of the adjacent historic district is positively reinforced

b. Uses permitted.

1.Single-family residential (attached or detached) at a maximum density of 17.4 units per acre. Multifamily residential at a maximum density of 100 dwelling units per acre.

2.Home occupations, subject to regulations in section 12-3-13.

3.Offices.

4.Adult entertainment establishments subject to the requirements of chapter 7-3 when located within the dense business area as defined in chapter 12-13, Definitions.

5.All commercial uses permitted in the C-2A zone, with no outside storage or repair work allowed, with the exception: i.Mortuaries and funeral parlors .ii.Appliance and repair shops .iii.Public parking lots and parking garages. iv.New car lots or used car lots. v.Public utility plants, transmission and generating stations, including radio and television broadcasting stations. vi.Car or truck rental agencies or storage facilities.

6.Family day care homes licensed by the state department of children and family services as defined in state statutes.

(2)GRD-1, Gateway redevelopment district, Aragon redevelopment area.

a.Purpose of district. The gateway redevelopment district, Aragon redevelopment area is established to promote the orderly development of the southern gateway to the city in order to enhance its visual appearance, preserve a unique shoreline vista, improve traffic safety, and encourage a high quality of site planning and architectural design. Site specific analysis of development proposed within the district is intended to ensure that the scenic orientation and open space image of the Bayfront Parkway is maintained and the boundary of the adjacent historic district is positively reinforced. Zoning regulations are intended to ensure that future development is compatible with and enhances the pedestrian scale of the existing structures and period architectural character of the adjacent historic district.

b.Urban character of the district. The Aragon redevelopment area is characterized by integration of houses, shops, and work places. Mixed land use is encouraged by allowing home occupations and first floor work spaces with apartments and townhouses above. The historic district is the basis for district architectural guidelines, which reflect the scale and lot sizes, and the list of permitted uses is similar to those uses permitted in the historic district to the south.

c.Uses permitted.1.GRD-1, residential uses.

i.Single-family and multifamily residential (attached or detached) at a maximum overall density of 17.4 units per acre.ii.Bed and breakfast (subject to section 12-3-84).iii.Home occupations allowing: not more than 60 percent of the floor area of the total buildings on the lot to be used for a home occupation; retail sales shall be allowed limited to uses listed as conditional uses in subsection (2)c.3.i of this section; two nonfamily members as employees in the home occupation; and a sign for the business not to exceed three square feet shall be allowed.iv.Community residential homes licensed by the state department of children and family services with six or fewer residents providing that it is not to be located within 1,000 feet of another such home. If it is proposed to be within 1,000 feet of another such home, measured from property line to property line, it shall be permitted with city council approval

after public notification of property owners in a 500-foot radius.v.Limited office space allowed only with residential use occupying a minimum of 50 percent of total building square footage of principal and outbuildings.vi.Family day care homes licensed by the state department of children and family services as defined in state statutes.

2.GRD-1, public uses.

i.Meeting hall, U.S. Post Office pavilion, buildings used for community purposes, not to exceed 5,000 square feet.ii.Publicly owned or operated parks and playgrounds.iii.Churches, Sunday school buildings and parish houses.

3.GRD-1, commercial uses.

i.The following uses limited to a maximum area of 5,000 square feet:(a)Antique shops.(b)Art galleries.(c)Bakeries whose products are sold at retail and only on the premises.(d)Banks (except drive-through). (e)Barbershops and beauty shops.(f)Child care facilities (subject to section 12-3-87).(g)Health clubs, spas, and exercise centers.(h)Jewelers.(i)Laundry and dry-cleaning pick-up stations.(j)Office buildings.(k)Restaurants (except drive-ins).(l)Retail sales and services.(m)Retail food and drugstore.(n)Specialty shops.(o)Studios.4.GRD-1, miscellaneous uses.i.Outbuildings and uses can include:(a)Garage apartments.(b)Carriage houses.(c)Studios.(d)Granny flats.(e)Storage buildings.(f)Garages.(g)Swimming pools.(h)Hot tubs.(i)Offices.

Refer to Aragon Urban Regulations in Aragon Design Code for maximum impervious surface per lot type.

ii.Minor structures for utilities (gas, water, sewer, electric, telephone)

(3)WRD, waterfront redevelopment district.

a.Purpose of district. The waterfront redevelopment district is established to promote redevelopment of the city's downtown waterfront with a compatible mixture of water-dependent and water-related uses that preserve the unique shoreline vista and scenic opportunities, provide public access, create a cultural meeting place for the public, preserve the working waterfront activities historically located in the waterfront area, and encourage a high quality of site planning and architectural design. Site specific analysis of each development proposal within the district is intended to ensure that the scenic vistas and marine-oriented image of the district are maintained, that the development character of the waterfront is upgraded and that the boundaries of the adjacent special districts are positively reinforced.

b.Uses permitted.

1.Single-family residential (attached or detached) at a maximum density of 17.4 units per acre. Multifamily residential at a maximum density of 60 dwelling units per acre.

2.Home occupations, subject to regulations in section 12-3-57.

3.Offices.

4.Libraries and community centers opened to the public and buildings used exclusively by the federal, state, county and city government for public purposes.

5.Hotels/motels.

6.Marinas.

7.Parking garages.

8.The following retail sales and services: i.Retail food and drug stores (including medical marijuana dispensaries and package liquor store).ii.Personal service shops.iii.Clothing stores.iv.Specialty shops.v.Banks.vi.Bakeries whose products are sold at retail on the premises.vii.Antique shops.viii.Floral shops.ix.Health clubs, spa and exercise centers.x.Laundromats.xi.Laundry and dry-cleaning pick-up stations.xii.Restaurants.xiii.Studios.xiv.Art galleries.xv.Sale or rental of sporting goods or equipment including instructions in skiing, sailing, or scuba diving.xvi.Boat rentals waterside only with limited upland storage.xvii.Bars.xviii.Commercial fishing.xix.Ferry and passenger terminals.xx.Cruise ship operations.

9.Family day care homes licensed by the state department of children and family services as defined in state statutes.

Santa Rosa County

C.Commercial and Business.1.NC—Neighborhood Commercial.

C.Commercial and Business.

Neighborhood Commercial (NC). To provide for a limited range of commercial uses in appropriate and easily accessible locations adjacent to residential areas and having access to a limited market area. This district is designed to be situated adjacent to residential areas. It is intended to provide low intensity commercial uses that primarily offer goods, services and opportunity for office employment in close proximity to residential areas. All neighborhood commercial uses must be located adjacent to a collector or arterial roadway.

Town Center Core (TC-1). To provide a mixed use commercial and residential district with a maximum residential density of ten (10) dwelling units per acre. This district shall be characterized by small scale commercial development and varied architecture. COULD BE COMPARABLE TO MILTON'S DOWNTOWN AREA or RC-1

7.3 USE MATRIX

Table 7.3.1: The Use Matrix identifies the primary and temporary uses allowed within each zoning district. "P" indicates that the use is permitted in the district. "S" indicates that the use is a special use/exception in the district and requires special use approval. If a cell is blank, the use is not allowed in the district. In the case of temporary uses, a "P" indicates the temporary use is allowed in the district but will require approval by a temporary use permit.

The "Use Standard" column references the specific use standards identified for the various uses presented in the Matrix. The "Use Standard is in addition to all other standards of this code. All uses must adhere to the Zoning District Dimensional and Design Standards of their respective Zoning District identified in Article 6. Parking, Landscaping, Access and other standards identified in this Code shall apply.

Uses that do not reference a specific "Use Standard" do not have standards that are specific to, in addition to, or that differ from those standards identified in Article 6 or other Articles of this code. For Accessory Use and Environmental Performance Standards, see Article 9. Some Accessory Uses are identified in the Use Matrix.

Uses permitted within the R-C1 and D-CM zoning districts, rather by right or by special exception, may require a certificate of compliance by the board of adjustment prior to permitting.

The *Special Use/Exception Approval* process is outlined in Subsection 3.3.

		R-1A	R-1	R-2	R-3	R-U	R-C1	C-1	C-2	C-3	D-CM	SSC-RC	P-E	CON	REC	USE STANDARD
PRINCIPAL USE																
Adult Family-Care Home	P	P	P	P	P	P	S	S				S				8.1(R)
Agriculture						P										8.1(A)
Airport						S										8.1(B)
Amusement Facility Indoor						S	S	S	P	P	P	P				8.1(C)
Amusement Facility - Outdoor	S	S	S	S	P	P	S	S	P	P	S	P	P			8.1(C)
Animal Care Facility (Veterinary Clinic)						S		S	P	P	P	P				8.1(D)
Animal Shelter						S		S	P	P		S				8.1(D)
Animal Shelter - Operated by Public Authority						S	P	S	P	S		P	P			8.1(D)
Art Gallery						P	P	P	P	P	P	P				
Art Studio							P	P	P	P	P	P				
Assisted Living Facility (ALF)	S	S	S	S	P	S	S	S	P	P		S				8.1(QQ)
Automated Teller Machine (ATM)					S		S	P	P	P	P	P				8.1(E)
Bar/Tavern								S	P	P						8.1(F)
Bed and Breakfast					S	S	P	P	S			P				8.1(G)
Benevolent Distribution Center										P						8.1(H)
Boarding House					P											8.1 (I)
Boat House (Accessory)	P	P	P	P	P	P	P	P	S							8.1(J)
Boat Ramp/Pier							P			P	P		P	P	P	8.1(K)
Boat Rental Facility							P	P	P	P	P					
Body Modification Establishment								S	P	P						8.1(L)

Broadcasting Facility TV/Radio with or without Antennae					S	S		P	P	P		S	P			8.1(HH)
Buildings Used Exclusively for Gov.	P	P	P	P	P	P	P	P	P	P	P	P	P		P	
Campground / RV Park						P							P		P	8.1(N)
Car Wash							S	P	P	P		P				8.1(O)
Cemetery						S							S			8.1(P)
Commercial Breeder									S	P						8.1(D)
Community Center	S	S	S	S	P	P	P	S				P	P			
Community Garden	S	S	S	S	P	P	P	S			S	P	P		P	8.1(Q)
Community Residential Home 6 or less	P	P	P	P	P	P	S					P				8.1(R)
Community Residential Home 7 or more					P		S	S								8.1(R)
Conservation Area	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Contractor Office w/out Storage					S	S	P	P	P	P	P	P				8.1(S)
Contractor Office with Storage									S	P						8.1(S)
Convention Center						S	P		S	S	S	P	P			8.1(T)
Country Club	S	S	S	S	P	P	P	P	P			P				8.1(U)
Cultural Facility					S	P	P	P	P	S	P	P	P			8.1(V)
Day Care Center	S	S	S	S	P	P	P	P	P	P		P				8.1(W)
Day Care Home	P	P	P	P	P	P	P	S				P				8.1(W)
Drive-Through Facility						S	S	P	P	P		S				8.1(X)
Dwelling - Above the Ground Floor							P	P	S		P	P				8.1(Y)
Dwelling - Accessory Dwelling Unit	S	S	S	S	P	P	P					P				9.3(K)

Dwelling - Manufactured Home						P										
Dwelling - Mobile Home																
Dwelling - Multi-Family					P		P	P	P	P		P				
Dwelling - Townhouse					P		P	S				P				
Dwelling - Single-Family	P	P	P	P	P	P	P	S				P				
Dwelling - Two-Family				P	P	P	P	S				P				
Educational Facility - Primary or Secondary	S	S	S	S	P	P	P	S	P			P	P			
Educational Facility - University or College	S	S	S	S	P	P	P	S	P	P		P	P			
Educational Facility - Vocational	S	S	S	S	P	P	P	S	P	P		S	P			
Fallout Shelter (1-2 Family, Accessory)	P	P	P	P	P	P	P					P				9.3(M)
Community Shelter	S	S	S	S	S	P	P	P	P	S	S	S	P			9.3(M)
Display Shelter								P	P	P						9.3(M)
Farmers Market					S	P	P	P	P		S	S	P			
Fast food Restaurant							S	P	P			P				
Financial Institution				S	S		P	P	P	P	P	P				
Fraternity/Sorority	S	S	S	S	S	S	S									8.1(CC)
Freight Terminal																
Funeral Home							P	P	P	P		S				
Garage Apartment (Accessory)	P	P	P	P	P	P	P					S				9.3(K)
Gas Station							P	P	P	P		S				8.1(DD)
Golf Course/Driving Range	S	S	S	S	P	P		P	P	P		S				
Government Office	P	P	P	P	P	P	P	P	P	P	P	P	P			
Greenhouse/Nursery - Retail					S	P	S	P	P	P		S				

Group Home	S	S	S	S	P	S	S	S	P	P		S				8.1(EE)
Guest Cottage (Accessory)	P	P	P	P	P	P	P					S				9.3(K)
Halfway House					S	S				S		S				8.1(EE)
Healthcare Institution					S		S	P	P	P		P	P			
Heavy Retail, Rental and Service								S	P	P		S				
Helipad					S	S		S	P	P		S	P			8.1(B)
Heliport						S										8.1(B)
Home Occupation	P	P	P	P	P	P	P					P				8.1(FF)
Hotel/Motel							P	P	P	P	S	S				
Industrial Artisan							S	S	S	P	S	S				8.1 (GG)
Industrial Design							S	S	S	P	S	S				8.1 (GG)
Lite Manufacturing							S	S	S	P		P				8.1 (GG)
Live Entertainment - Ancillary Use							S	S	P	P	P	P				8.1 (HH)
Live Performance Venue						S	S	P	P		P	S	P			8.1 (HH)
Lodge/Meeting Hall							P	P	P	S	S	S				8.1 (II)
Manufactured Home Park						P										
Marina							P	P	P	P	P	P				
Medical/Dental Office				S	P	P	P	P	P	P	P	P				
Medical Marijuana Treatment Center							S	P	P	P	S	S				8.1(JJ)
Micro-Brewery/Distillery/Winery Small							P	P	P	P	P					8.1(KK)
Micro-Brewery/Distillery/Winery Large									S	P						
Mobile Vendors												P				
Movie Studio							S	S	P	P		S				
Neighborhood Market				S	P		P	P	P	P	P	P				8.1(LL)

Nightclub								S	P	P						8.1(HH)
Nursing, Convalescent, or Rest Home					P			P	P	P		S				
Office				S	P		P	P	P	P	P	P				
Outdoor Dining							P	P	P	P	P	P				8.1(MM)
Pain Management Clinic							S	P	P	P		S				
Parking Lot (Principle Use)							P	P	P	P	P	S				8.1(NN)
Parking Structure (Principle Use)							P	P	P	P	P	S				8.1(NN)
Passenger Terminal									S	P		S				
Pay Day/Title Loan Agency							S	S	P	P		S				8.1(OO)
Permanent Makeup Services (ancillary use within a salon, doctors office or educational institution)							P	P	P	P	P	P				
Personal Service Establishment Beauty/salon				S	S		P	P	P	P	P	P				
Personal Service Establishment Laundry/Dry Cleaner					S		P	P	P	P		P				
Pharmacy							S	P	P	P	S	S				8.1(PP)
Pier (Accessory)	P	P	P	P	P	P	P	P	P	P	P					8.1(K)
Planned Development Project Residential	P	P	P	P	P	P	P	P	S	S	S	P				
Planned Development Project Commercial					S	S	P	P	P	P	P	P				
Place of Worship	S	S	S	S	P	P	P	P	P	P		P				
Private Stable	P	P	P	P	P	P										8.1(QQ)

Public Park	P	P	P	P	P	P	P	P	P	S	P	P	P	S	P	
Public Safety Facility	S	S	S	S	P	P	P	P	P	P	P	P	P			
Public Works Facility	P	P	P	P	P	P	P	P	P	P	P	P	P			
Reception Facility							P	P	P	P	P	P				8.1(RR)
Recreational Vehicle Park						P	S			S					P	8.1(N)
Recycling Collection Center								P	P	P			P			
Research and Development					S		S	P	P	P	S	S				
Restaurant					S	S	P	P	P	P	P	P				8.1(TT)
Retail/Convenience Store							P	P	P	P	S	P				
Retail Goods Establishment						S	P	P	P	P	P	P				
Retail Sales of Alcohol							P	P	P	P	P	S				8.1(UU)
Salvage, Junk, Wrecking - Yard										S						
Second-Hand Store (Thrift, Pawn Store)								S	P	P		S				8.1(VV)
Self-Storage Facility (Mini-warehouse)						S		S	P	P		P				
Sexually Oriented Business									S	S						8.1(WW)
Shopping Center							P	P	P	P	S	P				
Solar Farm						S							P			8.1(XX)
Specialty Food Service							P	P	P	P	P	P				
Storage Yard - Outdoor									S	P						8.1(YY)
Take-out Only Restaurant							P	P	P	P	P	P				
Transient Vacation Rental					S		P				P					
Truck Repair									S	P						
Utility	P	P	P	P	P	P	P	P	P	P	P	P	P		P	

Vehicle Dealership - Enclosed								S	P	P		P				
Vehicle Dealership - With Outdoor Storage/Display								S	P	P		P				
Vehicle Operation Facility										S			P			
Vehicle Rental - Enclosed									P	P		P				
Vehicle Rental - With Outdoor Storage/Display								S	S	P		P				
Vehicle Repair/Service - Major								S	P	P						8.1(ZZ)
Vehicle Repair/Service - Minor							P	P	P	P		P				8.1(ZZ)
Warehouse									S	P		P	P			
Wholesale Establishment								S	P	P		P				
Wind Energy System						P							P	S		8.1(AAA)
Wind Energy System (Private)	P	P	P	P	P	P										9.3(Z)
Wireless / Telecommunications Towers								P	P	P			P			8.1(BBB)
TEMPORARY USE																
Farmers' Market						P	P	P	P	P	P	P			P	8.2(A)
Temporary Contractor's Office	P	P	P	P	P	P	P	P	P	P	P	P	P		P	
Temporary Mobile Food Sales (Vending)							P	P	P	P	P	S			P	8.2(B)
Temporary Outdoor Entertainment						S	P	P	P	P	P	S			P	8.2(C)
Temporary Outdoor Sales						P	P	P	P	P	P	P				8.2(D)
Temporary Outdoor Storage Container	P	P	P	P	P	P	P	P	P	P	P	P	P			8.2(E)

Temporary Structures (Tents, Offices…)							P	P	P	P	P	P			P	8.2(F)

(Ord. No. 1453-17 , § 1, 8-8-2017; Ord. No. 1460-17 , § 3, 9-12-2017; Ord. No. 1477-18 , § 1, 9-11-2018; Ord. No. 1478-18 , § 1, 9-11-2018; Ord. No. 1483-18 , § 1, 11-13-2018)